



Enterprise Town Advisory Board

Clark County Commission Chambers

500 South Grand Central Pkwy

Las Vegas, NV 89155

April 28, 2021

6:00pm

AGENDA

Note:

- Social distancing will be practiced during this meeting. You will be asked to keep appropriate spacing (six (6) feet) away from other meeting attendees.
- Items on the agenda may be taken out of order.
- The Board/Council may combine two (2) or more agenda items for consideration.
- The Board/Council may remove an item from the agenda or delay discussion relating to an item at any time.
- No action may be taken on any matter not listed on the posted agenda.
- All planning and zoning matters heard at this meeting are forwarded to the Board of County Commissioners' Zoning Commission (BCC) or the Clark County Planning Commission (PC) for final action.
- Please turn off or mute all cell phones and other electronic devices.
- Please take all private conversations outside the room.
- With a forty-eight (48) hour advance request, a sign language interpreter or other reasonable efforts to assist and accommodate persons with physical disabilities, may be made available by calling (702) 455-3530, TDD at (702) 385-7486, or Relay Nevada toll-free at (800) 326-6868, TD/TDD.
- Supporting material provided to Board/Council members for this meeting may be requested from Carmen Hayes at 702-371-7991 and is/will be available on the County's website at www.clarkcountynv.gov.
- If you do not wish to attend this meeting in person, but would like to comment on an item appearing on this agenda, or provide general public comment, please submit your comments to TLH@clarkcountynv.gov, before 04:00 pm, April 28, 2021. Please include your name, address, and identify which agenda item you are commenting on, and your comment. Comments will be read into the record. No comments over three (3) minutes in length will be read. All comments received will be compiled into a document and shared as part of the meeting's minutes.

Board/Council Members: David Chestnut, Chair
Tanya Behm
Joseph Throneberry

Barris Kaiser, Vice Chair
Gabriela Everett

Secretary: Carmen Hayes, 702-371-7991 CHAYES70@yahoo.com

County Liaison(s): Tiffany Hesser 702-455-7388 TLH@clarkcountynv.com

I. Call to Order, Pledge of Allegiance, and Roll Call

II. Public Comment- This is a period devoted to comments by the general public about items on this agenda. No discussion, action, or vote may be taken on this agenda item. You will be afforded the opportunity to speak on individual Public Hearing Items at the time they are presented. If you wish to speak to the Board/Council about items within its jurisdiction but not appearing on this agenda, you must wait until the "Comments by the General Public" period listed at the end of this agenda. Comments will be limited to three (3) minutes. Please step up to the speaker's podium, if applicable, clearly state your name and address and please **spell** your last name for the record. If any member of the Board/Council wishes to extend the length of a presentation, this will be done by the Chairperson or the Board/Council by majority vote.

BOARD OF COUNTY COMMISSIONERS
MARILYN KIRKPATRICK, Chair – JAMES B. GIBSON, Vice-Chair
JUSTIN C. JONES – WILLIAM MCCURDY II – ROSS MILLER – MICHAEL NAFT – TICK SEGERBLOM
YOLANDA KING, County Manager

If you do not wish to attend this meeting in person, but would like to comment on an item appearing on this agenda, please submit your comments to TLH@clarkcountynv.gov, before 04:00 pm, on April 28, 2021. Please include your name, address, and identify which agenda item you are commenting on, and your comment. Comments will be read into the record. No comments over three (3) minutes in length will be read. All comments received will be compiled into a document and shared as part of the meeting's minutes.

- III. Approval of Minutes for April 14, 2021. (For possible action)
- IV. Approval of the Agenda for April 28, 2021 and Hold, Combine, or Delete any Items. (For possible action)
- V. Informational Items

- 1. Announcements of upcoming neighborhood meetings and County or community meetings and events. (for discussion)

- Help RTC make Clark County more walkable! You are invited to join one or more of the upcoming virtual walk audits scheduled throughout May, which are part of the RTC Regional Walkability Plan.

Your participation will help our team better understand the existing pedestrian experience and identify opportunities for improvement. Walk audits are used to observe the existing walking and rolling conditions in a given area. Participants document pedestrian barriers and issues and identify potential solutions and improvements.

These events are being held virtually and they are a very interactive way for you to provide your thoughts and concerns in various areas of the valley to improve the pedestrian environment.

Clark County – Virtual Walk Audit along Eastern Ave, Desert Inn Rd and Mojave Rd. via Zoom Webinar

Training Date: Tuesday, April 27th, 6-7pm (optional)

Virtual Audit Date: Thursday, May 6th, 6-7pm

Please register here: <https://www.surveymonkey.com/r/NVWalkability>

- RTC Transit Service Change Public Comment Period
RTC is embarking on a 45-day public comment period from April 15-May 31 on proposed transit service changes to take place late summer. Before they make any changes, they want to hear from you.

MORE Service – MORE Routes – MORE Frequency

Transit may be back and better than ever! Share your feedback at rtcsonv.com via a short survey by Monday, May 31, for a chance to win a gift card or receive a 24-hour transit pass. New winners will be chosen every week.

Brought to you by On Board, our community's long-term mobility plan.

VI. Planning and Zoning

1. **AG-21-900157**: Receive a report on the Clark County Stadium District Plan. (For possible action) **06/01/21 PC**

2. **ZC-21-0118-LA BREA EQUITY VENTURE, LLC**:
AMENDED ZONE CHANGE to reclassify 13.1 acres from an R-E (Rural Estates Residential) Zone and H-2 (General Highway Frontage) Zone to an H-1 (Limited Resort and Apartment) Zone.
USE PERMIT for a multiple family residential development.
WAIVER OF DEVELOPMENT STANDARDS to allow non-standard improvements in the right-of-way.
DESIGN REVIEWS for the following: **1)** a multiple family residential development; **2)** modified parking requirements (previously not notified); and **3)** finished grade. Generally located on the west side of Las Vegas Boulevard South, 470 feet south of Neal Avenue within Enterprise (description on file). MN/sd/jd (For possible action) **05/05/21 BCC**

3. **ET-21-400047 (UC-18-0907)-TEACHERS APPLE PRE-SCHOOL, INC.**:
USE PERMITS FIRST EXTENSION OF TIME for the following: **1)** allow a home occupation to be conducted outside; **2)** allow more than 1 student at a time for a proposed home occupation (dog training); **3)** allow an employee other than family members; and **4)** allow an existing accessory structure (storage container) not architecturally compatible with the principal dwelling in conjunction with an existing single family residence on 1.8 acres in an R-E (Rural Estates Residential) Zone. Generally located on the north side of Windmill Lane and the east side of Gilespie Street within Enterprise. MN/rk/jo (For possible action) **05/18/21 PC**

4. **PA-21-700001-LH VENTURES, LLC**:
PLAN AMENDMENT to amend the Clark County Trail Map - Las Vegas Valley by modifying a trail alignment in an R-E (Rural Estates Residential) (RNP-1) and an H-2 (General Highway Frontage) (RNP-1) Zone. Generally located between Tenaya Way and Belcastro Street, and between Pebble Road and Agate Avenue within Enterprise. JJ/mc/xx (For possible action) **05/18/21 PC**

5. **NZC-21-0137-LH VENTURES, LLC**:
ZONE CHANGE to reclassify 45.3 acres from R-E (RNP-I) (Rural Estates Residential) Zone, C-2 (General Commercial) Zone, and H-2 (RNP-I) (General Highway Frontage) Zone to R-2 (Medium Density Residential) Zone.
WAIVERS OF DEVELOPMENT STANDARDS for the following: **1)** establish alternative yards for residential lots; **2)** increase wall height; **3)** reduce street intersection off-set; **4)** reduce right-of-way width; and **5)** waive off-site improvements (including curb, gutter, sidewalk, streetlights, and partial paving).
DESIGN REVIEWS for the following: **1)** single family residential subdivision; and **2)** finished grade. Generally located on the south side of Pebble Road, north side of Agate Avenue and Raven Avenue, west side of Rainbow Boulevard, and east side of Tenaya Way within Enterprise (description on file). JJ/jt/ja (For possible action) **05/18/21 PC**

6. **WC-21-400048 (ZC-18-0853)-LV RAINBOW, LLC:**
WAIVER OF CONDITIONS of a zone change requiring to rededicate 25 feet to the back of curb for Montessouri Street from Raven Avenue south to Agate Avenue, together with the associated spandrel at the intersection of Montessouri Street and Raven Avenue, and a radius at the intersection of Montessouri Street and Agate Avenue. Generally located between Blue Diamond Road and Raven Avenue, 300 feet west of Rainbow Boulevard within Enterprise. JJ/jt/ja (For possible action) **05/18/21 PC**

7. **WC-21-400049 (VS-17-0049)-LV RAINBOW, LLC:**
WAIVER OF CONDITIONS of a vacation and abandonment requiring to rededicate 25 feet to the back of curb for Montessouri Street from Raven Avenue south to Agate Avenue, together with the associated spandrel at the intersection of Montessouri Street and Raven Avenue, and a radius at the intersection of Montessouri Street and Agate Avenue. Generally located between Blue Diamond Road and Raven Avenue, 300 feet west of Rainbow Boulevard within Enterprise. JJ/jt/ja (For possible action) **05/18/21 PC**

8. **VS-21-0136-LV RAINBOW, LLC:**
VACATE AND ABANDON easements of interest to Clark County located between Raven Avenue (alignment) and Agate Avenue (alignment), and between Rosanna Street and Belcastro Street and a portion of a right-of-way being Raven Avenue located between Rosanna Street (alignment) and Belcastro Street (alignment) within Enterprise (description on file). JJ/jt/ja (For possible action) **05/18/21 PC**

9. **VS-21-0138-LH VENTURES, LLC:**
VACATE AND ABANDON easements of interest to Clark County located between Pebble Road and Agate Avenue (alignment), and between Rainbow Boulevard and Tenaya Way and a portion of a right-of-way being Pebble Road located between Rainbow Boulevard and Tenaya Way within Enterprise (description on file). JJ/jt/ja (For possible action) **05/18/21 PC**

10. **TM-21-500034-LH VENTURES, LLC:**
TENTATIVE MAP consisting of 305 lots and common lots on 45.3 acres in an R-2 (Medium Density Residential) Zone. Generally located on the south side of Pebble Road, north side of Agate Avenue and Raven Avenue, west side of Rainbow Boulevard, and east side of Tenaya Way within Enterprise. JJ/jt/ja (For possible action) **05/18/21 PC**

11. **WS-21-0150-GREYSTONE NEVADA, LLC:**
WAIVER OF DEVELOPMENT STANDARDS to increase driveway width in conjunction with a previously approved single family residential development on 2.0 acres in an R-E (Rural Estates Residential) (RNP-I) Zone. Generally located on the south side of Ford Avenue and the west side of El Camino Road (alignment) within Enterprise. JJ/sd/ja (For possible action) **05/18/21 PC**

12. **ET-21-400050 (NZC-18-0006)-THOMSON MANAGEMENT GROUP NV LP:**
USE PERMIT FIRST EXTENSION OF TIME for a mini-warehouse facility.
WAIVER OF DEVELOPMENT STANDARDS for alternative driveway geometrics.
DESIGN REVIEW for a proposed mini-warehouse facility on 5.0 acres in the MUD-3 Overlay District. Generally located on the northeast corner of Rainbow Boulevard and Pebble Road within Enterprise. JJ/sd/jo (For possible action) **05/19/21 BCC**

13. **ET-21-400051 (VS-18-0460)-ABC PARADISE, LLC:**
VACATE AND ABANDON FIRST EXTENSION OF TIME for easements of interest to Clark County located between Giles Street and Haven Street and between Santoli Avenue and Mesa Verde Lane, a portion of a right-of-way being Mesa Verde Lane located between Giles Street and Haven Street, and a portion of a right-of-way being Giles Street located between Santoli Avenue and Mesa Verde Lane within Enterprise (description on file). MN/jgh/jo (For possible action) **05/19/21 BCC**

14. **WS-21-0140-LEWIS INVESTMENT COMPANY NEVADA, LLC:**
WAIVER OF DEVELOPMENT STANDARDS to reduce street intersection off-set.
DESIGN REVIEWS for the following: **1)** single family residential development; and **2)** finished grade on 46.8 acres in an R-2 (Medium Density Residential) Zone. Generally located on the southwest corner of Meranto Avenue and Grand Canyon Drive within Enterprise. JJ/al/jd (For possible action) **05/19/21 BCC**

15. **TM-21-500035-LEWIS INVESTMENT COMPANY NEVADA, LLC:**
TENTATIVE MAP consisting of 332 single family residential lots and common lots on 46.8 acres in an R-2 (Medium Density Residential) Zone. Generally located on the southwest corner of Meranto Avenue and Grand Canyon Drive within Enterprise. JJ/al/jd (For possible action) **05/19/21 BCC**

VII. General Business

1. Discuss the current phase of the Transform Clark County Master Plan & Development Code rewrite process, focusing on the draft Area-Specific Policies and consolidated Land Use Categories. Clark County is seeking assistance from Town Advisory Boards (TABs) and Citizen Advisory Councils (CACs), and community-members in different parts of the County to help review and provide input on the portions of the draft materials that pertain to their Planning Areas and local communities. This is your opportunity to provide feedback to the County on the process and to ensure the updated Master Plan reflects what's important to your community. (For Discussion only)

VIII. Comments by the General Public- A period devoted to comments by the general public about matters relevant to the Board/Council's jurisdiction will be held. No vote may be taken on a matter not listed on the posted agenda. Comments will be limited to three (3) minutes. Please step up to the speaker's podium, if applicable, clearly state your name and address and please **spell** your last name for the record. If any member of the Board/Council wishes to extend the length of a presentation, this will be done by the Chairperson or the Board/Council by majority vote.

If you would like to provide a written general public comment on an item not appearing on this agenda, but within the general jurisdiction of this body, please submit your comments to TLH@clarkcountynv.gov, before 4:00 pm, April 28, 2021. Please include your name, address, and your comment. Comments will be read into the record. No comments over three (3) minutes in length will be read. All comments received will be compiled into a document and shared as part of the meeting's minutes.

IX. Next Meeting Date: May 12, 2021 at 6:00 pm.

X. Adjournment.

POSTING LOCATIONS: This meeting was legally noticed and posted at the following locations:

Windmill Library -7060 W. Windmill Lane
Einstein Bros Bagels- 3837 Blue Diamond Rd.
Enterprise Library- 25 E. Shelbourne Ave.
Whole Foods Market- 6689 Las Vegas Blvd

<https://notice.nv.gov>



Enterprise Town Advisory Board

April 14, 2021

MINUTES

Board Members	David Chestnut, Chair PRESENT Tanya Behm PRESENT Joseph Throneberry PRESENT	Barris Kaiser, Vice Chair PRESENT Gabriela Everett EXCUSED
Secretary:	Carmen Hayes 702-371-7991 chaves70@yahoo.com PRESENT	
County Liaison:	Tiffany Hesser 702-455-7388 TLH@clarkcountynv.com PRESENT	

I. Call to Order, Pledge of Allegiance, Roll Call, County Staff Introductions (see above)

The meeting was called to order at 6:00 p.m.

Greg Cerven, Current Planning

II. Public Comment

This is a period devoted to comments by the general public about items on this agenda. No discussion, action, or vote may be taken on this agenda item. You will be afforded the opportunity to speak on individual Public Hearing Items at the time they are presented. If you wish to speak to the Board/Council about items within its jurisdiction but not appearing on this agenda, you must wait until the "Comments by the General Public" period listed at the end of this agenda. Comments will be limited to three minutes. Please step up to the speaker's podium, if applicable, clearly state your name and address and please spell your last name for the record. If any member of the Board/Council wishes to extend the length of a presentation, this will be done by the Chair or the Board/Council by majority vote.

A resident asked for a moratorium on RNPs being zoned for higher uses.

III. Approval of March 31, 2021 Minutes (For possible action)

Motion by David Chestnut

Action: **APPROVE** Minutes as published for March 31, 2021.

Motion **PASSED** (4-0) /Unanimous

IV. Approval of Agenda for March 31, 2021 and Hold, Combine or Delete Any Items (For possible action)

Motion by David Chestnut

Action: **APPROVE** as amended.

Motion **PASSED** (4-0) /Unanimous

Applicant requested Hold:

16. ZC-21-0118-LA BREA EQUITY VENTURE, LLC: Applicant requested a **HOLD** to the Enterprise Town Board Meeting on April 28, 2021.

Related applications to be heard together:

- 3 NZC-21-0101-2567 E. WASHBURN RD., LLC:
- 4 VS-21-0102-2567 E. WASHBURN RD., LLC, ET AL:
- 5 TM-21-500026-2567 E. WASHBURN RD., LLC:

- 6 NZC-21-0123-BADSM PARTNERS, LLC:
- 7 VS-21-0124-BADSM PARTNERS, LLC:
- 8 VS-21-0124-BADSM PARTNERS, LLC:

- 9 NZC-21-0128-HKM NEVADA PROPERTIES:
- 10 VS-21-0127-HKM NEVADA PROPERTIES:
- 12 DR-21-0129-HKM NEVADA PROPERTIES, LLC:

V. Informational Items

1. Announcements of upcoming neighborhood meetings and County or community meetings and events. (for discussion)

There will be a vacancy on the Enterprise Town Advisory Board. Applicants must be eligible to vote, and live within the area encompassed by Enterprise they are applying for. Applications are due by 5 p.m. on May 11, 2021.

Applications are available through the County website at www.ClarkCountyNV.gov and through the County Administrative Services Department, which can be reached by email at AdministrativeServices@ClarkCountyNV.gov. TAB secretary will also have applications available.

The TAB and CAC appointments are expected to be made by the County Commission in June. Anyone appointed through this process would serve until January 2023.

The TABs and CACs serve an important advisory and liaison function relaying concerns and other important information between unincorporated towns and the County government. The boards and councils hold regular public meetings to discuss and make recommendations on long-term planning, zoning changes, public works projects, County programs and ordinances that may affect their town.

VI. Planning & Zoning

1. **WC-21-400026 (NZC-18-0287)-GREYSTONE NEVADA, LLC:**
WAIVER OF CONDITIONS of a nonconforming zone change requiring that the project must meet Mountains Edge design guidelines and standards in conjunction with a single family, hillside development consisting of 159 single family residential lots on 41.9 acres in an R-2 (Medium Density Residential District) Zone. Generally located on the northwest corner of Fort Apache Road and Mountains Edge Parkway (alignment) within Enterprise. JJ/sd/jd (For possible action) **04/21/21 BCC**

Motion by Joseph Throneberry
Action: **APPROVE**
Per staff conditions
Motion **PASSED** (3-1)/(Behm- nay)

2. **ET-21-400039 (UC-0506-16)-FRANCIS DEVELOPMENT, INC:**
USE PERMITS SECOND EXTENSION OF TIME for the following: 1) allow office as a principal use; and 2) allow retail sales as a principal use in conjunction with a proposed office/warehouse building.
WAIVERS OF DEVELOPMENT STANDARDS for the following: 1) a trash enclosure in the front setback; 2) reduce setbacks; and 3) allow alternate landscaping and screening in conjunction with a proposed office/warehouse building.
DESIGN REVIEWS for the following: 1) an office/warehouse building; and 2) a lighting plan on 1.2 acres in an M-D (Designed Manufacturing) (AE-60) Zone. Generally located on the northeast corner of Dean Martin Drive and Arby Avenue (alignment) within Enterprise. MN/sd/jo (For possible action) **05/04/21 PC**

Motion by Joseph Throneberry
Action: **APPROVE**
Per staff conditions
Motion **PASSED** (4-0)/Unanimous

3. **NZC-21-0101-2567 E. WASHBURN RD., LLC:**
ZONE CHANGE to reclassify 12.6 acres from C-P (Office and Professional) (AE-60 & AE-65) Zone to M-D (Designed Manufacturing) (AE-60 & AE-65) Zone.
WAIVER OF DEVELOPMENT STANDARDS for alternative driveway geometrics.
DESIGN REVIEWS for the following: 1) office/warehouse complex; and 2) finished grade. Generally located on the west side of Dean Martin Drive and the north side of Robindale Road within Enterprise (description on file). MN/jt/jd (For possible action) **05/04/21 PC**

Liaison Tiffany Hesser read written public comments in opposition to this item (see attached).

Motion by David Chestnut
Action: **APPROVE**
ADD Current Planning Conditions.

- Design review as a public hearing for lighting and signage:
- 36-inch box trees to be used on the perimeter landscaping:
- Building 3, 5 and 6 to be a maximum of 24 feet in height.
- 8 ft block wall on the western and norther boundary.
- Design review as a public hearing for significant changes to plans.

Per staff conditions.
Motion **PASSED** (3-1)/(Behm- nay)

4. **VS-21-0102-2567 E. WASHBURN RD., LLC, ET AL:**
VACATE AND ABANDON easements of interest to Clark County located between Eldorado Lane and Robindale Road, and between Dean Martin Drive and Procyon Street, and portions of a rights-of-way being Maulding Avenue and Robindale Road located between Dean Martin Drive and Procyon Street, and Polaris Avenue located between Eldorado Lane and Robindale Road within Enterprise (description on file). MN/jt/jd (For possible action) **05/04/21 PC**

Motion by David Chestnut
Action: **APPROVE**
Per staff conditions
Motion **PASSED** (4-0) /Unanimous

5. **TM-21-500026-2567 E. WASHBURN RD., LLC:**
TENTATIVE MAP consisting of a 1 lot commercial subdivision on 12.6 acres in an M-D (Designed Manufacturing) (AE-60 & AE-65) Zone. Generally located on the west side of Dean Martin Drive and the north side of Robindale Road within Enterprise. MN/jt/jd (For possible action) **05/04/21 PC**

Motion by David Chestnut
Action: **APPROVE**
Per staff conditions.
Motion **PASSED** (3-1)/(Behm- nay)

6. **NZC-21-0123-BADSM PARTNERS, LLC:**
ZONE CHANGE to reclassify 7.4 acres from R-E (Rural Estates Residential) (RNP-I) Zone to R-D (Suburban Estates Residential) Zone.
WAIVERS OF DEVELOPMENT STANDARDS for the following: **1) increase wall height; 2) waive perimeter landscaping along a local street; and 3) waive full off-site improvements (partial paving, curb, gutter, sidewalk, and streetlights).**
DESIGN REVIEWS for the following: **1) proposed single family residential development; and 2) finished grade.** Generally located on the south side of Chartan Avenue and the east side of Placid Street within Enterprise (description on file). MN/rk/jd (For possible action) **05/04/21 PC**

Liaison Tiffany Hesser read written public comment in opposition to this item (see attached).

Motion by Tanya Behm
Action: **DENY**
Motion **PASSED** (3-1)/(Throneberry - nay)

7. **VS-21-0124-BADSM PARTNERS, LLC:**
VACATE AND ABANDON easements of interest to Clark County located between Chartan Avenue and Terrill Avenue, and between Placid Street and Bermuda Road within Enterprise (description on file). MN/rk/jd (For possible action) **05/04/21 PC**

Motion by Tanya Behm
Action: **DENY**
Motion **PASSED** (3-1)/(Throneberry - nay)

8. **TM-21-500032-BADSM PARTNERS, LLC:**
TENTATIVE MAP consisting of 22 single family residential lots and common lots on 7.4 acres in an R-D (Suburban Estates Residential) Zone. Generally located on the south side of Chartan Avenue and the east side of Placid Street within Enterprise. MN/rk/jd (For possible action) **05/04/21 PC**

Motion by Tanya Behm
Action: **DENY**
Motion **PASSED** (3-1)/(Throneberry - nay)

9. **NZC-21-0128-HKM NEVADA PROPERTIES:**
ZONE CHANGE to reclassify 12.2 acres from C-2 (General Commercial) Zone to R-4 (Multiple Family Residential - High Density) Zone.
WAIVERS OF DEVELOPMENT STANDARDS for the following: 1) increase building height; and 2) alternative landscaping.
DESIGN REVIEWS for the following: 1) a multiple family residential development; 2) alternative parking lot landscaping; and 3) finished grade. Generally located on the southwest corner of Neal Avenue and Bermuda Road within Enterprise (description on file). MN/al/jd (For possible action) **05/04/21 PC**

Motion by Tanya Behm
Action: **DENY**
Motion **PASSED** (3-1)/(Throneberry - nay)

10. **VS-21-0127-HKM NEVADA PROPERTIES:**
VACATE AND ABANDON a portion of a right-of-way being Bermuda Road located between Neal Avenue and St. Rose Parkway within Enterprise (description on file). MN/al/jd (For possible action) **05/04/21 PC**

Motion by Tanya Behm
Action: **DENY**
Motion **PASSED** (3-1)/(Throneberry - nay)

11. **DR-21-0100-CAMERON PARTNERS, LLC:**
DESIGN REVIEW for finished grade in conjunction with a proposed single family residence on 1.0 acre in an R-E (Rural Estates Residential) (RNP-I) (AE-60) Zone. Generally located on the east side of Cameron Street, 134 feet south of Pamalyn Avenue within Enterprise. MN/jor/jd (For possible action) **05/05/21 BCC**

Motion by David Chestnut
Action: **APPROVE**
Per staff conditions
Motion **PASSED** (4-0) /Unanimous

12. **DR-21-0129-HKM NEVADA PROPERTIES, LLC:**
DESIGN REVIEW for finished grade in conjunction with a previously approved vehicle maintenance facility, convenience store, and gasoline station on 1.6 acres in a C-2 (General Commercial) Zone. Generally located on the north side of St. Rose Parkway and the west side of Bermuda Road within Enterprise. MN/md/jd (For possible action) **05/05/21 BCC**

Motion by David Chestnut
Action: **APPROVE**
Per staff conditions
Motion **PASSED (4-0) /Unanimous**

13. **ET-21-400033 (DR-18-0983)-TURTLE BAY APARTMENTS, INC:**
DESIGN REVIEW FIRST EXTENSION OF TIME for finished grade for an approved multiple family residential development on 5.0 acres in an R-3 (Multiple Family Residential) Zone. Generally located on the south side of Levi Avenue and the east side of El Camino Road (alignment) within Enterprise. JJ/jgh/jo (For possible action) **05/05/21 BCC**

Motion by Joseph Throneberry
Action: **APPROVE**
CHANGE Current Planning Bullet #1 to read:

- Until May 22, 2022 to commence.

Per staff conditions
Motion **PASSED (4-0) /Unanimous**

14. **ET-21-400042 (NZC-0802-16)-KB HOME LV DURHAM WEST, LLC:**
DESIGN REVIEW SECOND EXTENSION OF TIME for a single family residential development on a 5.2 acre portion of an 85.6 acre parcel in an R-2 (Medium Density Residential) Zone. Generally located on the west side of Grand Canyon Drive (alignment) and the north and south sides of Meranto Avenue (alignment) within Enterprise. JJ/bb/jo (For possible action) **05/05/21 BCC**

Motion by Barris Kaiser
Action: **APPROVE**
Per staff conditions
Motion **PASSED (4-0) /Unanimous**

15. **WS-21-0111-BERMUDA DEVELOPMENT GROUP, LLC:**
WAIVER OF DEVELOPMENT STANDARDS for reduced parking.
DESIGN REVIEW for the expansion of an existing office building on 0.7 acres in a C-1 (Local Business) Zone. Generally located on the west side of Bermuda Road, 200 feet south of Silverardo Ranch Boulevard within Enterprise. MN/nr/jo (For possible action) **05/05/21 BCC**

Motion by David Chestnut
Action: **APPROVE**
Per staff conditions
Motion **PASSED (4-0) /Unanimous**

16. **ZC-21-0118-LA BREA EQUITY VENTURE, LLC:**
ZONE CHANGE to reclassify 13.1 acres from R-E (Rural Estates Residential) Zone and H-2 (General Highway Frontage) Zone to H-1 (Limited Resort and Apartment) Zone.
USE PERMIT for a multiple family residential development.
WAIVER OF DEVELOPMENT STANDARDS to allow non-standard improvements in the right-of-way.
DESIGN REVIEWS for the following: 1) a multiple family residential development; and 2) finished grade. Generally located on the west side of Las Vegas Boulevard South, 470 feet south of Neal Avenue within Enterprise (description on file). MN/sd/jd (For possible action) **05/05/21 BCC**

Applicant requested a **HOLD** to the Enterprise Town Board Meeting on April 28, 2021.

17. **ZC-21-0119-ROOHANI KHUSROW FAMILY TRUST & ROOHANI KHUSROW TRS: ZONE CHANGE** to reclassify 2.8 acres from H-2 (General Highway Frontage) Zone to C-2 (General Commercial) Zone.
WAIVERS OF DEVELOPMENT STANDARDS for the following: **1)** setbacks; **2)** landscaping, **3)** non-standard off-site improvements; and **4)** alternative driveway geometrics.
DESIGN REVIEWS for the following: **1)** a hotel; **2)** a commercial building with drive-thru service; **3)** a lighting plan; **4)** alternative parking lot landscaping; and **5)** finished grade. Generally located on the east side of Las Vegas Boulevard South, 425 feet south of Cactus Avenue within Enterprise (description on file). MN/al/jd (For possible action) **05/05/21 BCC**

Motion by David Chestnut

Action:

APPROVE: Zone Change

WITHDRAWN: Waiver of Development Standard #1 withdrawn by the applicant.

APPROVE: Waiver of Development Standard #s 2, 3, and 4.

APPROVE: Design reviews #s 1, 3, 4 and 5.

APPROVE: Design Review #2 without drive thru service.

ADD Current Planning Condition:

- Design review as a public hearing for lighting and signage.

Per staff conditions.

Motion **PASSED** (4-0) /Unanimous

VII. General Business:

1. None.

VIII. Public Comment:

A period devoted to comments by the general public about matters relevant to the Board's/Council's jurisdiction will be held. No vote may be taken on a matter not listed on the posted agenda. Comments will be limited to three minutes. Please step up to the speaker's podium, if applicable, clearly state your name and address and please spell your last name for the record. If any member of the Board/Council wishes to extend the length of a presentation, this will be done by the Chair or the Board/Council by majority vote.

If you would like to provide a written general public comment on an item not appearing on this agenda, but within the general jurisdiction of this body, please submit your comments to TLH@clarkcountynv.gov, before 4:00 pm, March 10, 2021. Please include your name, address, and your comment. Comments will be read into the record. No comments over three (3) minutes in length will be read. All comments received will be compiled into a document and shared as part of the meeting's minutes.

- One citizen found the TAB discussions very thoughtful and informative
- One Citizen thank the TAB for their service to the community.
- Appreciation was expressed for saving both RNPs and commercial where appropriate

IX. Next Meeting Date

The next regular meeting will be April 28, 2021 at 6:00 p.m.

X. Adjournment:

Motion by David Chestnut

ADJOURN meeting at 10:04 p.m.

Motion **PASSED** (4-0) /Unanimous

DRAFT

TOWN ADVISORY BOARD
ZONING / SUBDIVISIONS / LAND USE
AGENDA ITEM

1

Petitioner: Nancy A. Amundsen, Director, Department of Comprehensive Planning

Recommendation: AG-21-900157: Receive a report on the Clark County Stadium District Plan. (For possible action)

FISCAL IMPACT:

None by this action.

BACKGROUND:

The Stadium District is a 1.25 square mile area around Allegiant Stadium bounded by Tropicana Avenue to the north, Interstate 15 to the east, and the Union Pacific Railroad to the south and west. With Allegiant Stadium as a catalyst for the area, the Stadium District Plan re-visions the existing industrial area as a multi-use entertainment and transit-oriented district. The Plan includes a land use component and a transportation component. Comprehensive Planning staff began working with a consultant (RAFI Architecture) on the land use portion in September 2018. An additional consultant (Atkins North America) was brought onto the project team in February 2019 to work on the transportation portion.

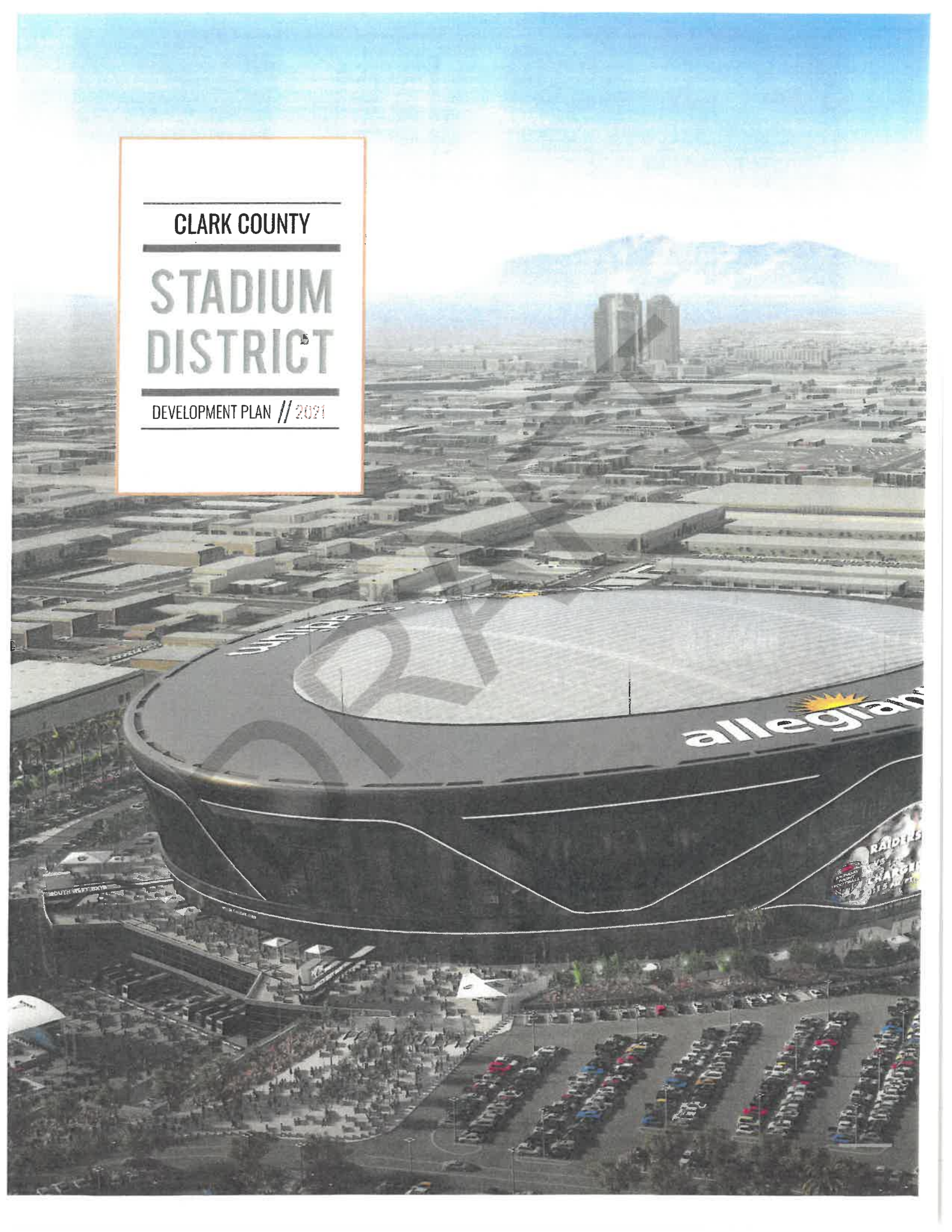
As the Plan was being developed, several public outreach and stakeholder engagement activities were conducted to gather input from the community. Activities included meetings with professional and business associations (Tropicana Business and Community Coalition, NAOP Government Affairs Committee, Nevada Chapter of the American Planning Association, and the American Council of Engineering Companies of Nevada), a pop-up meeting conducted at a UNLV football game at Sam Boyd Stadium, and 2 public surveys. A Technical Advisory Committee (TAC) was also formed consisting of various stakeholders in the area, such as property owners, tenants, business owners and organizations, UNLV and Raiders representatives, Town Advisory Board representatives, and local government agencies. A total of 4 TAC meetings were held at various stages of plan development to help guide and inform the Plan. A draft of the Plan was posted online in April 2021 to gather comments from stakeholders and interested parties.

Staff recommends that the Town Advisory Board receive the report.

CLARK COUNTY

STADIUM DISTRICT

DEVELOPMENT PLAN // 2021



CLARK COUNTY

STADIUM
DISTRICT

DEVELOPMENT PLAN // 2012

CLARK COUNTY
STADIUM
DISTRICT
DEVELOPMENT PLAN

Office of County Manager

- Yolanda Hays, Manager
- Randy Tarr, Assistant Manager
- Debra Wells, Assistant Manager
- Phyllis Smith, Assistant Manager

Leading Agencies

Clark County Department of Comprehensive Planning

- Melissa Anderson, Director
- Walter Rodriguez
- Scott Reed
- Shawn Anderson
- Janet Taylor
- Greg Curran
- Philip Maybank

Regional Transportation Commission of Southern Nevada

- Robert Whelan

Stakeholder/Technical Advisory Committee

- Eric Overholser
- Michael Sparks
- Thomas Winters
- Yvett Dill
- Randy Lee
- Benjamin Sargent
- Scott Hays
- Carly Garrett
- David Rupp
- Edna Harrison
- Virginia Williams
- John Miller
- Angela
- William Lee
- David Duff
- Scott Hays

Consulting Agencies

RAE Architecture + Design

- Lee Sims
- Robert Friedman
- Kathleen Bennett
- Samuel Wright

Atkins North America

- Paula Pardo
- Scott Buckley
- Jennifer Barlett
- Timothy Dumb

Kimley-Horn and Associates

- Timothy Stanger
- Kim Anderson

Parceline Consulting

- Patrick Shaw

Erika Aviles Consulting

- Erika Aviles



ACKNOWLEDGEMENTS

This plan is jointly authored by the Clark County Comprehensive Planning Department and Regional Transportation Commission of Southern Nevada (RTC). The plan is the result of collaboration and effort from many stakeholders. Without their support, this plan would not have been possible. Clark County is proud of the organizations involved in their development and would like to thank those who contributed to developing this plan.

A special thanks to Daniel Novak, 2013 recipient of the Quality Growth Student Award, Logan Dubois, Jack Gerardo and Amanda Madala of the University of Nevada, Las Vegas. The students' creativity and effort in creating the plan is a testament to their photographic equipment and the network quality through which alternatives for the future.

The Stadium District Plan was prepared from 2018-2021 for Clark County Comprehensive Planning, by a consultant team comprised of Atkins Global, RAFI Architecture and Planning, Kinley-Horn, and Paecline Consulting. This planning document will help guide future development in the area surrounding Allegiant Stadium. The plan focuses on the Stadium District's current and future circumstances and provides a sensitive assessment of the best tools and recommended standards to consider. It is not prescriptive; rather, the document offers a collection of potential policies and programs including design guidelines. The County and the local development community can choose to incorporate a sampling of insights from this plan, as it deems appropriate over time. Given the Stadium District's history and context, it is likely that planning for short-term and long-term changes might differ, requiring implementation of specific aspects of the plan based on future events that could unfold in the redevelopment of the district. Additionally, as the stadium continues its early operations and the County learns more about the surrounding traffic, pedestrian activity and land use patterns, new information and needs may arise. For this reason, the Stadium District Plan is flexible, intended to anticipate needs, and be of value as the future unfolds.

A review of the current conditions in the Stadium District area helped the study team understand the land use and transportation gaps between existing conditions and public aspirations for the area. To accomplish the vision developed by public stakeholders, a set of design guidelines was developed by the team. These guidelines offer design options for traveled-way and pedestrian access for each street typology. To improve grid connectivity and create a more pedestrian friendly district, new configuration ideas for blocks are provided.

The network principles are intended to enable improved connectivity and mobility. Because the district is historically industrial, new considerations are required to allow toward new activity including retail, commercial, restaurant, and a general neighborhood focus. At the same time, the district is intended to allow existing industrial operations to continue, so some areas of the study area are designated for complex industrial and manufacturing operations.

The following sections present Clark County's community-driven land use and transportation vision for the district around Allegiant Stadium. As a policy document, it will guide development in the area and help shape future planning decisions. This plan involved extensive public outreach and stakeholder engagement from September, 2018 through June, 2021.

DRAFT

ADA	American's with Disabilities Act
AHA	American Heart Association
BRT	Bus Rapid Transit
CPTED	Crime Prevention Through Environmental Design
CDC	Center for Disease and Control
CCTV	Closed Circuit Television
FAST	Freeway and Arterial System of Transportation
FHWA	Federal Highway Administration
FRA	Federal Railroad Administration
GIS	Geographic Information System
HCM	Highway Capacity Manual
HOV	High Occupancy Vehicle
ITS	Intelligent Transportation Systems
LJS	Level of Service
LTS	Level of Traffic Stress
MDOT	Nevada Department of Transportation
RBFP	Regional Bicycle and Pedestrian Plan for Southern Nevada
RTT	Regional Transportation Commission of Southern Nevada
TNC	Transportation Network Company
TRB	Transportation Research Board
TWLT	Two Way Left Turn Lane
UPRR	Union Pacific Railroad

APPENDIX

DRAFT

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THE REPORT

INTRODUCTION

Main Area

A Handbook for the Healthy Workforce of the 21st

Purpose

Overview of the history and conditions of the labor

Planning Process

Insights of the overall process from identifying the need for public engagement through stakeholder meetings, agenda setting, and what to expect moving forward

Organization of this Report

How this report is organized and what to expect in each section

1.1	Plan Area	14
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1.1 plan area

View of the District's

This Stadium District Plan is the result of a multiple-year collaborative process that engaged citizens, property and business owners, land developers, and local and regional agencies to articulate a vision, strategies, guidelines, and recommendations that would support potential changes in development patterns within the area surrounding the new Allegiant Stadium. This effort was initiated and led by Clark County, Nevada, with the support of the Regional Transportation Commission of Southern Nevada.

Allegiant Stadium opened in July 2020, located west of the Las Vegas Strip and across Interstate 15 from the Mandalay Bay Resort Hotel. The initial opening was complicated by the COVID-19 global pandemic, which forced the stadium to operate at reduced capacity for the safety and welfare of the public. Ultimately, as a sports and entertainment venue with a 65,000-seat capacity, Allegiant Stadium will be a global events destination that will impact tourism substantially throughout the Las Vegas Valley. In 2019, Las Vegas received an estimated 42.5 million visitors annually; the estimated visitor spending was \$34.5 billion, with a total economic impact of \$67.6 billion in 2018!

The combined significance of the stadium's attraction and the area's tourism economy present an opportunity to consider how the surrounding district could evolve and thrive.

The Stadium District is a 1.25 square-mile area around Allegiant Stadium, located west of Interstate 15, south of Tropicana Avenue, and north and east of the Union Pacific Railroad. This study and plan considers both the district and the surrounding areas in Clark County. Current land use throughout the district is primarily Industrial/Manufacturing, with some Commercial Tourist uses as well. East of the stadium, across Interstate 15, the Las Vegas Strip and the Stadium District are linked by Hacienda Avenue with other connections occurring through Tropicana Avenue and Russell Road.

The following pages provide aerial images of the district and the surrounding area. Additionally, in Section 2, a series of photos communicate the sense of place, including land use, urban design, and building features in the district. These images serve to give a visual feel of the area between the years 2020 and 2021.

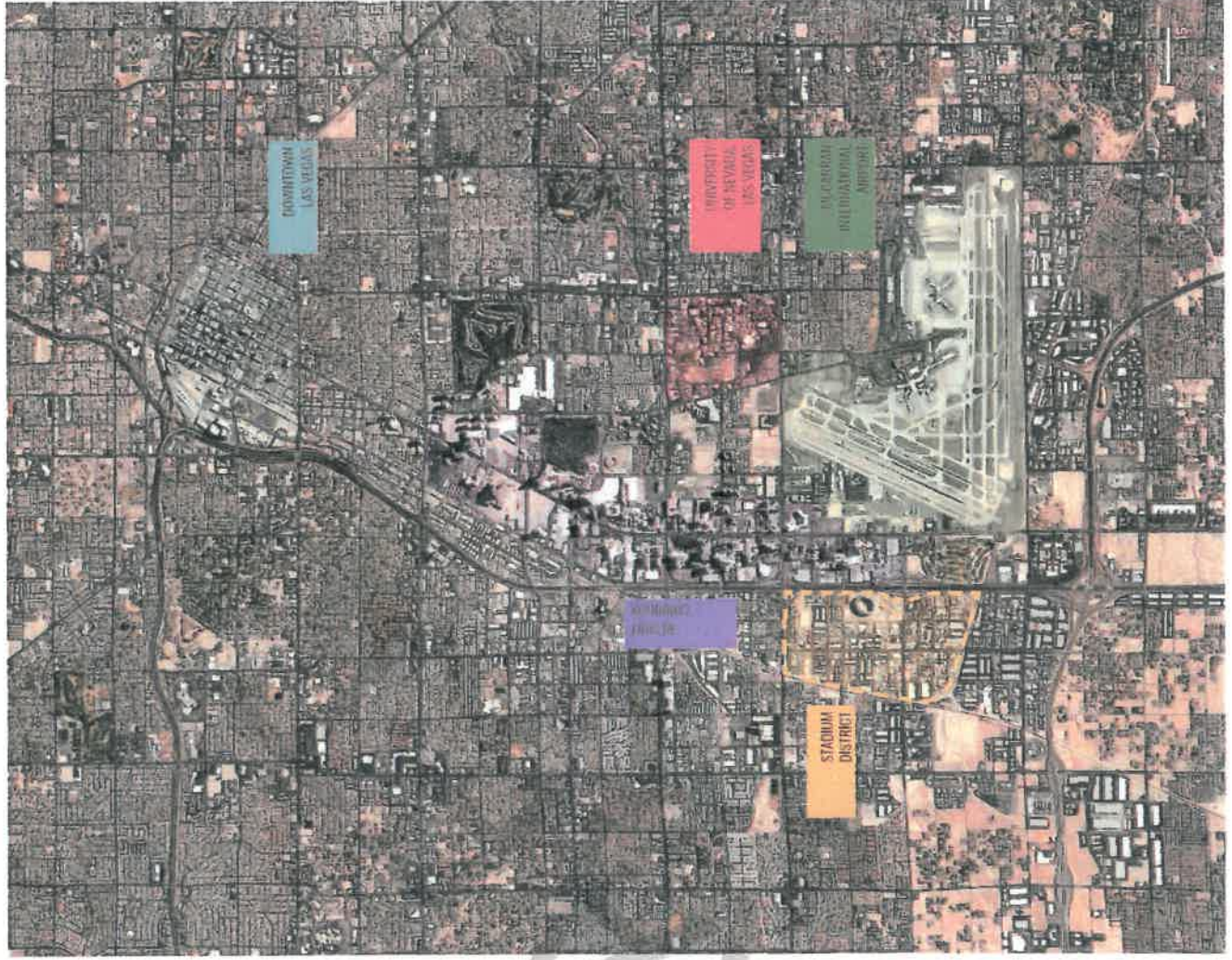


Fig. 1 - Context Map



Fig. 2 - Allegiant Stadium



Fig. 3 - Allegiant Stadium



Fig. 4 - Base Map

1.2 purpose

The \$2 billion investment in the stadium is expected to generate an economic benefit of \$620 million annually while creating 6,000 permanent jobs in Southern Nevada. Allegiant Stadium provides an immense opportunity for economic prosperity for Clark County residents and businesses; it serves as a catalyst that will drive changes in land use and travel patterns within the Stadium District and the area surrounding the stadium. While the area around the stadium currently supports primarily industrial land uses, there is increased interest in developing vacant land, repurposing or redeveloping existing properties, or sponsoring events near the stadium. The possibilities for future investment and development will be met with challenges. Transformations might occur more quickly on vacant land or sold parcels, while existing properties may undergo a more gradual transformation, or no transformation at all, as investors and business owners choose how to respond and adapt to the changes.

Plan Objectives

develop an overall vision for the district

provide a toolbox of solutions that will guide the implementation of the vision

create an action plan

identify potential investments

Clark County's mission is to guide the process of developing a vision for the area, to support the changes in the Stadium District, and to provide tools that support the transformation and address potential

Building a Progressive, Healthy, Sustainable Community

Residents living in urban environments should have the ability to walk, bike, and ride transit to employment, amenities, and entertainment, which improves public health and wellness. Mixed-use environments help reduce sedentary behaviors, such as sitting in a car, and increase physical activity, such as walking to work. In addition, a vibrant urban environment could provide access to healthy food options, education, and recreation. This plan will help create an area with access to all of these amenities through improved pedestrian and multi-modal transportation options, which could improve access to adjacent jobs, entertainment, and amenities found throughout the Stadium District.

Improving Quality of Life

Embracing changes and integrating them in the way we plan and develop the Stadium District is an opportunity that should not be wasted. Through supporting housing and a mix of uses and activities within close proximity to each other, both vertically and horizontally, the intent of the plan is to create and support solutions that will reduce commuting times for future residents of the area and enhance livability and quality of life in the area.

Promoting a Strong and Vibrant Economy

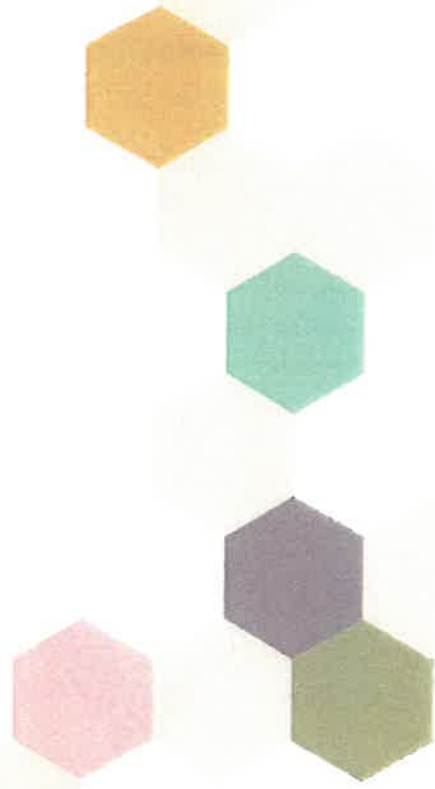
The Stadium District sits in close proximity to the Las Vegas Strip, an entertainment and tourism corridor that is the economic engine of Southern Nevada. Creating a Stadium District in which people live, work, and play will help diversify the regional economy, improve the economic development potential of the area, and serve as a regional economic catalyst. This plan will identify strategies to improve connectivity, both within the area and to adjacent areas, such as the Las Vegas Strip; provide access to the area for both event and non-event days; and develop street design guidelines that will help create a vibrant, mixed-use, walkable community. Redevelopment in the area can rejuvenate existing infrastructure and services, which is encouraged by the Clark County Comprehensive Master Plan which states, "...where infrastructure is available and transit is accessible, maximize the use of infill and redevelopment in existing urban/suburban areas."

Improving Environmental Quality

Enhancing the variety of transportation options to reach the activity centers around the stadium will improve air quality by supporting accessibility via multi-modal travel. This will include not only personal vehicles, but also mass transit, ride-sharing, connections to the Las Vegas monorail, biking, and walking. The plan will encourage a "park once" behavior, in which the vehicle is parked and then other amenities, such as dining out, attending a football game, and exploring the Strip, can be accessed by foot or mass transit. The Clark County Comprehensive Master Plan supports improved environmental quality by providing, "... opportunities for transit-oriented development in areas with increased densities and intensities to reduce automobile dependence and air pollution."

Ensuring Multimodal Travel Options

With thousands of local residents and visitors headed to stadium events in the near future, the area surrounding the stadium and the existing transportation network must welcome the crowds and their before and after activities. Creating a transportation plan to address pedestrian, bicycle, and multi-modal access in the area will help ensure safe and accessible connectivity. Multi-modal transportation also will enhance access to existing jobs in the area and will create the foundation for future development as the area transitions to different uses. Potential changes in land use within the Stadium District are expected to impact the travel patterns in the area. Integrating current plans with future investments in the district is critical to the neighborhood and regional mobility.



1.3 planning process

Overview

This plan represents a community-driven vision and a roadmap for creating a Stadium District. The Stadium District Plan was initiated in September 2018, and the preparation of the plan went through five phases completed over a 22-month period.

The development of this plan benefited from extensive public and stakeholder engagement. A variety of tools and methods were used throughout this process to generate and gather input and feedback from hundreds of stakeholders and the public, including hands-on activities, interactive polling activities, surveys, face-to-face meetings, interviews, and an online presence.

Technical Advisory Committee

A Technical Advisory Committee (TAC) was created at the initiation of the plan development process to guide and assist in the effort. This committee comprised a diverse group of stakeholders representing Clark County, the Regional Transportation Commission of Southern Nevada, property and business owners, the Las Vegas Raiders organization, and area non-profit and professional associations. In total, 55 stakeholders participated in these planning meetings. The TAC helped to articulate a vision and goals for the district, developing a land use vision and guiding the process to create a framework and design guidelines. Four TAC meetings were conducted during the course of the study.

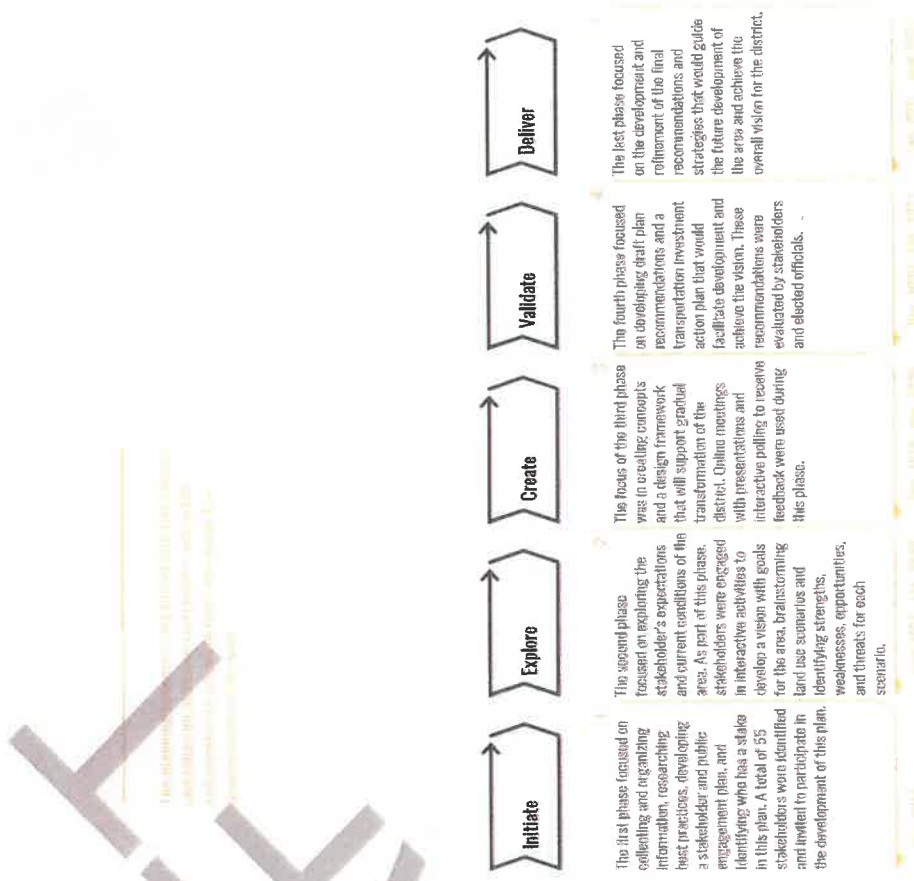
Methods

- Open House
- Presentations to Business Associations
- Presentations to Professional Associations
- Stakeholder Survey
- Stakeholder Workshop
- Public Pop-Up Meeting
- Public Survey
- Commission District "A" Newsletter
- Email Blast
- Website and Social Media Posts
- Public Hearings

Performance Benchmarks

- Develop a TAC
- Develop a Land Use Vision
- Develop a Framework and Design Guidelines
- Develop a Roadmap

The outcome of these activities, along with the findings of existing conditions and best practices, created the basis for the development of the key framework components outlined in this document.



Public engagement timeline



Public Outreach Highlights

Summaries of all public engagement and stakeholder events are included in

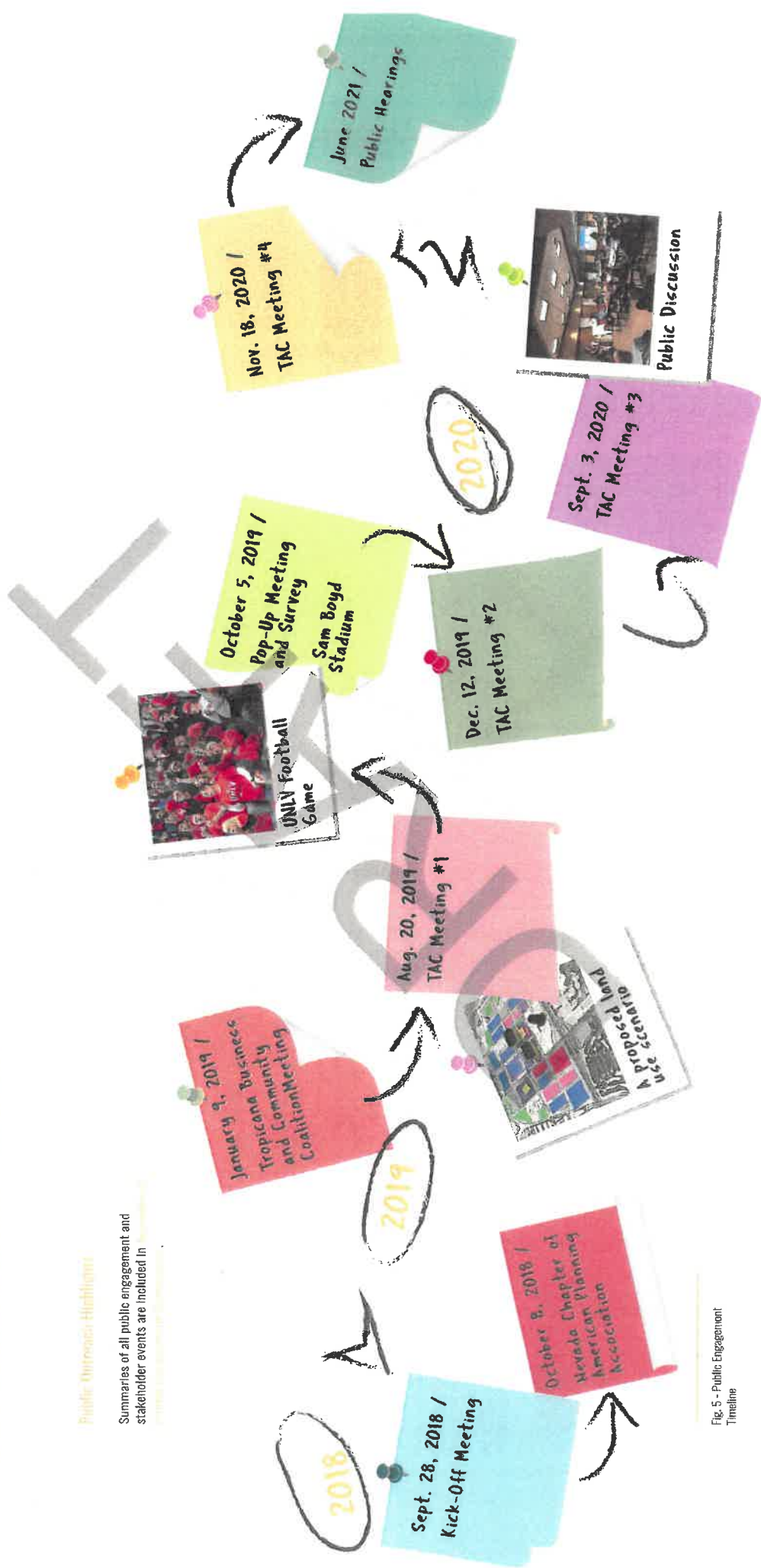


Fig. 5 - Public Engagement Timeline

review of relevant studies

Related Plans and Studies

To create this plan, the team reviewed multiple existing district studies, plans, and organizational documents both from local agencies and across the country. The following list contains examples of key resources that were reviewed to prepare this land use and transportation plan.

Regional Bicycle and Pedestrian Plan for Southern Nevada (RBPP)

Southern Nevada Strong – Regional Plan

Access 2040 Regional Transportation Plan for Southern Nevada

Transportation Investment Business Plan

Regional Schools Multimodal Transportation Access Study

On Board – State of the System

Modelling and Analysis of Walkability in Suburban Neighborhoods in Las Vegas

Regional Bicycle Network Gap Analysis

Las Vegas NFL Stadium Sites Traffic Assessment

Southern Nevada HOV Plan Update

I-15 Tropicana Project
Site Access and Circulation Event and Non-Event Day Operations Traffic Impact Study Addendum #1

2020 NFL Season Initial Event Management and Transportation Summary

Seattle Creates Community Through Common Goals – Stadium District Concept Plan

Downtown Atlanta Transportation Plan

Seattle Integrated Alley Handbook

City of Las Vegas Downtown Alley Design Guidebook

Clark County Comprehensive Master Plan

Title 30 Development Code

Each study provides guidance, direction, and a multitude of takeaways that are relevant for future transportation planning within and surrounding the Stadium District. A summary of each study and its relevant goals, objects, and recommendations in relation to the Stadium District are included in

The review of the existing plans shows that bicycle, roadway, transit improvements, and transportation facilities are planned in the future or are underway within the Stadium District.

1.4 organization of the report

1

Introduction

The Introduction provides an overview of the public process, as well as the history, context, vision, and goals.



2

Where We are Today

Where We are Today is a summary of existing conditions, including high opportunities and challenges.



3

Framework for the Future

Framework for the Future is an in-depth exploration of the framework of the plan, including recommended design guidelines for street typologies and pedestrian realms; a review of land use considerations; suggested standards for building massing; an analysis of network principles with suggested ways to reimagine the block types as the area redevelops; guidance to consider for wayfinding throughout the district; and suggested policies and programs to implement for the plan's recommendations.



4

Appendix

The Appendix includes documents to help elaborate on and provide context to the topics discussed in this plan.



WALKABLE

Regional • Neighborhood Context

Provides context for the location and circumstances surrounding the plan

Land Use Patterns

A review of the current land uses and change in the district

Walkability

A summary of key factors and influences that shape walkability

Multimodal Network Evaluation

A comprehensive analysis of existing transit and other modes in and around the district

Event Day Transportation Plan

How game day, events, and Allegiant Stadium will have impact with the district

Opportunities • Challenges

Identifies positive drivers and the opportunities and challenges in the district

WHERE WE ARE TODAY

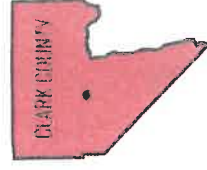
2.1	Regional • Neighborhood Context	16
2.2	Land Use Patterns	34
2.3	Walkability	48
2.4	Multimodal Network Evaluation	72
2.5	Event Day Transportation Plan	76
2.6	Opportunities • Challenges	90

2.1 regional + neighborhood context

About the Region

Clark County is the 22nd largest county in the country at 7,891 square miles. Within the County lies the Las Vegas Strip, one of the largest assets in an unincorporated area in the United States. Allegiant Stadium only increases the attraction of this already exceptional and thriving area. Demographic data reflects 2019 figures, reflect the conditions before the Covid-19 pandemic. This section reviews a few statistics to provide local data that help situate the district within its region of Southern Nevada, in the Las Vegas-Henderson-Paradise Nevada Metropolitan Statistical Area (MSA).

Allegiant Stadium is a global events destination that will substantially influence tourism in the surrounding region. The combined effect of the stadium's attraction and the surrounding tourism economy presents an opportunity to consider the influences that shape how the surrounding district will change over time.



2.26 million residents⁸

7891.43 sq. miles

287.2 people/sq. mile

median property value⁹

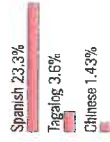
\$233,700



national avg. \$205,000

non-english speakers¹⁰

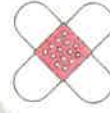
34.6%



national avg: 21.9%

population with no health insurance¹¹

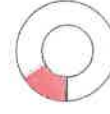
13.7%



national avg: 10.6%

poverty rate¹⁰

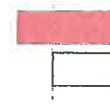
14.1%



national avg: 14.7%

unemployment rate⁹

4.7%



national avg: 3.9%

median income¹¹

\$56,802



national avg: \$49,888

median age¹²

37.7 years



national avg: 37.9 years

demographics

The adjacent maps provide an indication of surrounding demographic data. They illustrate the housing population concentration, employment population concentration, and crime rate in Las Vegas and around the District. Demographic data reflects 2019 figures, to reflect the conditions before the Covid-19 pandemic. While current statistics and climate have changed since the pandemic the Stadium District itself has no permanent residents, as is indicated by the Total Population map. There are extended-stay hotels, but there are no apartments or homes. Despite the lack of housing, the district contains many people day-to-day who are working at and visiting local businesses, as is indicated by the Daytime Population map. Safety will need to be a priority now and in the future.

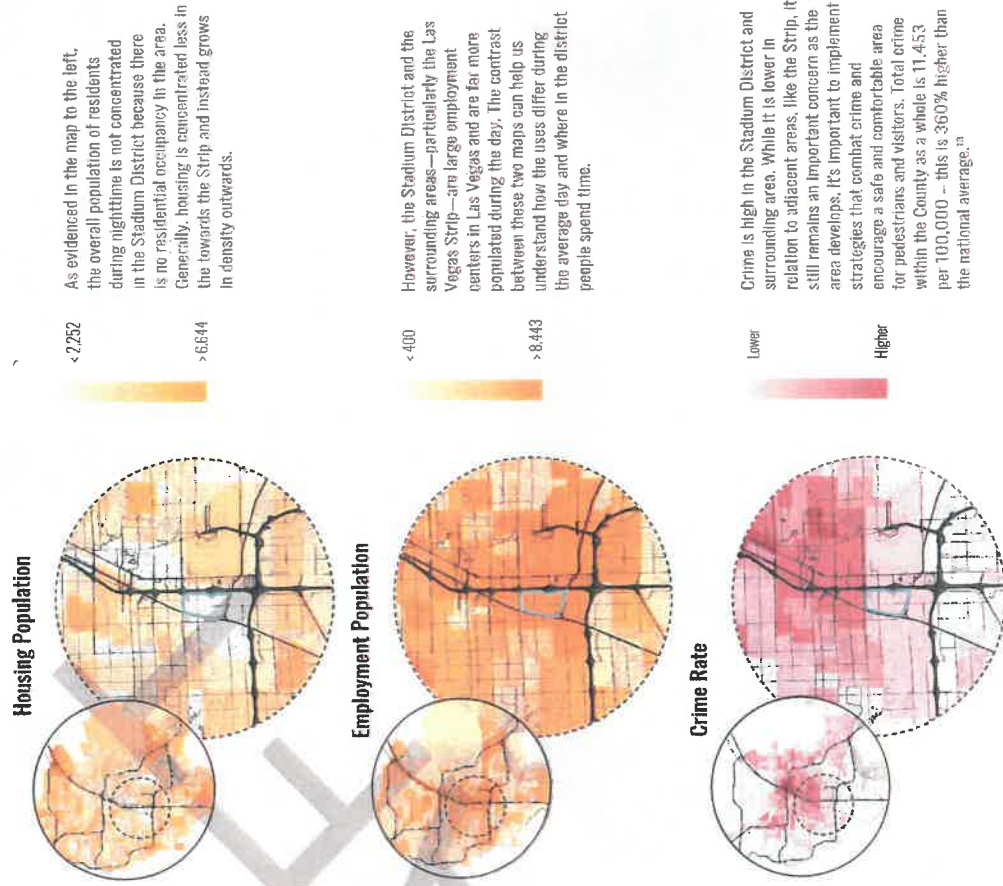
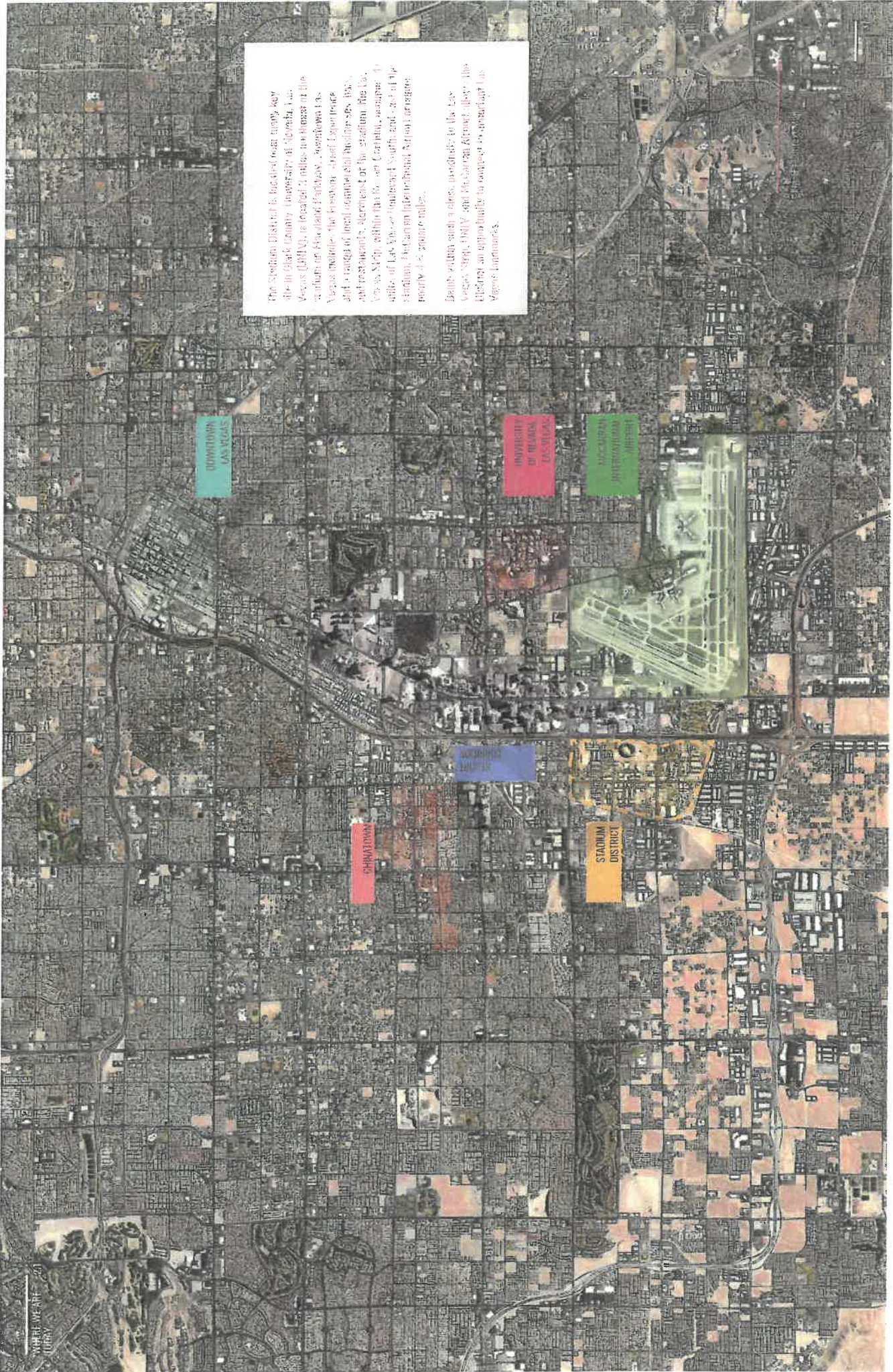


Fig. 6 - Total Population Map¹¹
 Fig. 7 - Daytime Population Map¹¹
 Fig. 8 - Crime Rate Map¹¹



The Stadium District is located near many key sites in Clark County: University of Nevada, Las Vegas (UNLV), is located 2.1 miles to the west in the Stadium District; Mandalay Bay, a downtown Las Vegas hotel, is the largest street experience and a range of local recreational businesses, bars, and restaurants; a segment of the stadium, the Las Vegas Strip, within the Las Vegas Convention Center, is a mile of Las Vegas Boulevard South and a part of the stadium. The stadium is between the Airport and the University of Nevada.

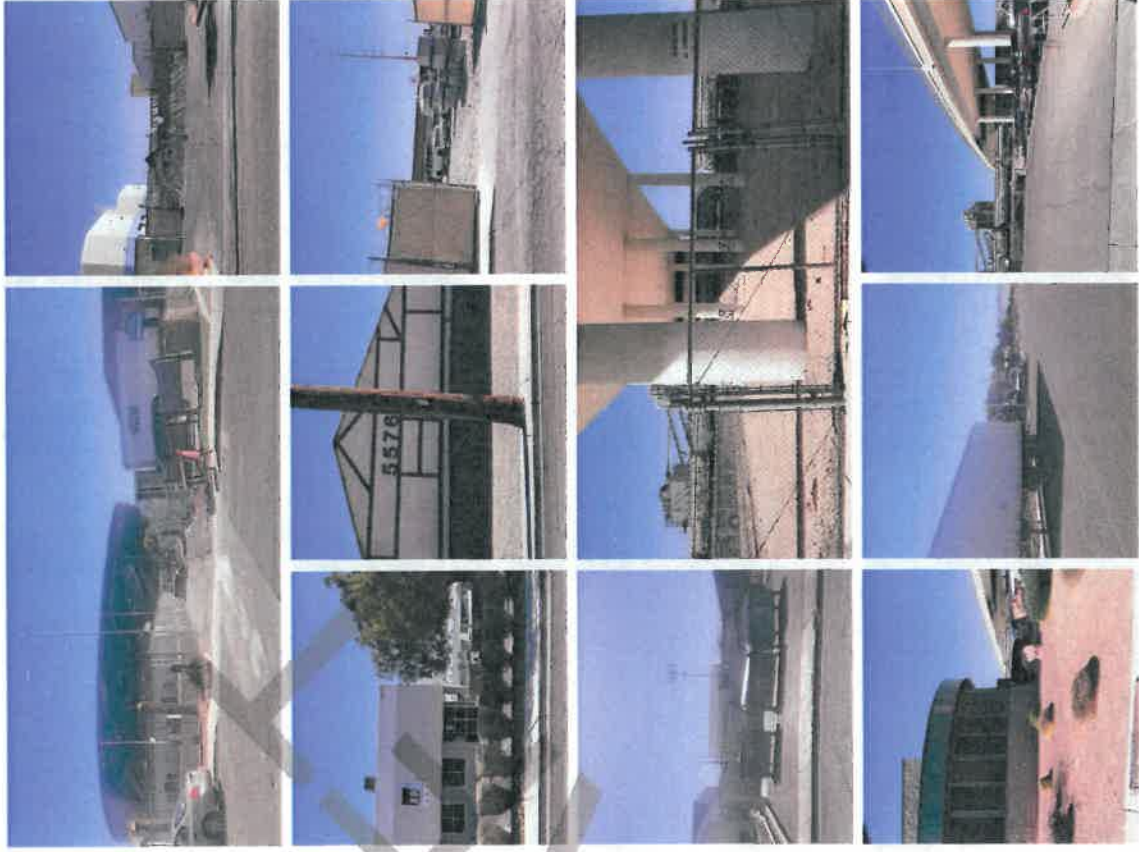
Being within such a close proximity to the Las Vegas Strip, UNLV and McCarran Airport allows the District an opportunity to connect to surrounding Las Vegas landmarks.

»» character of the district

Throughout the District, industrial, manufacturing, and light commercial uses prevail. Assorted hotel properties also occupy a smaller portion of the District. Most properties with buildings contain warehouses, industrial parks, mechanic garages, or commercial strip malls. These buildings are generally 1-2 stories in height. Often, properties provide parking via surface parking lots sited between the buildings and street frontage. Pedestrians walking on the existing sidewalks interact with vehicles at frequent driveway entrances and also interface with vehicles within surface parking lots in order to access buildings on a property. Five to six foot wide sidewalks in the public right-of-way are located next to the street traffic. This influences the character of the district as the frontage of each property emphasizes car traffic as a priority, in terms of design. Vibrant pedestrian street life is lacking because creating an on-site pedestrian environment is not aligned with industrial operations. Industrial operations, instead, often accommodate trucks and tractor trailers. It is

a matter of scale and purpose; a shift in both will increase vibrancy via human-scale urban design.

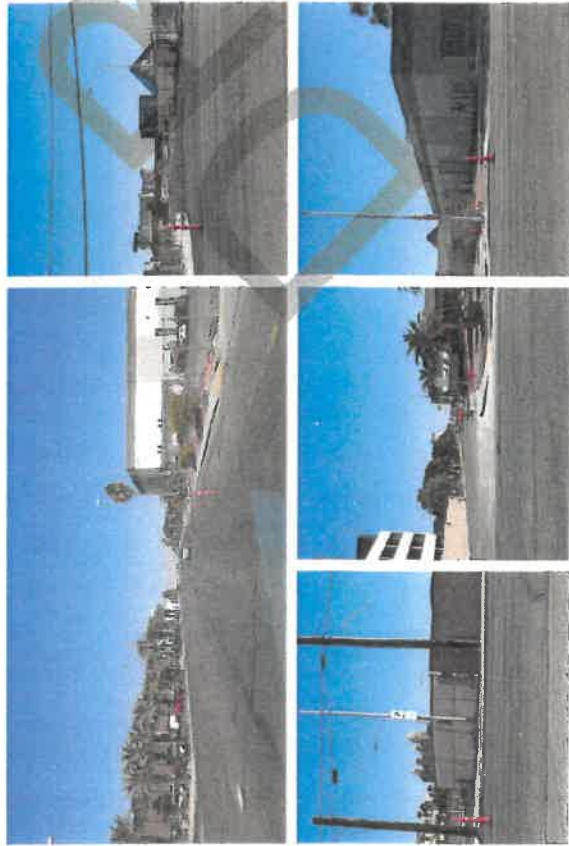
This section offers images of properties in the district to create an overall impression of the sense of place. Most streets contain similar land uses. Property also focuses on a single use: mixed-use buildings are not common. In fact, most buildings are box-shaped, although some buildings depart from this pattern. Occasional exceptions exist, but most buildings are neutral or earth-toned in color. Each of these elements contributes to the current industrial character of the district.



››› character of the district

Valley View Boulevard

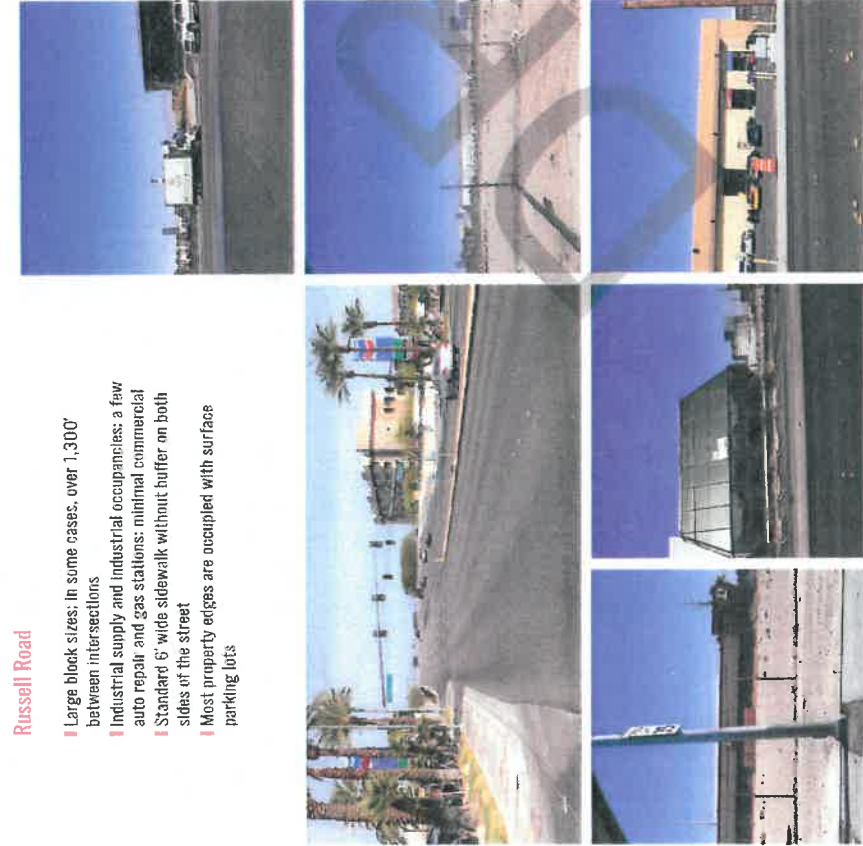
- ▮ Primarily commercial and industrial land uses
- ▮ Buildings are frequently strip-mall commercial type or standalone warehouse
- ▮ Building are generally setback 30' or more to accommodate surface parking areas
- ▮ Some parking lots are shared, most are not connected
- ▮ Standard 5 to 6' wide sidewalk next to vehicular traffic traverses the street on both sides



character of the district

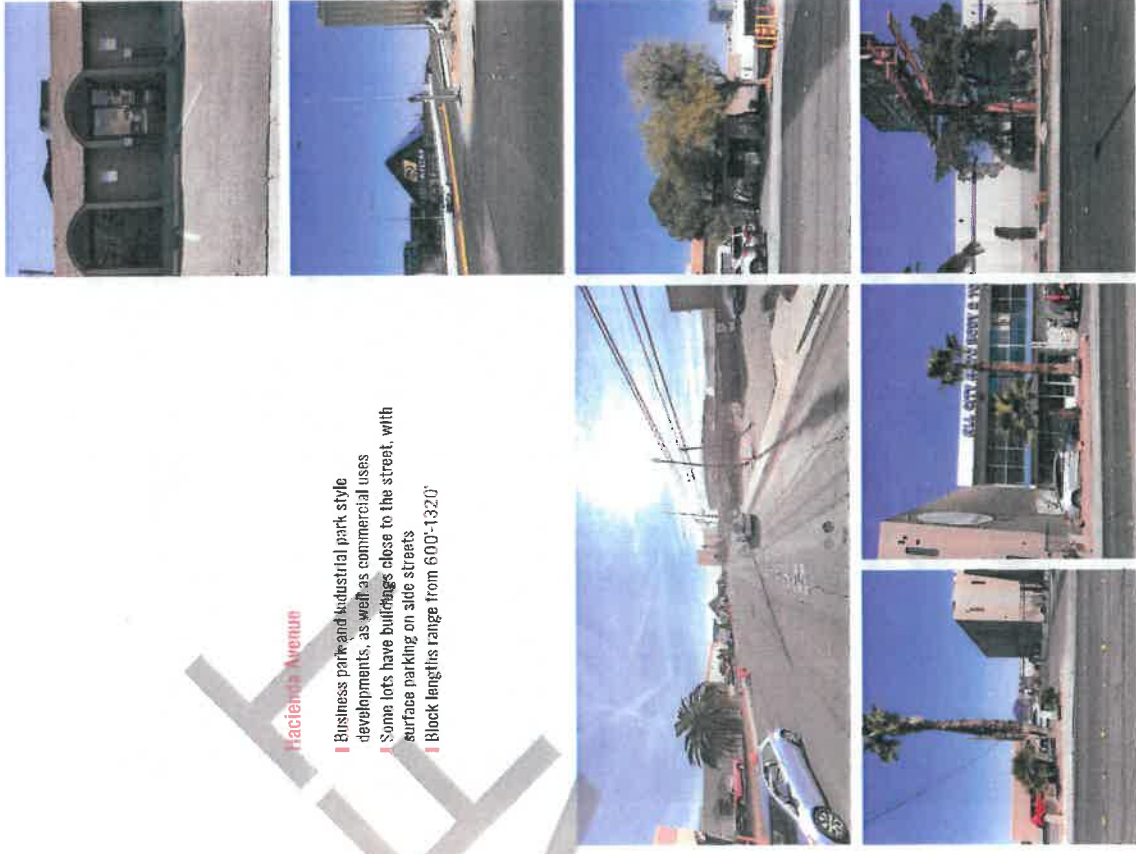
Russell Road

- Large block sizes; in some cases, over 1,300' between intersections
- Industrial supply and industrial occupancies; a few auto repair and gas stations; minimal commercial
- Standard 6' wide sidewalk without buffer on both sides of the street
- Most property edges are occupied with surface parking lots



Hacienda Avenue

- Business park and industrial park style developments, as well as commercial uses
- Some lots have buildings close to the street, with surface parking on side streets
- Block lengths range from 600'-1320'



▶▶▶ character of the district

Polaris Avenue

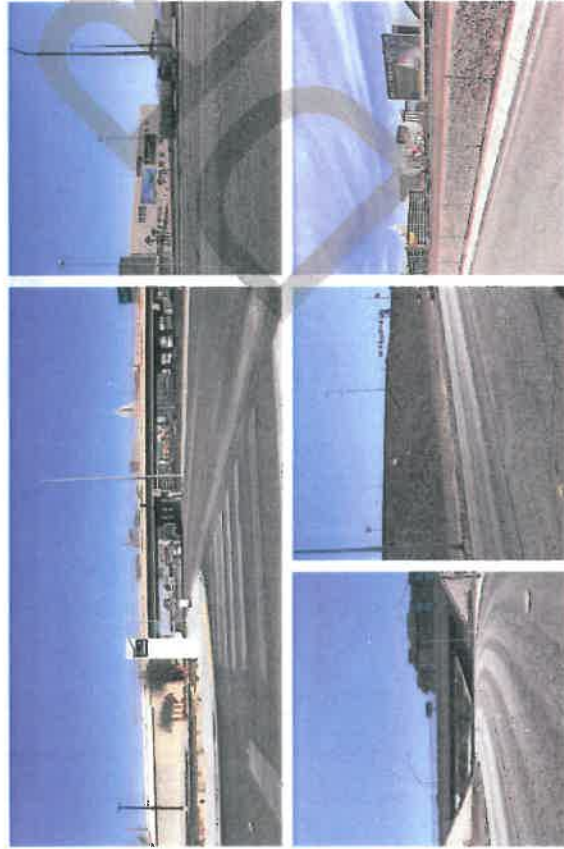
- Commercial and industrial supply occupancies, convenience store and gas stations, wellness
- Improved pedestrian realm with landscape buffer and widened walking area on the east side of the street adjacent to Allegiant Stadium
- Most properties on the west side of the street are occupied by surface parking lots at the edge



character of the district

Dean Martin Drive

- Commercial and industrial occupancies, motel, and small hotels at edges of District
- Improved pedestrian realm on a portion of the west side of street adjacent to Allegiant Stadium
- East side of roadway has standard 5' wide sidewalk adjacent to Interstate-15



2.2 land use

Existing Zoning

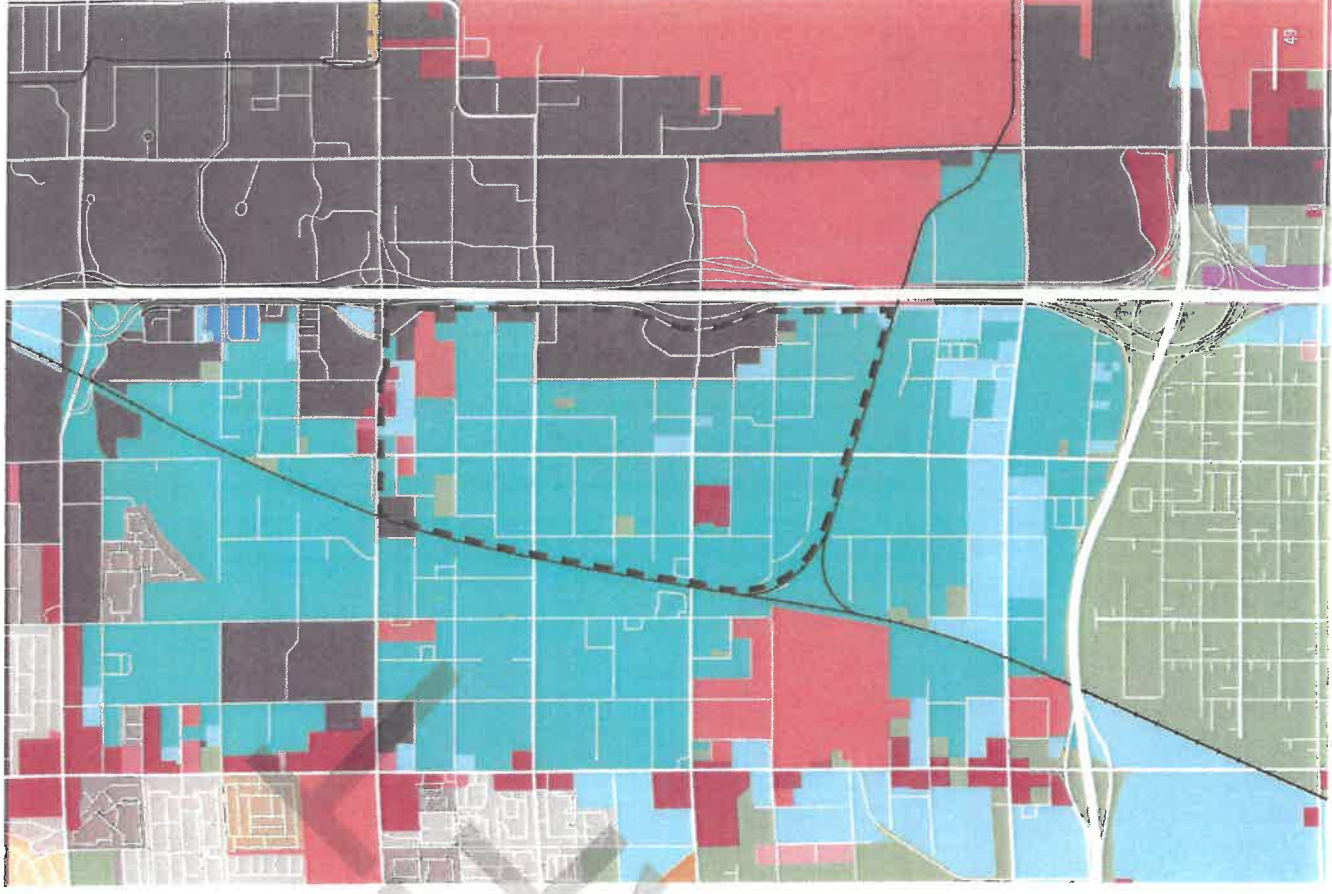
The total acreage is 1.25 square miles. In this area, 7 percent of the district is occupied by the Allegiant Stadium site. Approximately 87 percent of the parcels are zoned for industrial and manufacturing use as of 2020. The complete list of current zoning classifications includes: M-1 Light Manufacturing, M-0 Designed Manufacturing, R-E Rural Estates, P-F Public Facilities, C-2 General Commercial, C-1 Local Business, and H-1 Limited Resort and Apartment District. The table below provides an estimate of the acreage occupied by each zoning classification as of 2020. These numbers and classifications are constantly changing, and this data is a snapshot of the zoning information from March 2021.

Zoning Acreage Table

ZONING	APPROXIMATE ACREAGE	PERCENT OF STUDY AREA
M-1	571.78	8%
M-0	72	1%
R-E	10.12	<1
P-F	16	2%
C-1	11	<1
C-2	21	1%
U-V	12.1	5%



Fig. 10 - Zoning Acreage Table
Fig. 11 - Current Zoning Map

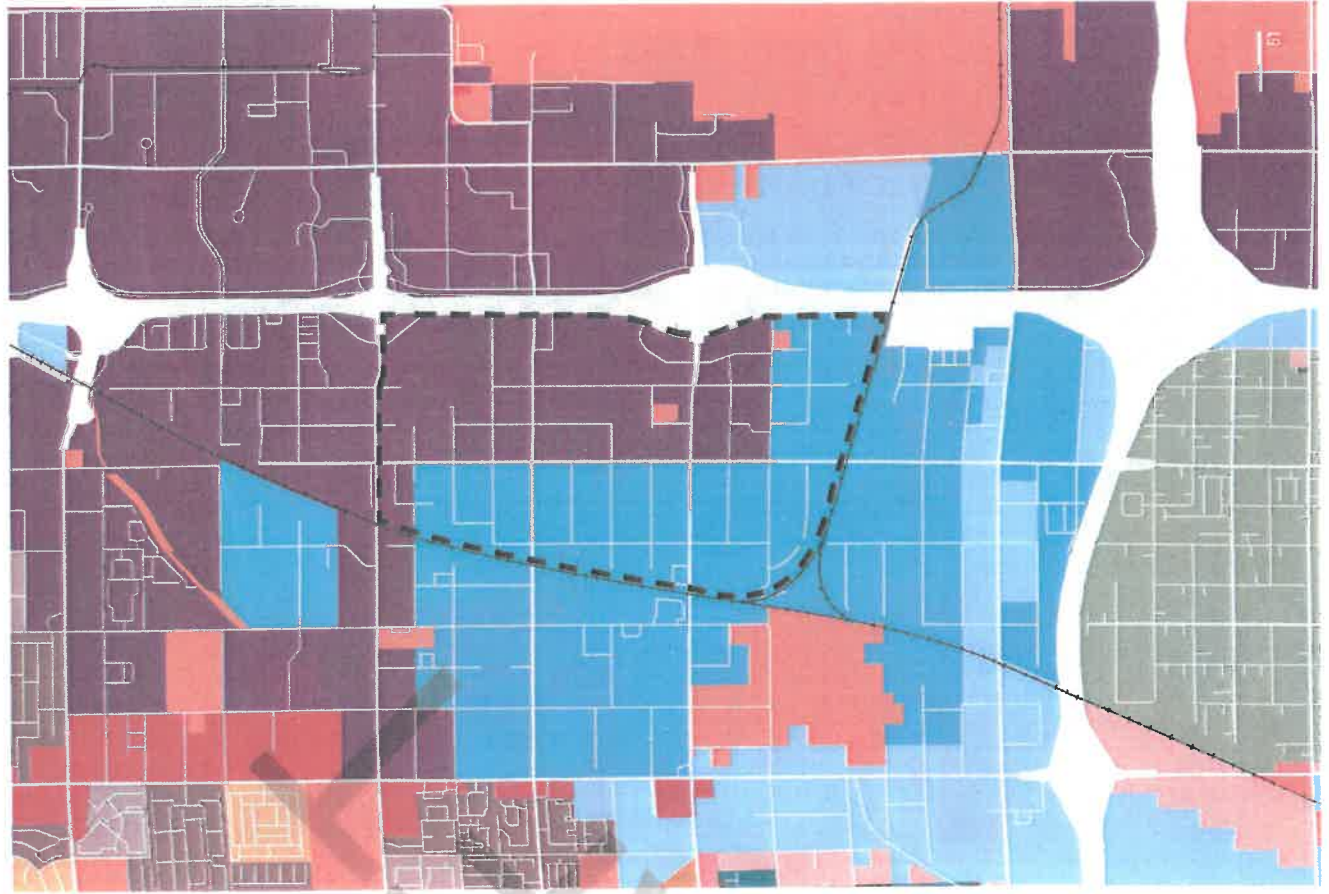


planned land use

As compared to the current zoning, the Planned Land Use contains a significant portion of property dedicated to Commercial Tourist uses. This means that the Land Use Plan was already updated to accommodate the transition from industrial uses to commercial uses in a portion of the District. The map illustrates where these properties are currently, most are east of Valley View Boulevard, along with properties near Tropicana Avenue. The current Planned Land Use maintains a substantial portion of property that is planned for industrial use. The Planned Land Use should be modified in the future to adjust for a shift that supports the District's identity as an entertainment District.



Fig. 12 - Planned Land Use Map



2.3

walkability

Walkability in the District

The Stadium District is primarily industrial, with street and building features appropriately designed to serve vehicular use and industrial activity.

Allegiant Stadium and the gradual transition of land uses will create opportunities for walking in the District. How walkable this area feels for visitors walking in the District will be a function of factors ranging from street design to building a relationship to the streets.

Walkability, according to urbanist Jeff Speck, is influenced by four factors: it has to be useful, safe, comfortable, and interesting.²⁰

Useful

Walkability requires that there are enough places to walk to, close enough together and interesting enough to attract visitors and locals to the area to create a constant presence, both everyday and on game days.

Safe

Promoting a walkable environment also means developing and maintaining a safe and comfortable area for pedestrians that will encourage people to adventure and meander around the District without concern for their own well-being.

Comfortable

Buildings and landscape shape urban form into spaces that are human-scale providing a sense of belonging in the space.

Interesting

Sidewalks are lined with interesting buildings, spaces and opportunities to explore that encourage visitors to return again and again.

The Stadium establishes the District as a primary destination. Land use changes will allow the District to develop in alignment with the community-led vision to create a unique and exceptional pedestrian experience.

The four factors that influence walkability are experiential by nature and require more tangible components to establish them. Using the built environment, streetscapes and other design concepts listed to the right, this section will assess existing walkability in the District.

Some factors that influence how welcoming the Stadium District is to walking:

urban form + design

block size + circulation

pedestrian access

safety + security

complete streets

"Walkability is excellent shorthand for good urban design. For a city to encourage walking, it must have a dense mixture of land uses, integrated with streets and open spaces, all designed for people."

urban form + design

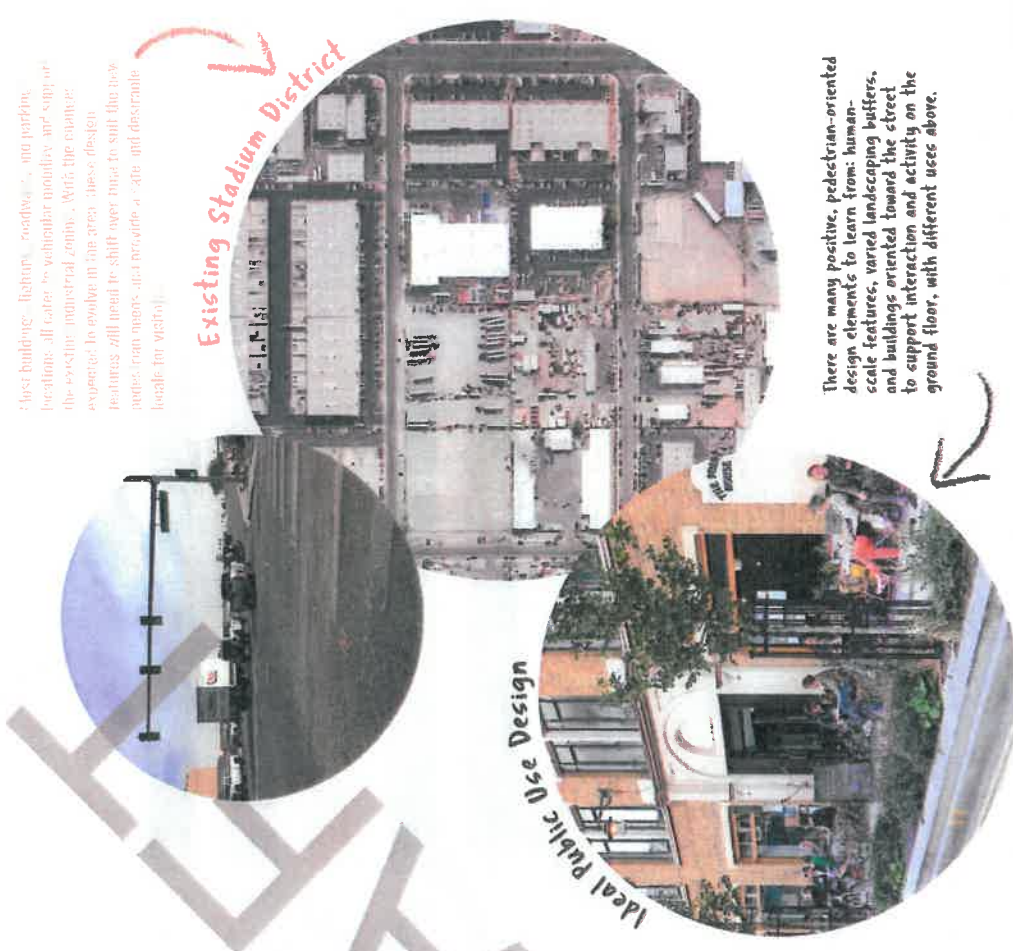
Urban form throughout the District currently is intended to accommodate industrial uses. In general, this translates to parcels that contain large warehouse buildings, strip-style developments, or stand-alone commercial properties to support industrial, manufacturing, and commercial usage. To support industrial traffic, streets generally are wide enough to accommodate truck traffic and turnarounds, and the entrances to properties are spaced far from one another. While there are some 5-foot to 6.5-foot wide sidewalks throughout the District, the overall form is not conducive to accommodating large numbers of pedestrians. Often, the distance required to get to the next crosswalk is large enough to discourage walking and complicate wayfinding on foot. There are multiple qualities of urban form and design that inform this aspect of the District. This section highlights the following qualities: building massing, parking locations and relationships, scale, open space, and how land uses are grouped.

Scale

The overall scale of urban design features can be tailored to support and encourage human activity on foot. Lighting, doorways, walkways, landscaping, outdoor furniture, and amenities all can be situated to create a space that appeals to pedestrians. This is known as human-scale design. The District currently lacks human-scale design throughout a significant portion of the area. Near the stadium site itself, a series of improvements have been made to encourage wider pedestrian pathways, buffered landscaping between vehicular traffic and walking space, and human-scale lighting. This shift in urban design scale will be needed in more of the District as the future unfolds.

Parking Relation

Buildings are regularly set back behind large parking lots, which are adjacent to the street frontage. Minimal consideration is given to enabling pedestrian access to the buildings; rather, the prioritization is enabling a range of vehicular and truck traffic crucial to industrial operation. Although the District does contain a network of standard-width sidewalks, it is much more designed to accommodate cars and trucks, and this results in a strong emphasis on parking lots. Current best practice in urban design for commercial and pedestrian-friendly districts generally situates properties such that the building facade is as close to the street as possible with an active, broad pedestrian realm in between the building and the street. Vehicular driveways are minimized by sharing access points so that pedestrians are not constantly interacting with car traffic crossing into walking space. Currently, the orientation of parking lots throughout the District is conducive to supporting industrial operation and not intended to create a pedestrian-friendly or lively commercial District.



Close building, lighters, roadways, and parking locations all cater to vehicular mobility and support the existing industrial zoning. With the capacity to evolve in the area, these design features will need to shift over time to suit the new needs from users and provide a safe and desirable locale for visitors.

Existing Stadium District

There are many positive, pedestrian-oriented design elements to learn from: human-scale features, varied landscaping buffers, and buildings oriented toward the street to support interaction and activity on the ground floor, with different uses above.

Fig. 13 - Ideal Public Use Design²²

Massing

Naturally, a substantially larger size of buildings are necessary to support industrial and manufacturing use. Often, the architecture itself is tailored to support activities such that buildings may require special ceiling heights, complex ventilation, and durable construction materials to make industrial operation feasible. This may not always lend itself to non-industrial use. The way the building massing occupies a parcel or site is also supportive of specific activities.

Industrial buildings should be oriented toward the street, not open areas.

Grouping Land Uses

Throughout the District, similar land uses tend to be concentrated together. For example, there are multiple large parcels of industrial parks, warehouses, and manufacturing facilities adjacent to each other. Where there is commercial activity, it is often concentrated in a strip-mall, with large surface parking lots next to the street. Concentrating land uses in groups is not ideal for creating the vision of a vibrant entertainment district with active pedestrian activity. As the District transitions, it will be valuable to allow for a diversity of land uses and occupancies, versus grouping similar land uses together. There are multiple ways to do this - require on-chaining buildings setback - require new development near the street and pedestrian sidewalk as well as require surface parking lots to be below the buildings or provide parking below with activated ground floors.

Airport Environs

The map to the right illustrates the current noise subzones effected by McCarran Airport in the District. This could potentially affect what types of land uses that are allowed within the affected areas and allowable buildings heights to minimize impacts to airport operations.

McCarran Airport Environs

Noise Subzones

- AE-60
- AE-65
- AE-70
- AE-75

- Stadium District

- Allegiant Stadium

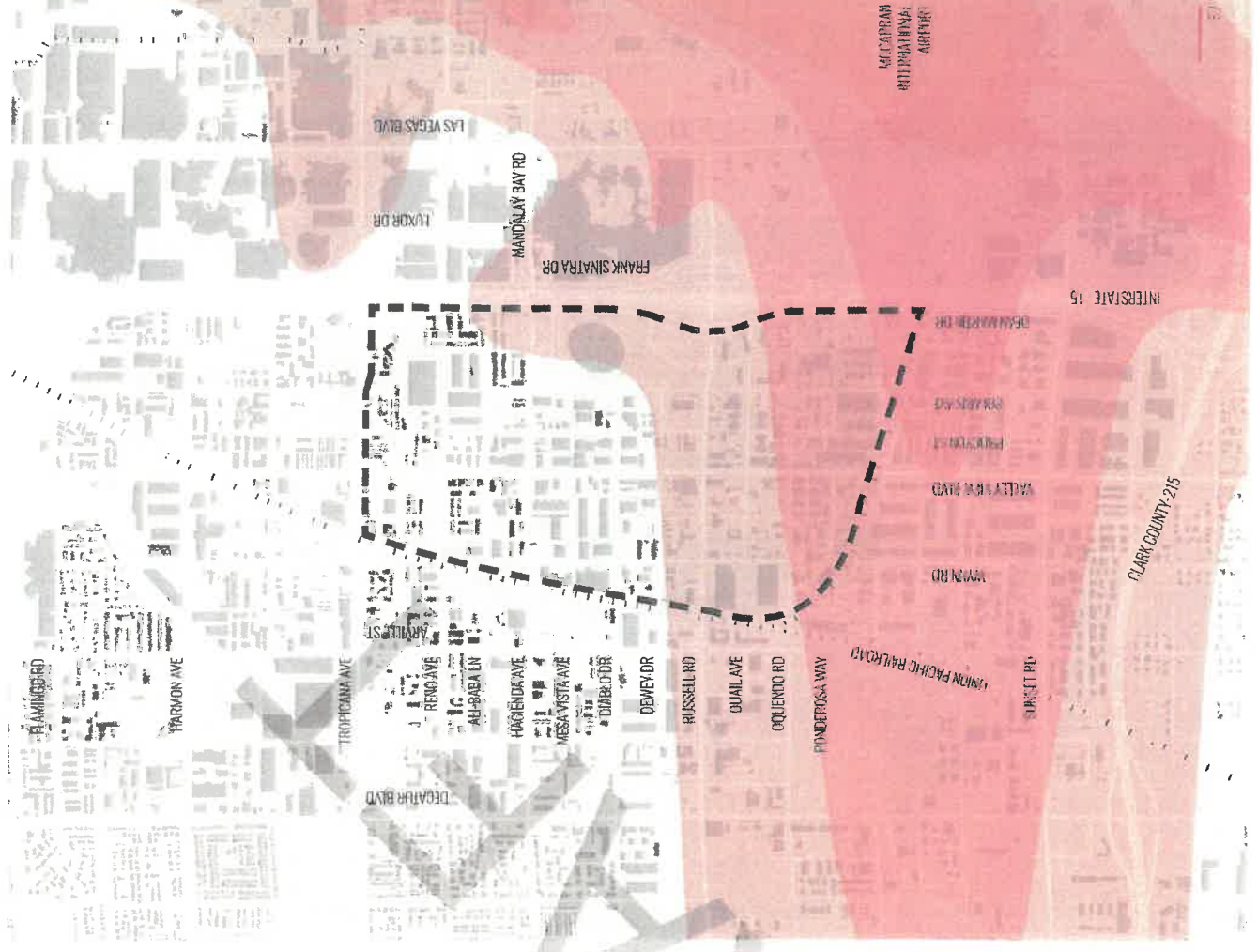


Fig. 14 - McCarran Airport Environs

Open Space vs. Surface Parking
 Currently, the District contains a significant amount of surface parking, connecting large or medium-size parcels, most of which are industrial occupancies. This map is an estimation to clarify where undeveloped land is located, as well as how parking and building footprints occupy sites. The district has no open space for public gatherings, outdoor concerts, festivals, sports parks, plazas, or natural landscaping for park usage for the public.

Open space and recreational areas that provide opportunities for visitors to meet friends, or bring visitors is important to the success of areas. It cultivates a sense of community and placemaking potential for the area.

Future redevelopments can increase dedicated open space to improve the capacity for outdoor group activities year-round. A group of people may be interested in the area, but they may not have a place to go that will not impact other activities. It could help attract the interest that may be expressed by the public.



Fig. 15 - Surface Parking, Open, and Undeveloped Space Map

»»» block size + pedestrian circulation

Block Size in the District

The Stadium District, located between two major barriers of pedestrian mobility, I-15 and UPRR, began developing during the 80's. The Las Vegas urban area west of I-15 and south of Tropicana Avenue was almost non-existent at that time, making this area attractive to industrial and service industry uses supporting the Resort Corridor. The area developed following a grid pattern with industrial buildings sometimes occupying two blocks, eliminating street continuity. Block lengths within the district are currently 660 feet for medium blocks or 1,320 feet for large

blocks—double or nearly four times the length of recommended distances for walkable areas.

The RTC's Complete Streets Guidelines for Livable Communities recommends block lengths between 300 feet and 400 feet, with the recommendation to maintain 1,600 feet for a full block perimeter as the maximum.

The size of a block influences the experience in a range of ways including:

Crosswalk Frequency

creates more opportunities for pedestrians to cross safely

More Perimeter

allows for more development for retail, public space, entertainment, or other land uses.

Permeability

allows pedestrians efficient access with multiple routes to meander throughout the district.

Legend

- Existing Medium Block (660' X 660')
- Existing Large Block (1320' X 660')

- Stadium District
- Allegiant Stadium

Fig. 16 - Block Comparison Diagrams



Most Walkable City Grids

Manhattan, NY



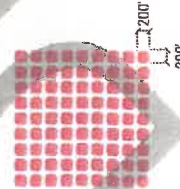
Laid out in 1811, the Manhattan grid has historically proven optimal for pedestrian activity due to the permeability and number of destinations easily available.

San Francisco, CA



At only 7 square miles, San Francisco is a dense grid packed with small blocks, public transportation, and a mix of uses that create walkable environments across the city.

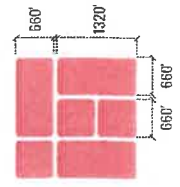
Portland, OR



Walkability has become one of Portland's largest draws. The city is easy to maneuver for locals and tourists, as there is less reliance on vehicles.

Stadium District Grid

Las Vegas, NV



Due to the District's industrial zoning, large, sparsely-developed parcels with surface parking are not ideal to handle the pedestrian-oriented commercial development envisioned for the area.



pedestrian access

Clear + Continuous Access

Current infrastructure within the Stadium District is not designed to prioritize pedestrian movement, access, or comfort since it was designed for industrial development. The opening of the Allegiant Stadium and a change in land uses within the district will result in people spending more time within the area.

Sidewalks + Accessibility

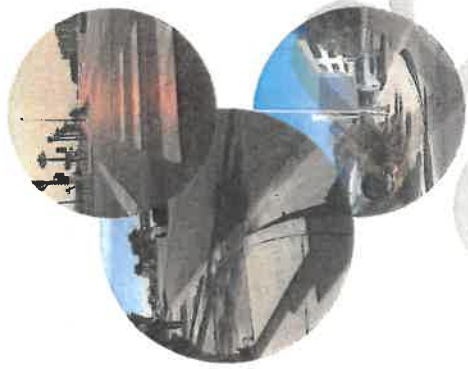
Sidewalks within the district are only 5 feet to 6.5 feet wide. This space is not adequate to comfortably accommodate high pedestrian activity or handle larger crowds before and after major events. Many compliance issues with the Americans with Disabilities Act (ADA) standards are observed in the area. Utility poles located on the sidewalk do not provide enough clear distance. Gaps in the current pedestrian network as shown in Figure 18 may also force pedestrians to walk unsafely.

Driveway Frequency

Driveways occur too frequently, creating an uneven path for pedestrians and interrupting pedestrian activity.

Pedestrian Crossings

Pedestrian crossings along adjacent arterials and collector streets are limited to the signalized intersections. The distance between crossings varies between one-quarter mile and one-half mile. At an average pedestrian speed of 3.5 miles per hour (mph), it will take a pedestrian 4 minutes to 9 minutes on average to get to the nearest crossing. Lack of crossings increase walking times within the District.

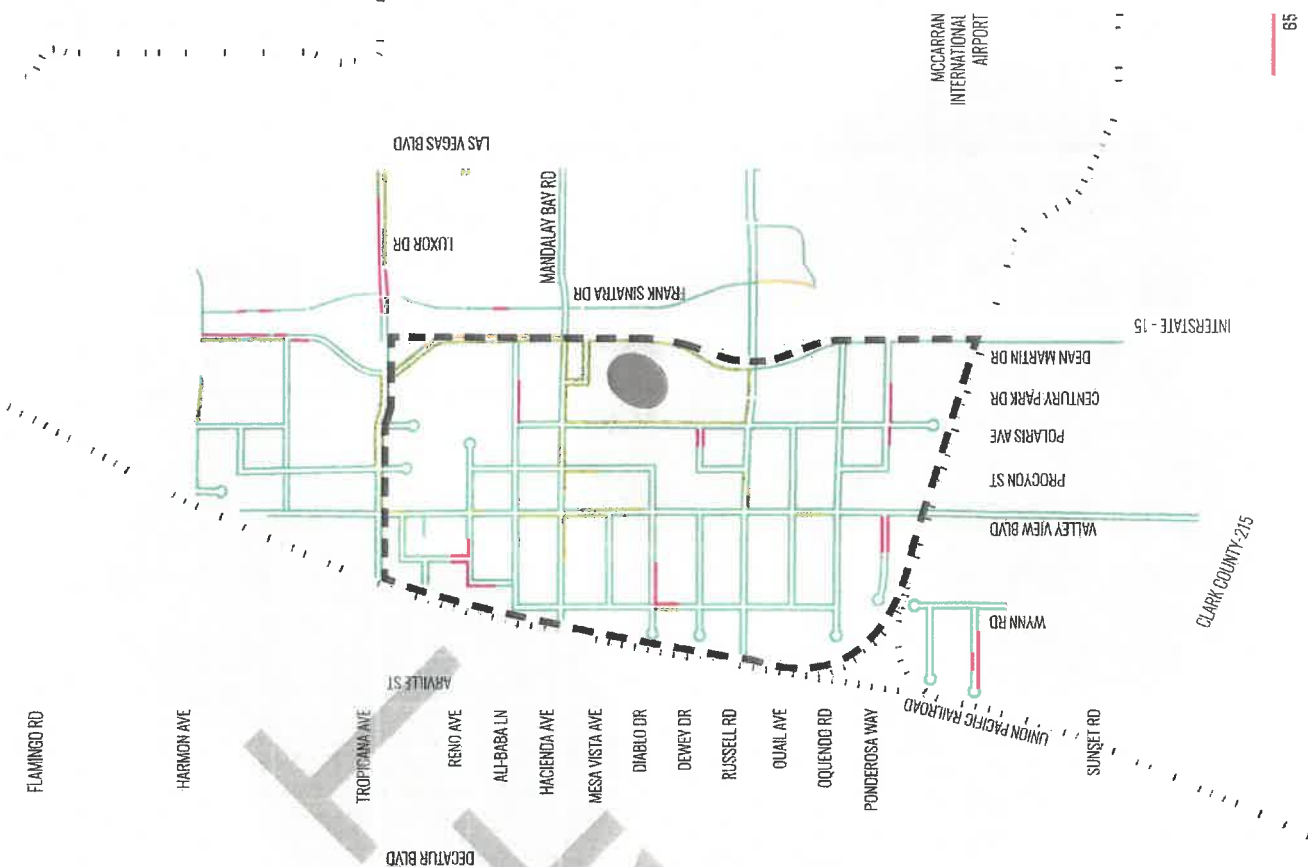


Sidewalk Widths Legend

- Greater than 5 ft
- 5 ft Sidewalk
- 4 ft Sidewalk
- No Sidewalk

- Stadium District
- Allegiant Stadium

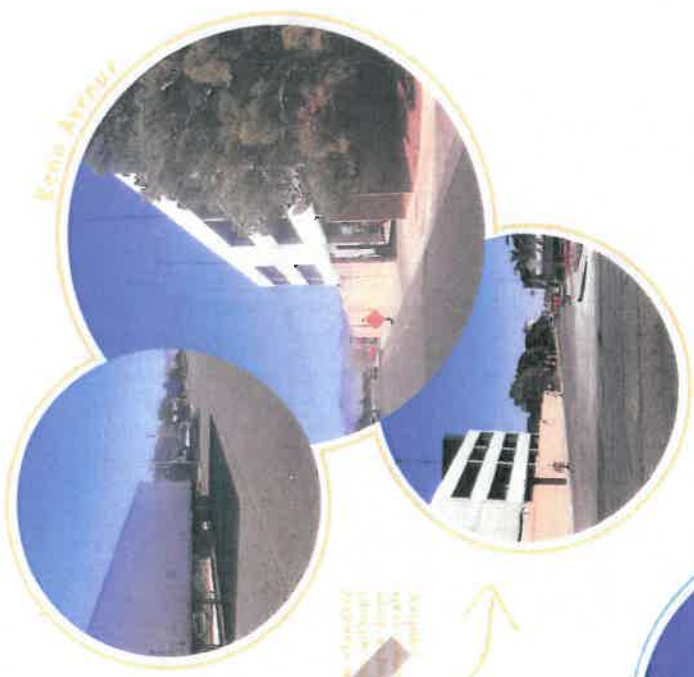
Fig. 18 - Sidewalk Widths Map



Pedestrian Routes

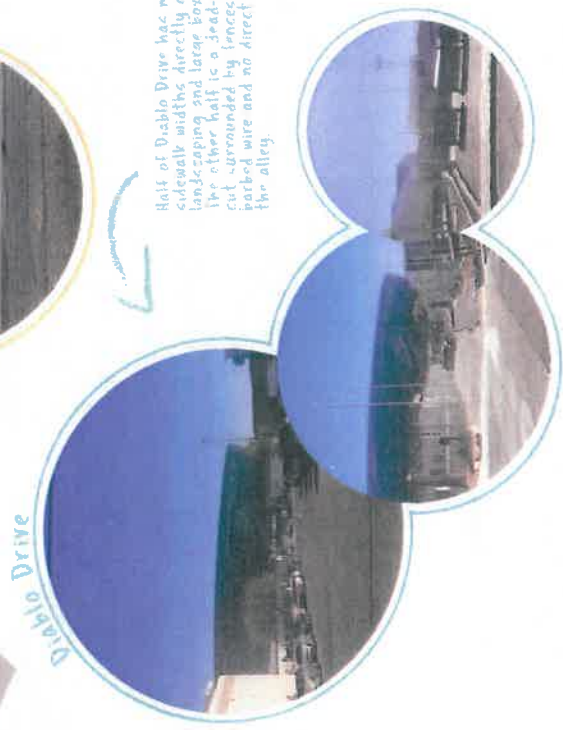
The groups of photos in this section are intended to visualize the quality of pedestrian routes available currently within the District. The selected streets are important for how near the Stadium they are and how likely they are to be used in the near future. Most of the routes are lacking amenities, wide pedestrian clear zones, human-scale lighting, ground-floor activation, buildings are oriented inward, and parking is heavily focused on the exterior of block.

FEEL A DRIFT



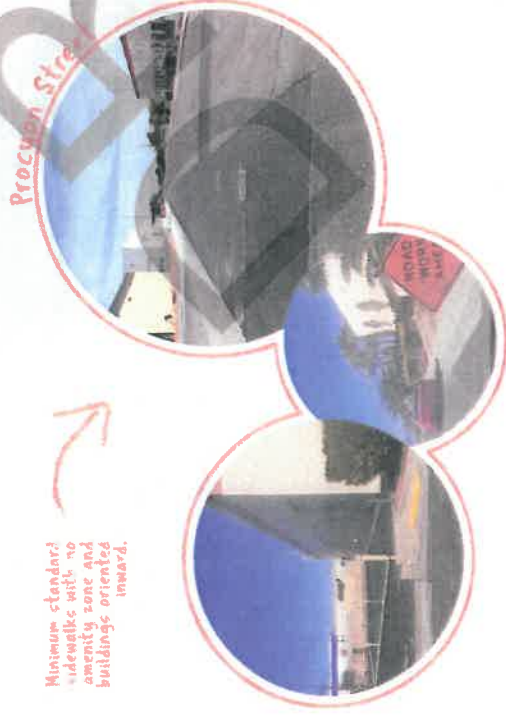
Yono Avenue

Minimum standard sidewalks with no amenity zone and buildings oriented inward.



Diablo Drive

Half of Diablo Drive has minimum sidewalk widths directly adjacent to landscaping and large box buildings. The other half is a dead-end path cut surrounded by fences with barbed wire and no direct lighting on the alley.



Procyon Street

Minimum standard sidewalks with no amenity zone and buildings oriented inward.

Dean Martin Drive - South



Dean Martin Drive - North

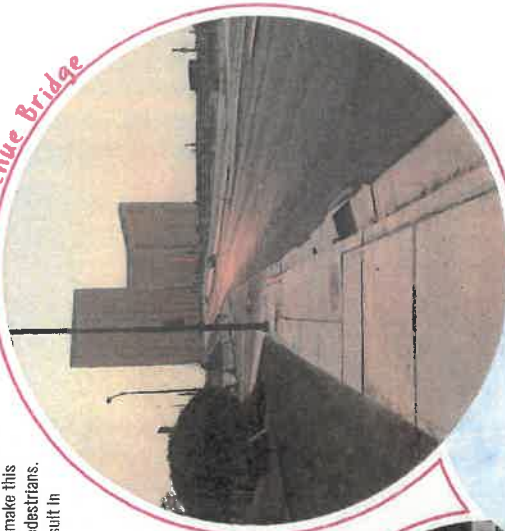


Minimum standard width, uneven sidewalks are located throughout. Buildings are set back and separated from the pedestrian realm by parking and fence.

Pedestrian Connectivity

The District, as it is today, lacks amenities and services the Las Vegas Strip offers, as well as proper multimodal connectivity with the Strip. The nearest connection from Allegiant Stadium to the Strip is the Hacienda Avenue Bridge, which is designed to accommodate vehicular traffic. Steep grades, without existing sidewalk and lack of overall pedestrian amenities and shade make this bridge challenging and uninviting for pedestrians. This may discourage walkability and result in more cars on the road.

Hacienda Avenue Bridge



Narrow, uneven sidewalks on a steep grade next to a high-traffic street provided is uncomfortable for pedestrians. There are no amenities on most attached sidewalks within the District. No shade structures, pedestrian-scale lighting fixtures, or benches.

Hacienda Avenue Bridge Underpass



Century Park Drive



No clear walkway on west side, no amenity zone, and no human-scale details, such as lighting

»» safety + security

Crime Prevention Through Environmental Design (CPTED)

An approach known as Crime Prevention Through Environmental Design (CPTED) is a way of using both the built and natural environment as a means of deterring and preventing crime. By using architecture, landscape design, and urban design within the community, CPTED strategies are intended to create spaces that promote safe and secure environments for users and the general public, deter offenders before crimes are committed, and build a sense of community. Implementing these specific design strategies helps reduce incidences and fear of crime, thus improving the quality of life and enhancing the public realm.

The three main principles of CPTED are Natural Surveillance, Natural Access Control, and Territorial Reinforcement. These principles can be applied at both the micro-scale and macro-scale.

Natural Surveillance

Natural Surveillance involves maximizing the perceived risk for potential offenders in a public space by improving their visibility to the public and legitimate users. This is achieved by eliminating the offenders' viable covert escape routes. Natural Surveillance is facilitated through the strategic placement of physical features and activities that allow for people to visibly observe the space and its users. This fosters a positive social interaction among legitimate users of a space.

Natural Access Control

Natural Access Control involves maximizing the perceived risk for potential offenders by restricting or denying their access to possible crime targets, impeding their egress, delineating the boundary between public and private space, and guiding legitimate users through the environment.

Territorial Reinforcement

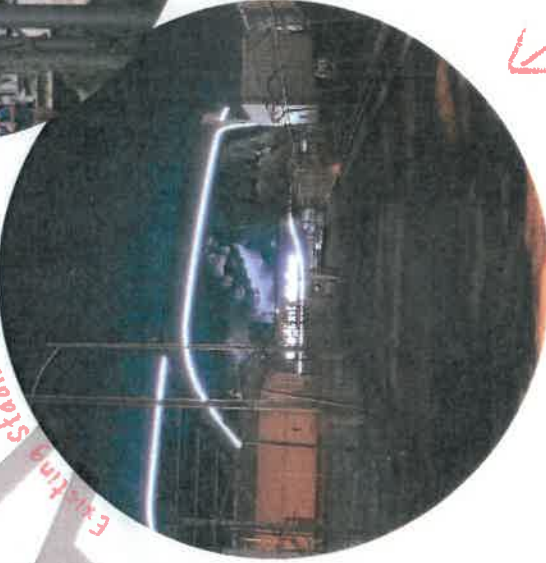
Territorial Reinforcement promotes social control of an environment through the definition of space. Defining and delineating space does two things. First, it creates a sense of ownership for legitimate users of the space. Persons with a vested interest in the space are more likely to challenge illegitimate users or report them to staff or police. Second, it fosters environments where illegitimate users are more conspicuous and more easily identified.

Territorial Reinforcement is implemented by using and maintaining architectural, structural, and landscape elements to express ownership and define public, semi-public, and private space. Using parking, fences, pavement materials, public art, signs, lighting, vegetation, and more, non-users are notified of the boundaries of distinct spaces. These boundaries present a psychological deterrent to would-be criminals by 'instilling' in users the perception of a space in which one is watched or monitored.

There are clear visual lines and boundaries between spaces. There are multiple forms of lighting to ensure there are no dark areas. There are architectural elements to encourage human-scale interaction and landscape features to create separation between vehicles and pedestrians.



Existing Stadium District



Many areas in the district are not well lit. Street lighting is not consistent and there is very little, if any, pedestrian-scale lighting - which creates dark spaces that are only defined by fences on private property. Public space is not well defined.

Fig. 19 - CPTED Design Example²⁸

CPTED in the District

Understanding the current conditions in the district and how CPTED principles can be applied is essential to the safety of pedestrians and the success of the area. *and not the design elements themselves in this section have an underlying relationship with each other.*

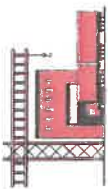
Urban Form + Design

Architectural massing, scale, land uses, and parking are all incredibly important to CPTED practices, especially since the existing district caters to daytime activity that has a vehicular focus, not pedestrian. There are currently many unit pathways as streetlights are not consistent (see map on right) and there is little to no pedestrian-scale lighting. Many streets and walkways are left in darkness. Parking locations also are indicative of how people move around the area. The large swathes of parking create a segregation of spaces that isolate areas, preventing interactions and blocking line-of-sight to many places. Walking through these large empty spaces can be uncomfortable for people, especially if they are alone and the space is not lit. *the is especially relevant since the stadium, an intended pedestrian circulation plan, overlaps with many dark areas - and potentially, in some corners,*

Block Size + Circulation

A dense and complete grid network is key to Natural Surveillance. Without adequate pedestrian activity and street visibility, the chance exists for pedestrians to become isolated. The existing grid within the network is incomplete, with many dead ends, and it leaves few routes to move pedestrians and vehicles. Pedestrian circulation is limited to standard sidewalks, poorly lit areas with little visibility, and architecture and urban elements that do not promote CPTED strategies.

property crime rate²⁸
2,755.6/100k



national avg: 1,673.9

violent crime rate²⁹

757/100k



national avg: 204.6

Streetlights in the District

60 ft. Right of Way



Stadium District

Allegiant Stadium

Fig. 20 - Streetlight Map



complete street analysis

What is a Complete Street

Complete Streets is a global initiative to design streets that enable safe use and support mobility for all users, regardless of age or ability, including bicyclists, pedestrians, and public transit riders.²⁹

Benefits³⁰

- Make walking, biking, and transit riding more attractive
- Improve travel options for groups that have limited access to cars
- Improve safety of various transportation modes
- Promote physical activity
- Reduce air quality emissions
- Benefits the local economy

Design Elements

Complete Streets applications and strategies vary depending upon the context and needs of the neighborhood in which they are being implemented. Elements may include:

- Bike facilities, bus lanes, wide sidewalks, comfortable and accessible public transportation stops, frequent and safe crossing opportunities, median islands, accessible pedestrian signals, curb extensions, narrower travel lanes, roundabouts, and lighting.

After

Before

Before and after adopting Complete Street principles

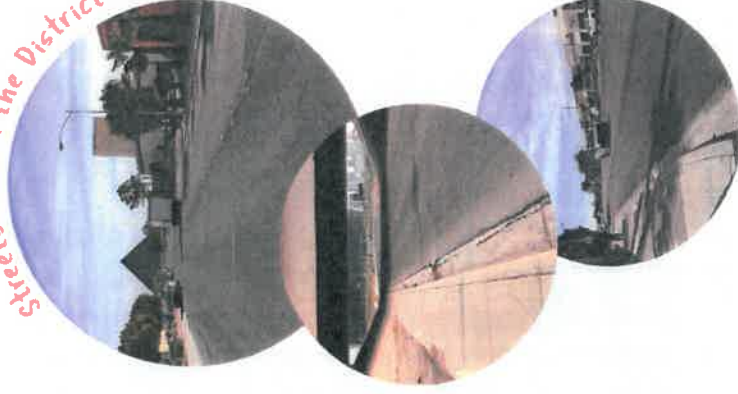
How Does the District Stack Up?

The streets within the Stadium District are not designed with all users in mind and do not prioritize pedestrians. The District is currently an industrial area and, as such, pedestrian amenities, bicycle lanes, and multimodal conveniences are non-existent. Large vehicular traffic is present in the area, especially along Valley View Boulevard and Russell Road. The stakeholders foresee that the area will evolve into a mix of uses with higher density and more pedestrian activity. However, the uses adjacent to the Union Pacific Railroad are expected to remain industrial. The industrial uses will continue to be associated with the presence of large vehicular traffic, which can be dangerous for pedestrians, especially when crossing arterial streets. Additionally, the current design accommodating these types of vehicles promotes high vehicular speeds. While some of the properties within the district might evolve into other uses, some of them will remain industrial, and therefore this type of traffic will continue to be present in the area.

Pedestrian Danger Index

Smart Growth America identifies the deadliest metro areas and states for people walking. The Las Vegas metro is not listed among the Top 20, but the state of Nevada, as a whole, is listed as the 11th most dangerous state in the nation. ³¹ Based on a pedestrian fatality rate between 0.016- 0.031 and a pedestrian danger index of 121.7, Las Vegas is not in the national average index of 73.7. The index "measures how deadly it is for people to walk based on the number of people struck and killed by drivers while walking, controlling for the number of people and the share of people who walk to work as a proxy for overall walking in an area."³²

Streets Within the District



2021 pedestrian danger ranking³¹

11th

1. Florida: 201.4

11. Nevada: 121.7

based on the pedestrian danger index

2.4 multimodal network evaluation

Vehicular Network

The street network surrounding or crossing the Stadium District emphasizes vehicular connectivity to the I-15 and Resort Corridor to the east, other industrial and commercial uses north and south of the District, and residential areas to the west. The construction of the stadium is expected to make the District a regional destination, increasing the number of trips into the current network. Figure 21 below shows arterial and collector roadways adjacent to or crossing the Stadium District, their right-of-way availability, and number of vehicle trips.

Planned and ongoing improvements along arterials and collectors shown in Figure 22 are expected to increase access to the District. Major improvements planned along I-15, including the Tropicana Avenue interchange, will significantly improve the capacity and operations. The Harmon Avenue/Valley View Boulevard/JPRR grade separation completed recently, is expected to improve connectivity of Valley View Boulevard to the north and provide an additional connection to the Resort Corridor.

The local roadway network within the district is designed to primarily provide vehicular access to local businesses and industrial properties. These roadways have a 60-foot right-of-way with one travel lane in each direction with sidewalks. Small sections on some of these roadways have unpaved shoulders. Roadway markings on these local roadways are mostly absent.

Roadway Improvements

The current and proposed roadway resurfacing projects in the vicinity of the Stadium District as shown in Figure 22.

- Tropicana Ave., Decatur Blvd. to I-15
- Las Vegas Blvd., Sunset Rd. to Sahara Ave.
- Dean Martin Dr., Quenendo Rd to Twain Ave.
- I-15 / Tropicana Interchange
- Frank Sinatra Dr., Russell to Sammy Davis Jr. Dr.
- Valley View Blvd. Rehabilitation, Sunset Rd. to Tropicana Ave.

Current and Proposed Resurfacing Projects

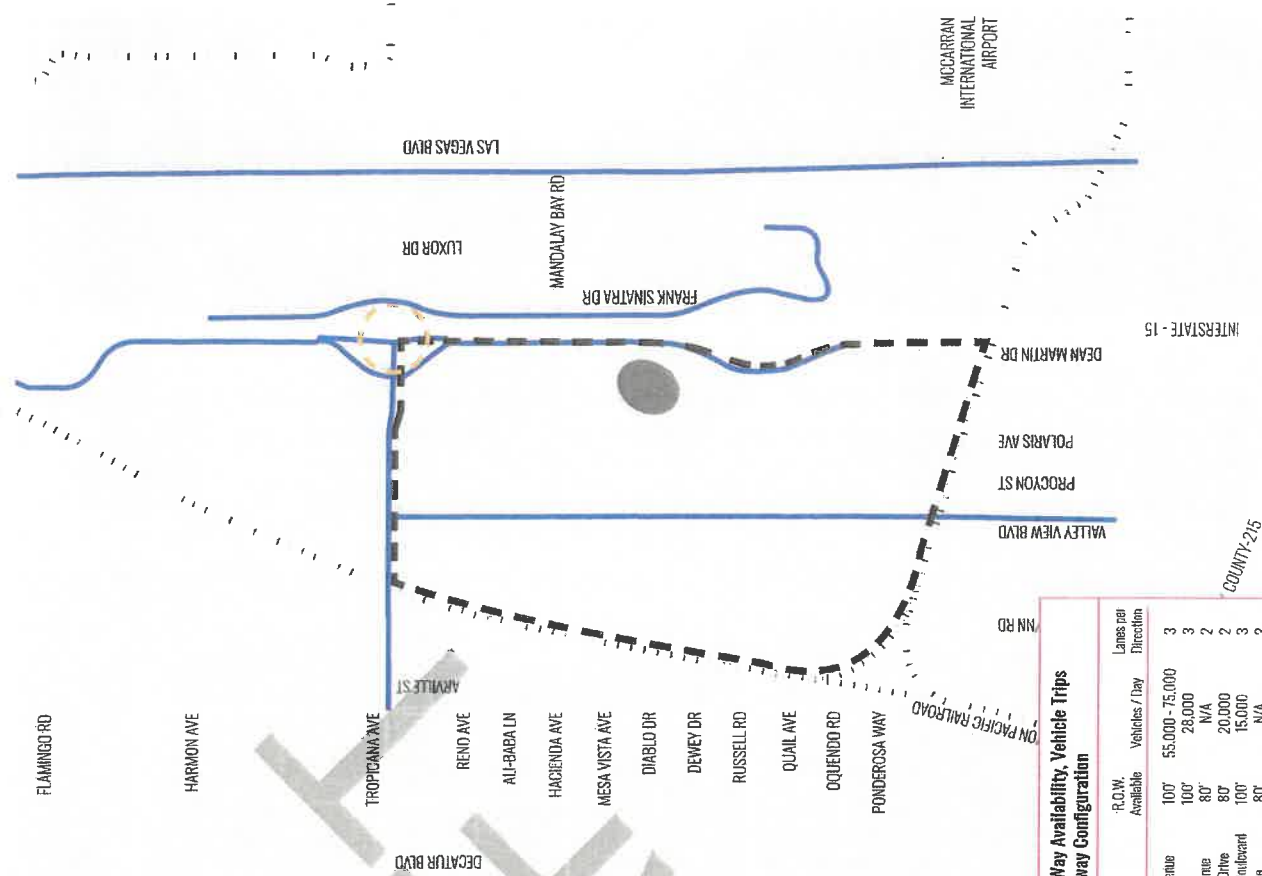
- Roadway Resurfacing Project
- Proposed Project
- Stadium District
- Allegiant Stadium

Fig. 21 - Right-of-Way Availability, Vehicle Trips

Fig. 22 - Current and Proposed Resurfacing Projects Map

Right-of-Way Availability, Vehicle Trips and Roadway Configuration

Street Name	R.O.W. Available	Vehicles / Day	Lanes per Direction
Tropicana Avenue	100'	55,000 - 75,000	3
Russell Road	100'	28,000	3
Hacienda Avenue	80'	N/A	2
Dean Martin Drive	80'	20,000	2
Valley View Boulevard	100'	15,000	3
Palmetto Avenue	80'	N/A	2



transit network

Bus Network

Five RTC Bus routes serve the Stadium District and the adjacent areas with a total of 32 bus stops along the following arterials:

- Sunset Road (RTC Transit Route 212).
- Valley View Boulevard (RTC Transit Route 104)
- Tropicana Avenue (RTC Transit Route 201)
- Las Vegas Boulevard (RTC Transit Route 301 and RTC Transit Route 502).

Of the 32 bus stops within the District, two stops along Russell Road are within one city block of the stadium, or approximately 660 feet. The other stops are quite far for a pedestrian and can be accessed by bicycle within 10 minutes. Crossing of physical features is a challenge to the first-mile-last-mile connections, especially the steep grades on Hacienda Bridge, and UPRR crossing along Valley View Boulevard.

High Capacity Transit

The Regional Transportation Commission of Southern Nevada's (RTC) On-Board Mobility Plan has identified enhancements to the current bus system, new high capacity transit services and emerging transportation technologies. The phase 2 of this plan (10+ years) is proposing Rapid Bus lines along Las Vegas Boulevard South and Tropicana Avenue. These improvements will improve connectivity to the Strip, eastern and northern parts of the urban area, and McCarran International Airport.

The Stadium District also will benefit from the "Vegas Loop"—a proposed private high-speed underground tunnel in which passengers are transported via autonomous electric vehicles (AEVs) at up to 155 miles per hour. The Vegas Loop will lead to all major Las Vegas attractions, including the Las Vegas Convention Center, resort hotels along the Strip, McCarran

International Airport, Allegiant Stadium, and Downtown Las Vegas. Figure 24 shows the planned route and station locations in the vicinity of the District.

Ambitious private plans also exist to provide high speed rail connectivity to Los Angeles and Southern California. A rail station terminal is planned along Las Vegas Boulevard South, south of Warm Springs Road. The proximity of this station to the stadium might encourage event patrons to choose rail instead of vehicular traffic to travel to these events if the connectivity to this station using alternative modes is efficient and provides access to other attractions.

Bus Stop Ridership Legend - Weekday Average of Boarding and Alighting

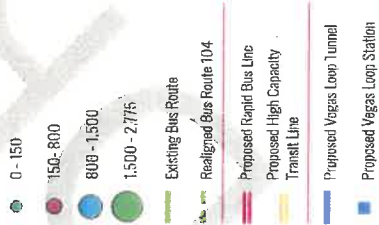
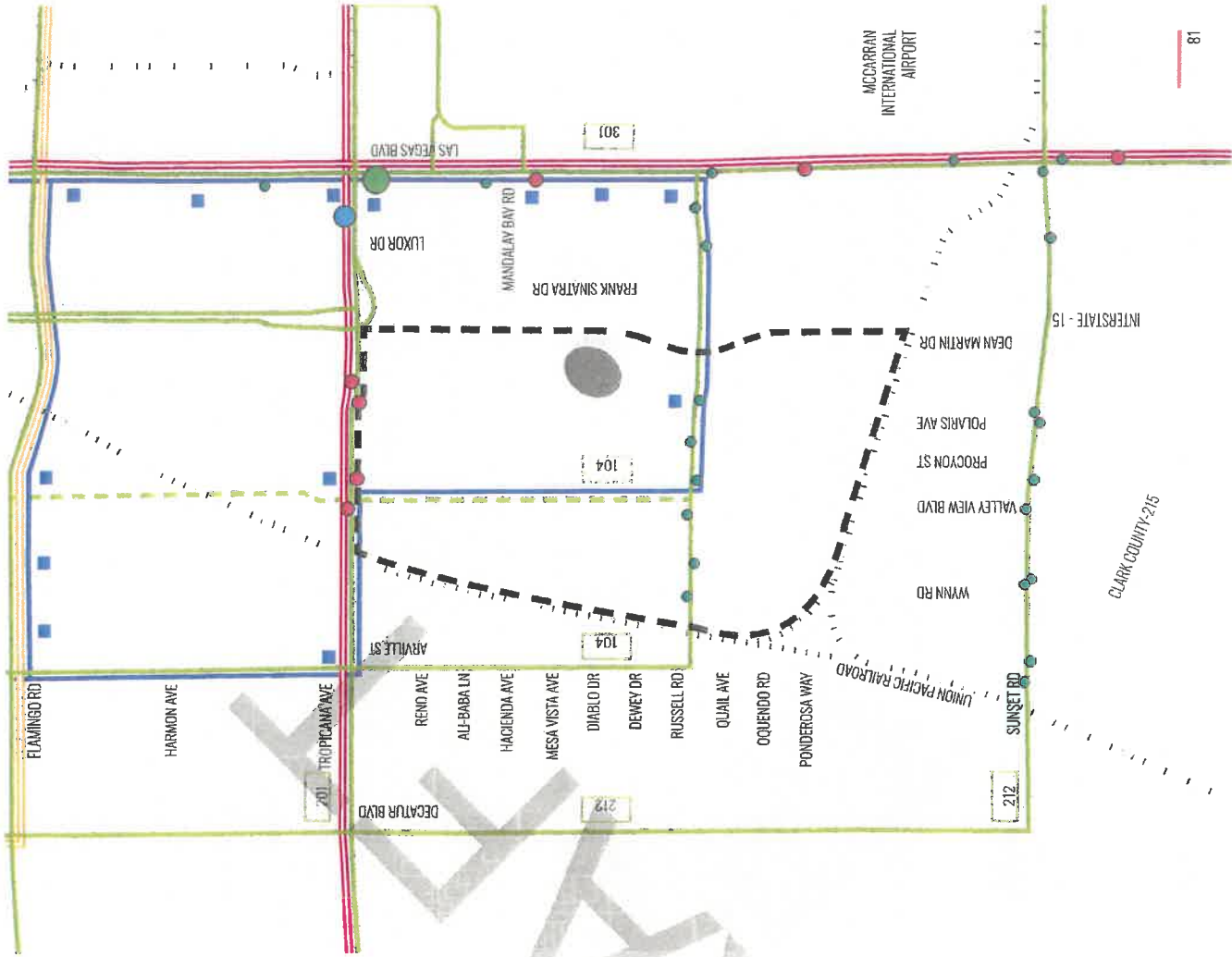


Fig. 24 - Transit Network Map



complete network assessment

Principles of a Complete Network

The Federal Highway Administration defines a network as follows: "a pedestrian and bicycle transportation network consists of a series of interconnected facilities that allow nonmotorized road users of all ages and abilities to safely and conveniently get where they need to go."

Cohesion

a complete network provides continuous bicycle and pedestrian facilities between destinations.

Directness

a complete network minimizes the distance that pedestrians and bicyclists need to travel to reach destinations.

Accessibility

a complete network accommodates travel for all users, regardless of age or ability.

Alternatives

a complete network provides route choices.

Safety and Security

unsafe locations, such as high-speed, high-traffic roadways or intersections, can serve as barriers in the network for pedestrians and bicyclists. Policies that promote safety and security are important to minimize the risk of injury, danger, and crime.






Comfort

a complete network does not defer use due to stress, anxiety, or concerns over safety, to go.

The pedestrian and bicycle infrastructure in the study area was assessed in its existing condition. The table below outlines a rating of the pedestrian and bicycle infrastructure against each of the six complete network principles, with the ratings described in the legend. For more detailed discussion on the existing conditions of the study area, please see Appendix A, Existing Conditions Report.

Grading Legend

This legend shows the criteria by which pedestrian and bicycle facilities were graded.

-  The lack of pedestrian and bicycle facilities in the transportation network results in unsafe and inconvenient travel for nonmotorized road users.
-  The transportation network provides some multimodal facilities, but it remains mostly unsafe and inconvenient for nonmotorized road users to travel.
-  The transportation network provides multimodal facilities that allow most but not all users to safely and conveniently get where they need to go.
-  The transportation network consists of a series of interconnected facilities that allow nonmotorized road users to safely and conveniently get where they need to go. Minimal gaps exist in the network.
-  The transportation network consists of a series of interconnected facilities that allow nonmotorized road users of all ages and abilities to safely and conveniently get where they need to go.



Cohesion

Sidewalks exist throughout the study area. However, there are gaps in the grid within the Stadium District and pedestrians may have to walk indirect paths to reach their desired destination. There are no bicycle facilities within the Stadium District. In the study area, large block lengths with motor vehicles. The large block lengths in the study area indicate that there are missing connections between intersections.



Accessibility

The study area does not accommodate travel for all users. Some segments of the transportation network throughout the Stadium District are not in compliance with the ADA standards. Crosswalks, curb ramps, and continuous sidewalks are not consistent throughout the network.



Directness

The study area does not minimize the distance that pedestrians and bicyclists need to travel to reach destinations. Cut-de-sacs and lack of connectivity make pedestrian and bicycle access difficult by increasing travel distances.



Alternatives

The Stadium District does not provide travelers with many route choices. The directness of the Stadium District was analyzed as part of the Existing Conditions Report to determine which routes minimize the distance pedestrians and bicyclists need to travel to reach a destination. The travel time from four key sites to Allegiant Stadium was calculated for four modes of alternative transportation. The analysis indicated that walking between destinations in the study area took more than five times as long as it would take to drive and was more than double the time it took to bicycle to the same destination for most locations.



Safety and Security

Streetsights are present on the larger corridors within the Stadium District, but they are missing or found to not to be working on a few of the smaller side streets. The industrial character of the study area results in an absence of natural surveillance. There have been three stolen vehicles, two disturbance of the peace complaints, and one assault/battery event between February 21, 2020, and March 4, 2020, within the Stadium District area.



Comfort

Sidewalk widths through the study area typically are 5 feet. In some locations, however, utility poles are located within the sidewalk width, which decreases the clear width distance to 2.5 feet to 3.5 feet. This creates a mobility issue since 3 feet is the minimum clear width required by the ADA. The presence and type of curb ramp facilities are inconsistent throughout the study area; many are diagonal, which is not recommended as the preferred ADA treatment. There are no bicycle facilities within the Stadium District. Therefore, bicycles currently share the lane with motor vehicles.



2.5

event day transportation plan

Event Day Plan

Alliegiant Stadium is anticipated to accommodate several types and sizes of events, including National Football League (NFL) games. For a sold-out event, the Stadium can accommodate 65,000 patrons. The Las Vegas Stadium Event Company has prepared preliminary event management plans for each type of event. When the Stadium is open to live events and games, these plans are expected to be updated based on the experience that will be gained in operating this new facility. The district currently provides a limited number of parking spaces. The majority of patrons will park at the remote parking sites outside of the Stadium District area and be shuttled to the event; utilize Transportation Network Companies (TNC), such as Uber and Lyft; or walk to the stadium from the properties in the resort corridor.

Circulation

During large events, several streets in the vicinity of the Stadium—including Polaris Avenue, Hacienda Avenue, and Dean Martin Drive—will be closed to vehicular traffic to facilitate the access of pedestrians, buses, shuttles, employees, and VIP patrons, who are anticipated to park within the District. Pedestrians are anticipated to access the District primarily from the Resort Corridor or other locations where the hotels and public transportation stations are located. The Stadium Event Management Plan estimates 9,300 to 28,700 pedestrians are anticipated to enter the District via the Hacienda Avenue Bridge over I-15, which connects the resort corridor with the Stadium District. The bridge is being reconfigured to accommodate a wider sidewalk on the north side. An additional 7,700 to 21,000 pedestrians are anticipated to use Dean Martin Drive, Polaris Avenue, and Diablo Drive to access the stadium.

Parking

Parking within the Stadium District or in the immediate vicinity will be provided in several locations, with a total capacity of 11,900 parking spaces. These parking spaces are dispersed throughout the area, which helps disperse traffic. Most of these locations are in walking distance to the stadium.

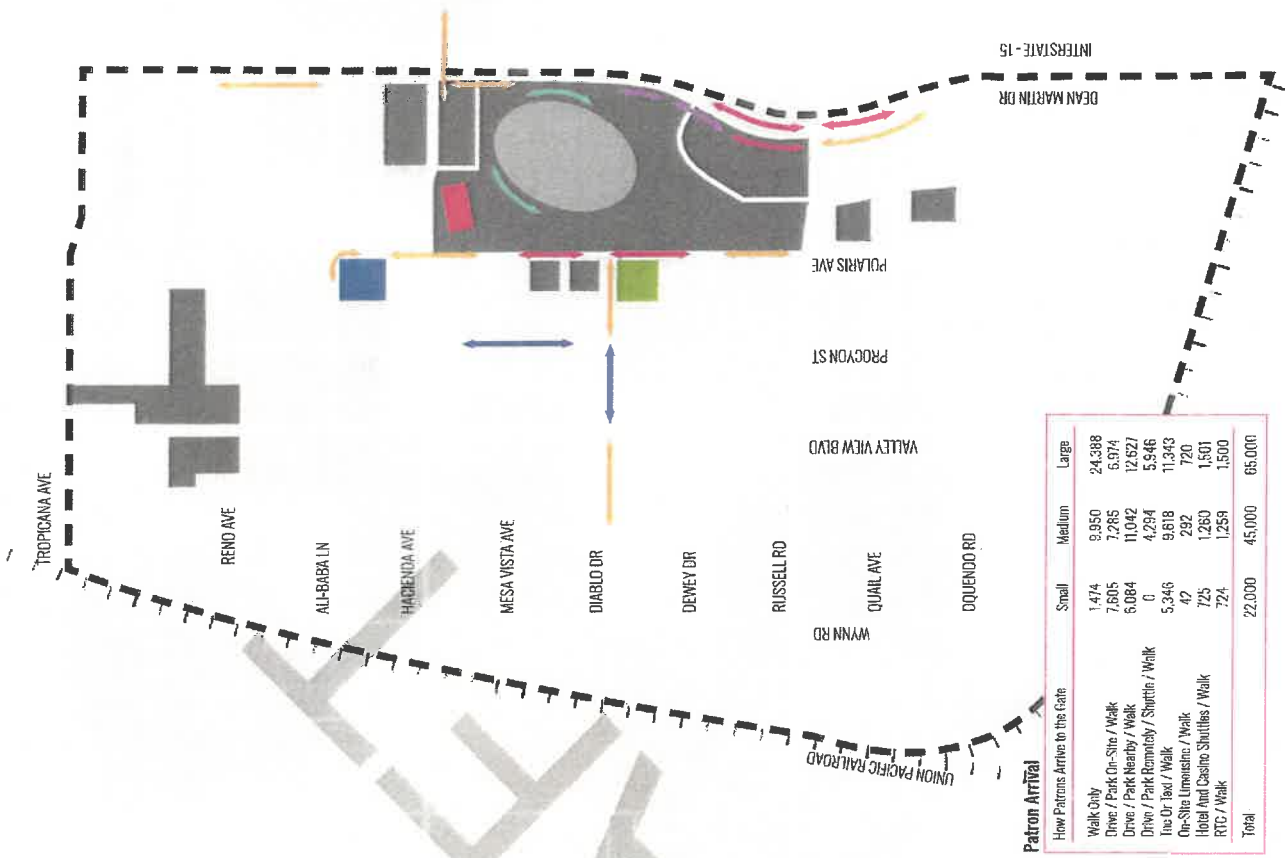
Bus + Shuttle

Many patrons and employees will arrive at the stadium via RTC buses; stadium-operated shuttles from remote parking facilities; and credentialed buses/shuttles affiliated with hotels, casinos, and other entities. Bus and shuttle pick-up and drop-off areas are located along Polaris Avenue and Dean Martin Drive.

Legend

- VIP Limo Pick-Up
- Employee Pick-Up
- TNC/Taxi Pick-Up Location
- Shuttle Bus Pick-Up / Staging
- RTC Pick-Up / Staging
- Pedestrian Circulation
- Stadium Parking
- Stadium District
- Allegiant Stadium

Fig. 25 - Stadium Circulation Map
Fig. 26 - Patron Arrival



Patron Arrival

How Patrons Arrive to the Gate	Small	Medium	Large
Walk Only	1,474	9,950	24,388
Drive / Park On-Site / Walk	7,605	7,285	5,974
Drive / Park Nearby / Walk	6,084	11,042	12,627
Drive / Park Remotely / Shuttle / Walk	0	4,294	3,946
Use Or Taxi / Walk	5,346	9,618	11,343
On-Site Limousine / Walk	47	292	720
Hotel And Casino Shuttles / Walk	725	1,280	1,501
RTC / Walk	724	1,259	1,500
Total	22,000	45,000	65,000

2.6 opportunities + challenges

Throughout our public engagement process, stakeholders identified both opportunities and challenges in the District. Many people noted the proximity to the Las Vegas Strip and McCarran International Airport as a clear opportunity to attract visitors. In addition, in discussions about the District, many stakeholders noted that having a diversity of attractions was important to them. The potential for redevelopment throughout the District and the existing easy vehicular access also were noted by many participants during conversations about opportunities.

Some challenges include the current lack of pedestrian-friendly urban design, particularly for large crowds. Stakeholders also have concerns about the lack of infrastructure: for example, some people are curious if there is ample utility access to support redevelopment, or if it will require investment and expansion of the underground utilities to make redevelopment a viable consideration. Given that the district is mostly industrial, there is also a challenge related to the scale of urban form throughout: it lacks human-scale amenities and is, instead, designed to accommodate large truck traffic, deliveries, and manufacturing and industrial activity. There is an abundance of surface parking along the street and sidewalk frontages, and there is a lack of public transportation. Much of this is related to the challenge of a primarily industrial transitioning to a pedestrian-oriented commercial area.



Vision + Goals
Four main goals to support the community as a whole
design for the district

Land Use
Craft environment requirements from large-scale
zoning, form, design, codes, activity, etc.

Mobility
encourage a mix of modes of all forms of mobility for
mobility options and the pedestrian realm

Quality of Life
New models for the quality of life district - exploring
design, structure, and public art - provide to support a
suburban area

Vibrant Economy
encourage a mix of employment including a substantial
economy

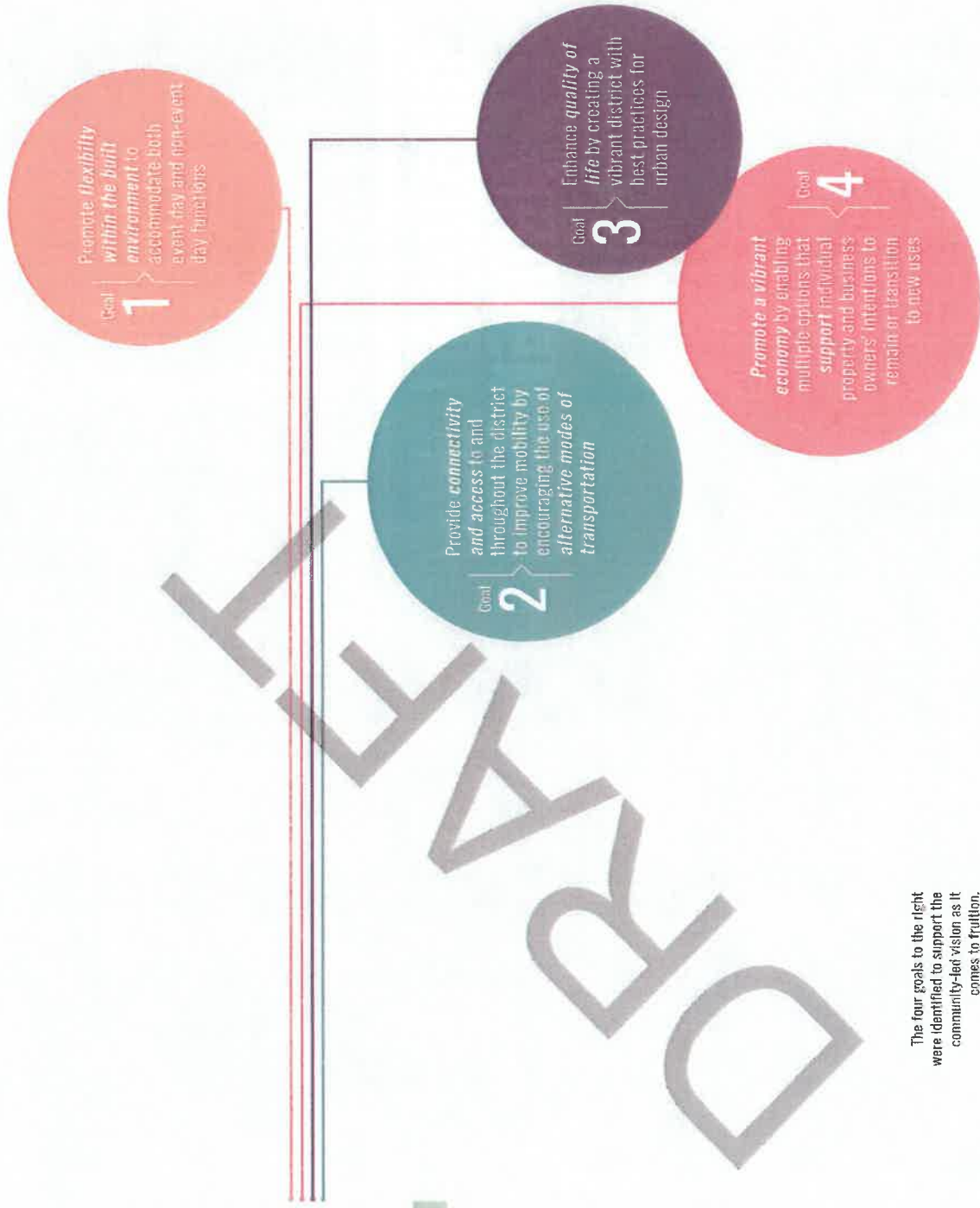
THE FRAMEWORK FOR THE FUTURE

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	196

3.1 vision + goals

Create a **dynamic** district with a comprehensive mix of uses that supports the continuation of current businesses while providing **opportunities** to transition into a **thriving destination** for entertainment, hospitality, business, and sports.

Vision



The four goals to the right were identified to support the community-led vision as it comes to fruition.

3.2

land use

Projects promote flexibility within the built environment throughout the District:

Goal 1

Promote flexibility within the built environment to accommodate both event day and non-event day functions

Existing industrial land use patterns result in property designs focused on accommodating large construction vehicles, large trucks, or tractor trailers, to support the necessary activities for industrial operations. Industrial and manufacturing can also create a higher volume of noise and vibrations than commercial activity. It could be disruptive to neighboring properties if ample space or buffer is not provided between adjacent properties with industrial and pedestrian-oriented commercial uses. Structural considerations may be given to the siting and construction of buildings in this land use pattern. In order to maintain a healthy environment, industrial buildings are regulated uniquely in order to prevent nuisances for proximate properties.

Over time, industrial areas can evolve to accommodate other uses: this shift requires sensitivity and consideration of the activity and how it might operate safely if adjacent to a new use. Expanding land use options within an industrial area can allow for a creative mix of activity that attracts new visitors to the area.

Dedicating some land to solely emphasize industrial and manufacturing exclusively can allow for space to conduct businesses which cannot be located near entertainment, office, commercial or tourist operations. By creating specific areas where new uses can be incorporated, a historically industrial District can diversify and thrive economically in new and creative ways.

This series of recommendations considers the vast opportunities and challenges of redevelopment in an industrial district. Land use patterns may change

as an anchor property adapts a new use, such as Allegiant Stadium, which will attract visitors and help support new kinds of business and economy.

- ▶ Parcels should be allowed to transition to a mix of uses: commercial, tourism, entertainment, office space, and, if appropriate, residential use. The future of the District is envisioned to be comprised mostly of this mix of uses.
- ▶ Some portion of land will remain dedicated to industrial land use: industrial use should stay in the Stadium District—near the Union Pacific Railroad Line and Spur in an appropriate place to concentrate industrial uses. Current uses can continue throughout the district, and changing uses is not required.
- ▶ Consider promoting a mix of uses, in addition to enabling mixed-use: a mix of uses is distinct from mixed-use in that it describes how a corridor or area of parcels relate to one another. "Mix of uses" is conscientious about enabling different uses on adjacent parcels instead of concentrating similar uses all together, whereas, "mixed-use" describes a property in which commercial and residential uses are combined on the same site.
- ▶ Incorporate more commercial and tourist focused land uses throughout the District into the existing planned land use map.
- ▶ Provide incentive for rooftop use in building design as a form of sustainable building to encourage greater density, reduce building heat gain, and lessen unused space.
- ▶ Reduce set-back requirements for buildings to ensure that it meets the pedestrian realm to help activate the ground-floor. Consider incorporating open space at the pedestrian realm edge as an alternative if buildings are not applicable in certain situations.
- ▶ Consider incorporating the design standards from this plan into the county development code. Given the unique needs of the Stadium District, include provisions to apply the standards to a district-defined geographic area, such as the perimeter studied in this plan.
- ▶ Consider incentives that simplify and streamline redevelopment. For example, formalizing standards, that, if abided by, minimize turnaround time for development applications meeting these heightened standards; consider reducing or waiving application fees for development applications that meet specific County-defined processes; or for development that goes above and beyond in terms of pedestrian safety via urban design.
- ▶ Encourage non-residential ground-floor uses to activate the pedestrian realm, such as retail, commercial, office, and dining.

envisioning land use

This map indicates overlapping results of stakeholder visioning workshops held during the public engagement process. It reflects shared ideas across the visions of several groups. Groups at the workshops worked separately at independent tables and created a land use scenario based on constraints and considerations specific to their table. Although each group developed its own vision for the future, some characteristics appeared across more than one group, and this map presents common shared themes.

This combined scenario is built with land use categories that are unique from the County's current zoning and planned land use categories. This allowed participants to develop visions using land use categorizations that resonate with the vision for the future. This map is not intended to suggest any committed code or plan for the District at this time; rather, it reveals the vision resulting from the stakeholder process. This can inform future considerations as more formal changes in planned land use unfold. Additional information about the specifics of each stakeholder workshop can be found in the Appendix 3: Public Engagement Summaries.



building massing

This graphic provides considerations for the building form throughout the District. These brief recommendations are intended to promote a street life with a human-scale, pedestrian-friendly, neighborhood character. Key recommendations for building massing and form are depicted in the adjacent illustration.

Minimize Building Setback

Minimize building setback from the property edge such that building facades meet the pedestrian realm as closely as possible. This improves access to the properties for pedestrians and creates a more-vibrant pedestrian realm.

Awning / Covered Patio

Where outdoor dining or seating is provided, consider adding an awning or creating an inset covered portico. This allows for shade during hot summer months.

Widen Pedestrian Pathways

A covered colonnade or walking space adjacent to the pedestrian realm would widen pedestrian pathways and increase foot traffic near the property.

Building Height

If a building height is greater than three stories, the facade above the 3rd story should step back 25 feet from its ground-floor edge to prevent a monolithic shadowed experience at street level. This step back allows sunlight to reach the lower floor. If an approved building approaches 10 or more stories, a second step back at a higher level should be provided.

Rooftop Gardens / Patios

Rooftop gardens and patios are encouraged, especially in the roof areas revealed by a stepback toward higher levels. They can create interesting social spaces, help combat the heat island effect in buildings during the summer, and can contribute to increased property values.

Ground Floor Activation

To promote vibrant street life and pedestrianization, the district can emphasize ground floor activation at key intersections or corridors where concentrated activity emerges. The ground floor is where public life exists, thrives, and is most observable. Being conscious of ground floor uses allows for increased vibrancy; whereas, for example, having a parking garage with ground parking at street level, will significantly diminish the aesthetics and street life. Thus, the ground floor should be designed for people and be activated by uses that welcome and engage passersby. Retail, restaurant, community centers, galleries, performance spaces, bars, beer gardens (biergarten), breweries, pop-up retail or food services, and entertainment venues are all appropriate ground floor uses. It is best to shift uses which are less accessible to the public to second floor and above levels. For example, office and residential uses can be located above the ground floor. Where parking garages exist, the ground floor should be activated for usage other than simply parking, especially in areas where pedestrian traffic is most dense.

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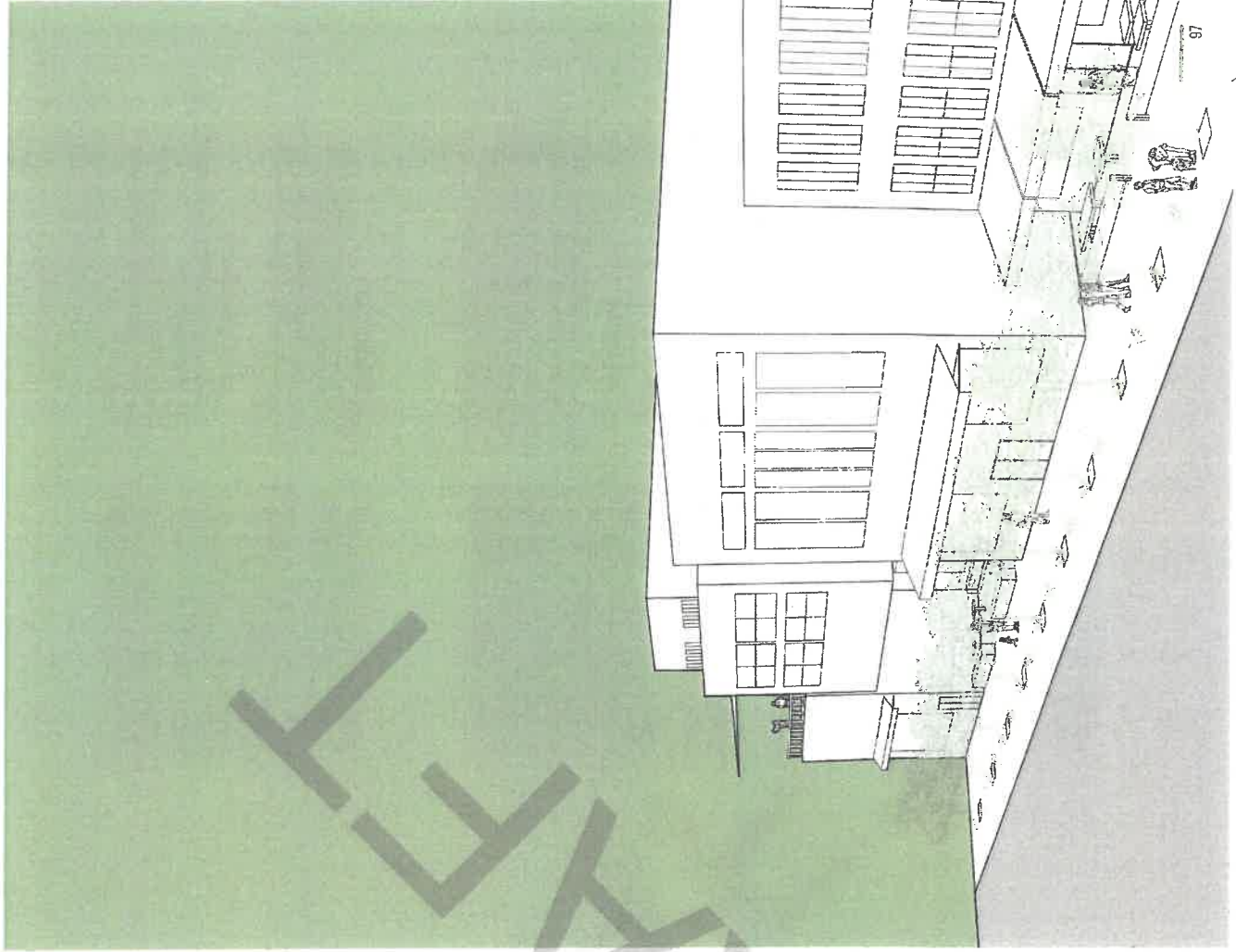


Fig. 28 - Massing Perspective

block types reimagined

To improve grid connectivity and create a more pedestrian-friendly district, two configuration ideas for blocks are provided. These blocks are based on reconfigurations of existing blocks at both medium scale and large scale and are meant as guides.

There is no one correct way to redevelop the existing blocks. However, the following options provide examples of possible block designs for the District.

- Key Elements**
- ↳ Sidewalks + Setbacks
 - ↳ Built Form
 - ↳ Driveways + Parking
 - ↳ Pedestrian Pathways
 - ↳ Open Space

To illustrate the general urban design principles discussed, these examples are shown in two different contexts: a completely new, undeveloped block and an adaptive re-use option.

Adaptive Re-Use

Adaptive re-use is a form of development that transforms existing buildings into a new use. It can be an option for areas in redevelopment for a few reasons:

- ↳ Sustainable: reduces building material cost, less demolition, limited reconstruction, etc.
- ↳ Economic: cost benefits from reduced construction costs, design, etc.
- ↳ Affordable Spaces: these re-used spaces can become affordable options for local businesses

There will likely be a combination of introducing new construction and adaptive re-use as the District develops, which can ultimately help lead to a vibrant and diverse area.

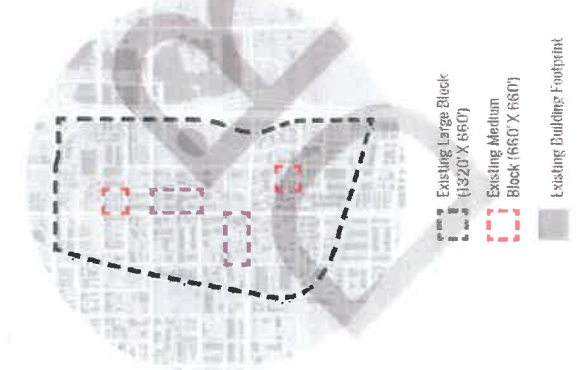


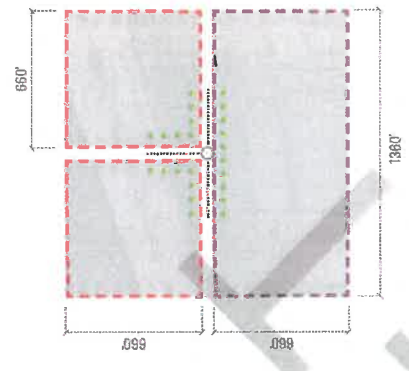
Fig. 29 - Block Types Reimagined Diagrams

Not Easily Walkable

Because the blocks are so large, there are few route options for pedestrians and vehicles, and this size constraint limits the number of parcels that are available. Being forced to walk on a long block with no other option is a deterrent for pedestrians.

- Pedestrian 5 min. Walking Path
- Destinations Accessible Within 300' (5 min walk)
- Pedestrian Starting Point

An average pedestrian walking time along a block length of 300 feet is 5 minutes. This means that the smaller blocks in the district, at 660 feet, require more than 10 minutes to traverse, and the larger blocks, take over 20 minutes to walk.

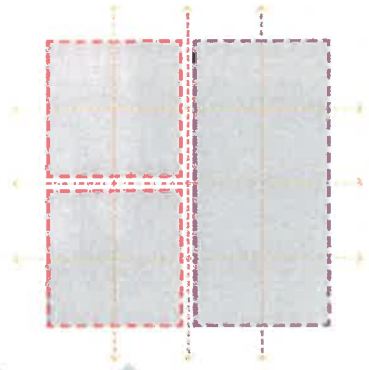


Increase Permeability

Reducing the scale of the blocks allows for more route options for pedestrians, greater permeability for vehicles and pedestrians, and increased route efficiency.

- Dividing the Block

Blocks can be reduced through a few different options. Most commonly, streets with varying types of transportation are used, but pedestrian-only paths, bicycle paths, and open spaces can also be used to make blocks more permeable and provide pedestrians with visual interest and options.

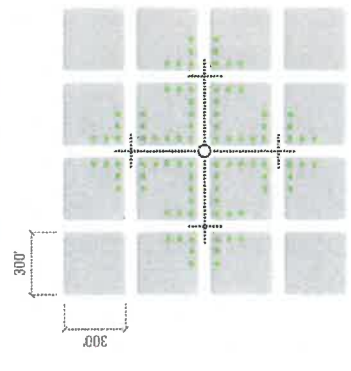


Easily Walkable Distances

By creating more paths, it opens up the perimeter for various land uses, increases the amount of places easily accessible within the same distance, and offers more variety in routes for visual interest and efficiency.

- Pedestrian 5 min. Walking Path
- Destinations Accessible Within 300' (5 min walk)
- Pedestrian Starting Point

This graphic indicates the time required for a pedestrian to traverse a block length after its reduced scale.



new block development

These layouts illustrate new buildings with minimal or zero setback, located next to the pedestrian realm and street life. Surface parking lots can be located behind the buildings, and/or eliminated entirely to allow for larger building footprints. If surface parking is eliminated or greatly reduced, parking will be provided via shared garages on or off site, or street parking where allowable. Driveway entrances are shared to enable vehicular site access at minimal locations to prioritize pedestrian traffic. This will also create shared access locations for delivery trucks and recycling and garbage pick-up.

It is particularly important to break the block down into a smaller and more accessible scale for pedestrian traffic by incorporating pedestrian-only pathways and quality of life infrastructure such as outdoor and open spaces that incorporate trees, flexible spaces, furniture, and public art.

Benefits

- 1 Create safe and active walkable area at property edge
- 2 Allow for on-site surface parking located behind buildings
- 3 Create a walkable sidewalk
- 4 Reduce vehicular driveway frequency to prioritize pedestrians
- 5 Create more space for building footprints or open space
- 6 Increases allowable square footage to maximize building investments
- 7 Garage parking allows for more parking spaces

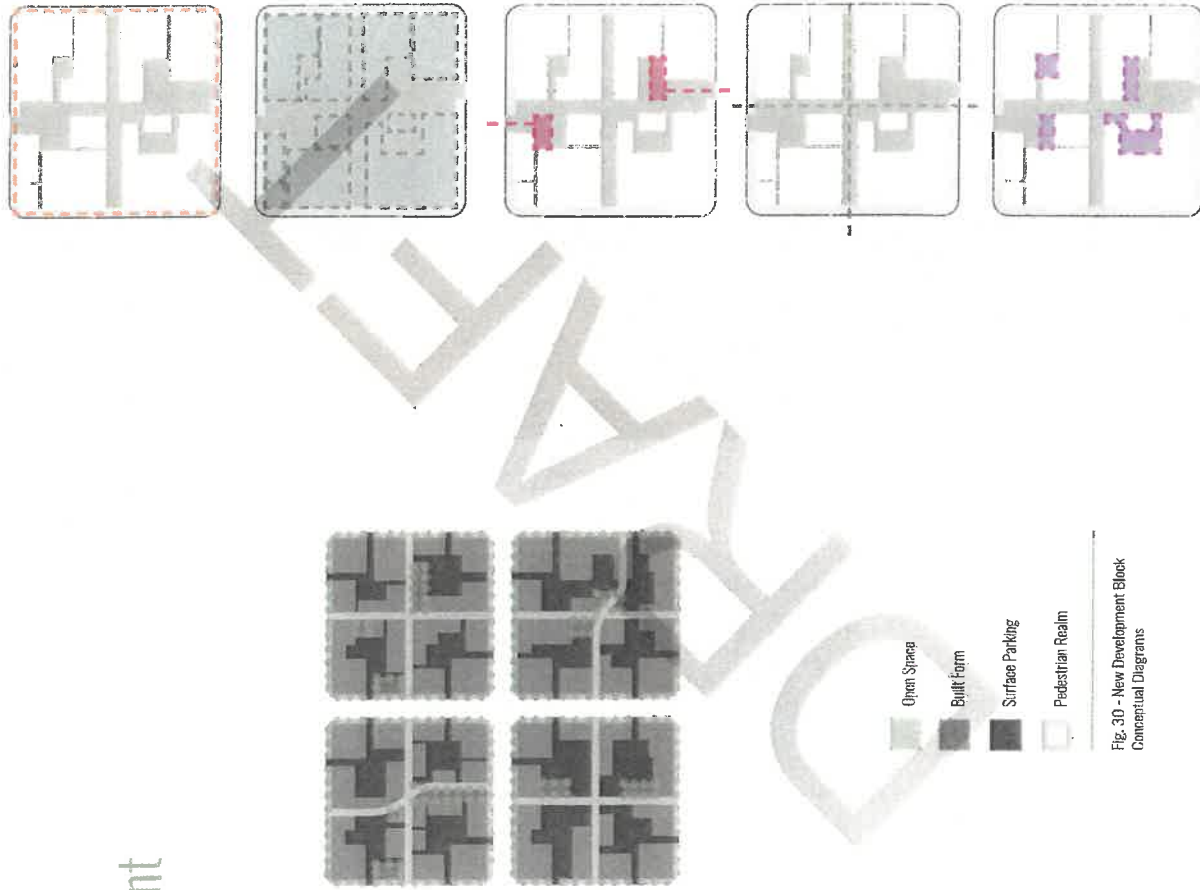


Fig. 30 - New Development Block Conceptual Diagrams



Sidewalk + Setbacks
 Create a high-quality pedestrian realm and sidewalk.



Built Form
 New buildings' setbacks and setbacks are designed with pedestrian-friendly and urban edge.



Driveways + Parking
 Shared surface parking located behind buildings and on-site from drive access, providing driveway setbacks to prioritize pedestrian traffic.



Pedestrian Pathways
 Increase the walkability and encourage use by allowing pedestrian access to buildings through the large blocks.



Open Space
 Public space and entertainment areas improve use and interconnectivity.

adaptive re-use of existing site

Adaptive Re-Use Conceptual Block Diagram

Figure 31 shows an existing image of a medium sized block in the District followed by a conceptual example of how it could develop if the block re-uses spaces and densifies with new construction. This block type encourages adaptive reuse of existing buildings. This means that existing buildings are maintained where possible, even if the properties redevelop. Some buildings can be repurposed for new uses and can be joined with new additions.

Current blocks have large building footprints distributed throughout the block. Some buildings meet the pedestrian realm; others may have surface parking at the property edge. The primary elements in existing blocks are surface parking, industrial buildings, and undeveloped parcels.

As the area evolves, and new land uses move onto properties wishing to redevelop and intermingle with new construction, the area can begin to emerge with a unique identity. Eventually, the primary elements can begin to diversify and offer more resources to the community.

Benefits

- ↑ Create greater density and lessen unused and undeveloped spaces
- ↓ Lessens construction costs and improves life-cycle costs of buildings
- ↑ Easier to transition from existing uses as new land uses develop

Conceptual Diagram

In figure 31, the diagrams represent how adaptive re-use of an existing site could take shape. It is meant to provide a conceptual understanding of these ideas coming together.

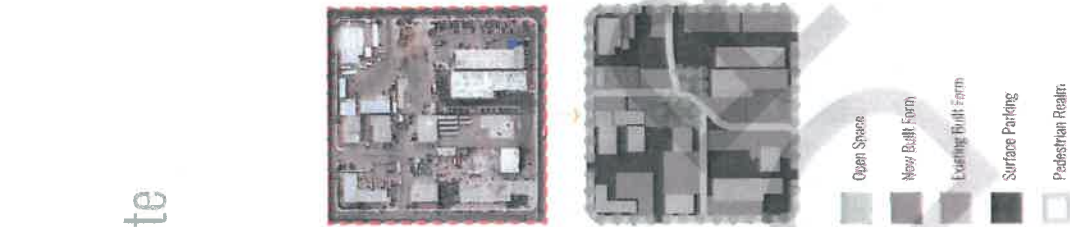
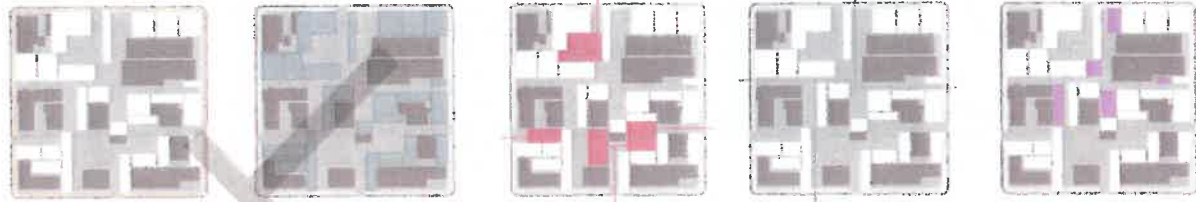


Fig. 31 - Adaptive Re-Use Block Conceptual Diagram



Sidewalk + Setbacks:
Area designated by pedestrian realm zone standards.



Built Form:

New buildings, renovations, etc. aligns with pedestrian realm and street edge. Existing buildings, where appropriate, are encouraged to adapt to new uses and connect the pedestrian realm with the street edge.



Driveways + Parking:

Surface parking and any other driveways are either removed or, as a better alternative, shift toward supporting pedestrian realm.



Pedestrian Pathways:

Increases the walkability and movement by allowing pedestrian access to interior through the block blocks.



Open Space:

Public space and amenity that makes successful use of urban resources. Includes:

3.3 mobility

Improving mobility is fundamental to enabling the economic and social prosperity of the District and the Las Vegas urban area. This plan presents a set of strategies and actions focused on improving mobility by reconfiguring street layout and design, accommodating alternative modes of transportation, and providing for infrastructure improvements that will better support the human activity within the District and provide safe and efficient ways to access this destination. These strategies build upon the challenges and work done for this plan in coordination with stakeholders. Improving mobility to and throughout the District will continue to be a collaborative process between developers, the County and local transportation agencies. The list of strategies and actions presented here are followed by detailed design recommendations that will guide stakeholders through the implementation process of transforming the District into a destination for all.

Goal

2

2. **Promote connectivity and access to and throughout the district to improve mobility by encouraging the use of alternative modes of transportation.**

Projects to improve mobility throughout the District:

- ▶ Create a connected, multimodal street network by constructing new streets and extending and enhancing existing streets, where needed, that include bicycle and pedestrian facilities.
- ▶ Update existing intersections to increase comfort and safety for pedestrians and bicyclists.
- ▶ Provide for greater connectivity by incorporating and developing pedestrian pathways in new developments as they occur.
- ▶ Develop a District-wide wayfinding signage program that creates hierarchy of signage improvements, including at key gateway locations.
- ▶ Coordinate with property owners to identify local streets within the District where bicycle facilities are appropriate.
- ▶ Ensure safe and secure parking locations for bicycles (including bike share) are available throughout the District.
- ▶ Coordinate with the RTC to extend the e-bike share program into the Stadium District.
- ▶ Coordinate with the RTC and The Boring Company to improve transit connections and provide transportation choices to access the Stadium District on event and non-event days.
- ▶ Continue to coordinate with the RTC and The Boring Company to design and implement transit stations that accommodate all types of transit and offer real-time information, facilitating quick and easy access and transfer of passengers.
- ▶ Coordinate with the RTC to evaluate long-term transit connectivity to the proposed California-Nevada rail station.
- ▶ Develop a parking policy for the Stadium District.

Technology is rapidly changing the way we live, travel, and protect our environment. Leveraging these technologies is an opportunity for Clark County to improve mobility and create a sustainable transportation infrastructure within the District.

- ▶ Monitor technology advancements and, in coordination with other regional agencies, determine how to implement them to facilitate access into the district or navigation within the District.
- ▶ Update road design and infrastructure as needed to accommodate the new technology.
- ▶ Coordinate with NDOT and RTC FAST to evolve the Advanced Traffic Management System, including key district access points at Russell Road and Tropicana Avenue.
- ▶ Develop and install a virtual, district-wide wayfinding and signage program that facilitates access to important destinations throughout the District.
- ▶ Explore opportunities to leverage public-private partnerships to use autonomous shuttles to provide additional access to the District.

network principles

To create a pedestrian-friendly and bicycle-friendly environment, it is important to set principles that guide the development of the Stadium District network that makes walking, bicycling, and public transport the easiest, safest, and most appealing choices.

Building a Network

- Building a space that enables people to walk requires a street network that is efficient and can support multiple types of uses and densities. To accomplish this, it is encouraged for the current street network to be connected as parcels shift to other uses, creating a grid network with approximately 660-foot-long blocks.

Principles

- Provide an interconnected street network that supports compact development patterns and alternative mode connectivity.
- Prioritize walking and bicycling as the primary mode of movement within the District.
- Provide safe, efficient, and comfortable routes for walking, bicycling, and public transportation to increase the use of alternative modes of transportation.
- Integrate the District's transportation network with the region's transit to maximize alternative mode choice.
- Integrate smart technologies to the District's infrastructure.
- Integrate urban open space with transportation infrastructure.

Benefits to Connecting the Grid

- Encouraging walking distances
- Encouraging alternative modes of transport
- Encouraging compact development
- Encouraging connectivity and safety for pedestrians
- Encouraging alternative modes of transport

Legend

This map illustrates the ideal network grid for the District with the proposed streets and pedestrian pathways.

- Proposed Streets
- Pedestrian Pathways

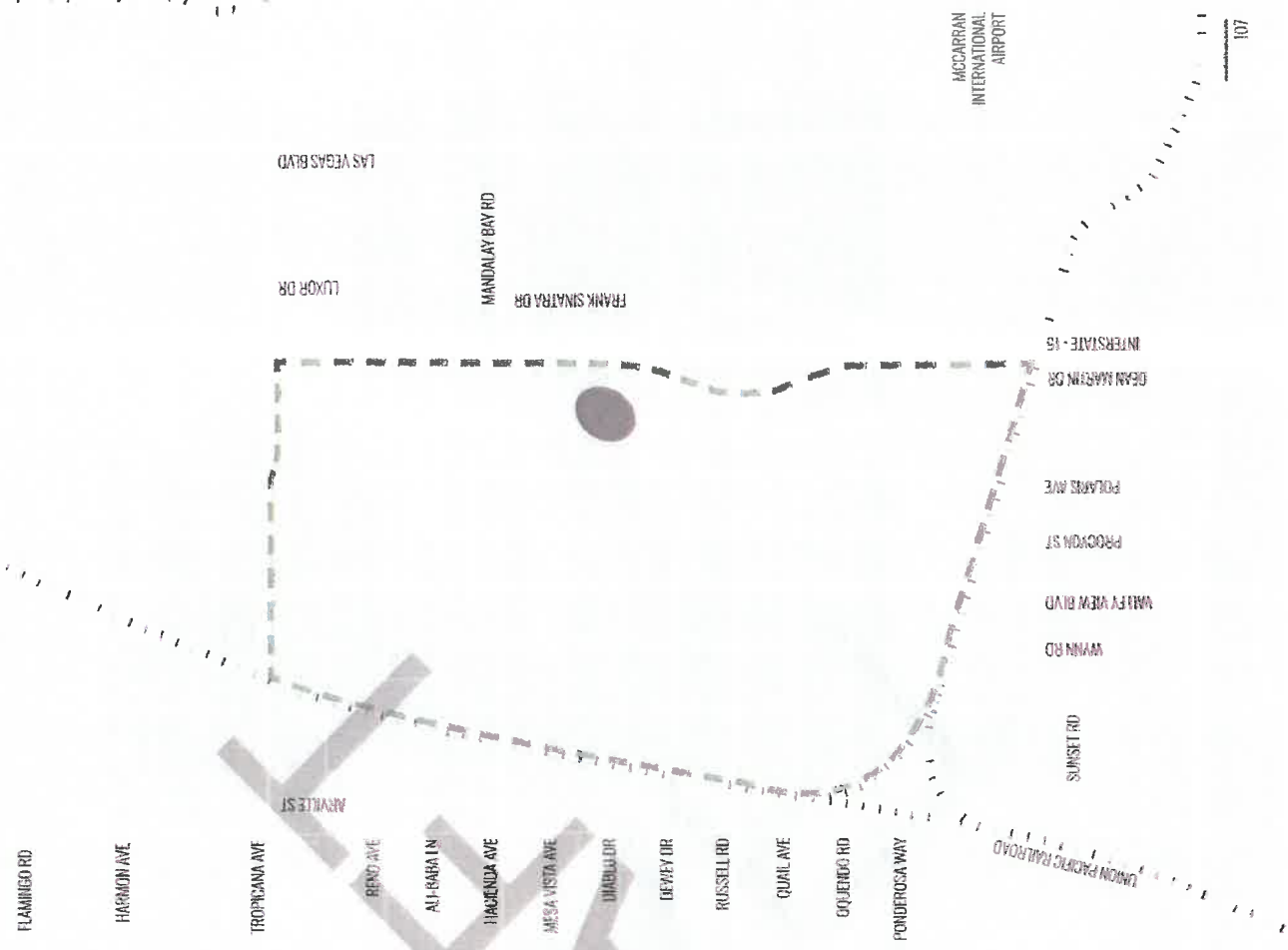


Fig. 32 - Ideal Network Map

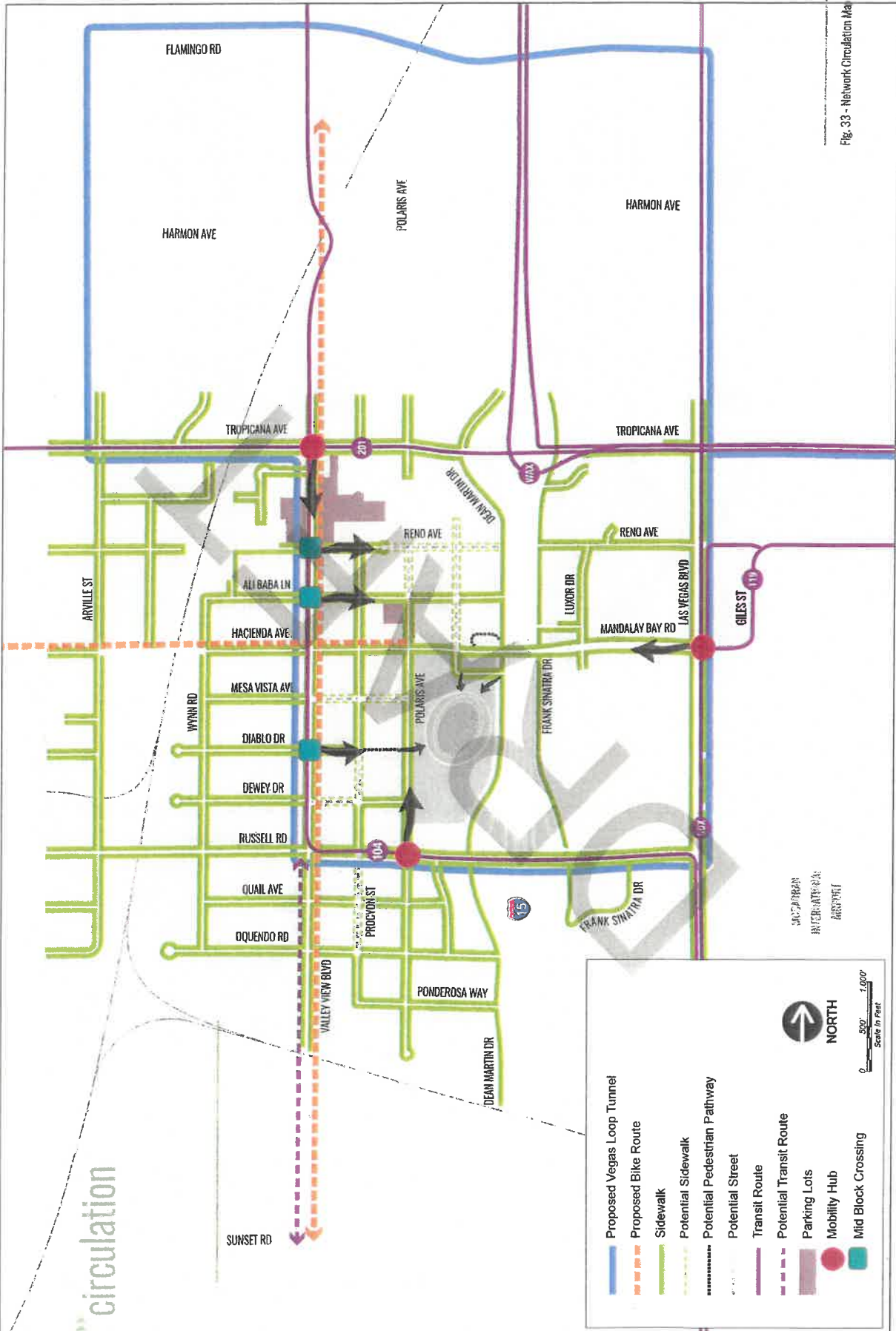


Fig. 33 - Network Circulation Map

future conditions network assessment

Principles of a Complete Network

The FHWA defines a network as follows: "a pedestrian and bicycle transportation network consists of a series of interconnected facilities that allow non-motorized road users of all ages and abilities to safely and conveniently get where they need to go."

Cohesion

a connected network provides continuous bicycle and pedestrian facilities between destinations

Directness

a complete network minimizes the distance that pedestrians and bicyclists need to travel to reach destinations

Accessibility

a complete network accommodates travel for all users, regardless of age or ability

Alternatives

a complete network provides route choices.

Safety and Security

unsafe locations, such as high-speed, high-traffic roadways or intersections, can serve as barriers in the network for pedestrians and bicyclists. Policies that promote safety and security are important to minimize the risk of injury, danger, and crime.

Comfort

a complete network does not deter use due to stress, anxiety, or concerns over safety.

Using the principles of a Complete Network to future pedestrian and bicycle infrastructure in the study area was assessed as it is addressing proposed site bags below outlines a rating of the pedestrian and bicycle infrastructure against each of the five Complete Network principles, with the rating described in the legend.

Grading Legend

This legend is the criteria that pedestrian and bicycle facilities were graded.

the lack of facilities in the transportation network results in unsafe and inconvenient travel for nonmotorized road users.

the transportation network provides some multimodal facilities; however, it remains mostly unsafe and inconvenient travel for nonmotorized road users.

the transportation network provides multimodal facilities that allow most but not all users to safely and conveniently get where they need to go.

the transportation network consists of a series of interconnected facilities that allow non-motorized road users to safely and conveniently get where they need to go. Minimal gaps exist in the network.

the transportation network consists of a series of interconnected facilities that allow non-motorized road users of all ages and abilities to safely and conveniently get where they need to go.



Cohesion

Sidewalks exist in the study area and the gaps are anticipated to be filled as the district develops. Additional pedestrian pathways can help to minimize the walking distance between destinations, such as the parking facilities and mobility hubs. Bicycle lanes are included as a goal for the future street designs and the inclusion of them will increase the completion of a cohesive network.



Directness

Public transit
Bicycle



Accessibility

Additional pedestrian pathways and roads are envisioned for the District. These pathways and additional roads will provide more direct access to the various destinations proposed. The col-de-sac is anticipated to be connected to the network by a pedestrian pathway creating a more efficient connection to the adjacent roads.



Safety and Security

Public transit
Bicycle



Alternatives

Additional roadways and pedestrian pathways are planned to be added to the District. Blocks will be shortened to about 600 feet, with additional pathways anticipated to connect in key areas. This addition of roads with sidewalks will improve the options pedestrians and bicyclists have to reach their destinations. The shorter blocks and additional crossing opportunities will help shorten the pedestrian and bicycle travel times.



Comfort

Public transit
Bicycle



Directness

New sidewalks will be built to meet ADA standards with the goal of accommodating all users. The addition of crosswalks, curb ramps, and continuous sidewalks throughout the network will improve accessibility for all users.



Accessibility

Public transit
Bicycle



Safety and Security

Sidewalks in the district will be built to meet County standards, and the additional pedestrian realm envisioned will enhance the feeling of comfort for pedestrians. Separated bicycle facilities are envisioned for many of the street types identified for the District and will improve the feeling of bicyclist comfort.



Comfort

Public transit
Bicycle

street design elements

Principles For Design

To accomplish the vision developed by the stakeholders, a draft set of design guidelines was developed by the team. These guidelines provide design options for traveled-way and pedestrian access for each street typology. The development of these guidelines is based on:

Complete Streets

- Implementing recommendations from Complete Streets Guidelines for Livable Communities

Prioritize Pedestrian and Bike Activity

- Implementing recommendations from the 2017 Regional Pedestrian and Bicycle Plan (RBPP)

Integrate Public and Private Right-of-Way

- Minimizing impacts to existing curb and sidewalk that might cause any potential utility relocation

Find Opportunities for Amenities

- Providing opportunities for property owners to use amenities—such as street furniture, decorative trash cans, etc.—to improve the pedestrian experience and use different materials, colors, and textures in the pedestrian walkway to differentiate from the public right-of-way (ROW).

The street layout and cross sections proposed here include two distinct areas: the public ROW and the privately owned and maintained pedestrian zone. Information on the pedestrian realm are located at the end of this section.

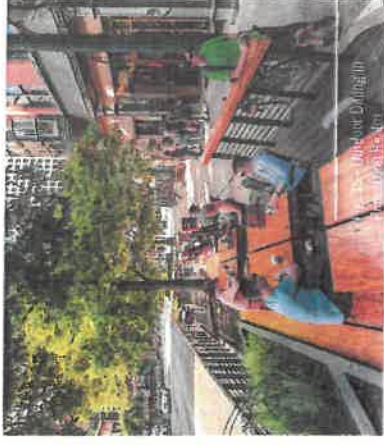
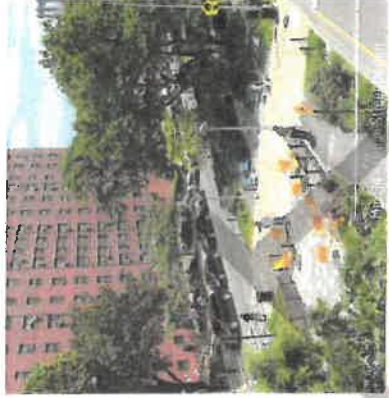


FIGURE 30 - Green Walkway Details

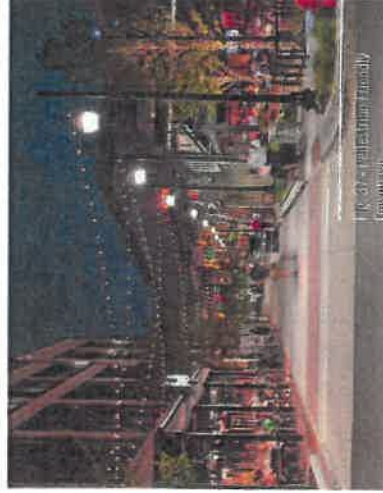


FIGURE 31 - Pedestrian Friendly Landscaping



FIGURE 32 - Longitudinal Benches

street typologies

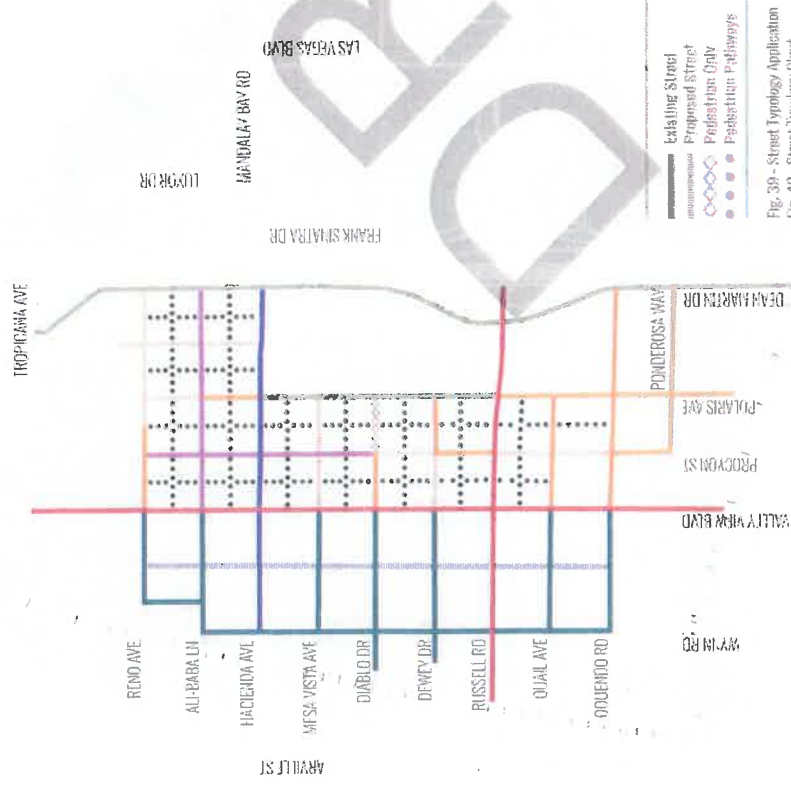
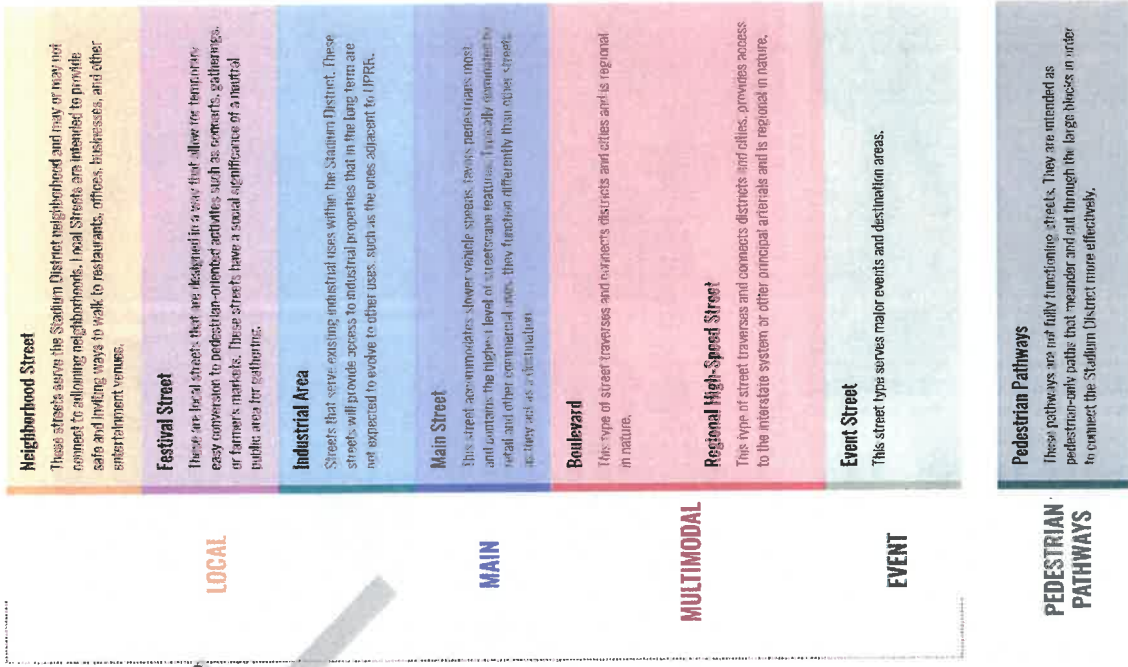


Fig. 39 - Street Typology Application
Fig. 40 - Street Typology Chart











street section reference



PUBLICLY OWNED (R.O.W.)

PRIVATELY OWNED

-  **Travel Way**
Vehicular traffic lanes.
-  **Transit Lane**
-  **Landscaping**
Landscaping installed per the Southern Nevada Regional Plant List helps provide environmental, economic, and aesthetic benefits. Note, trees cannot obstruct vehicle travel or be located in sight visibility zones.
-  **Bike Facility**
Bicycle traffic lanes - various types: Bike Lane, Elevated Bike Lane, and Cycle Track.
-  **Existing Sidewalk**
Existing sidewalk within the R.O.W.
-  **Amenity Zone**
Primary buffer space between roadway and pedestrian pathway. Consists of varying elements depending on type: furniture, landscape, light fixtures, bollards, and waste receptacles.
-  **Walkway + Clear Zone**
Obstacle-free space for clear pedestrian through travel. This is the primary pedestrian zone walking space.
-  **Building Edge Offset**
Where the building facade and walkway meet. Allowable setback distance depends on design type.

PEDESTRIAN REALM

Fig. 41 - Street Section Reference

neighborhood street

Purpose - Elements

Neighborhood Streets are proposed in the area where land use will evolve to commercial, retail, and mixed-uses. The proposed options intend to maintain the current built roadway to minimize any utility relocation and maintain existing sidewalks. Changes to the curbs are proposed only near pedestrian crossing locations where curb extensions are recommended. The curb extensions will serve as a traffic-calming measure, help reduce pedestrian crossing distances, and provide space for gatherings. The sidewalk located within the right-of-way will remain unchanged and will be expanded within private property to accommodate an additional 15 feet of pedestrian area. This will allow for property owners to incorporate an amenity zone, landscaping, and textured paving materials that are privately maintained.

The series of street cross sections and design criteria below are intended to guide the developers and Clark County in determining street layout as the area evolves to commercial uses.

25 MPH Speed Limit

The features on this street are designed to support an approximately 25 mph speed limit.

Wide Sidewalks

This street type promotes a wide pedestrian realm to support large crowds.

Amenities

An area separate from the pedestrian walkway, intended for streetscape elements, landscaping, and street trees, including trash receptacles, lighting, and design elements to support pedestrian-oriented design.

Raised Crosswalks

Raising the crosswalk to curb-height helps create a safer pedestrian zone and prevent vehicles from speeding.

Safety Features

Safety Features, such as pedestrian-scale lighting, help create a safer walking and gathering space.

Bike Lanes

Proposed bike lanes are recommended to provide an alternative form of transportation.

Curb Extensions

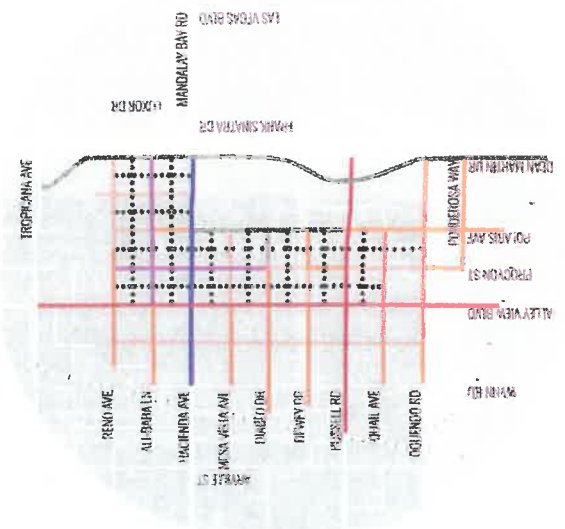
Curb extensions are encouraged to calm traffic and shorten the crossing distance at intersections.

Parking Options

Alternative options to surface parking, such as parking garages and street parking are encouraged.

Proposed Streets

- 4th Street
- 5th Street
- 6th Street
- 7th Street
- 8th Street
- 9th Street
- 10th Street
- 11th Street
- 12th Street
- 13th Street
- 14th Street
- 15th Street
- 16th Street
- 17th Street
- 18th Street
- 19th Street
- 20th Street
- 21st Street
- 22nd Street
- 23rd Street
- 24th Street
- 25th Street
- 26th Street
- 27th Street
- 28th Street
- 29th Street
- 30th Street
- 31st Street
- 32nd Street
- 33rd Street
- 34th Street
- 35th Street
- 36th Street
- 37th Street
- 38th Street
- 39th Street
- 40th Street
- 41st Street
- 42nd Street
- 43rd Street
- 44th Street
- 45th Street
- 46th Street
- 47th Street
- 48th Street
- 49th Street
- 50th Street



Proposed Streets

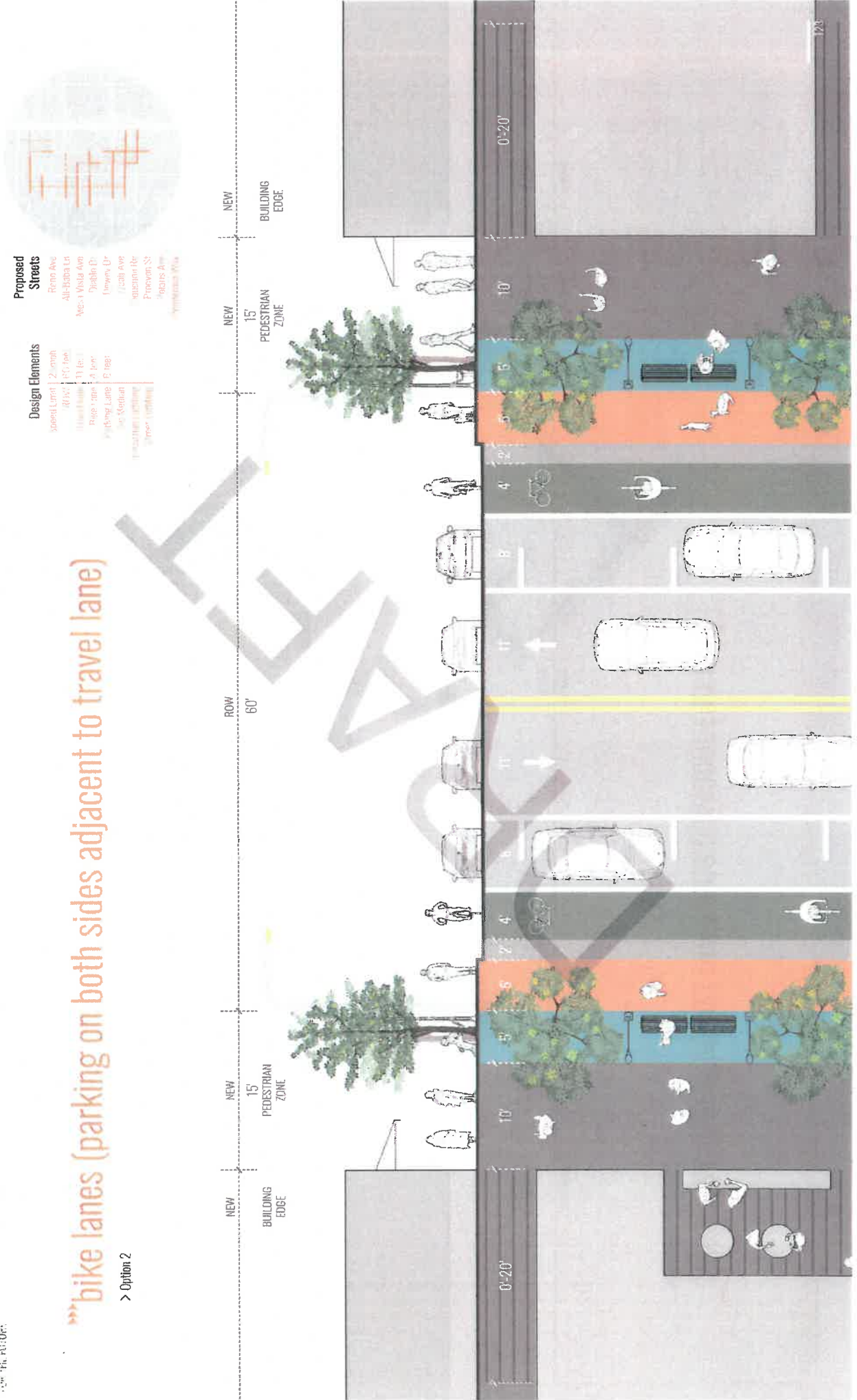
- Reno Ave
- All-Hanna Ln
- Mesa Verde Ave
- Drablin Dr
- Lowrey Dr
- Wash Ave
- Wagoner Dr
- Prosvon St
- Lucas Ave
- Wendover Way

Design Elements

- Speed Limit | 25 mph
- Stitch | 8' (1.5m)
- Stitch | 11' (3.3m)
- Stitch | 14' (4.2m)
- Stitch | 17' (5.1m)
- Stitch | 20' (6.1m)
- Stitch | 23' (7.0m)
- Stitch | 26' (7.9m)
- Stitch | 29' (8.8m)
- Stitch | 32' (9.7m)
- Stitch | 35' (10.6m)
- Stitch | 38' (11.5m)
- Stitch | 41' (12.4m)
- Stitch | 44' (13.3m)
- Stitch | 47' (14.2m)
- Stitch | 50' (15.1m)
- Stitch | 53' (16.0m)
- Stitch | 56' (16.9m)
- Stitch | 59' (17.8m)
- Stitch | 62' (18.7m)
- Stitch | 65' (19.6m)
- Stitch | 68' (20.5m)
- Stitch | 71' (21.4m)
- Stitch | 74' (22.3m)
- Stitch | 77' (23.2m)
- Stitch | 80' (24.1m)
- Stitch | 83' (25.0m)
- Stitch | 86' (25.9m)
- Stitch | 89' (26.8m)
- Stitch | 92' (27.7m)
- Stitch | 95' (28.6m)
- Stitch | 98' (29.5m)
- Stitch | 101' (30.4m)
- Stitch | 104' (31.3m)
- Stitch | 107' (32.2m)
- Stitch | 110' (33.1m)
- Stitch | 113' (34.0m)
- Stitch | 116' (34.9m)
- Stitch | 119' (35.8m)
- Stitch | 122' (36.7m)
- Stitch | 125' (37.6m)
- Stitch | 128' (38.5m)
- Stitch | 131' (39.4m)
- Stitch | 134' (40.3m)
- Stitch | 137' (41.2m)
- Stitch | 140' (42.1m)
- Stitch | 143' (43.0m)
- Stitch | 146' (43.9m)
- Stitch | 149' (44.8m)
- Stitch | 152' (45.7m)
- Stitch | 155' (46.6m)
- Stitch | 158' (47.5m)
- Stitch | 161' (48.4m)
- Stitch | 164' (49.3m)
- Stitch | 167' (50.2m)
- Stitch | 170' (51.1m)
- Stitch | 173' (52.0m)
- Stitch | 176' (52.9m)
- Stitch | 179' (53.8m)
- Stitch | 182' (54.7m)
- Stitch | 185' (55.6m)
- Stitch | 188' (56.5m)
- Stitch | 191' (57.4m)
- Stitch | 194' (58.3m)
- Stitch | 197' (59.2m)
- Stitch | 200' (60.1m)

'''bike lanes (parking on both sides adjacent to travel lane)

> Option 2



»»bike lanes (parking on both sides adjacent to curb)

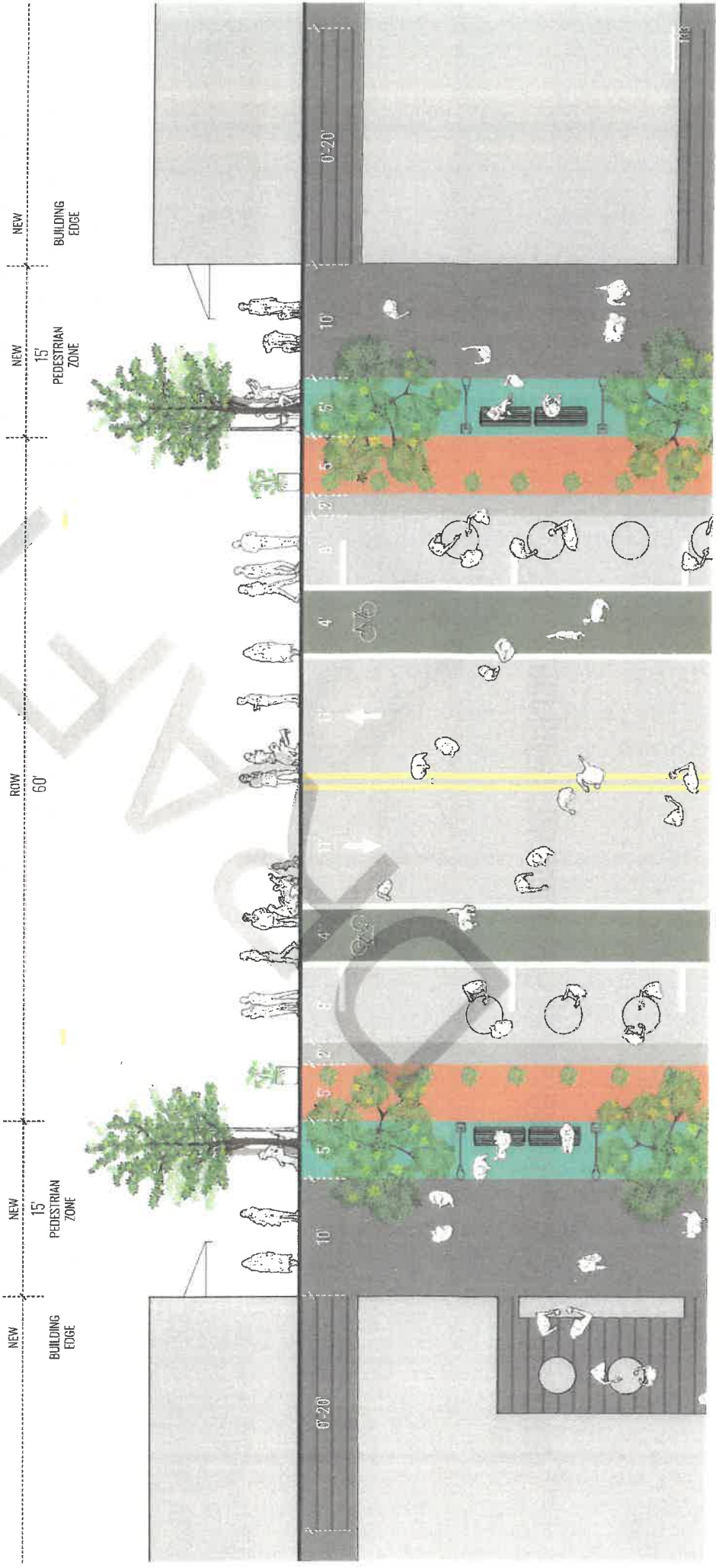
> Option 1

Proposed Streets

- All-Baba Ln
- Princeton St

Design Elements

- Speed Limit: 25 mph
- ROW: 120' total
- Travel Lane: 11 feet
- Bike Lane: 4 feet
- Parking Lane: 8 feet
- No Median
- No Median
- 10' sidewalk
- Street Lighting
- No Curb



Proposed Streets

Mt. Babba Ln
Front St

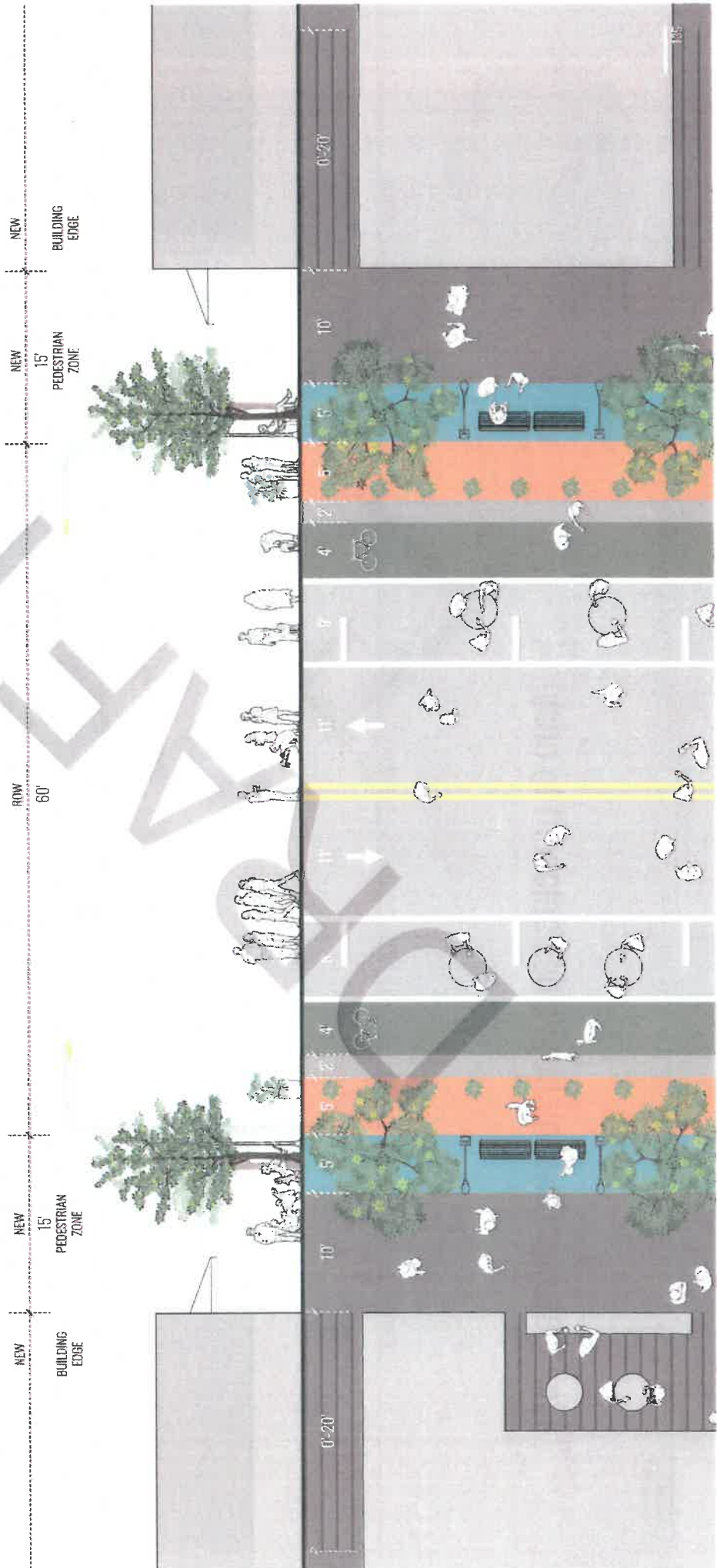
Design Elements

- Speed Limit 25 mph
- ROW 60' (30' each)
- Travel Lane 11' (each)
- Bike Lane 4' (each)
- Parking Lane 8' (each)
- 10' Median
- 10' (each) Landscape
- Street Lightpole



»» bike lanes (parking on both sides adjacent to travel lane)

> Option 2



street parking

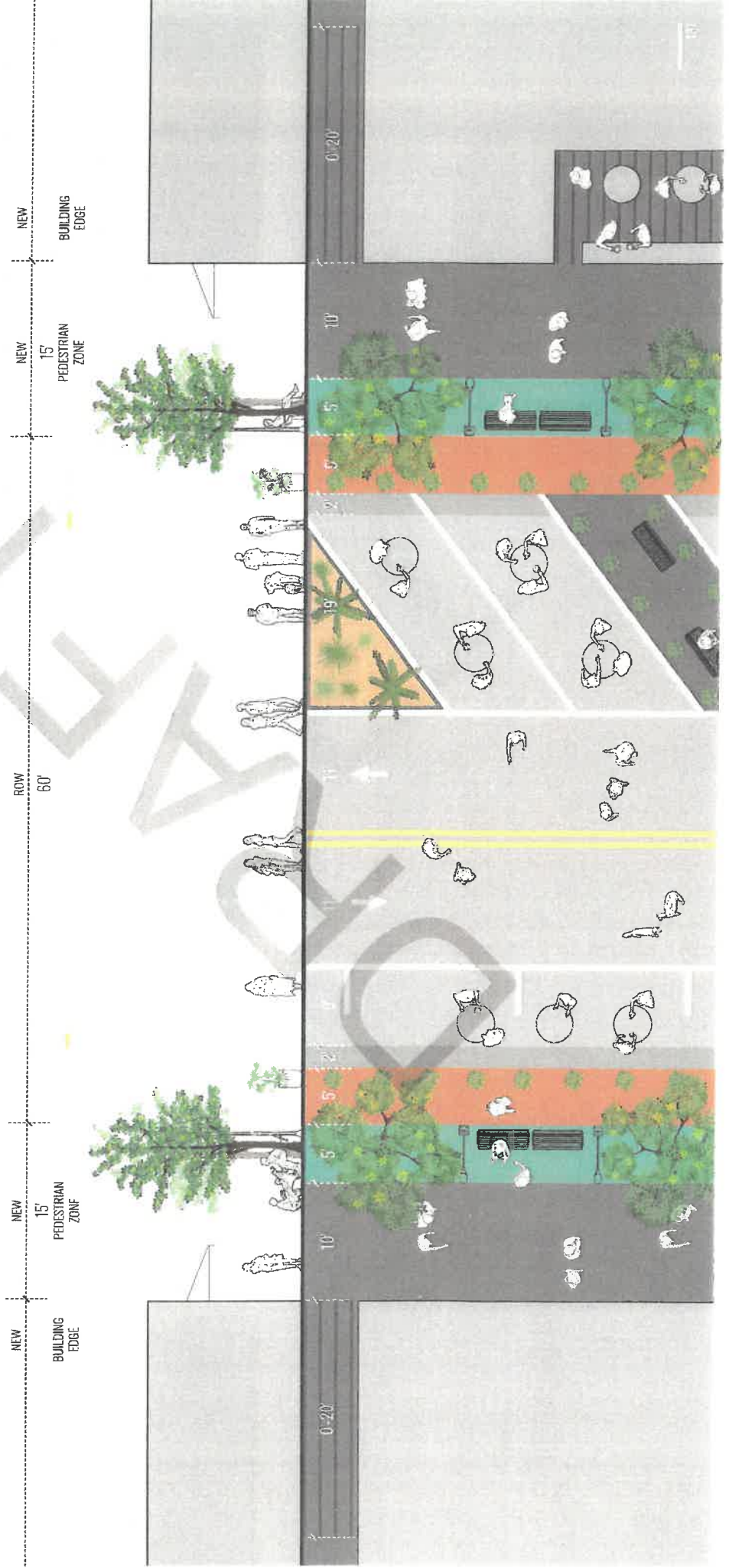
> Option 3

Proposed Streets

- 4th-6th St
- Princeton St

Design Elements

- Street Curb
- Planting
- Street Furniture
- Street Lighting
- Street Signage
- Street Art
- Street Seating
- Street Planting
- Street Furniture
- Street Signage
- Street Art
- Street Seating





Proposed Streets

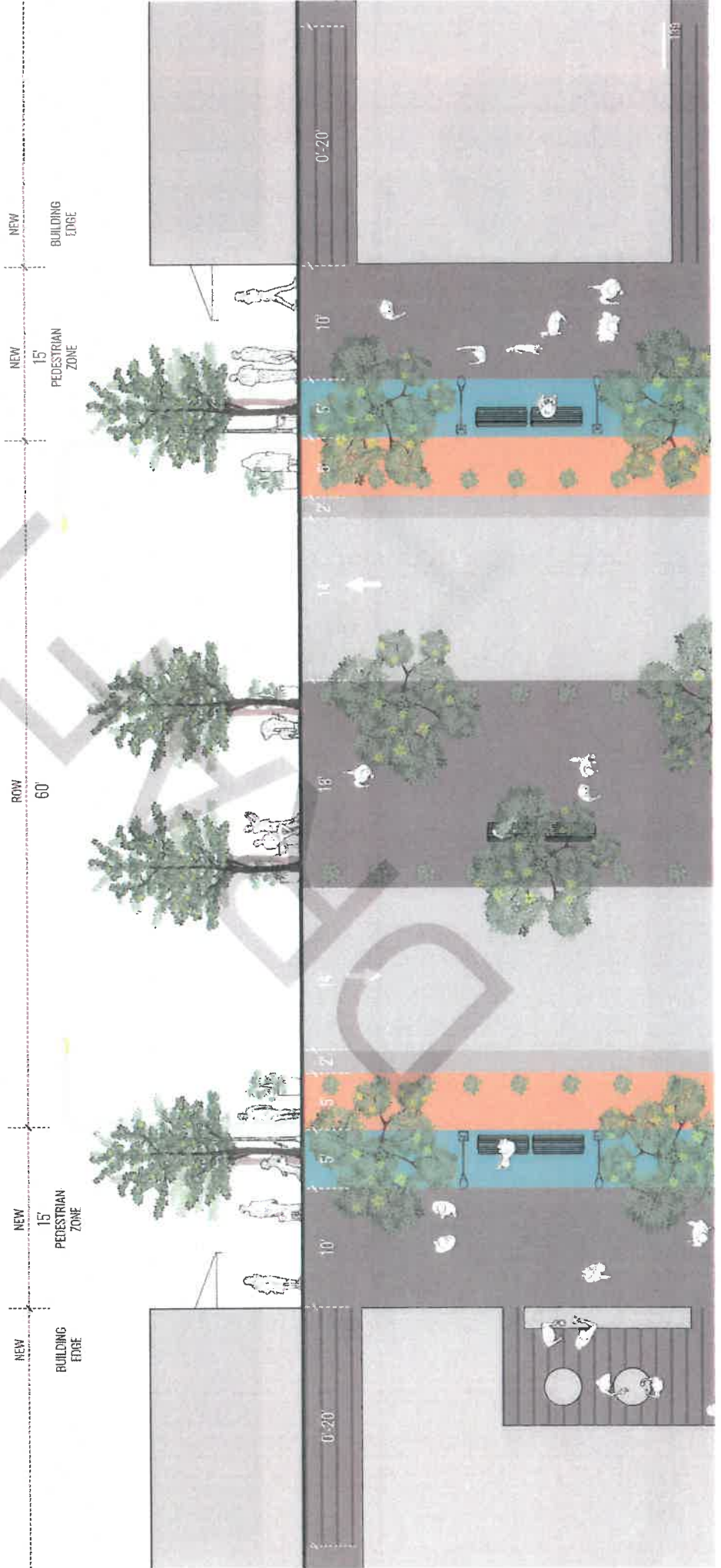
- All-Raha Ln
- Phycross St

Design Elements

- Speed Limit 25mph
- 50% 150-wat
- Level Base 10' Post
- Activated Median
- Modular Lighting
- Street Lighting

▶▶▶ **activated median**

> Option 4



►►► bike lanes and activated median

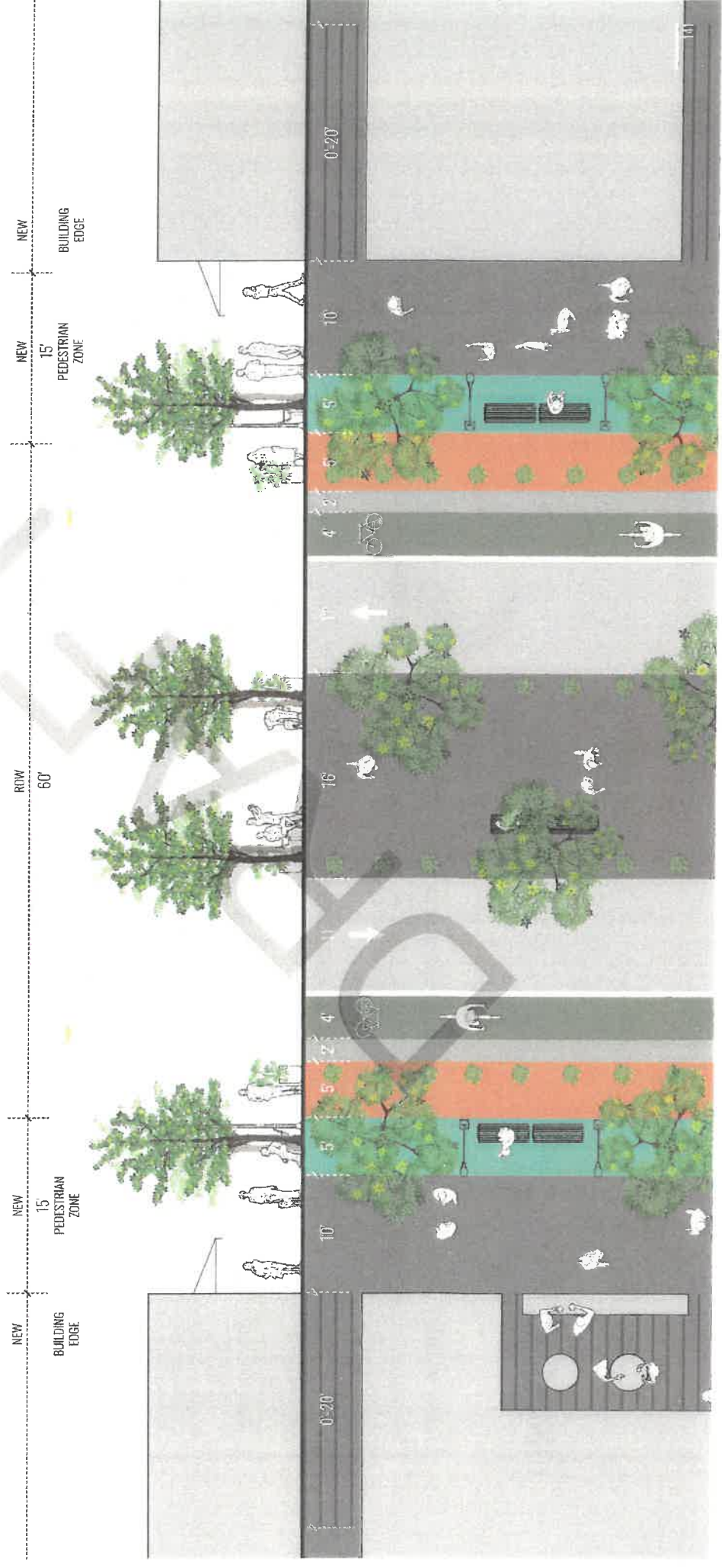
> Option 5

Proposed Streets

Al-Baha Ln
Pawnee St

Design Elements

- Planting (symbol)
- Light (symbol)
- Tree (symbol)
- Light Pole (symbol)
- Bike Lane (symbol)
- Planting (symbol)
- Light Pole (symbol)
- Planting (symbol)
- Light Pole (symbol)



Proposed Streets

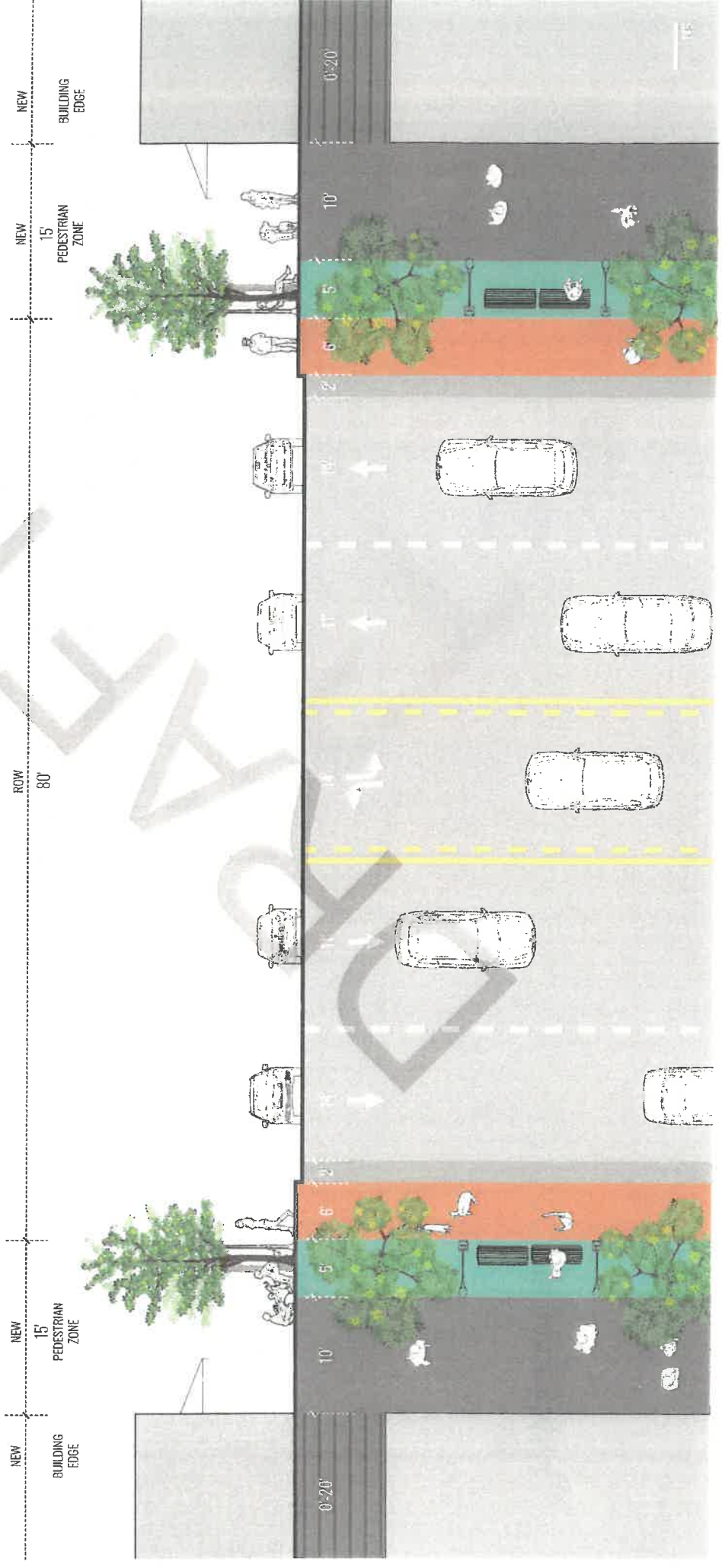
Haccendia Ave.

Design Elements

- Speed Limit | 35mph
- ROW | 80' feet
- Travel Lane | 11'7/8" feet
- Two-Way Left Turn Lane | 14' feet
- Pedestrian Lighting
- Street Lighting
- Maintain Curb
- Bicycle Route Signage

▶▶▶ **two-way left turn lane**

> Option 1



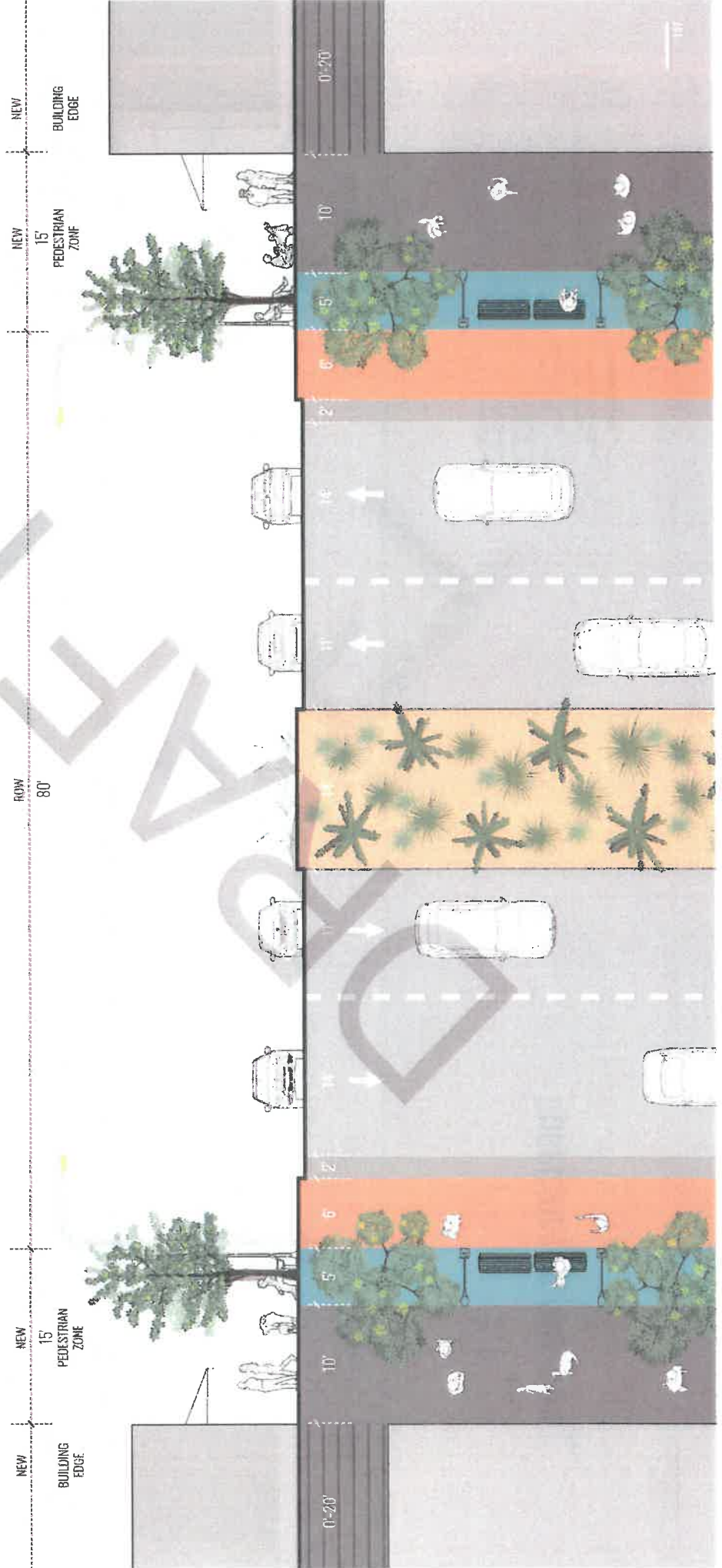


Proposed Streets
Hacienda Ave.

Design Elements

- Speed Limit 35mph
- ROW 80 feet
- Travel Lane 11/14 feet
- Landscaped Median 14 feet
- Pedestrian Lighting
- Street Lighting
- Maintain Curb
- Bicycle Route Signage

▶▶▶ **raised median**
> Option 2

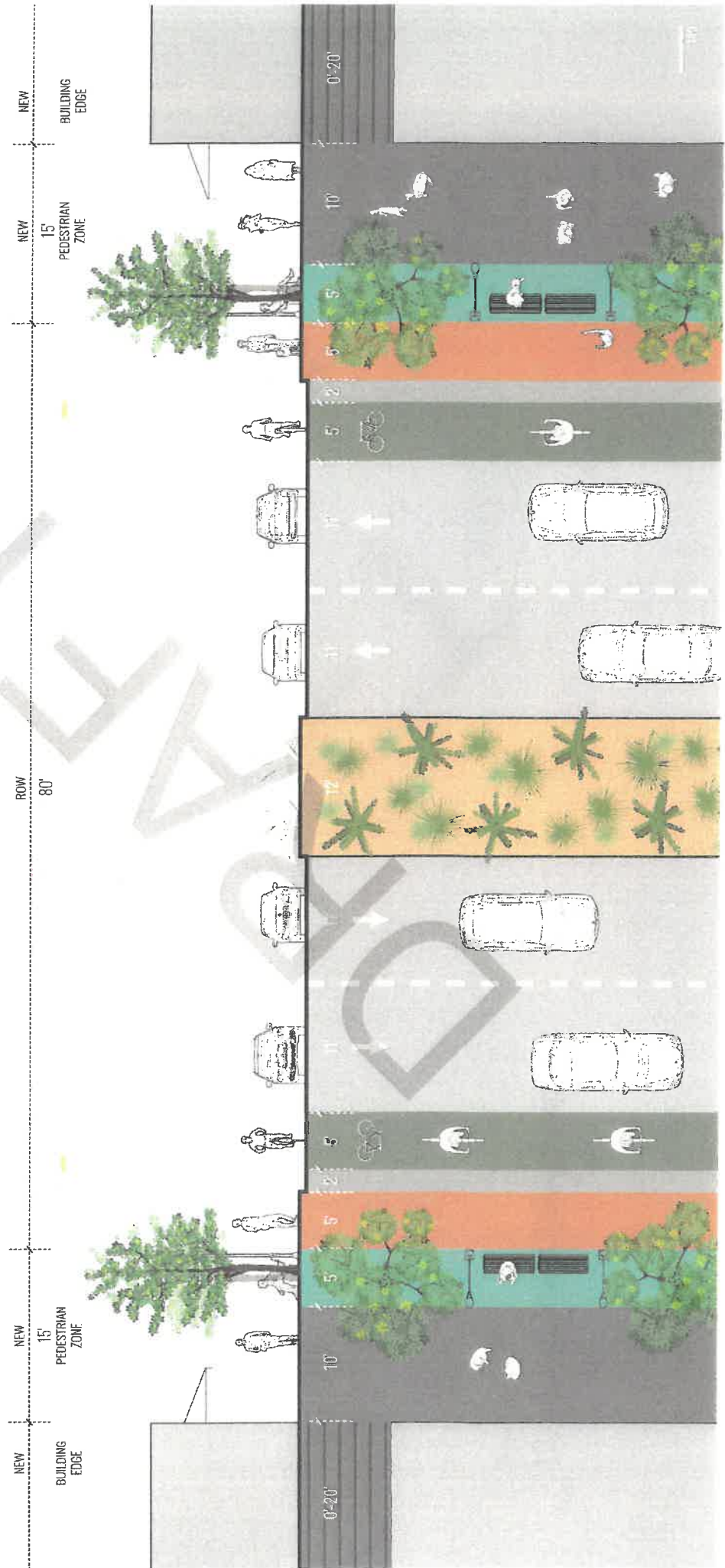


Proposed Streets
Hacienda Ave.

- Design Elements**
- Speed Limit | 35mph
 - ROW | 80 feet
 - Travel Lane | 11 feet
 - Landscaped Median | 17 feet
 - Bicycle Lane | 5 feet
 - 5 feet
- Pedestrian Lighting**
- Street Lighting
 - Maintain Curb
 - Bicycle Route Signage

bike lanes and raised median

> Option 3



multimodal street

Purpose + Elements

In this category, two streets are included that are regional in nature and will accommodate all modes of transportation: Valley View Boulevard and Russell Road.

Valley View Boulevard

The area surrounding Valley View Boulevard is envisioned to evolve into mixed-use Transit-Oriented Development (TOD); therefore, Transit is given a higher priority, making this street align with the Multimodal Boulevard street type. Currently, Valley View Boulevard has 100 feet of ROW available, with two general-purpose lanes in each direction, a reserved additional lane, and a center left-turn lane. When the area starts developing toward higher densities, the feasibility of an Advanced Rapid Transit (ART) or Bus Rapid Transit (BRT) is recommended for evaluation.

In developing these design guidelines and proposed options, several factors were taken into consideration:

- Valley View Boulevard is planned to accommodate a separated bicycle lane within the RBPP.
- The existing vehicle composition due to the industrial nature of this area may pose safety risks for the increased pedestrian activity as a result of the surrounding changes in land use.

Russell Road

Russell Road is expected to maintain its priority as a regional arterial that provides vehicular access to I-15 and Las Vegas Boulevard South. Russell Road currently includes three travel lanes in each direction, a center left-turn lane, and a standard sidewalk. The roadway occupies 100 feet of ROW. The RBPP has recommended for Russell Road to

include a shared bicycle facility. However, providing a shared pedestrian and bicycle path within the private pedestrian zone might not be feasible.

To reduce the conflict between pedestrians and vehicles, a median fence is recommended to be installed on Russell Road from Valley View Boulevard to I-15 to control access and discourage pedestrian crossings at midblock locations.

Installation of bollards also might be recommended as a safety measure for pedestrians. The development of hotel properties southeast of the Russell Road and Polaris Avenue intersection might increase the likelihood of visitors crossing at the signalized intersection as opposed to following the path recommended by the Raiders Event Management Plan, which routes pedestrians along Dean Martin Drive. If increased pedestrian activity at this location contributes to excess delays for the vehicles trying to enter I-15, then a grade-separated crossing seamlessly tied to the new properties is recommended.

Speed Limit

- Valley View Blvd. features are designed to support a 35 mph speed limit.
- Russell Road features are designed to support a 45 mph speed limit.

Wide Sidewalks

- This street type promotes a wide pedestrian realm to support large crowds.

Amenities

- An area separate from the pedestrian walkway, intended for streetscape elements, landscaping, and street trees, including trash receptacles, lighting, and design elements to support pedestrian-oriented design.

Elevated Bike Lanes

- Cycle tracks or bike lanes with a mountable curb for one way - safer access when placed adjacent to travel lanes.

Safety Features

- Safety features, such as pedestrian-scale lighting, help create a safer walking and gathering space.

Transit Opportunities

- Several options include variations for incorporating different types of transit, including bus, bicycle and pedestrian.

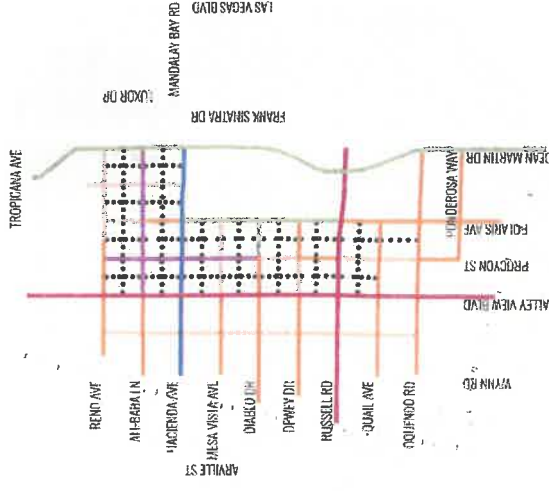
Proposed Streets

Valley View Blvd.
Russell Rd.

Mid-Block Pedestrian Crossings

- Help facilitate safe pedestrian crossings to areas that are not easily accessible. Recommended along Valley View Blvd at:

- Reno Ave.
- Diablo Dr.
- All Baba Ln.

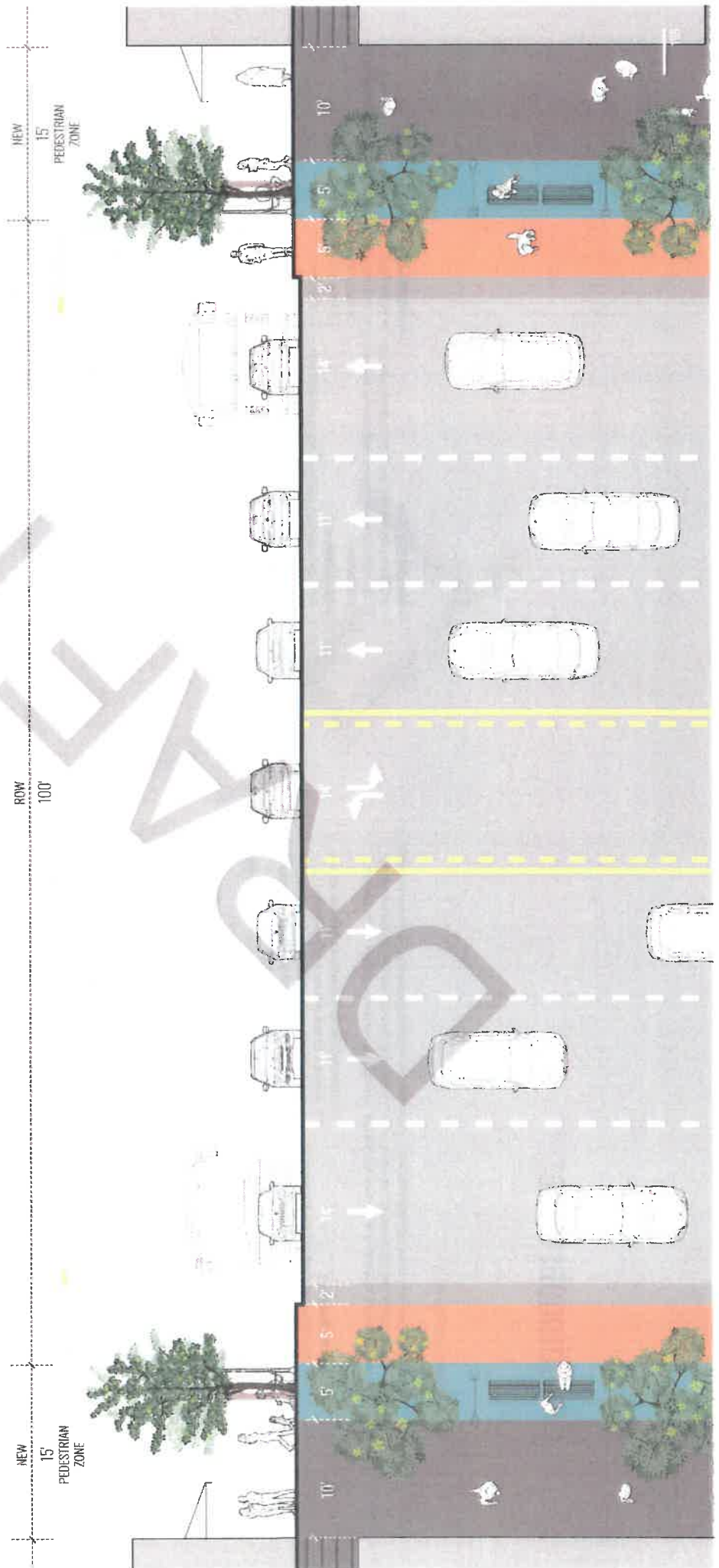


Proposed Streets
 Valley View Blvd.

- Design Elements**
- Speed Limit: 35 mph
 - ROW: 100 feet
 - Travel Lane: 11'7/8 feet
 - Turn Lane: 14 feet
 - Bike Lane: No
 - Parking: No
 - Street Lighting: Streetlights
 - Transit: No
 - Sidewalk: No

two-way left turn lane

> Option 1



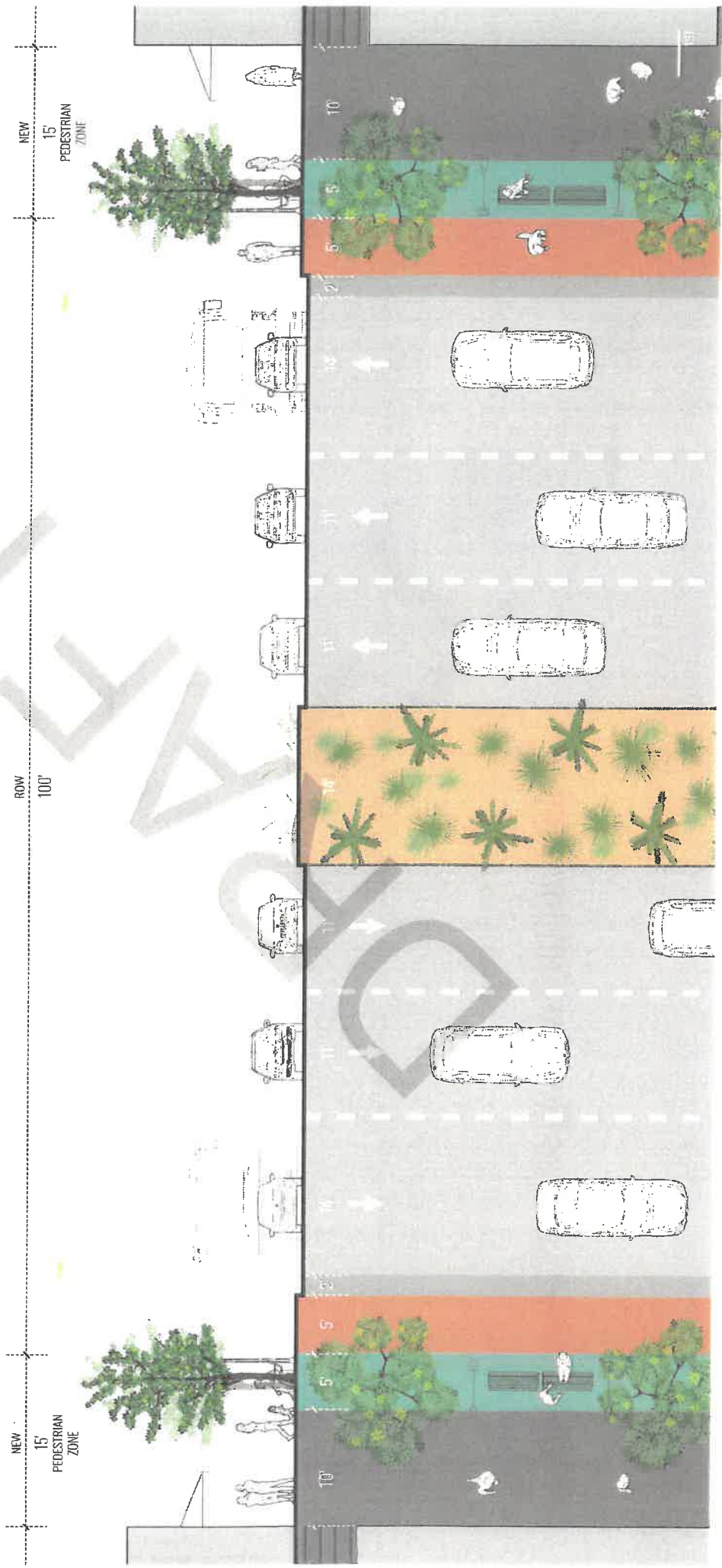
Proposed Streets
Valley View Blvd.

Design Elements

- Speed Limit | 35mph
- ROW | 100' inner
- Travel Lanes | 17/17' total
- Median | 14' total
- Bike Lane | No
- Parking Lane | No
- Protection Lifting | No
- Street Lighting | Street Lighting
- Transit Route | Transit Route
- Mid-Block Crossings | Mid-Block Crossings

►►► **raised median**

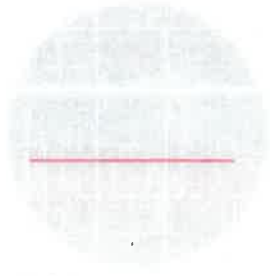
> Option 2



Proposed Streets
Valley View Blvd.

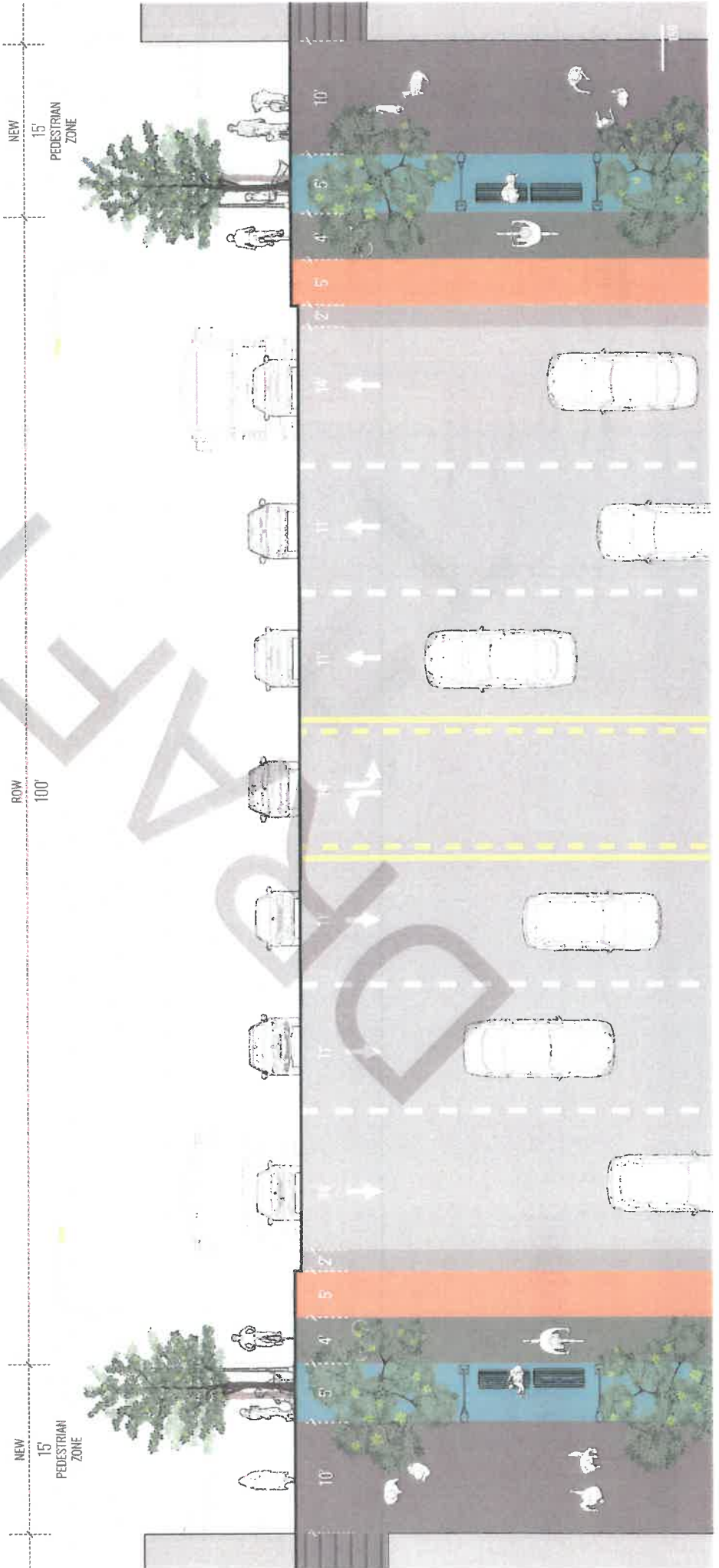
Design Elements

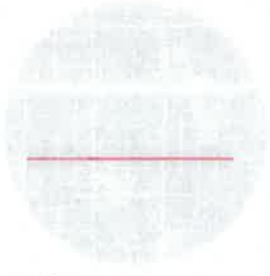
- Speed Limit | 35mph
- ROW | 100 feet
- Travel Lane | 11/14 feet
- Two-Way Turn Lane | 14 feet
- Bike Lane | 4 feet
- Parking Lane | No
- Pedestrian Lighting | Street Lighting
- Transit Route | Mid-Block Crossings



►►► **elevated bike lanes and two-way left turn lane**

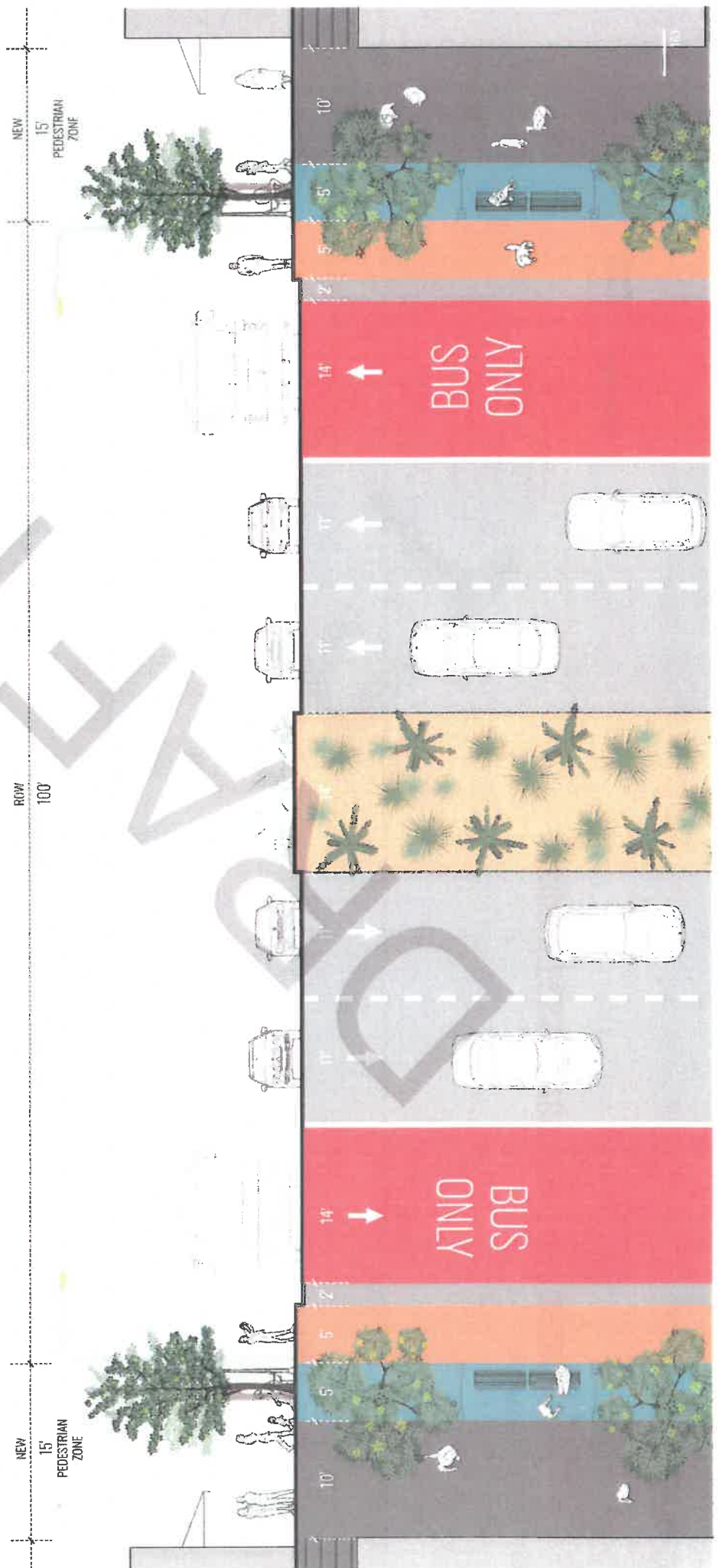
> Option 3





- Proposed Streets**
Valley View Blvd.
- Design Elements**
 Speed Limit: 25mph
 ROW: 100 feet
 Travel Lane: 11 feet
 Landscaped/Planted: 14 feet
 Dedicated Transit Lane: 14 feet
 Parking Lane: 5 feet
 Pedestrian Lighting
 Street Lighting
 Transit Route
 and other signage

►►► **dedicated transit lane and raised median**
 > Option 5



two-way left turn lane

> Option 1

Proposed Streets

Russell Rd.

Design Elements

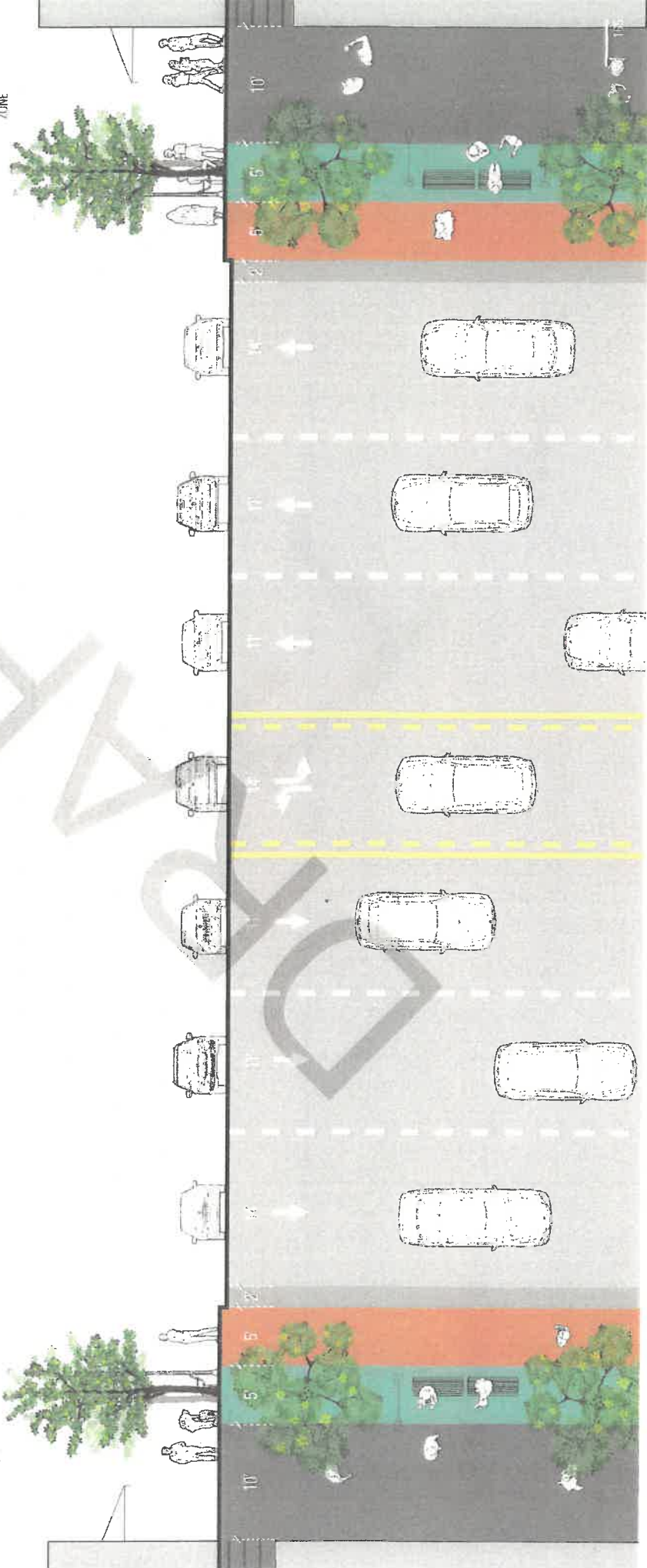
- Speed Limit: 45 mph
- ROW: 100 feet
- Travel Lane: 11 feet
- Two-Way Turn Lane: 14 feet
- Pedestrian Lighting
- Street Lighting
- Subsidiary Paving on Stationary Side

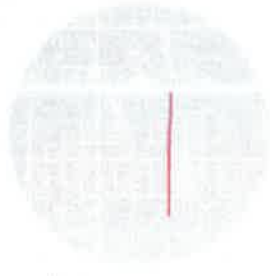
EXISTING ROW

ROW
100'

NEW
15'
PEDESTRIAN
ZONE

NEW
15'
PEDESTRIAN
ZONE

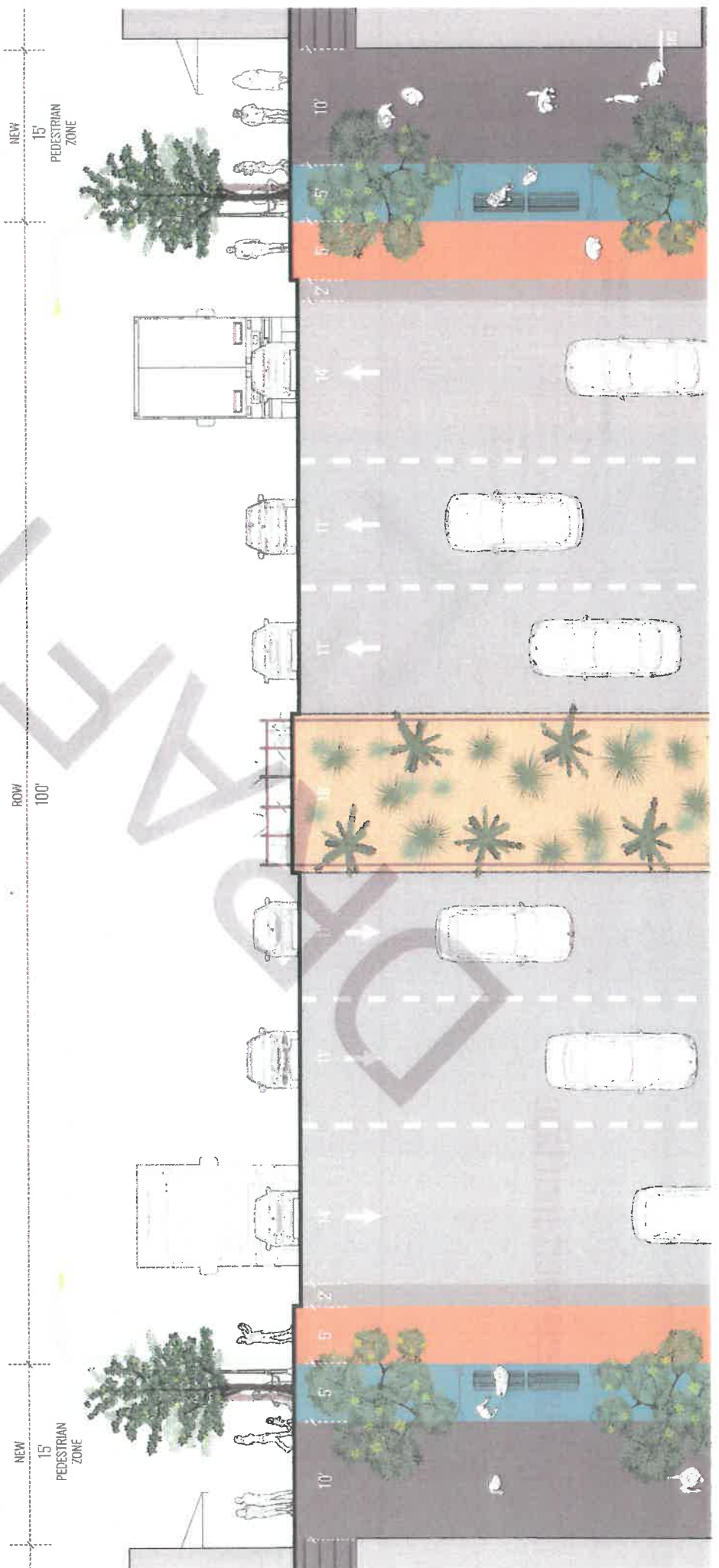




Proposed Streets
Rue de la Paix

- Design Elements**
- Speed Limit: 45 mph
 - ROW: 100 feet
 - Travel Lane: 11 feet
 - Landscaping/Median: 16 feet
 - Production Lighting
 - Street Lighting
 - Median Furniture

►►► **raised median**
> Option 2



Public Engagement Summary
Summary of public engagement activities and outcomes, including a list of participants and key findings.

Existing Conditions Report
An overview of the current stadium conditions, including a list of existing facilities and a list of existing issues.

UNLV Study - NFL Stadium Master Plan
A study conducted by UNLV that provides a list of recommendations for the stadium master plan, including a list of potential options and a list of key findings.

APPENDIX

- 4.1 Public Engagement Summaries
- 4.2 Existing Conditions Report
- 4.3 UNLV Study - NFL Stadium Master Plan

05/05/21 BCC AGENDA SHEET

MULTIPLE FAMILY RESIDENTIAL
(TITLE 30)

LAS VEGAS BLVD S/NEAL AVE

PUBLIC HEARING

APP. NUMBER/OWNER/DESCRIPTION OF REQUEST

ZC-21-0118-LA BREA EQUITY VENTURE, LLC:

AMENDED ZONE CHANGE to reclassify 13.1 acres from an R-E (Rural Estates Residential) Zone and H-2 (General Highway Frontage) Zone to an H-1 (Limited Resort and Apartment) Zone.

USE PERMIT for a multiple family residential development.

WAIVER OF DEVELOPMENT STANDARDS to allow non-standard improvements in the right-of-way.

DESIGN REVIEWS for the following: **1)** a multiple family residential development; **2)** modified parking requirements (previously not notified); and **3)** finished grade.

Generally located on the west side of Las Vegas Boulevard South, 470 feet south of Neal Avenue within Enterprise (description on file). MN/sd/jd (For possible action)

RELATED INFORMATION:

APN:

191-05-601-015

WAIVER OF DEVELOPMENT STANDARDS:

Allow a non-standard improvement (landscaping) within a right-of-way (Las Vegas Boulevard South) where not permitted per Chapter 30.52.

DESIGN REVIEWS:

1. Multiple family residential development.
2. Modify the number of additional parking spaces required to 1 where an additional 8 parking spaces are required due to enclosed spaces per Table 30.60-1 (previously not notified).
3. Increase finished grade to 88 inches where 18 inches is the standard per Section 30.32.040 (a 389% increase).

LAND USE PLAN:

ENTERPRISE - COMMERCIAL TOURIST

BACKGROUND:

Project Description

General Summary

- Site Address: N/A

- Site Acreage: 13.1
- Number of Units: 316
- Density (du/ac): 24.12
- Project Type: Multiple family residential development
- Number of Stories: 3
- Building Height (feet): 42 feet 3 inches
- Open Space Required/Provided (square feet): 31,600/32,000
- Parking Required/Provided: 543(551 including additional spaces required for enclosed spaces) /544

Site Plan

The site plan depicts a multiple family residential complex with gated ingress/egress from the east property line. The proposed development is adjacent to vacant land to the north and the south. The primary access point will be gated off of Las Vegas Boulevard South with a secondary access point (emergency access and resident exit-only) proposed off of Parvin Street.

The proposed project will include 12 studio units, 145 one bedroom units, 138 two bedroom units and 21 three bedroom units, which are spread among 15 two story and three story residential buildings. A clubhouse with a pool and amenity area is located near the central portion of the site. Fifteen apartment buildings are arranged in a grid pattern throughout the site, and approximate setbacks for the buildings are 54 feet to the east along Las Vegas Boulevard South, 59 feet to the north property line, 96 feet to the south property line, and 29 feet to the west property line along Parvin Street. In addition, the proposed garage buildings will be set back a minimum of 10 feet from property lines. The project provides 543 parking spaces are required 551 spaces including additional spaces required for enclosed spaces) with 36 garage spaces, 312 carport spaces and 196 open spaces.

Landscaping

The plans depict various trees and shrubs located within the complex and parking lot and along the perimeter of the property. The trees will have 24 inch box plantings with various ground shrubs for landscaping cover. The plans also depict landscaping within the right-of-way and is the subject of a waiver request for non-standard improvements in the right-of-way. Along the northern property line a landscape strip varies in width from 10 feet to 10 feet, 6 inches; along the west property line the landscape strip varies in width from 26 feet to 32 feet; and along the southern property line the landscape strip varies in width from 15 feet, to 15 feet, 6 inches.

Elevations

The plans depict a multiple family residential development that will include architecture that is contemporary in design with a stucco exterior with brick accents, large windows, balconies and patios, and concrete tile roof. The maximum height of the building is 42 feet or 3 stories where 50 feet is the maximum height allowed.

Floor Plans

The proposed project will include 12 studio units, 145 one bedroom units, 138 two bedroom units, and 21 three bedroom units.

Signage

Signage is not a part of this request.

Applicant's Justification

The Applicant is seeking the waiver so that there can be landscaping within the 100 foot Las Vegas Boulevard South right-of-way along the western most portion of that right-of-way, adjacent to the eastern edge of the Applicant's property, that has yet to be expanded as part of the Las Vegas Boulevard South paved roadway. This waiver would allow for this project to landscape within the right-of-way similar to the way it is currently being done at neighboring properties on the eastern side of Las Vegas Boulevard South.

According to the applicant, H-1 zoning is appropriate at this location and compatible with other H-1 zoned properties in the area along Las Vegas Boulevard South. A use permit for a multiple family development in the H-1 zone is also compatible with the area and consistent with other similar multiple family complexes that have been approved in the H-1 zone.

Prior Land Use Requests

Application Number	Request	Action	Date
ZC-20-0101	Reclassified 13.1 acres from R-E and H-2 to H-1 zoning for a multiple family residential development	Withdrawn	July 2020
ZC-1213-04	Reclassified the site to C-2 zoning for future commercial use	Withdrawn	August 2004

Surrounding Land Use

	Planned Land Use Category	Zoning District	Existing Land Use
North	Commercial Tourist	H-1	Undeveloped
South	Commercial Tourist	R-E & H-2	Undeveloped
East	Commercial Tourist	R-3	Multiple family residential
West	Commercial Tourist	R-E	Single family residential & undeveloped

The subject site and surrounding area is located in the Public Facilities Needs Assessment (PNFA) area.

STANDARDS FOR APPROVAL:

The applicant shall demonstrate that the proposed request meets the goals and purposes of Title 30.

Analysis

Current Planning

Zone Change

The zone change to H-1 is within the range of residential densities and non-residential intensities anticipated for this site within the Enterprise Land Use Plan. The site is located along Las Vegas Boulevard South, and H-1 zoning is intended to provide for the development of both commercial and residential uses. In addition, the adjacent property to the north is zoned H-1, and proposed

for an apartment complex, and the surrounding undeveloped parcels are planned for Commercial Tourist uses. As a result, staff can support the request.

Use Permit

A use permit is a discretionary land use application that is considered on a case by case basis in consideration of Title 30 and the Comprehensive Master Plan. One of several criteria the applicant must establish is that the use is appropriate at the proposed location and demonstrate the use shall not result in a substantial or undue adverse effect on adjacent properties.

Staff can support the use permit for a multiple family development at this location since it complies with Land Use Goal 7, which encourages housing alternatives to meet a range of lifestyle choices, ages, and affordability levels. In addition, the adjacent parcel to the north was also approved for a multiple family complex. As a result, the request for a multiple family development at this location is compatible with adjacent uses as well as goals within the Comprehensive Master Plan.

Waiver of Development Standards

According to Title 30, the applicant shall have the burden of proof to establish that the proposed request is appropriate for its existing location by showing that the uses of the area adjacent to the property included in the waiver of development standards request will not be affected in a substantially adverse manner. The intent and purpose of a waiver of development standards is to modify a development standard where the provision of an alternative standard, or other factors which mitigate the impact of the relaxed standard, may justify an alternative.

Design Review #1

The proposed multiple family residential development complies with several Urban Specific Policies including Policy 51, which encourages multiple family projects to include several amenities; Policy 55, which encourages spatial distribution rather than massing of buildings; and Policy 57, which encourages multiple family developments to be located near transit stops and road networks that can accommodate higher residential densities. Consistent with these policies, the project includes open space, a swimming pool, and a community center; the buildings are oriented at different directions to avoid a monotonous linear pattern; and the location on Las Vegas Boulevard South includes access to transit options and a large road network to handle the additional density.

Although several R-E zoned single-family residences are located to the west and northwest across Parvin Street, these properties are planned for Commercial Tourist uses and they could eventually redevelop with other uses. In addition, the subject design includes appropriate height, setbacks, and landscaping to buffer the existing residences from the multiple family residential development. As a result, staff can support the request.

Design Review #2

Staff can support not providing the 8 additional spaces as the reduction is minimal in relation to the overall parking on-site.

Public Works - Development Review

Waiver of Development Standards

The applicant is responsible for maintenance and up-keep of any non-standard improvement; the County will not maintain any landscaping placed in the right-of-way. Staff can support the waiver of development standards, but the applicant must execute and sign a License and Maintenance Agreement for any non-standard improvements within the right-of-way.

Design Review #3

This design review represents the maximum grade difference along the boundary of this application. This information is based on preliminary data to set the worst case scenario. Staff will continue to evaluate the site through the technical studies required for this application. Approval of this application will not prevent staff from requiring an alternate design to meet Clark County Code, Title 30, or previous land use approval.

Staff Recommendation

Approval.

If this request is approved, the Board and/or Commission finds that the application is consistent with the standards and purpose enumerated in the Comprehensive Master Plan, Title 30, and/or the Nevada Revised Statutes.

PRELIMINARY STAFF CONDITIONS:

Current Planning

- No Resolution of Intent and staff to prepare an ordinance to adopt the zoning;
- Certificate of Occupancy and/or business license shall not be issued without final zoning inspection.
- Enter into a standard development agreement prior to any permits or subdivision mapping in order to provide fair-share contribution toward public infrastructure necessary to provide service because of the lack of necessary public services in the area
- Applicant is advised that the County is currently rewriting Title 30 and future land use applications, including applications for extensions of time, will be reviewed for conformance with the regulations in place at the time of application; a new application for a nonconforming zone boundary amendment may be required in the event the building program and/or conditions of the subject application are proposed to be modified in the future; a substantial change in circumstances or regulations may warrant denial or added conditions to an extension of time; the extension of time may be denied if the project has not commenced or there has been no substantial work towards completion within the time specified; and that the use permit, waiver of development standards, and design reviews must commence within 2 years of approval date or it they expire.

Public Works - Development Review

- Drainage study and compliance;
- Drainage study must demonstrate that the proposed grade elevation differences outside that allowed by Section 30.32.040(a)(9) are needed to mitigate drainage through the site;

- Traffic study and compliance;
- Full off-site improvements;
- Right-of-way dedication to include 30 feet for Parvin Street;
- Right-of-way dedication for Las Vegas Boulevard South to accommodate a proportionate share of a 200 foot wide right-of-way;
- Applicant to execute and sign a License and Maintenance Agreement for any non-standard improvements within the right-of-way.
- Applicant is advised that the installation of detached sidewalks will require dedication to back of curb and granting necessary easements for utilities, pedestrian access, streetlights, and traffic control; and that approval of this application will not prevent Public Works from requiring an alternate design to meet Clark County Code, Title 30, or previous land use approvals.

Building Department - Fire Prevention

- Applicant is advised to provide a Fire Apparatus Access Road in accordance with Section 503 of the International Fire Code and Clark County Code Title 13, 13.04.090 Fire Service Features (Site plan appears to be a conceptual rendering with limited dimensions rather than a construction plan, ensure fire access is compliant with amended IFC section 503 and appendix C & D); and to submit plans for review and approval prior to installing any gates, speed humps (speed bumps not allowed), and any other fire apparatus access roadway obstructions.

Clark County Water Reclamation District (CCWRD)

- Applicant is advised that a Point of Connection (POC) request has been initiated for this project; to email sewerlocation@cleanwaterteam.com and reference POC Tracking #0067-2020 to obtain your POC exhibit; and that flow contributions exceeding CCWRD estimates may require a new POC analysis.

**TAB/CAC:
APPROVALS:
PROTESTS:**

APPLICANT: LINDSAY BROWN

CONTACT: LINDSAY BROWN, KAEMPFER CROWELL, 1980 FESTIVAL PLAZA DRIVE, SUITE 650, LAS VEGAS, NV 89135



LAND USE APPLICATION

2A

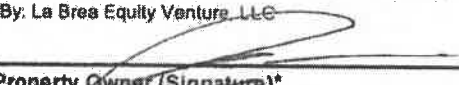
DEPARTMENT OF COMPREHENSIVE PLANNING

APPLICATION PROCESS AND SUBMITTAL REQUIREMENTS ARE INCLUDED FOR REFERENCE

APPLICATION TYPE <input type="checkbox"/> TEXT AMENDMENT (TA) <input checked="" type="checkbox"/> ZONE CHANGE <input checked="" type="checkbox"/> CONFORMING (ZC) <input type="checkbox"/> NONCONFORMING (NZC) <input checked="" type="checkbox"/> USE PERMIT (UC) <input type="checkbox"/> VARIANCE (VC) <input type="checkbox"/> WAIVER OF DEVELOPMENT STANDARDS (WS) <input checked="" type="checkbox"/> DESIGN REVIEW (DR) <input type="checkbox"/> PUBLIC HEARING <input type="checkbox"/> ADMINISTRATIVE DESIGN REVIEW (ADR) <input type="checkbox"/> STREET NAME / NUMBERING CHANGE (SC) <input type="checkbox"/> WAIVER OF CONDITIONS (WC) (ORIGINAL APPLICATION #) <input type="checkbox"/> ANNEXATION REQUEST (ANX) <input type="checkbox"/> EXTENSION OF TIME (ET) (ORIGINAL APPLICATION #) <input type="checkbox"/> APPLICATION REVIEW (AR) (ORIGINAL APPLICATION #)	STAFF APP. NUMBER: <u>2C-21-0118</u> DATE FILED: <u>3/15/21</u> PLANNER ASSIGNED: <u>SUD</u> TAB/CAC: <u>Enterprise</u> TAB/CAC DATE: _____ PC MEETING DATE: _____ BCC MEETING DATE: <u>5/5/21</u> FEE: <u>\$2,875</u> <u>1000'</u>
	PROPERTY OWNER NAME: <u>La Brea Equity Venture, LLC</u> ADDRESS: <u>468 N. Camden Drive, Suite 300</u> CITY: <u>Beverly Hills</u> STATE: <u>CA</u> ZIP: <u>90212</u> TELEPHONE: <u>n/a</u> CELL: <u>n/a</u> E-MAIL: <u>n/a</u>
	APPLICANT NAME: <u>Wolff Enterprises III, LLC</u> ADDRESS: <u>6710 Camelback Road, Suite 100</u> CITY: <u>Scottsdale</u> STATE: <u>AZ</u> ZIP: <u>85251</u> TELEPHONE: _____ CELL: <u>480-737-0256</u> E-MAIL: <u>mkaminski@awolff.com</u> REF CONTACT ID #: _____
	CORRESPONDENT NAME: <u>Bob Gronauer - Kaempfer Crowell</u> ADDRESS: <u>1980 Festival Plaza Drive, Suite 650</u> CITY: <u>Las Vegas</u> STATE: <u>NV</u> ZIP: <u>89135</u> TELEPHONE: <u>702-792-7000</u> CELL: _____ E-MAIL: <u>rjg@kcnvlw.com</u> REF CONTACT ID #: <u>166096</u> <u>164820</u>

ASSESSOR'S PARCEL NUMBER(S): 191-05-601-015
 PROPERTY ADDRESS and/or CROSS STREETS: Las Vegas Blvd. and NEal
 PROJECT DESCRIPTION: Conforming Zone Change, SUP and Design Review for Multi-Family

(I, We) the undersigned swear and say that (I am, We are) the owner(s) of record on the Tax Rolls of the property involved in this application, or (am, are) otherwise qualified to initiate this application under Clark County Code; that the information on the attached legal description, all plans, and drawings attached hereto, and all the statements and answers contained herein are in all respects true and correct to the best of my knowledge and belief, and the undersigned understands that this application must be complete and accurate before a hearing can be conducted. (I, We) also authorize the Clark County Comprehensive Planning Department, or its designee, to enter the premises and to install any required signs on said property for the purpose of advising the public of the proposed application.

By: La Brea Equity Venture, LLC

 Joseph Daneshgar
 Property Owner (Signature)* Property Owner (Print)

STATE OF _____
 COUNTY OF _____
 SUBSCRIBED AND SWORN BEFORE ME ON see attached (DATE)
 By _____
 NOTARY PUBLIC: _____

*NOTE: Corporate declaration of authority (or equivalent), power of attorney, or signature documentation is required if the applicant and/or property owner is a corporation, partnership, trust, or provides signature in a representative capacity.

21-0101

NOTARIAL AFFIRMATION

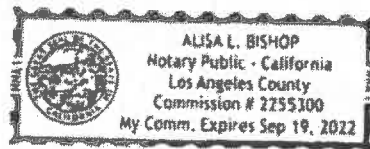
A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California

County of Los Angeles

Subscribed and sworn to (or affirmed) before me on this 30th day of December, 2020, by JOSEPH DANESHGAR, proved to me on the basis of satisfactory evidence to be the person(s) who appeared before me.

WITNESS my hand and official seal.



Alisa L. Bishop

(Notary Seal)

March 1, 2021

VIA ELECTRONIC SUBMITTAL

CLARK COUNTY COMPREHENSIVE PLANNING
500 S. Grand Central Parkway, 1st Floor
Las Vegas, NV 89106

ZC-21-0118

RE: *Justification Letter – Conforming Zone Change, Design Review and Special Use Permit*
Wolff Enterprises III, LLC
APN: 191-05-601-015

To Whom It May Concern:

This firm represents Wolff Enterprises III, LLC (the "Applicant") in the above-referenced matter. The proposed project is located on approximately 14.04 gross acres located on the west side of Las Vegas Boulevard and South of Neal Street, more particularly described as APN: 191-05-601-015 (the "Site"). The Applicant is proposing a zone change, special use permit and design review to allow for a multi-family apartment development.

Conforming Zone Change and Special Use Permit

The property is currently is zoned General Highway Frontage (H-2) and Rural Estates Residential (R-E) and has a master plan designation of Commercial Tourist (CT). The Applicant requests a conforming zone change from (H-2) and (R-E) to Limited Resort and Apartment (H-1). The applicant also requests a special use permit to allow for multi-family residential.

By way of background, in January of 2020, an application for a conforming zone change, use permit and design review for a 312 unit multi-family residential development was submitted to the Planning Department by another applicant. Planning Staff and the Enterprise Town Board recommended approval of the request (ZN-20-0101). Due to the onset of COVID-19, the Applicant withdrew the application. Prior to the withdrawal, the applicant held a voluntary neighborhood meeting to present the proposed multi-family development to the neighborhood. There was no opposition to the request. Therefore, because the current application is requesting the same zone change for a multi-family project and almost identical layout, the Applicant is requesting Staff's support of the zone change and special use permit request.

Waiver of Development Standards

The Applicant is requesting a waiver of development standards to include non standard improvements within the right of way. The Applicant is seeking the waiver so that there can be landscaping within the 100 foot Las Vegas Boulevard right of way along the western most portion of that right of way, adjacent to the eastern edge of the Applicant's property, that has yet to be expanded as part of the Las Vegas Boulevard paved roadway. This waiver would allow for this project to landscape within the right of way similar to the way it is currently being done at neighboring properties on the eastern side of Las Vegas Boulevard.

Design Review

The Applicant is proposing a 316-unit apartment housing development. The proposed development is adjacent to vacant land to the north and the south. The primary access point will be gated off of Las Vegas Boulevard with a secondary access point (emergency access and resident exit-only) proposed off of Parvin Street.

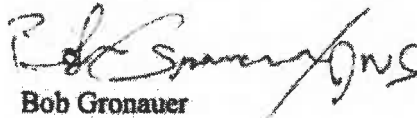
The project will include 12-studio units, 145-one bedroom units, 138-two bedroom units, and 21-three bedroom units for a total of 316-units. These units would be spread across fifteen (15) two (2) and three (3)-story residential buildings. The building architecture is contemporary in design with stucco exterior with brick accents, large windows, balconies and patios and concrete roof tiles. The project is providing 544 parking spaces where only 508 spaces are required, consisting of 36 garages, 312 carport spaces, and 196 open spaces. Additionally, the Site will provide outdoor amenities such as a pool and spa, dog park, pickleball court, picnic and BBQ areas, 32,000 square feet of open space, and an 8,000 square foot clubhouse providing indoor amenities such as rooms for meetings, social gatherings, media room, and fitness center. The Applicant is providing ample landscaping along the perimeter of the Site and throughout the development exceeding the required open space.

Finally, the Applicant is requesting a design review to allow for increased grade above 18-inches due to the topography of the area and the required fill to develop Site. The maximum increase to the grade would be 7.27 feet (87.24 inches) as indicated in the conceptual fill exhibit provided with the application (fill height is indicated in blue throughout that exhibit). That maximum fill location is an area where the wash is being filled in as part of balancing the site.

Thanks you in advance for your time and consideration. Please do not hesitate to contact us with any additional questions or concerns.

Sincerely,

KAEMPFER CROWELL



Bob Gronauer

05/18/21 PC AGENDA SHEET

HOME OCCUPATION
(TITLE 30)

WINDMILL LN/GILLESPIE ST

PUBLIC HEARING

APP. NUMBER/OWNER/DESCRIPTION OF REQUEST

ET-21-400047 (UC-18-0907)-TEACHERS APPLE PRE-SCHOOL, INC.:

USE PERMITS FIRST EXTENSION OF TIME for the following: 1) allow a home occupation to be conducted outside; 2) allow more than 1 student at a time for a proposed home occupation (dog training); 3) allow an employee other than family members; and 4) allow an existing accessory structure (storage container) not architecturally compatible with the principal dwelling in conjunction with an existing single family residence on 1.8 acres in an R-E (Rural Estates Residential) Zone.

Generally located on the north side of Windmill Lane and the east side of Gillespie Street within Enterprise. MN/rk/jo (For possible action)

RELATED INFORMATION:

APN:

177-09-805-008; 177-09-805-009 ptn.

USE PERMITS:

1. Allow a home occupation (dog training) to be conducted outside where not permitted per Table 30.44-1.
2. Allow up to 20 students at a time for a home occupation where a maximum of 1 student is permitted at a time per Table 30.44-1 (a 1,900% increase).
3. Allow an employee who is not a family member where on-site employees shall be family members per Table 30.44-1.
4. Allow an existing metal storage container to not be architecturally compatible with the principal dwelling per Table 30.44-1.

LAND USE PLAN:

ENTERPRISE - OFFICE PROFESSIONAL

BACKGROUND:

Project Description

General Summary

- Site Address: 210 E. Windmill Lane
- Site Acreage: 1.8
- Project Type: Home occupation for a dog training facility
- Accessory Building Height (feet): 10
- Square Feet: 320

History & Site Plans

The previously approved plans depict a dog training business as a home occupation in conjunction with an existing single family residence. Per Table 30.44-1, home occupations are required to be conducted inside a building and no more than 1 student is permitted at the residence at a time. This request is to allow a portion of the training to be conducted outside within the rear yard of the applicant's residence and the adjacent rear yard. Additionally, Code only allows family members as employees. The applicant was originally requesting 1 employee, and up to 20 dogs on the property at a time. However, the applicant was approved for a maximum of 1 dog per training session; and that upon demonstrating that the use has not caused an adverse effect to the area, an increase in the number of dogs per training session may be requested with a future application for review.

The plans depict an existing single family residence on a corner lot. Records indicate that the residence was constructed in 1974. Access to the site is provided by an existing large circular driveway from Windmill Lane on the south side of the property. The existing residence is located towards the southerly portion of the site and faces Windmill Lane. The outside training area mostly consists of grass and is in the rear yards of 2 properties (the applicant's property and the landlord's property directly to the east). The entire outside training facility is secured by a 6 foot high chain-link fence. The outside training area is set back approximately 40 feet from the closest residence to the north and all other developed residences located on the adjacent properties are more than 100 feet from the outside training area. The plans indicate that the existing driveway of the property can provide on-site parking for up to 6 or more vehicles.

Landscaping

No changes are proposed or required in conjunction with this request.

Elevations

Photographs indicate the existing residence is 1 story with a pitched roof, asphalt shingles, and the exterior walls consist of decorative wood siding with brick accents. The storage container is 10 feet in height and painted light tan in color.

Floor Plans

No changes are proposed to the interior of the existing residence. The residence has an area of 2,700 square feet with a garage. The garage will be used for indoor training.

Previous Conditions of Approval

Listed below are the approved conditions for UC-18-0907:

Current Planning

- 2 years to commence and review as a public hearing;
- No special events;
- Connex box to be screened and moved to the east side of the property within 2 years;
- Maximum of 1 dog per training session;
- No dog boarding;
- Upon demonstrating that the use has not caused an adverse effect to the area, an increase in the number of dogs per training session may be requested with a future application for review;
- Training sessions to be conducted weekdays between 8:00 a.m. and 8:00 p.m. only;
- No explosive training activities such as mock explosives or shooting blanks at any time.
- Applicant is advised that a substantial change in circumstances or regulations may warrant denial or added conditions to an extension of time and application for review; and that the extension of time may be denied if the project has not commenced or there has been no substantial work towards completion within the time specified.

Public Works - Development Review

- Execute a Restrictive Covenant Agreement (deed restrictions).

Southern Nevada Health District (SNHD) - Septic

- Applicant is advised to schedule an appointment with the SNHD Environmental Health Division at (702) 759-0660 to obtain written approval for a Tenant Improvement, so that SNHD may review the impact of the proposed use on the existing Individual Sewage Disposal (Septic) System.

Clark County Water Reclamation District (CCWRD)

- Applicant is advised that the property is already connected to the CCWRD sewer system; and that if any existing plumbing fixtures are modified in the future, then additional capacity and connection fees will need to be addressed.

Applicant's Justification

The applicant indicates they wish to extend their use permit for another 2 years to gain additional financial resources to move the storage containers to the east side of the site per an original condition of approval. Furthermore, the applicant states that all previous conditions will be met including no special events, no dog boarding, conduct training sessions during the weekdays between 8:00 a.m. and 8:00 p.m. with a maximum of 1 dog per training session.

Prior Land Use Requests

Application Number	Request	Action	Date
UC-18-0907	Original use permit to allow a dog training business as a home occupation in conjunction with an existing single family residence	Approved by PC	January 2019

Surrounding Land Use

	Planned Land Use Category	Zoning District	Existing Land Use
North	Rural Neighborhood Preservation (up to 2 du/ac)	R-E (RNP-I)	Single family residential

Surrounding Land Use

	Planned Land Use Category	Zoning District	Existing Land Use
South	Office Professional	C-P	Undeveloped
East	Office Professional	R-E	Single family residential
West	Office Professional	R-E	Undeveloped

Clark County Public Response Office (CCPRO)

Case #21-03577 is an active complaint filed on the property for running a dog training business out of the home without proper permits or business license.

STANDARDS FOR APPROVAL:

The applicant shall demonstrate that the proposed request meets the goals and purposes of Title 30.

Analysis

Current Planning

Title 30 standards of approval on an extension of time application state that such an application may be denied or have additional conditions imposed if it is found that circumstances have substantially changed. A substantial change may include, without limitation, a change to the subject property, a change in the areas surrounding the subject property, or a change in the laws or policies affecting the subject property. Using the criteria set forth in Title 30, no substantial changes have occurred at the subject site since the original approval.

Staff has no objection to this request since this is the first extension of time and can support 2 additional years. However, the applicant shall be advised that proper permits and business licensing needs to be completed by this timeframe or staff will not support any future extensions of time.

Staff Recommendation

Approval.

If this request is approved, the Board and/or Commission finds that the application is consistent with the standards and purpose enumerated in the Comprehensive Master Plan, Title 30, and/or the Nevada Revised Statutes.

PRELIMINARY STAFF CONDITIONS:

Current Planning

- Until May 18, 2023 to commence and review;
- Obtain all necessary permits and business licensing.
- Applicant is advised that the County is currently rewriting Title 30 and future land use applications, including applications for extensions of time, will be reviewed for conformance with the regulations in place at the time of application; a substantial change in circumstances or regulations may warrant denial or added conditions to an extension of time and application for review; and that the extension of time may be denied if the

project has not commenced or there has been no substantial work towards completion within the time specified.

Public Works - Development Review

- No comment.

Building Department - Fire Prevention

- No comment.

Clark County Water Reclamation District (CCWRD)

- No comment.

TAB/CAC:

APPROVALS:

PROTEST:

APPLICANT: HUMBERTO BOBADILLA

CONTACT: HUMBERTO BOBADILLA, 210 E. WINDMILL LANE, LAS VEGAS, NV 89123

DRAFT



LAND USE APPLICATION
DEPARTMENT OF COMPREHENSIVE PLANNING

3A

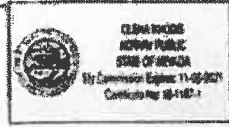
APPLICATION PROCESS AND SUBMITTAL REQUIREMENTS ARE INCLUDED FOR REFERENCE

APPLICATION TYPE <input type="checkbox"/> TEXT AMENDMENT (TA) <input type="checkbox"/> ZONE CHANGE <input type="checkbox"/> CONFORMING (ZC) <input type="checkbox"/> NONCONFORMING (NZC) <input checked="" type="checkbox"/> USE PERMIT (UC) <input type="checkbox"/> VARIANCE (VC) <input type="checkbox"/> WAIVER OF DEVELOPMENT STANDARDS (WS) <input type="checkbox"/> DESIGN REVIEW (DR) <input type="checkbox"/> PUBLIC HEARING <input type="checkbox"/> ADMINISTRATIVE DESIGN REVIEW (ADR) <input type="checkbox"/> STREET NAME / NUMBERING CHANGE (SC) <input type="checkbox"/> WAIVER OF CONDITIONS (WC) (ORIGINAL APPLICATION #) <input type="checkbox"/> ANNEXATION REQUEST (ANX) <input type="checkbox"/> EXTENSION OF TIME (ET) (ORIGINAL APPLICATION #) <input checked="" type="checkbox"/> APPLICATION REVIEW (AR) UC-18-0907 (ORIGINAL APPLICATION #)	STAFF APP. NUMBER: <u>ET 21-400047</u> DATE FILED: <u>3-25-21</u> PLANNER ASSIGNED: <u>AK</u> TAB/CAG: <u>Enterprise</u> TAB/CAG DATE: <u>4-28-21</u> PC MEETING DATE: <u>5.18.21</u> RE UC 18-0907 BCC MEETING DATE: <u>OP</u> CE18-05802 FEE: <u>\$775.00</u> MN CE21-03577
	PROPERTY OWNER NAME: <u>BHUPENDRA C. PATEL</u> ADDRESS: <u>2001 SHELBYVILLE ST</u> CITY: <u>HENDERSON</u> STATE: <u>NV</u> ZIP: <u>89052</u> TELEPHONE: <u>702-846-4699</u> CELL: <u>-</u> E-MAIL: <u>-</u>
	APPLICANT NAME: <u>HUMBERTO BOBADILLA-TEJES</u> ADDRESS: <u>210 EAST WINDMILL LANE</u> CITY: <u>LAS VEGAS</u> STATE: <u>NV</u> ZIP: <u>89123</u> TELEPHONE: <u>-</u> CELL: <u>702-764-7883</u> E-MAIL: <u>humbertobobadilla@hotmail.com</u> REF CONTACT ID #: <u>-</u>
	CORRESPONDENCY NAME: _____ ADDRESS: _____ CITY: _____ STATE: _____ ZIP: _____ TELEPHONE: _____ CELL: _____ E-MAIL: _____ REF CONTACT ID #: _____

ASSESSOR'S PARCEL NUMBER(S): 177-09-805-008
 PROPERTY ADDRESS and/or CROSS STREETS: 210 EAST WINDMILL LANE, LV, NV, 89123
 PROJECT DESCRIPTION: _____

I (We) the undersigned owner and say that I (we) are the owner(s) of record on the Tax Rolls of the property involved in this application, or (am, are) otherwise qualified to execute this application under Clark County Code that the information on the attached legal description, all plans, and drawings attached hereto, and all the statements and answers contained herein are in all respects true and correct to the best of my knowledge and belief and the undersigned understands that this application must be complete and accurate before a hearing can be conducted. I (We) also authorize the Clark County Comprehensive Planning Department, or its designee, to enter the premises and to install any required signs on said property for the purpose of advising the public of the proposed application.

Property Owner (Signature) Bhupendra Patel Property Owner (Print) BHUPENDRA C PATEL
 STATE OF Nevada
 COUNTY OF Clark
 SUBSCRIBED AND SWORN BEFORE ME ON January 18, 2021 (DATE)
 By Bhupendra C. Patel
 NOTARY PUBLIC Diana Khodis



*NOTE: Corporate declaration of authority for equivalent power of attorney or signature documentation is required if the applicant and/or property owner is a corporation, partnership, trust, or provides signature of a representative capacity.

Rev. 10/21/20

January 28th, 2021

To the Planning Commission of Clark County,

I am writing today to extend my Land Use Application (#18-0907) for another two years, for my Home Occupation, Las Vegas K9 Training. I currently train dogs for obedience, detection, protection, and sport. Conditions were set in my previous application. In the two years since, the conditions have not been violated nor will they be going forward. Las Vegas K9 Training hosts no special events, conducts training sessions during the weekdays between 8AM and 8PM with a maximum of one dog per training session, and we do not board dogs. A condition was set in my first Planning Commission hearing to move the storage container on my property to the East side, however I was unable to do so because of the global pandemic COVID-19 causing a slow year in business. I kindly ask for an extension to my permit so that I may still be able to work according to the conditions previously set and gain the financial resources to move the Connex box.

Thank you,



Humberto Bobadilla



(702)768-7883

210 E Windmill Ln

Las Vegas, NV 89123

05/18/21 PC AGENDA SHEET

COMPREHENSIVE PLAN (MAP) AMENDMENT
(TITLE 30)

PEBBLE RD/TENAYA WY

PUBLIC HEARING
APP. NUMBER/OWNER/DESCRIPTION OF REQUEST
PA-21-700001-LH VENTURES, LLC:

PLAN AMENDMENT to amend the Clark County Trail Map - Las Vegas Valley by modifying a trail alignment in an R-E (Rural Estates Residential) (RNP-1) and an H-2 (General Highway Frontage) (RNP-1) Zone.

Generally located between Tenaya Way and Belcastro Street, and between Pebble Road and Agate Avenue within Enterprise. JJ/mc (For possible action)

RELATED INFORMATION:

APN:
176-22-501-025

LAND USE PLAN:
ENTERPRISE - PUBLIC FACILITY
ENTERPRISE - RESIDENTIAL SUBURBAN (UP TO 8 DU/AC)
ENTERPRISE - RURAL NEIGHBORHOOD PRESERVATION (UP TO 2 DU/AC)

BACKGROUND:
Project Description
General Summary

- Project Type: Comprehensive Plan map (Clark County Trail Map - Las Vegas Valley) amendment

Overview

The applicant requests to delete the existing equestrian trail alignment on Belcastro Street between Pebble Road and Agate Avenue from the Clark County Trail Map - Las Vegas Valley. This map was initially adopted by the Board of County Commissioners in 2007, and the current version was adopted in 2011. The applicant also requests to add new equestrian trail alignments on Pebble Road between Tenaya Way and Belcastro Street, and on Tenaya Way between Pebble Road and Agate Avenue on the Clark County Trail Map - Las Vegas Valley.

Applicant's Justification

According to the applicant, they are proposing to re-route a portion of the trail alignment to run along Agate Avenue, then north along Tenaya Way to Pebble Road, east on Pebble Road to Belcastro Street. This would maintain the equestrian trail corridor within the RNP neighborhood

and allow for the development of the proposed residential subdivision. This request will not have a negative impact to the neighborhood and will preserve the character of the RNP.

Surrounding Land Use

	Planned Land Use Category	Zoning District	Existing Land Use
North	Rural Neighborhood Preservation (up to 2 du/ac) & Commercial General	R-E (RNP-I) & C-2	Single family residential & undeveloped
South	Rural Neighborhood Preservation (up to 2 du/ac), Office Professional, Commercial Neighborhood & Commercial General	R-E (RNP-I), R-E, C-2, C-1, & H-2	Single family residential & undeveloped
East	Commercial General	C-2	Undeveloped
West	Rural Neighborhood Preservation (up to 2 du/ac)	R-E (RNP-I)	Single family residential

The subject site is in the Public Facilities Needs Assessment (PFNA) area.

Related Applications

Application Number	Request
ZC-20-0284	A zone change to reclassify a 14.6 acre portion of a parcel to the west of this site to P-F zone for a charter school is a related item that is scheduled for the September 22, 2021 BCC meeting.
VS-20-0285	A vacation and abandonment of easements on the parcel to the west of this site for the charter school is a related item that is scheduled for the September 22, 2021 BCC meeting.
AG-20-900314	An agenda item to re-route the equestrian trail alignment west on Raven Avenue and south on Tenaya Way for the charter school is a related item that is scheduled for the September 22, 2021 BCC meeting.
NZC-21-0137	A nonconforming zone change to reclassify the site to R-2 zoning for a single family residential subdivision is a companion item on this agenda.
TM-21-500034	A tentative map for a 305 lot single family residential subdivision is a companion item on this agenda.
VS-21-0138	A vacation and abandonment of right-of-way and easements (including the same easements that are part of VS-20-0285) is a companion item on this agenda.
VS-21-0136	A vacation and abandonment of right-of-way (including Raven Avenue) and easements within the Montessori Street and Agate Avenue alignments is a companion item on this agenda.
WC-21-400048 (ZC-18-0853)	A waiver of conditions requiring dedication for Montessori Street is a companion item on this agenda.
WC-21-400049 (VS-17-0049)	A waiver of conditions requiring dedication for Montessori Street is a companion item on this agenda.

STANDARDS FOR APPROVAL:

The applicant shall demonstrate that the proposed request meets the goals and purposes of Title 30.

Analysis

Advanced Planning

The first part of the request is to remove the existing equestrian trail alignment (which travels through the subject site) on Belcastro Street between Pebble Road and Agate Avenue. The second portion is for the approval of 2 new equestrian trail alignments. The new alignments are on Pebble Road between Tenaya Way and Belcastro Street, and on Tenaya Way between Pebble Road and Agate Avenue. The proposed Tenaya Way alignment is parallel to and the same length (about 1,200 feet) as the existing alignment on Belcastro Street. The Tenaya Way alignment would replace the existing trail on Belcastro Street. The trails are part of the existing North Blue Diamond RNP Area 5 mile equestrian trails network, and these sections of trail are currently marked with horse crossing signage.

The proposed Pebble Road alignment would connect the existing trail on Belcastro Street to the proposed trail on Tenaya Way. This would add additional trail length (about 285 feet) to the trail network. The proposed new alignments are not significantly farther from the existing alignments and provide connections to these alignments. However, the proposed alignments are on an arterial street (Pebble Road) and a collector street (Tenaya Way) as identified in the Comprehensive Master Plan Transportation Element. This conflicts with a Trails Policy in the Comprehensive Master Plan Recreation and Open Space Element, which states:

- In urban RNP areas locate equestrian trails on streets built to rural standards and discourage development of equestrian trails on arterial and collector streets.

Although both streets are currently built to rural standards, their classifications as a collector and an arterial are indications that full street improvements could occur in the future. This would render an equestrian trail on those streets incompatible with the surrounding area. In response to the applicant's justification, this would not maintain the equestrian trail corridor within the RNP area nor would it preserve the character of the RNP area.

Equestrian trail siting involves approving trail alignments that best serve the surrounding community by integrating the trails into the neighborhood. One factor utilized in integrating the trails is determining a good fit with the existing and planned land uses. Preferred trail siting is at the perimeter of developments, which enhances the recreational value of the trails. Equestrian trails by design are best utilized adjacent to rural neighborhoods such as the area surrounding the subject property.

Due to the street designations where the new equestrian trail alignments are proposed, and the potential for decreased recreational value of the trails, staff finds the request for the County trail map amendment is not appropriate. Therefore, staff cannot support this request.

Staff Recommendation

Denial. This item will be forwarded to the Board of County Commissioners' meeting for final action on June 16, 2021 at 9:00 a.m., unless otherwise announced.

If this request is approved, the Commission finds that the application is consistent with the standards and purpose enumerated in the Comprehensive Master Plan, Title 30, and/or the Nevada Revised Statutes.

TAB/CAC:

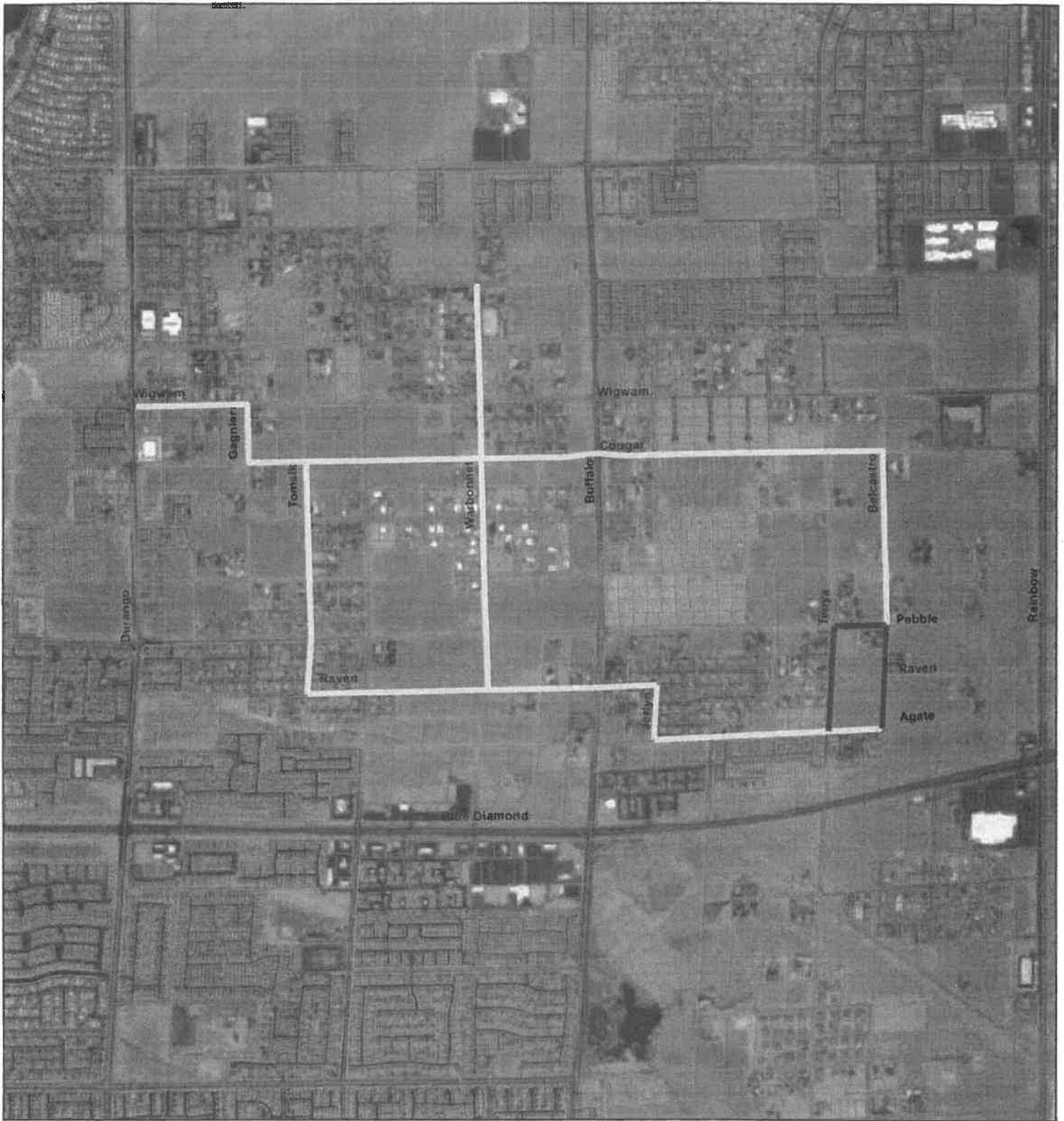
APPROVALS:

PROTEST:

APPLICANT: KB HOME LAS VEGAS, INC

CONTACT: THE WLB GROUP, INC., 5795 W. BADURA AVENUE, SUITE 180, LAS VEGAS, NV 89118

DRAFT



Comprehensive Planning

Comprehensive Planning Proposed Equestrian Trails
North Blue Diamond RNP Area

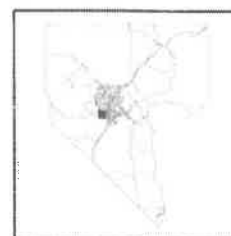
DRAFT

0 375 750 1,500
Scale In Feet

Map created on: April 14, 2021

*This information is for display purposes only.
No liability is assumed as to the
accuracy of the data delineated hereon.*

-  Existing Trail Alignment To Be Deleted
-  New Proposed Alignment
-  Existing Trail Alignment
-  Parcel





LAND USE PLAN AMENDMENT APPLICATION

CLARK COUNTY COMPREHENSIVE PLANNING DEPARTMENT 4A

SEE SUBMITTAL REQUIREMENTS ON REVERSE FOR MORE INFORMATION

APPLICATION TYPE <input checked="" type="checkbox"/> LAND USE PLAN AMENDMENT (PA) <input type="checkbox"/> MAP <input type="checkbox"/> TEXT <input type="checkbox"/> TRANSPORTATION ELEMENT AMENDMENT (PA) <input type="checkbox"/> MAP <input type="checkbox"/> TEXT	STAFF	DATE FILED: <u>3/3/21</u> PLANNER ASSIGNED: <u>MXC</u> ACCEPTED BY: <u>MXC</u> FEE: <u>\$700</u> CHECK #: <u>20370619</u> COMMISSIONER: <u>SS</u> OVERLAY(S)? <u>-</u> TRAILS? <input checked="" type="checkbox"/> IN PFNA? <input checked="" type="checkbox"/> IN	APP. NUMBER: <u>PA-21-0001</u> TAB/CAC: <u>Enterprise</u> TAB/CAC MTG DATE: <u>4/19</u> TIME: <u>6:30</u> PC MEETING DATE: <u>May 4</u> BCC MEETING DATE: <u>June 2</u> ZONE / AE: <u>R-E (RNPL)</u> PLANNED LAND USE: <u>PF</u> PUBLIC HEARING? <input type="checkbox"/> NOTIFICATION RADIUS: <u>750</u> ¹⁰ IN
	PROPERTY OWNER	NAME: <u>L H Ventures LLC</u> ADDRESS: <u>250 Pilot Road #140</u> CITY: <u>Las Vegas</u> STATE: <u>NV</u> ZIP: <u>89119</u> TELEPHONE: _____ CELL: _____ E-MAIL: _____	

APPLICANT	NAME: <u>KB Home Las Vegas, INC</u> ADDRESS: <u>5795 W. Badura Avenue, Suite 180</u> CITY: <u>Las Vegas</u> STATE: <u>NV</u> ZIP: <u>89118</u> TELEPHONE: <u>(702)266-8512</u> CELL: _____ E-MAIL: <u>pchao@kbhome.com</u> REF CONTACT ID #: _____
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CORRESPONDENT	NAME: <u>The WLB Group, Inc.</u> ADDRESS: <u>3663 E. Sunset Road, Suite 204</u> CITY: <u>Las Vegas</u> STATE: <u>NV</u> ZIP: <u>89120</u> TELEPHONE: <u>(702)458-2551</u> CELL: _____ E-MAIL: <u>mbangan@wlbgroup.com</u> <u>mark</u> REF CONTACT ID #: _____
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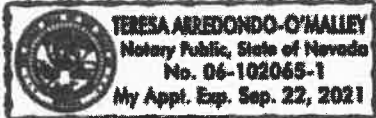
ASSESSOR'S PARCEL NUMBER(S): 176-22-501-025

176-22-501-025

PROPERTY ADDRESS and/or CROSS STREETS: SE Corner of Pebble and Tenaya

PROJECT DESCRIPTION: Change alignment of horse trail from Bel Castro alignment to Tenaya Alignment from Agate to Pebble.

(I, We) the undersigned swear and say that (I am, We are) the owner(s) of record on the Tax Rolls of the property involved in this application, or (am, are) otherwise qualified to initiate this application under Clark County Code; that the information on the attached legal description, all plans, and drawings attached hereto, and all the statements and answers contained herein are in all respects true and correct to the best of my knowledge and belief, and the undersigned understands that this application must be complete and accurate before a hearing can be conducted. (I, We) also authorize the Clark County Comprehensive Planning Department, or its designee, to enter the premises and to install any required signs on said property for the purpose of advising the public of the proposed application.

_____ Property Owner (Signature)* STATE OF <u>Nevada</u> COUNTY OF <u>Clark</u> SUBSCRIBED AND SWORN BEFORE ME ON <u>February 18, 2021</u> (DATE) By <u>Jeffrey L. Conarcello, Sr. Vice President</u> NOTARY PUBLIC: <u>Teresa A. O'Malley</u>	_____ Property Owner (Print) <u>Investment Manager, Invt. Manager</u> <div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 10px auto;">  </div>
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*NOTE: Corporate declaration of authority (or equivalent), power of attorney, or signature documentation is required if the applicant and/or property owner is a corporation, partnership, trust, or provides signature in a representative capacity.

CIVIL
ENGINEERING



March 1, 2021

Clark County Comprehensive Planning
500 South Grand Central Parkway
P.O. Box 551744
Las Vegas, NV 89155

**RE: Project Description & Justification Letter for a Land Use Plan Amendment
APN: 176-22-501-025**

Clark County Planning Staff,

On February 17, 2021 the Board of County Commissioners approved an initiation for an amendment to the North Blue Diamond RNP Equestrian Trail alignment along Belcastro Street between Pebble Road and Agate Road (AG-21-900033). As a follow up to that approval we are pleased to provide this Project Description and Justification Letter for the above referenced parcel.

In conjunction with pending applications for a gated residential subdivision encompassing a portion of Belcastro Street, we are proposing to re-route that portion of the trail alignment to run along Agate Avenue, then north along Tenaya Way to Pebble Road, east on Pebble Road to Belcastro Street, and north on Belcastro Street to Cougar Avenue. This would maintain the equestrian trail corridor within the RNP neighborhood and allow for the development of the proposed residential subdivision. This request will not have a negative impact to the neighborhood and will preserve the character of the RNP.

We are hopeful the information provided herewith will meet with your favorable consideration. Should you have any questions or need any further information, please feel to contact me at (702) 458-2551.

Sincerely,

A handwritten signature in black ink, appearing to read "Mark Bangan", with a horizontal line extending to the right.

Mark Bangan
Planning Department Manager
The WLB Group, Inc.

05/18/21 PC AGENDA SHEET

SINGLE FAMILY RESIDENTIAL SUBDIVISION
(TITLE 30)

PEBBLE RD/RAINBOW BLVD

PUBLIC HEARING

APP. NUMBER/OWNER/DESCRIPTION OF REQUEST

NZC-21-0137-LH VENTURES, LLC:

ZONE CHANGE to reclassify 45.3 acres from R-E (RNP-I) (Rural Estates Residential) Zone, C-2 (General Commercial) Zone, and H-2 (RNP-I) (General Highway Frontage) Zone to R-2 (Medium Density Residential) Zone.

WAIVERS OF DEVELOPMENT STANDARDS for the following: 1) establish alternative yards for residential lots; 2) increase wall height; 3) reduce street intersection off-set; 4) reduce right-of-way width; and 5) waive off-site improvements (including curb, gutter, sidewalk, streetlights, and partial paving).

DESIGN REVIEWS for the following: 1) single family residential subdivision; and 2) finished grade.

Generally located on the south side of Pebble Road, north side of Agate Avenue and Raven Avenue, west side of Rainbow Boulevard, and east side of Tenaya Way within Enterprise (description on file). JJ/jt/ja (For possible action)

RELATED INFORMATION:

APN:

176-22-501-004; 176-22-501-005; 176-22-501-009 through 176-22-501-011; 176-22-501-025

WAIVERS OF DEVELOPMENT STANDARDS:

1. Establish alternative yards for 2 single family residential lots where yards are established per Chapter 30.56.
2. Increase wall height to 14 feet (6 feet of retaining wall plus 8 feet of screen wall) where 9 feet (3 feet of retaining wall plus 6 feet of screen wall) is the maximum allowed per Section 30.64.050 (a 50% increase).
3. Reduce street intersection off-set to 105 feet where 125 feet is the minimum per Section 30.52.052 (a 16% reduction).
4.
 - a. Reduce right-of-way width for Belcastro Street to 51 feet where 60 feet is the minimum per Chapter 30.52 (a 15% reduction).
 - b. Reduce right-of-way width for Raven Avenue to 51 feet where 60 feet is the minimum per Chapter 30.52 (a 15% reduction).
5.
 - a. Waive off-site improvements (including curb, gutter, sidewalk, streetlights, and partial paving) on Pebble Road where full off-site improvements are required per Chapter 30.52.

- b. Waive off-site improvements (including curb, gutter, sidewalk, streetlights, and partial paving) on Belcastro Street where full off-site improvements are required per Chapter 30.52.
- c. Waive off-site improvements (including curb, gutter, sidewalk, streetlights, and partial paving) on Tenaya Way where full off-site improvements are required per Chapter 30.52.
- d. Waive off-site improvements (including curb, gutter, sidewalk, streetlights, and partial paving) on Agate Avenue where full off-site improvements are required per Chapter 30.52.
- e. Waive off-site improvements (including curb, gutter, sidewalk, streetlights, and partial paving) on Raven Avenue where full off-site improvements are required per Chapter 30.52.

DESIGN REVIEWS:

1. Single family residential subdivision.
2. Increase finished grade to 76 inches where a maximum of 18 inches is the standard per Section 30.32.040 (a 322% increase).

LAND USE PLAN:

ENTERPRISE - PUBLIC FACILITIES

ENTERPRISE - RESIDENTIAL SUBURBAN (UP TO 8 DU/AC)

ENTERPRISE - RURAL NEIGHBORHOOD PRESERVATION (UP TO 2 DU/AC)

BACKGROUND:

Project Description

General Summary

- Site Address: 7051 W. Pebble Road & 8955 S. Rainbow Boulevard
- Site Acreage: 45.3
- Number of Lots/Units: 305
- Density (du/ac): 6.7
- Minimum/Maximum Lot Size (square feet): 3,325/9,953
- Project Type: Single family residential subdivision
- Number of Stories: 1 & 2
- Building Height (feet): up to 28
- Square Feet: 1,157 up to 3,066
- Open Space (required/provided): 0/879 square feet

Neighborhood Meeting Summary

Required notices for a neighborhood meeting were mailed to property owners within a 1,500 foot radius of the site. A neighborhood meeting was held November 18, 2020 at 6:00 p.m. at the Windmill Library and virtually. Approximately 10 neighbors attended in-person and 15 neighbors attended virtually. Items discussed included the entitlement application for a school on the western portion of the same site, the proposed single family residential subdivision, and

the density of the subdivision. Some neighbors preferred the school project and some neighbors supported a residential project, though they noted that the proposed subdivision was too dense.

Overview

This project includes a 305 lot single family residential subdivision on 45.3 acres. A charter school with a companion vacation and abandonment of easements and an agenda item to reroute an equestrian trail are in process for a 14.6 acre portion of this overall site; however, these applications were held to a Board of County Commissioners meeting in September.

Several streets, including Raven Avenue, Agate Avenue, Belcastro Street, and Montessouri Street were planned to be constructed on this site and required to be constructed on adjacent parcels. As a result, this project includes several companion applications such as vacation and abandonments for easements and rights-of-way along with waivers of conditions for adjacent applications that required the construction of these streets.

This project also includes a companion Plan Amendment to reroute the equestrian trail alignment that was planned to travel south along Belcastro Street (through the subject site) and west on Agate Avenue. Instead, the proposed trail alignment will travel west on Pebble Road, south on Tenaya Way, and west on Agate Avenue around the perimeter of this proposed subdivision. This trail alignment is different than the alignment proposed with the charter school, which required a separate Plan Amendment.

Site Plan

The site plan depicts a 305 lot single family subdivision with a single gated access point from Pebble Road on the north side of the site. Boundaries of the subdivision extend from Rainbow Boulevard on the east to Tenaya Way on the west. The northern boundary is Pebble Road, and the southern boundary is Agate Avenue on the southwest side and Raven Avenue on the southeast side. The proposed R-2 zoned single family subdivision circles around 5 existing single family residences zoned R-E (RNP-I) located in the middle of the northwest portion of the overall subdivision. Access to these existing residences is maintained from Pebble Road, a portion of Belcastro Street, and a portion of Raven Avenue. Waivers of development standards are requested to reduce the width of Belcastro Street and Raven Avenue to 51 feet wide where 60 feet wide is the standard.

Another waiver of development standards is necessary to reduce the street intersection off-set within the subdivision from the private access street (Copper Ranch Street) to 43 foot wide private street intersections within the subdivision on both the east and west side of Copper Ranch Street. The entrance to the gated subdivision includes a 60 foot wide private street with sidewalks on both sides, and streets within the subdivision are 43 foot wide streets with sidewalks on 1 side. The internal street layout includes multiple cul-de-sacs and stub streets, which limits circulation within the subdivision; however, pedestrian access easements to the exterior perimeter streets are provided on 4 of the cul-de-sacs and both stub streets.

Lots 288 and 289, located in the northcentral portion of the subdivision, will be sideloaded from the end of a cul-de-sac. As a result, these lots require a waiver of development standards for alternative yard setbacks. With the waiver of development standards, the front yard will be

along the radius of the cul-de-sac and the rear yards will be along the east and west sides of the parcels, respectively.

Landscaping

One 879 square foot lot near the entrance is the only open space for the 305 lot subdivision. Although other common lots are provided, these lots include the required perimeter street landscaping and landscaping where the side or rear of residential lots within the subdivision are adjacent to internal streets. The landscape planters internal to the subdivision are 5 feet wide.

East of the entrance from Pebble Road, the perimeter street landscaping includes a detached sidewalk with 5 foot wide landscape strips on either side of the sidewalk. West of the entrance from Pebble Road, the application includes a request to waive off-site improvements (paving, curb, gutter, sidewalk, streetlights, and partial paving). As a result, street landscaping to the west of the entrance along Pebble Road consists of a 20 foot wide landscape buffer with no off-site improvements. The realigned equestrian trail is shown west of the Belcastro Street alignment on the south side of Pebble Road to Tenaya Way, adjacent to the subject site. This new trail alignment is also adjacent to 2 of the existing R-E (RNP-I) zoned single family residences on the south side of Pebble Road.

Along the portions of Balcastro Street and Raven Avenue that will provide access to the existing single family residences, street landscaping will include 6 foot wide and 16 foot wide landscape strips. Off-site improvements (paving curb, gutter, sidewalk, streetlights, and partial paving) are also requested to be waived for these portions of Belcastro Street and Raven Avenue.

On the west side of the site, full off-site improvements (paving, curb, gutter, sidewalk, streetlights, and partial paving) are requested to be waived along Tenaya Way as well. Landscaping along Tenaya Way includes a 10 foot wide landscape strip with no off-site improvements. The proposed equestrian trail alignment is shown along the east side of Tenaya Way, adjacent to the subject project.

Extending along the southwest boundary of the site, full off-site improvements (paving, curb, gutter, sidewalk, streetlights, and partial paving) are requested to be waived for Agate Avenue. Landscaping along the north side of Agate Avenue includes a 6 foot wide landscape strip with no off-site improvements.

The southern boundary of the project transitions from Agate Avenue, approximately 600 feet north to the Raven Avenue alignment. A portion of Raven Avenue is proposed to be vacated, and Raven Avenue would then extend from Rainbow Boulevard west to the Rosanna Street alignment where Raven Avenue would terminate in a cul-de-sac. A 5 foot wide sidewalk with a 6 foot wide landscape strip is shown for this section of Raven Avenue.

Along the east boundary of the site, a detached sidewalk is depicted along Rainbow Boulevard with 5 foot wide landscape strips on either side of the sidewalk.

Increased wall height, up to 14 feet high (6 foot retaining wall plus 8 feet of screen wall) is requested for the entire frontage along Rainbow Boulevard and a 200 foot portion of Raven

Avenue and Pebble Road heading west of Rainbow Boulevard. Up to 12 foot high walls (6 feet of retaining wall plus 6 feet of screen wall) are proposed along the southeastern property line along the Montessori Street alignment. This increased wall height will be adjacent to an existing single family residence and an undeveloped parcel.

Elevations

Three distinct elevation options are offered for each floor plan. Exterior elements will include paver driveways, pitched tile roofs, and desert earth tone colors. Maximum height extends up to 28 feet.

Floor Plans

Two residential products range in size from 1,157 square feet up to 3,066 square feet. These 2 products are both 1 and 2 story and include up to 9 floor plans with various options. All the models include 2 car garages.

Signage

Signage is not a part of this request.

Applicant's Justification

According to the applicant, the single family residential subdivision is appropriate at this location, and the waivers of development standards are necessary for the project. For example, the applicant states that the alternative yard setbacks are necessary for 2 of the lots that are sideloaded from the end of a cul-de-sac.

Increasing the wall height up to 12 feet (6 foot retaining wall plus 6 foot screen wall) along the southeast portion of the site adjacent to the Montessori Street alignment is necessary due to the topography of the site and to allow for proper drainage. Similarly, increasing the wall height to 14 feet (6 foot retaining wall plus 8 foot screen wall) along Rainbow Avenue and a portion of Pebble Road and Raven Avenue is due both to the grade of the site (increased retaining wall) and to reduce the traffic noise for future residents (increased screen wall).

Reducing the street intersection off-set is necessary for 2 streets adjacent to the entry street to the subdivision. The applicant states that this reduced intersection off-set will not create any negative impacts since traffic will be moving at slower speeds within the subdivision.

According to the applicant, a reduction in right-of-way width for Belcastro Street and a portion of Raven Avenue will not create any negative impacts since these streets will only provide access to 4 existing homes. Additionally, a 16 foot wide landscape strip is provided along the roadways, except a 6 foot wide landscape strip is provided adjacent to the cul-de-sacs. The additional landscaping will help buffer the homes from the proposed single family subdivision.

The applicant states that the waiver for off-site improvements is based on responses at neighborhood meetings, and it allows for a rural residential feel in the area.

Lastly, the design review to increase finished grade is necessary due to the natural topography of the property. Increased fill is necessary to develop the site, and it will not create any negative impacts.

Prior Land Use Requests

Application Number	Request	Action	Date
LUP-20-700082	Redesignate the land use plan for 7.5 acres in the northwest portion of the overall site from RNP (Rural Neighborhood Preservation) and PF (Public Facilities) to RN (Rural Neighborhood) - staff recommended approval, but the Enterprise Land Use Plan Update was cancelled due to the COVID-19 pandemic	N/A	N/A
LUP-20-700083	Redesignate the land use plan for 7.5 acres in the northcentral portion of the overall site from RNP (Rural Neighborhood Preservation) to RS (Residential Suburban) - staff recommended a reduction to RL (Residential Low), but the Enterprise Land Use Plan Update was cancelled due to the COVID-19 pandemic	N/A	N/A
ET-19-400024 (NZA-0838-13)	Second extension of time to reclassify the eastern 8 acres of the site from C-2 to R-2 zoning for a single family residential subdivision	Withdrawn by BCC	April 2019
PA-18-700021	Redesignated the land use plan for the entire site from RNP (Rural Neighborhood Preservation), PF (Public Facilities), and CG (Commercial General) to RS (Residential Suburban)	Approved east of Montessori Street and east 2.5 acres; denied west of Montessori Street by BCC	March of 2019
NZA-0838-13 (ET-0189-16)	First extension of time to reclassify the eastern 8 acres of the site from C-2 to R-2 zoning in the MUD-4 Overlay District for a single family residential development	Approved by BCC	February 2017

Prior Land Use Requests

Application Number	Request	Action	Date
NZC-0838-13	Reclassified the eastern 8 acres of the site from C-2 to R-2 zoning with waivers of development standards for landscaping, screening, and off-site improvements (curb, gutter, sidewalk, streetlights, and reduced paving) with a design review for a single family residential development	Approved by BCC	March 2014
ZC-1190-03	Reclassified the eastern portion of the site to a C-2 zoning for future commercial development	Approved by BCC	September 2003
ZC-1026-05	Reclassified 3,800 parcels, including 10 acres of the subject site to R-E (RNP-I) zoning	Approved by BCC	October 2005

Surrounding Land Use

	Planned Land Use Category	Zoning District	Existing Land Use
North	Rural Neighborhood Preservation (up to 2 du/ac) & Commercial General	R-E (RNP-I) & C-2	Single family residential & undeveloped
South	Rural Neighborhood Preservation (up to 2 du/ac), Office Professional, Commercial Neighborhood, & Commercial General	R-E (RNP-I), R-E, C-2, C-1, & H-2	Single family residential & undeveloped
East	Commercial General	C-2	Undeveloped
West	Rural Neighborhood Preservation (up to 2 du/ac)	R-E (RNP-I)	Single family residential

The subject site and surrounding properties are in the Public Facilities Needs Assessment (PFNA) area.

Related Applications

Application Number	Request
ZC-20-0284	A zone change to reclassify a 14.6 acre portion of the western side of the site to P-F zone for a charter school is a related item that is scheduled for the September 22, 2021 BCC meeting.
VS-20-0285	A vacation and abandonment of easements on the southwest portion of this site for the charter school is a related item that is scheduled for the September 22, 2021 BCC meeting.
AG-20-900314	An agenda item to re-route the equestrian trail alignment west on Raven Avenue and south on Tenaya Way for the charter school is a related item that is scheduled for the September 22, 2021 BCC meeting.
PA-21-700001	A plan amendment to change the equestrian trail alignment from Belcastro Street west on Pebble Road and south on Tenaya Way is a companion item on this agenda.

Related Applications

Application Number	Request
TM-21-500034	A tentative map for a 305 lot single family residential subdivision is a companion item on this agenda.
VS-21-0138	A vacation and abandonment of right-of-way and easements (including the same easements that are part of VS-20-0285) is a companion item on this agenda.
VS-21-0136	A vacation and abandonment of right-of-way (including Raven Avenue) and easements within the Montessori Street and Agate Avenue alignments is a companion item on this agenda.
WC-21-400048 (ZC-18-0853)	A waiver of conditions requiring dedication for Montessori Street is a companion item on this agenda.
WC-21-400049 (VS-0049-17)	A waiver of conditions requiring dedication for Montessori Street is a companion item on this agenda.

STANDARDS FOR APPROVAL:

The applicant shall demonstrate that the proposed request meets the goals and purposes of Title 30.

Analysis

Current Planning

Zone Change

The applicant shall provide Compelling Justification that approval of the nonconforming zoning boundary amendment is appropriate. A Compelling Justification means the satisfaction of the following criteria as listed below:

- 1. A change in law, policies, trends, or facts after the adoption, readoption or amendment of the land use plan that have substantially changed the character or condition of the area, or the circumstances surrounding the property, which makes the proposed nonconforming zone boundary amendment appropriate.*

The Enterprise Land Use Plan was adopted in 2014 and most recently amended in 2018. Since that time, there has been no change in law, policies, trends, or facts that have substantially changed the character or condition of the area. In addition, there has been no change in circumstances surrounding the property that would make the proposed nonconforming zone boundary amendment appropriate. The site continues to be appropriate for Public Facility uses in the southwest portion of the site, Rural Neighborhood Preservation uses in the northwest portion of the site, and Residential Suburban uses on the east side of the site, adjacent to Rainbow Boulevard. These planned land uses would maintain the compatibility with the existing R-E (RNP-1) residences to the north, west, and south; the planned commercial uses to the north and south along Rainbow Boulevard, and the planned office uses to the southwest.

- 2. The density and intensity of the uses allowed by the nonconforming zoning is compatible with the existing and planned land uses in the surrounding area.*

The density of the proposed nonconforming zone boundary amendment exceeds the density and intensity of existing and planned land uses in the surrounding area. North and south of the site along Rainbow Boulevard, the parcels are planned for Commercial General uses; however, these parcels are currently not developed with commercial uses. Most of the adjacent Commercial General planned parcels are undeveloped, and 3 of the planned Commercial General parcels include single family residences. Furthermore, parcels southwest of the subject site are planned for Office Professional uses and Commercial Neighborhood uses. These parcels are also undeveloped.

The greatest disparity in density occurs to the south, west, and north of the subject site. Parcels in these areas are developed with existing single family residences zoned R-E (RNP-I). These single family residences are developed with a density of 2 units per acre, whereas the proposed nonconforming zone boundary amendment would allow a density up to 8 dwelling units per acre.

- 3. There will not be a substantial adverse effect on public facilities and services, such as roads, access, schools, parks, fire and police facilities, and stormwater and drainage facilities, as a result of the uses allowed by the nonconforming zoning.*

There has been no indication from the public utility purveyors that the zone boundary amendment would create a substantial adverse effect on public facilities or services. However, the Clark County School District indicates that the schools servicing this area (Steele Elementary School, Canarelli Middle School, and Sierra Vista High School) are all over capacity for the 2020-2021 school year. The proposed development would add an estimated 51 elementary students, 28 middle school students, and 40 high school students.

- 4. The proposed nonconforming zoning conforms to other applicable adopted plans, goals, and policies.*

The proposed nonconforming zone boundary amendment does not comply with the adopted policies in the Comprehensive Master Plan. For example, Urban Specific Policy 4 seeks to preserve existing residential neighborhoods by encouraging vacant lots within these areas to develop at similar densities as the existing area. Here, the proposed R-2 zoning is denser than the surrounding R-E zoned single family development. Next, Urban Specific Policy 7 encourages land uses that are complementary and are a similar scale and intensity. The proposed R-2 zoning would allow up to 8 dwelling units per acre where the surrounding residents are developed at 2 units per acre. Lastly, Urban Specific Policy 8 discourages nonconforming zone changes.

Summary Zone Change

There has been no change in law, policies, trends, or facts that have substantially changed the character or condition of the area since the most recent amendment to the Enterprise Land Use Plan. In addition, the density of the proposed nonconforming zone boundary amendment exceeds the density and intensity of existing and planned land uses in the surrounding area. Furthermore, the proposed development will provide approximately 120 additional students to schools that are already over-capacity in the area. Lastly, the proposed nonconforming zone

boundary amendment does not comply with any goals or policies in the Comprehensive Master Plan. As a result, staff cannot support the request.

Waivers of Development Standards

According to Title 30, the applicant shall have the burden of proof to establish that the proposed request is appropriate for its existing location by showing that the uses of the area adjacent to the property included in the waiver of development standards request will not be affected in a substantially adverse manner. The intent and purpose of a waiver of development standards is to modify a development standard where the provision of an alternative standard, or other factors which mitigate the impact of the relaxed standard, may justify an alternative.

Waiver of Development Standards #1

The request for alternative yard setbacks for Lots 288 and 289 are a self-imposed hardship. The site layout for the proposed residential development can be reconfigured to meet the Title 30 standards for yard configuration. Furthermore, since staff is not supporting the zone change, waiver of development standards, and design reviews, staff cannot support this request.

Waiver of Development Standards #2

Increasing block wall heights creates blunt visual impacts on adjacent properties and the public realm. A 14 foot high wall along Rainbow Boulevard and portions of Raven Avenue and Pebble Road will be visually obtrusive, contribute to a canyon-like effect along the rights-of-way, and diminish the aesthetics of the area. In addition, the 12 foot high wall along the Montessori Street alignment will detrimentally impact the existing single family residents along with any future redevelopment of the adjacent parcels. Lastly, Urban Specific Policy 16 states that all new perimeter walls should be designed to visually minimize the stark appearance of monotonous block walls. Therefore, staff cannot support the waiver of development standards.

Design Review #1

The proposed subdivision lacks connectivity, provides minimum open space and no amenities, and does not comply with goals and policies in the Comprehensive Master Plan. Regarding the lack of connectivity, the subdivision will disrupt an established grid of public right-of-way in the area, which was already approved to be constructed by adjacent projects. In addition, the design provides only 1 entrance and exit for 305 residential lots. This creates a dangerous situation where emergency personnel would not be able to provide access to residents if the entrance is blocked. Also, all the traffic in the subdivision is funneled through 1 entrance and exit, which creates congestion and does not provide any alternative routes for residents, delivery vehicles, and visitors. Lastly, the design does not comply with Land Use Goal 4, which states that all development types should have both pedestrian and vehicular connections.

Next, an 879 square foot lot near the entrance is the only nominal amount of open space for the entire subdivision. Urban Specific Policy 17 encourages ample active and passive open space and to integrate those open spaces with trail systems when possible. This subdivision has an opportunity to provide open space and connections to the adjacent equestrian trail; instead, nearly no functional open space is provided for the subdivision. In addition, Urban Specific Policy 31 states that single family developments should connect with existing and planned trail systems, Urban Specific Policy 39 encourages usable open space, and Urban Specific Policy 40

encourages centralized open space surrounded by local streets with homes that front the open space. The design does not comply with any of these open space related policies in the Comprehensive Master Plan.

Lastly, the layout of the subdivision and bland residential design do not satisfy the standards for approval of a design review nor comply with policies in the Comprehensive Master Plan. Standards for approval of a design review indicate that site access and circulation must not negatively impact adjacent roadways or neighborhood traffic; the project must be harmonious and compatible with development in the area; and the development must be consistent with policies of the County. Here, the large subdivision with only 1 entrance and exit will create public health and safety concerns; and the monotonous walls, architecture, and intensity of the development is not compatible with the area. Furthermore, Policy 43 promotes projects with varied neighborhood design, including varied front setbacks, reduced visual dominance of garages, varied rooflines, and varied architectural elements. Given the layout of subdivision with long, straight street alignments, no variation in lot size, and minimal variation in residential design, the single family homes will appear monotonous and oppressive. For these reasons, staff cannot support the design review.

Public Works - Development Review
Waiver of Development Standards #3

Staff does not object to the request to reduced the distance between Copper Ranch Street and Cherry Barn Street to 105 feet, nor does staff object to the 115 feet of separation between Copper Ranch Street and Marigold Creek Street. However, staff cannot support the design of the project due to the external disjointed street network that would be the result of this subdivision being approved. Therefore, staff cannot support this request.

Waiver of Development Standards #4

Staff does not object to the reduced width of Belcastro Street and Raven Avenue since those reduced street widths only occur on the perimeter of the subdivision abutting 3 existing R-E zoned single family residential lots. However, staff cannot support the design of the project due to the external disjointed street network that would be the result of this subdivision being approved. Therefore, staff cannot support this request.

Waiver of Development Standards #5

Staff finds the requests to improved the majority of the perimeter streets to non-urban standards to be a self-imposed hardship that only benefits the developer. The effect of this subdivision being approved is that the remaining Rural Neighborhood Preservation area will be all but eliminated. As such, there is no valid reason to install non-urban streets for and R-2 zoned subdivision. Staff cannot support this request.

Design Review #2

This design review represents the maximum grade difference within the boundary of this application. This information is based on preliminary data to set the worst case scenario. Staff will continue to evaluate the site through the technical studies required for this application. Approval of this application will not prevent staff from requiring an alternate design to meet Clark County Code, Title 30, or previous land use approval. However, staff cannot support the

design of the project due to the external disjointed street network that would be the result of this subdivision being approved. Therefore, staff cannot support this request.

Staff Recommendation

Denial. This item will be forwarded to the Board of County Commissioners' meeting for final action on June 16, 2021 at 9:00 a.m., unless otherwise announced.

If this request is approved, the Board and/or Commission finds that the application is consistent with the standards and purpose enumerated in the Comprehensive Master Plan, Title 30, and/or the Nevada Revised Statutes.

PRELIMINARY STAFF CONDITIONS:

Current Planning

If approved:

- Resolution of Intent to complete in 4 years;
- Enter into a standard development agreement prior to any permits or subdivision mapping in order to provide fair-share contribution toward public infrastructure necessary to provide service because of the lack of necessary public services in the area;
- Certificate of Occupancy and/or business license shall not be issued without final zoning inspection.
- Applicant is advised that the County is currently rewriting Title 30 and future land use applications, including applications for extensions of time, will be reviewed for conformance with the regulations in place at the time of application; a new application for a nonconforming zone boundary amendment may be required in the event the building program and/or conditions of the subject application are proposed to be modified in the future; a substantial change in circumstances or regulations may warrant denial or added conditions to an extension of time; and that the extension of time may be denied if the project has not commenced or there has been no substantial work towards completion within the time specified.

Public Works - Development Review

- Drainage study and compliance;
- Drainage study must demonstrate that the proposed grade elevation differences outside that allowed by Section 30.32.040(a)(9) are needed to mitigate drainage through the site;
- Traffic study and compliance;
- Full off-site improvements unless waived by this or a subsequent application;
- Right-of-way dedication to include 21 feet for Raven Avenue and 21 feet for Belcastro Street near the northwest portion of the site, 30 feet and a portion of a cul-de-sac for Raven Avenue on the east portion of the site, 40 feet for Tenaya Way, 30 feet and a portion of a cul-de-sac for Agate Avenue, 55 feet to the back of curb for Rainbow Boulevard, 50 feet for Pebble Road where non-urban standards apply, 45 to 50 feet to the back of curb for Pebble Road where full off-sites are required, and all associated spandrels;
- Execute a Restrictive Covenant Agreement (deed restrictions);

- Apply for a public BLM right-of-way grant through Public Works - Development Review Division for any necessary rights-of-way on BLM land abutting the subject site;
- If required by the Regional Transportation Commission (RTC), dedicate and construct right-of-way for a bus turnout on the west side of Rainbow Boulevard, just south of Pebble Road, including a 5 foot by 25 foot bus shelter pad easement behind the sidewalk in accordance with RTC standards.
- Applicant is advised that the installation of detached sidewalks will require dedication to back of curb and granting necessary easements for utilities, pedestrian access, streetlights, and traffic control; and that approval of this application will not prevent Public Works from requiring an alternate design to meet Clark County Code, Title 30, or previous land use approvals.

Building Department - Fire Prevention

- Applicant is advised that fire objects to the proposal to end Raven Avenue in a cul-de-sac; and that there is a previously approved agreement to allow a temporary condition of single source water supply for the proposed fire station which should be resolved with build-out of road west of the station.

Clark County Water Reclamation District (CCWRD)

- Applicant is advised that a Point of Connection (POC) request has been completed for this project; to email sewerlocation@cleanwaterteam.com and reference POC Tracking #0334-2021 to obtain your POC exhibit; and that flow contributions exceeding CCWRD estimates may require a new POC analysis.

**TAB/CAC:
APPROVALS:
PROTESTS:**

APPLICANT: KB HOME

CONTACT: THE WLB GROUP, 3663 E. SUNSET ROAD, SUITE 204, LAS VEGAS, NV 89120



LAND USE APPLICATION

DEPARTMENT OF COMPREHENSIVE PLANNING

5A

APPLICATION PROCESS AND SUBMITTAL REQUIREMENTS ARE INCLUDED FOR REFERENCE

APPLICATION TYPE <input type="checkbox"/> TEXT AMENDMENT (TA) <input checked="" type="checkbox"/> ZONE CHANGE <input type="checkbox"/> CONFORMING (ZC) <input checked="" type="checkbox"/> NONCONFORMING (NZC) <input type="checkbox"/> USE PERMIT (UC) <input type="checkbox"/> VARIANCE (VC) <input checked="" type="checkbox"/> WAIVER OF DEVELOPMENT STANDARDS (WS) <input checked="" type="checkbox"/> DESIGN REVIEW (DR) <input checked="" type="checkbox"/> PUBLIC HEARING <input type="checkbox"/> ADMINISTRATIVE DESIGN REVIEW (ADR) <input type="checkbox"/> STREET NAME / NUMBERING CHANGE (SC) <input type="checkbox"/> WAIVER OF CONDITIONS (WC) (ORIGINAL APPLICATION #) <input type="checkbox"/> ANNEXATION REQUEST (ANX) <input type="checkbox"/> EXTENSION OF TIME (ET) (ORIGINAL APPLICATION #) <input type="checkbox"/> APPLICATION REVIEW (AR) (ORIGINAL APPLICATION #)	STAFF APP. NUMBER: <u>NZC-21-0137</u> DATE FILED: <u>3/25/21</u> PLANNER ASSIGNED: <u>JTS</u> TAB/CAC: <u>ENTERPRISE</u> TAB/CAC DATE: <u>4/28/21</u> PC MEETING DATE: <u>5/18/21</u> BCC MEETING DATE: <u>6/16/21</u> FEE: <u>5,315</u>
	PROPERTY OWNER NAME: <u>LH Ventures LLC</u> ADDRESS: <u>250 Pilot Road # 140</u> CITY: <u>Las Vegas</u> STATE: <u>NV</u> ZIP: <u>89119</u> TELEPHONE: _____ CELL: _____ E-MAIL: _____
	APPLICANT NAME: <u>KB Home Nevada, Inc.</u> ADDRESS: <u>5795 Badura Avenue, Suite 180</u> CITY: <u>Las Vegas</u> STATE: <u>NV</u> ZIP: <u>89118</u> TELEPHONE: <u>(702) 266-8512</u> CELL: _____ E-MAIL: <u>pchao@kbhome.com</u> REF CONTACT ID #: _____
	CORRESPONDENT NAME: <u>The WLB Group, Inc.</u> ADDRESS: <u>3663 Sunset Road, Suite 204</u> CITY: <u>Las Vegas</u> STATE: <u>NV</u> ZIP: <u>89120</u> TELEPHONE: <u>(702) 458-2551</u> CELL: _____ E-MAIL: <u>mbangan@wlbgroup.com</u> REF CONTACT ID #: _____

ASSESSOR'S PARCEL NUMBER(S): 176-22-501-004 & 005, 176-22-501-009 thru 011, 176-22-501-025
 PROPERTY ADDRESS and/or CROSS STREETS: SW Corner of Rainbow and Pebble
 PROJECT DESCRIPTION: Single Family Development

(I, We) the undersigned swear and say that (I am, We are) the owner(s) of record on the Tax Rolls of the property involved in this application, or (am, are) otherwise qualified to initiate this application under Clerk County Code; that the information on the attached legal description, all plans, and drawings attached hereto, and all the statements and oswears contained herein are in all respects true and correct to the best of my knowledge and belief, and the undersigned understands that this application must be complete and accurate before a hearing can be conducted. (I, We) also authorize the Clerk County Comprehensive Planning Department, or its designee, to enter the premises and to install any required signs on said property for the purpose of advising the public of the proposed application.

[Signature]
 Property Owner (Signature)
 STATE OF Nevada
 COUNTY OF Clark
 SUBSCRIBED AND SWORN BEFORE ME ON October 23, 2020 (DATE)
 by Jeffrey L. Canavelli, President
 NOTARY PUBLIC: Teresa Arredondo O'Malley

Jeffrey L. Canavelli
 Property Owner (Print) Enterprise Homes, Inc. Manager

*NOTE: Corporate declaration of authority (or equivalent), power of attorney, or signature documentation is required if the applicant and/or property owner is a corporation, partnership, trust, or provides signature in a representative capacity.



March 15, 2021

Clark County Comprehensive Planning
500 South Grand Central Parkway
P.O. Box 551744
Las Vegas, NV 89155

N20-21-0137

**RE: NCZC/Design Review/Waiver – Justification Letter for Copper Ranch
APN's: 176-22-501-004, 005, 009, 010, 011 & 025**

Clark County Planning Staff,

On behalf of KB Home, The WLB Group is respectfully submitting the attached Non-Conforming Zone Change/Design Review/Waiver of Development Standards Application for the above referenced parcel numbers at the Southwest Corner of Rainbow Boulevard and Pebble Road in Enterprise.

Zone Change

We are respectfully requesting to rezone the above listed parcels from R-E/H-2 & C-2 to R-2. To allow the construction of a 305-lot detached single-family development on approximately 44.95 acres.

Design Review

We are respectfully requesting a Design Review for the above listed parcels to construct a 305-lot detached single-family development that has two different product types being built within a gated subdivision. These two products will range in square footage from 1157 square feet up to 3,066 square feet and will contain 1-story and 2-story house plans. These two products will have up to 9 floor plans with three distinct elevation options per floor plan, the homes will feature paver driveways, tile roofs and attractive desert colors and have a maximum building height of 28'-0". We are requesting three (3) design reviews which are listed below;

1. A Design Review for a proposed detached single-family development
2. To increase the finished grade for a single-family residential development to 76 inches (6.3 feet) where 18 inches (1.5 feet) is the standard per section 30.32.040.

This increase in elevation is required due to low points in the natural topography of the land and therefore will require additional fill/retain wall to address these natural low points in grade.

3. To establish alternative yards/building orientation of two lots, lots 287 & 288 from what will be considered the front, side and rear yards per Chapter 30.56.

These lots will be sideloaded to the street and therefore require the alternative building orientation.

3663 E. Sunset Road #204 Las Vegas, NV 89120 - T 702-458-2551 - F 702-434-0491

Waiver of Development Standards

The proposed development will require the approval of five (5) waivers of development standards which are listed below:

1. To reduce the right-of-way width on Belcastro Avenue approximately 250' south of the intersection of Pebble Road and Belcastro Avenue from 60'-0" to 51'-0", along with the Raven alignment from Belcastro East to the cul-de-sac terminus at the end of parcel 176-22-501-008 in front of three existing homes.

We are asking to reduce the right-of-way to 51 feet since the street only services four existing houses and will terminate in two cul-de-sacs. We are also requesting to use the existing 30 feet of right-of-way that is existing in front of those homes, while we provide 21 feet of right-of-way on our side of the centerline. To offset the request, we are proposing 16 feet of landscaping along the roadway instead of the required 6 feet, except for the along the cul-de-sacs where we provide 6 feet of landscaping. This way we are providing more than the required 30 feet of right-of-way and 6 foot of landscaping, we feel this meets the intent of code and buffers the neighbors with a bigger landscaped area, that will enhance their views more so than just a 6' wide landscape strip.

2. To allow rural standards on the perimeter streets to be more in line with the existing neighborhood. This would include the elimination of Streetlights, Sidewalk and Curb & Gutter and reduce the asphalt section to allow for a rural residential feel to the area. The streets we are requesting this allowance would be for Pebble Road, Belcastro Avenue, Tenaya Way, Agate Avenue and a portion of Raven Avenue. Pebble Road rural standards would only apply from west of the development entry to Tenaya Way, full street improvements will be constructed at the entrance and east to Rainbow Boulevard.

This request is to address the neighbors' concerns for keeping the area rural in appearance, based on responses at neighborhood meetings.

3. To increase the allowable retaining/screen wall height from 9'-0" (3 foot retaining wall with a 6-foot screen wall) to 12'-0" (6-foot screen wall plus a 6 foot retaining wall) per section 30.64.050 for lots 119-134. We are also requesting to increase the allowable retaining/screen wall height from 9'-0" to 14'-0" along the full frontage of Rainbow Boulevard as well as 200 feet of Tenaya Avenue and Raven Avenue (heading to the west from Rainbow) to accommodate a requirement of an 8' high screen wall from our noise study.

To allow for drainage and grading of the site, due to low spots in the natural topology of the land. This additional retaining wall height will be governed by the drainage study and therefore is not being used to artificially increase the grade for views. The 8'-0" screen wall request along Rainbow Boulevard and portions of Tenaya and Raven is governed by our noise study that states an 8'-0" high screen wall is being required along the Rainbow Boulevard frontage including wrapping around the Tenaya Avenue and Raven Avenue frontages for approximately 200 feet from Rainbow Boulevard due to the noise generated by vehicular movements along Rainbow.

4. To allow the reduction of a required street offset minimum from one-hundred and twenty-five feet per section 30.52.052 to 105'-0" and 115'-0"

This request is for the two street intersections adjacent to the main entry street within the gated community, these intersection offsets are located on private streets where the traffic will be moving at slower speeds and have minor traffic.

5. To establish alternate yards for proposed single-family residences where yards are established per section 30.56 for lots 287 & 288.

This request is to address two lots that are side loaded to the street, therefore requiring alternative yards for the house to fit on the lot.

Parking Analysis

Each house will provide the parking required by Title 30 with a two-car garage, a two-car driveway as well as additional parking being provided on the adjacent private streets which allow for parking on both sides of the street.

We are hopeful the information provided herewith will meet with your favorable consideration. Should you have any questions or need any further information, please feel to contact me at (702) 458-2551.

Sincerely,



Mark Bangan
Planning Department Manager

05/18/21 PC AGENDA SHEET

MIXED-USE
(TITLE 30)

BLUE DIAMOND RD/RAINBOW BLVD

PUBLIC HEARING
APP. NUMBER/OWNER/DESCRIPTION OF REQUEST
WC-21-400048 (ZC-18-0853)-LV RAINBOW, LLC:

WAIVER OF CONDITIONS of a zone change requiring to rededicate 25 feet to the back of curb for Montessori Street from Raven Avenue south to Agate Avenue, together with the associated spandrel at the intersection of Montessori Street and Raven Avenue, and a radius at the intersection of Montessori Street and Agate Avenue.

Generally located between Blue Diamond Road and Raven Avenue, 300 feet west of Rainbow Boulevard within Enterprise. JJ/jt/ja (For possible action)

RELATED INFORMATION:

APN:
176-22-501-012; 176-22-501-013; 176-22-501-016 through 176-22-501-017; 176-22-601-035

LAND USE PLAN:
ENTERPRISE - COMMERCIAL GENERAL

BACKGROUND:
Project Description
General Summary

- Site Acreage: 22.3

Overview

The original plans depicted a horizontal mixed-use development consisting of the following elements: 1) residential; 2) commercial; 3) indoor and outdoor amenity areas; and 4) substantial amounts of useable open space. However, the use permit, waivers of development standards, and design review were all withdrawn without prejudice. As a result, this application is a waiver of conditions for only the zone change.

Previous Conditions of Approval

Listed below are the approved conditions for ZC-18-0853:

Current Planning

- No Resolution of Intent and staff to prepare an ordinance to adopt the zoning.

Public Works - Development Review

- Drainage study and compliance;
- Traffic study and compliance;

- Full off-site improvements;
- Rededicate 25 feet to the back of curb for Montessori Street from Raven Avenue south to Agate Avenue, together with the associated spandrel at the intersection of Montessori Street and Raven Avenue, and a radius at the intersection of Montessori Street and Agate Avenue;
- Off-site improvements along Blue Diamond Road to be coordinated with the Nevada Department of Transportation (NDOT), and applicant to provide an approved NDOT encroachment permit to Public Works Development Review Division.
- Applicant is advised that the installation of detached sidewalks will require the vacation of excess right-of-way for Raven Avenue, and granting necessary easements for utilities, pedestrian access, streetlights, and traffic control or execute a License and Maintenance Agreement for non-standard improvements in the right-of-way.

Building Department - Fire Prevention

- Applicant is advised that fire/emergency access must comply with the Fire Code as amended; and to show on-site fire lane, turning radius, and turnarounds.

Clark County Water Reclamation District (CCWRD)

- Applicant is advised that a Point of Connection (POC) request has been completed for this project; to email sewerlocation@cleanwaterteam.com and reference POC Tracking #0629-2018 to obtain your POC exhibit; and that flow contributions exceeding CCWRD estimates may require another POC analysis.

Applicant's Justification

During neighborhood meetings for the adjacent proposed single family residential development, the applicant indicated that neighbors expressed a desire to eliminate direct access from a higher density residential development to the R-E (RNP-I) zoned single family residences to the west. According to the applicant, this waiver of conditions for right-of-way dedication will align with the adjacent proposed single family subdivision, which is not proposing to develop these streets.

Prior Land Use Requests

Application Number	Request	Action	Date
ET-20-400094 (VS-17-0049)	First extension of time for a vacation and abandonment of easements and right-of-way including portions of Agate Avenue and Rosanna Street	Approved by BCC	October 2020
ZC-18-0853	Reclassified the site to C-2 zoning for a mixed-use development	Approved by BCC	December 2018
NZC-17-0048	Nonconforming zone boundary amendment to R-3 and C-2 zoning for a multiple family residential development and commercial development - expired	Held at BCC	June 2018
VS-17-0049	Vacated and abandoned easements and right-of-way including portions of Agate Avenue and Rosanna Street	Approved by BCC	December 2018

Prior Land Use Requests

Application Number	Request	Action	Date
VS-0694-14	Vacated and abandoned easements on Montessouri Street - recorded	Approved by PC	February 2018
ZC-1026-05	Reclassified 3,800 parcels, including 10 acres of the subject site to R-E (RNP-I) zoning	Approved by PC	October 2005

Surrounding Land Use

	Planned Land Use Category	Zoning District	Existing Land Use
North	Rural Neighborhood Preservation (up to 2 du/ac) & Commercial General	R-E (RNP-I) & R-E	Undeveloped
South	Commercial General & Major Development Project (Mountain's Edge General Commercial)	R-E, C-2, & H-2	Undeveloped, convenience store with gasoline station, retail store (Walmart) & single family residential
East	Commercial General	R-E & C-2	Undeveloped & convenience store with gasoline station
West	Commercial Neighborhood & Public Facilities	U-V, H-2, & R-E (RNP-I)	Undeveloped

The subject site and surrounding properties are in the Public Facilities Needs Assessment (PFNA) area.

Related Applications

Application Number	Request
ZC-20-0284	A zone change to reclassify a 14.6 acre portion of a parcel to the west of this site to P-F zone for a charter school is a related item that is scheduled for the September 22, 2021 BCC meeting.
VS-20-0285	A vacation and abandonment of easements on the parcel to the west of this site for the charter school is a related item that is scheduled for the September 22, 2021 BCC meeting.
AG-20-900314	An agenda item to re-route the equestrian trail alignment west on Raven Avenue and south on Tenaya Way for the charter school is a related item that is scheduled for the September 22, 2021 BCC meeting.
PA-21-700001	A plan amendment to change the equestrian trail alignment from Belcastro Street west on Pebble Road and south on Tenaya Way is a companion item on this agenda.
NZC-21-0137	A nonconforming zone change to reclassify the site to R-2 zoning for a single family residential subdivision is a companion item on this agenda.
TM-21-500034	A tentative map for a 305 lot single family residential subdivision is a companion item on this agenda.

Related Applications

Application Number	Request
VS-21-0138	A vacation and abandonment of right-of-way and easements (including the same easements that are part of VS-20-0285) is a companion item on this agenda.
VS-21-0136	A vacation and abandonment of right-of-way (including Raven Avenue) and easements within the Montessouri Street and Agate Avenue alignments is a companion item on this agenda.
WC-21-400049 (VS-17-0049)	A waiver of conditions requiring dedication for Montessouri Street is a companion item on this agenda.

STANDARDS FOR APPROVAL:

The applicant shall demonstrate that the proposed request meets the goals and purposes of Title 30.

Analysis

Public Works - Development Review

Staff cannot support the request to not dedicated Montessouri Street and the spandrels since the overall street network for the surrounding area was based on the initial approval of the original vacation and zone change with subsequent discussions and agreements about the remainder of the street network worked out over the course of months with staff from various departments and a prior applicant. Eliminating the Montessouri Street alignment will result in a closed off street network for the sole benefit of one developer.

Staff Recommendation

Denial. This item will be forwarded to the Board of County Commissioners' meeting for final action on June 16, 2021 at 9:00 a.m., unless otherwise announced.

Approval of the waiver of conditions request constitutes a finding by the Commission/Board that the condition will no longer fulfill its intended purpose.

If this request is approved, the Board and/or Commission finds that the application is consistent with the standards and purpose enumerated in the Comprehensive Master Plan, Title 30, and/or the Nevada Revised Statutes.

PRELIMINARY STAFF CONDITIONS:

Public Works - Development Review

If approved:

- Right-of-way dedication to include a portion of the cul-de-sac for Raven Avenue.

Clark County Water Reclamation District (CCWRD)

- No comment.

TAB/CAC:
APPROVALS:
PROTEST:

APPLICANT: LV RAINBOW, LLC

CONTACT: THE WLB GROUP, 3663 E. SUNSET ROAD, SUITE 204, LAS VEGAS, NV
89120

DRAFT



LAND USE APPLICATION

DEPARTMENT OF COMPREHENSIVE PLANNING

6A

APPLICATION PROCESS AND SUBMITTAL REQUIREMENTS ARE INCLUDED FOR REFERENCE

APPLICATION TYPE <input type="checkbox"/> TEXT AMENDMENT (TA) <input type="checkbox"/> ZONE CHANGE <input type="checkbox"/> CONFORMING (ZC) <input type="checkbox"/> NONCONFORMING (NZC) <input type="checkbox"/> USE PERMIT (UC) <input type="checkbox"/> VARIANCE (VC) <input type="checkbox"/> WAIVER OF DEVELOPMENT STANDARDS (WS) <input type="checkbox"/> DESIGN REVIEW (DR) <input type="checkbox"/> PUBLIC HEARING <input type="checkbox"/> ADMINISTRATIVE DESIGN REVIEW (ADR) <input type="checkbox"/> STREET NAME / NUMBERING CHANGE (SC) <input checked="" type="checkbox"/> WAIVER OF CONDITIONS (WC) <u>ZC-18-0853</u> (ORIGINAL APPLICATION #) <input type="checkbox"/> ANNEXATION REQUEST (ANX) <input type="checkbox"/> EXTENSION OF TIME (ET) (ORIGINAL APPLICATION #) <input type="checkbox"/> APPLICATION REVIEW (AR) (ORIGINAL APPLICATION #)	STAFF APP. NUMBER: <u>WC-21-400048</u> DATE FILED: <u>3/25/21</u> PLANNER ASSIGNED: <u>JCT</u> TAB/CAC: <u>ENTERPRISE</u> TAB/CAC DATE: <u>4/28/21</u> PC MEETING DATE: <u>5/12/21</u> BCC MEETING DATE: <u>6/16/21</u> FEE: <u>\$800⁰⁰</u>
	PROPERTY OWNER NAME: <u>LV Rainbow, LLC</u> ADDRESS: <u>6655 S. Eastern Avenue, Suite 250</u> CITY: <u>Las Vegas</u> STATE: <u>NV</u> ZIP: <u>89119</u> TELEPHONE: <u>702.292.7995</u> CELL: _____ E-MAIL: <u>megbert@nvwest.com</u>
	APPLICANT NAME: <u>LV Rainbow, LLC</u> ADDRESS: <u>6655 S. Eastern Avenue, Suite 250</u> CITY: <u>Las Vegas</u> STATE: <u>NV</u> ZIP: <u>89119</u> TELEPHONE: <u>702.292.7995</u> CELL: _____ E-MAIL: <u>megbert@nvwest.com</u> REF CONTACT ID #: _____
	CORRESPONDENT NAME: <u>The WLB Group, Inc.</u> ADDRESS: <u>3663 E. Sunset Road, Suite 204</u> CITY: <u>Las Vegas</u> STATE: <u>Nevada</u> ZIP: <u>89120</u> TELEPHONE: <u>702-458-2551</u> CELL: _____ E-MAIL: <u>mbangan@wlbgroup.com</u> REF CONTACT ID #: _____

ASSESSOR'S PARCEL NUMBER(S): 176-22-501-012, 013, 016 & 017; 176-22-601-035

PROPERTY ADDRESS and/or CROSS STREETS: Blue Diamond Rd/Rainbow Rd

PROJECT DESCRIPTION: Requesting to waive the conditions related to the dedication of right-of-way

(I, We) the undersigned swear and say that (I am, We are) the owner(s) of record on the Tax Rolls of the property involved in this application, or (am, are) otherwise qualified to initiate this application under Clark County Code; that the information on the attached legal description, all plans, and drawings attached hereto, and all the statements and answers contained herein are in all respects true and correct to the best of my knowledge and belief, and the undersigned understands that this application must be complete and accurate before a hearing can be conducted. (I, We) also authorize the Clark County Comprehensive Planning Department, or its designee, to enter the premises and to install any required signs on said property for the purpose of advising the public of the proposed application.

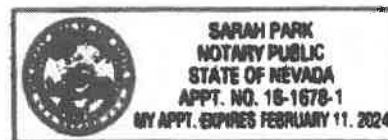
LV Rainbow LLC
Martin Egbert
Property Owner (Signature)

Martin Egbert
Property Owner (Print)

STATE OF Nevada
COUNTY OF Clark

SUBSCRIBED AND SWORN BEFORE ME ON MARCH 23, 2021 (DATE)

By Martin Egbert
NOTARY PUBLIC: [Signature]



*NOTE: Corporate declaration of authority (or equivalent), power of attorney, or signature documentation is required if the applicant and/or property owner is a corporation, partnership, trust, or provides signature in a representative capacity.



March 24, 2021

Clark County Comprehensive Planning
500 South Grand Central Parkway
P.O. Box 551744
Las Vegas, NV 89155

RE: Justification Letter for a Waiver of Conditions (VS-17-0049)

ZC-18-0853

Clark County Planning Staff,

On behalf of our client LV Rainbow, LLC, we are respectfully requesting to waive one condition from application ZC-18-0853 and one condition from VS-17-0049. These two conditions as listed below were required by Clark County Public Works to re-route right-of-way around a proposed apartment site on parcels 176-22-501-012, 013, 016 & 017, and 176-22-601-035.

ZC-18-0853 Condition being waived

Public Works Conditions

4th bullet point:

"Rededicate 25 feet to the back of curb for Montessori Street from Raven Avenue south to Agate Avenue, together with the associated spandrel at the intersection of Montessori Street and Raven Avenue, and a radius at the intersection of Montessori Street and Agate Avenue"

VS-17-0049 Conditions being waived

Public Works Conditions

2nd bullet point:

"Rededicate 25 feet to the back of curb for Montessori Street from Raven Avenue south to Agate Avenue, together with the associated spandrel at the intersection of Montessori Street and Raven Avenue, and a radius at the intersection of Montessori Street and Agate Avenue"

During numerous neighborhood meetings that have been held with surrounding homeowners and interested parties, the overwhelming response has been to eliminate direct access from any proposed higher density communities to the RNP parcels to the west. This includes portions of Agate Avenue and Raven Avenue between Rainbow Boulevard and Tenaya Way, and portions of Belcastro Street and Montessori Street between Pebble Road and Agate Avenue.

When ZC-18-0853 & VS-17-0049 were originally approved there were not any plans for development on adjacent parcels to the north and west of the proposed apartment project so the conditions for additional rights of way protected access to surrounding parcels. Today there is a proposed gated residential subdivision to the north and west of the site, and during coordination meetings with the proposed developer it was determined those rights of way are no longer needed. It was also noted during neighborhood meetings held by that proposed developer, the existing homeowners again



stated their request to ensure there was no direct access through these projects to the RNP parcels. This waiver of conditions is being submitted to align with the vacation application submitted by the proposed development to the north and west and support the request of the neighboring homeowners.

With this in mind, we are respectfully requesting staffs support for the above listed waiver of conditions for ZC-18-0853 and VS-17-0049. We are hopeful the information provided herewith will meet with your favorable consideration. Should you have any questions or need any further information, please feel to contact me at (702) 458-2551.

Sincerely,

A handwritten signature in black ink, appearing to read "Mark Bangan", with a horizontal line extending to the right.

Mark Bangan
Planning Department Manager
The WLB Group, Inc.

05/18/21 PC AGENDA SHEET

EASEMENTS/RIGHT-OF-WAY
(TITLE 30)

BLUE DIAMOND RD/RAINBOW BLVD

PUBLIC HEARING
APP. NUMBER/OWNER/DESCRIPTION OF REQUEST
WC-21-400049 (VS-17-0049)-LV RAINBOW, LLC:

WAIVER OF CONDITIONS of a vacation and abandonment requiring to rededicate 25 feet to the back of curb for Montessori Street from Raven Avenue south to Agate Avenue, together with the associated spandrel at the intersection of Montessori Street and Raven Avenue, and a radius at the intersection of Montessori Street and Agate Avenue.

Generally located between Blue Diamond Road and Raven Avenue, 300 feet west of Rainbow Boulevard within Enterprise. JJ/jt/ja (For possible action)

RELATED INFORMATION:

APN:
176-22-501-012; 176-22-501-013; 176-22-501-016 through 176-22-501-017; 176-22-601-035

LAND USE PLAN:
ENTERPRISE - COMMERCIAL GENERAL

BACKGROUND:
Project Description
The original plans depicted the vacation and abandonment of easements along most property lines of the project development site which is comprised of 5 parcels. The easements proposed to be vacated range in width from 3 feet to 33 feet. The 3 foot wide easements occur along the public rights-of-way (Rosanna Street and Agate Avenue) where a 30 foot wide half street is proposed to be vacated and along Raven Avenue.

Previous Conditions of Approval
Listed below are the approved conditions for VS-17-0049:

- Current Planning**
- Satisfy utility companies' requirements.
 - Applicant is advised that a substantial change in circumstances or regulations may warrant denial or added conditions to an extension of time; the extension of time may be denied if the project has not commenced or there has been no substantial work towards completion within the time specified; and that the recording of the order of vacation in the Office of the County Recorder must be completed within 2 years of the approval date or the application will expire.

Public Works - Development Review

- Drainage study and compliance;
- Rededicate 25 feet to the back of curb for Montessori Street from Raven Avenue south to Agate Avenue, together with the associated spandrel at the intersection of Montessori Street and Raven Avenue, and a radius at the intersection of Montessori Street and Agate Avenue;
- Vacation to be recordable prior to building permit issuance or applicable map submittal;
- Revise legal description, if necessary, prior to recording.
- Applicant is advised that the installation of detached sidewalks will require the vacation of excess right-of-way for Raven Avenue, and granting necessary easements for utilities, pedestrian access, streetlights, and traffic control or execute a License and Maintenance Agreement for non-standard improvements in the right-of-way.

Clark County Water Reclamation District (CCWRD)

- Applicant is advised that CCWRD has existing or proposed assets within the area proposed to be vacated per VS-0049-17; CCWRD has no objection to the request for vacation as presented; however, CCWRD requests all existing rights granted to us within the easements/right-of-way are reserved; it is understood that this vacation shall not reduce our rights to operate and maintain our facilities; and that CCWRD also requests that drivable access be able to handle H-20 loading and is maintained by fee owner.

Applicant's Justification

During neighborhood meetings for the adjacent proposed single family residential development, the applicant indicated that neighbors expressed a desire to eliminate direct access from a higher density residential development to the R-E (RNP-D) zoned single family residences to the west. According to the applicant, this waiver of conditions for right-of-way dedication will align with the adjacent proposed single family subdivision, which is not proposing to develop these streets.

Prior Land Use Requests

Application Number	Request	Action	Date
ET-20-400094 (VS-17-0049)	First extension of time for a vacation and abandonment of easements and right-of-way including portions of Agate Avenue and Rosanna Street	Approved by BCC	October 2020
ZC-18-0853	Reclassified the site to C-2 zoning for a mixed-use development	Approved by BCC	December 2018
NZC-17-0048	Nonconforming zone boundary amendment to R-3 and C-2 zoning for a multiple family residential development and commercial development - expired	Held at BCC	June 2018
VS-17-0049	Vacated and abandoned easements and right-of-way including portions of Agate Avenue and Rosanna Street	Approved by BCC	December 2018

Prior Land Use Requests

Application Number	Request	Action	Date
VS-0694-14	Vacated and abandoned easements on Montessouri Street - recorded	Approved by PC	February 2018
ZC-1026-05	Reclassified 3,800 parcels, including 10 acres of the subject site to R-E (RNP-I) zoning	Approved by PC	October 2005

Surrounding Land Use

	Planned Land Use Category	Zoning District	Existing Land Use
North	Rural Neighborhood Preservation (up to 2 du/ac) & Commercial General	R-E (RNP-I) & R-E	Undeveloped
South	Commercial General & Major Development Project (Mountain's Edge General Commercial)	R-E, C-2, & H-2	Undeveloped, convenience store with gasoline station, retail store (Walmart) & single family residential
East	Commercial General	R-E & C-2	Undeveloped & convenience store with gasoline station
West	Commercial Neighborhood and Public Facilities	U-V, H-2, & R-E (RNP-I)	Undeveloped

The subject site and surrounding properties are in the Public Facilities Needs Assessment (PFNA) area.

Related Applications

Application Number	Request
ZC-20-0284	A zone change to reclassify a 14.6 acre portion of a parcel to the west of this site to P-F zone for a charter school is a related item that is scheduled for the September 22, 2021 BCC meeting.
VS-20-0285	A vacation and abandonment of easements on the parcel to the west of this site for the charter school is a related item that is scheduled for the September 22, 2021 BCC meeting.
AG-20-900314	An agenda item to re-route the equestrian trail alignment west on Raven Avenue and south on Tenaya Way for the charter school is a related item that is scheduled for the September 22, 2021 BCC meeting.
PA-21-700001	A plan amendment to change the equestrian trail alignment from Belcastro Street west on Pebble Road and south on Tenaya Way is a companion item on this agenda.
NZC-21-0137	A nonconforming zone change to reclassify the site to R-2 zoning for a single family residential subdivision is a companion item on this agenda.
TM-21-500034	A tentative map for a 305 lot single family residential subdivision is a companion item on this agenda.
VS-21-0138	A vacation and abandonment of right-of-way and easements (including the same easements that are part of VS-20-0285) is a companion item on this agenda.

Related Applications

Application Number	Request
VS-21-0136	A vacation and abandonment of right-of-way (including Raven Avenue) and easements within the Montessori Street and Agate Avenue alignments is a companion item on this agenda.
WC-21-400048 (ZC-18-0853)	A waiver of conditions requiring dedication for Montessori Street is a companion item on this agenda.

STANDARDS FOR APPROVAL:

The applicant shall demonstrate that the proposed request meets the goals and purposes of Title 30.

Analysis

Public Works - Development Review

Staff cannot support the request to not dedicated Montessori Street and the spandrels since the overall street network for the surrounding area was based on the initial approval of the original vacation and zone change with subsequent discussions and agreements about the remainder of the street network worked out over the course of months with staff from various departments and a prior applicant. Eliminating the Montessori Street alignment will result in a closed off street network for the sole benefit of one developer.

Staff Recommendation

Denial. This item will be forwarded to the Board of County Commissioners' meeting for final action on June 16, 2021 at 9:00 a.m., unless otherwise announced.

Approval of the waiver of conditions request constitutes a finding by the Commission/Board that the condition will no longer fulfill its intended purpose.

If this request is approved, the Board and/or Commission finds that the application is consistent with the standards and purpose enumerated in the Comprehensive Master Plan, Title 30, and/or the Nevada Revised Statutes.

PRELIMINARY STAFF CONDITIONS:

Current Planning

If approved:

- Waiving this condition only applies to NZC-21-0137 if that project is approved and constructed, otherwise the condition of approval for street dedication remains in effect.

Public Works - Development Review

- Right-of-way dedication to include a portion of the cul-de-sac for Raven Avenue.

Clark County Water Reclamation District (CCWRD)

- No comment.

TAB/CAC:
APPROVALS:
PROTEST:

APPLICANT: LV RAINBOW, LLC

CONTACT: THE WLB GROUP, 3663 E. SUNSET ROAD, SUITE 204, LAS VEGAS, NV
89120

DRAFT



LAND USE APPLICATION

7A

DEPARTMENT OF COMPREHENSIVE PLANNING

APPLICATION PROCESS AND SUBMITTAL REQUIREMENTS ARE INCLUDED FOR REFERENCE

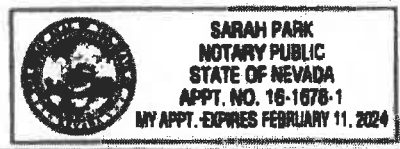
APPLICATION TYPE <input type="checkbox"/> TEXT AMENDMENT (TA) <input type="checkbox"/> ZONE CHANGE <input type="checkbox"/> CONFORMING (ZC) <input type="checkbox"/> NONCONFORMING (NZC) <input type="checkbox"/> USE PERMIT (UC) <input type="checkbox"/> VARIANCE (VC) <input type="checkbox"/> WAIVER OF DEVELOPMENT STANDARDS (WS) <input type="checkbox"/> DESIGN REVIEW (DR) <input type="checkbox"/> ADMINISTRATIVE DESIGN REVIEW (ADR) <input type="checkbox"/> STREET NAME / NUMBERING CHANGE (SC) <input checked="" type="checkbox"/> WAIVER OF CONDITIONS (WC) VS-17-0049 (ET-20-400094) (ORIGINAL APPLICATION #) <input type="checkbox"/> ANNEXATION REQUEST (ANX) <input type="checkbox"/> EXTENSION OF TIME (ET) (ORIGINAL APPLICATION #) <input type="checkbox"/> APPLICATION REVIEW (AR) (ORIGINAL APPLICATION #)	STAFF APP. NUMBER: <u>WC-21-400049</u> DATE FILED: <u>3/25/21</u> PLANNER ASSIGNED: <u>JCT</u> TAB/CAC: <u>ENTERPRISE</u> TAB/CAC DATE: <u>4/28/21</u> PC MEETING DATE: <u>5/18/21</u> BCC MEETING DATE: <u>6/16/21</u> FEE: <u>475.00</u>
	PROPERTY OWNER NAME: <u>LV Rainbow, LLC</u> ADDRESS: <u>6655 S. Eastern Avenue, Suite 250</u> CITY: <u>Las Vegas</u> STATE: <u>NV</u> ZIP: <u>89119</u> TELEPHONE: <u>702.292.7995</u> CELL: _____ E-MAIL: <u>megbert@nvwest.com</u>
	APPLICANT NAME: <u>LV Rainbow, LLC</u> ADDRESS: <u>6655 S. Eastern Avenue, Suite 250</u> CITY: <u>Las Vegas</u> STATE: <u>NV</u> ZIP: <u>89118</u> TELEPHONE: <u>702.292.7995</u> CELL: _____ E-MAIL: <u>megbert@nvwest.com</u> REF CONTACT ID #: _____
	CORRESPONDENT NAME: <u>The WLB Group, Inc. / Mark Bangan</u> ADDRESS: <u>3663 East Sunset Road, Suite 204</u> CITY: <u>Las Vegas</u> STATE: <u>NV</u> ZIP: <u>89120</u> TELEPHONE: <u>702-458-2551</u> CELL: _____ E-MAIL: <u>mbangan@wlbgroup.com</u> REF CONTACT ID #: _____

ASSESSOR'S PARCEL NUMBER(S): 176-22-501-012, 013, 016& 017; 176-22-601-035
 PROPERTY ADDRESS and/or CROSS STREETS: Blue Diamond Rd/ Rainbow Rd
 PROJECT DESCRIPTION: Requesting to waive the conditions related to the dedication of right-of-way

(I, We) the undersigned swear and say that (I am, We are) the owner(s) of record on the Tax Rolls of the property involved in this application, or (am, are) otherwise qualified to initiate this application under Clark County Code; that the information on the attached legal description, all plans, and drawings attached hereto, and all the statements and answers contained herein are in all respects true and correct to the best of my knowledge and belief, and the undersigned understands that this application must be complete and accurate before a hearing can be conducted. (I, We) also authorize the Clark County Comprehensive Planning Department, or its designee, to enter the premises and to install any required signs on said property for the purpose of advising the public of the proposed application.

Martin Egbert Manager Martin Egbert
 Property Owner (Signature)* Property Owner (Print)

STATE OF Nevada
 COUNTY OF Clark
 SUBSCRIBED AND SWORN BEFORE ME ON Feb 10, 2021 (DATE)
 By Martin Egbert
 NOTARY PUBLIC: Sarah Park



*NOTE: Corporate declaration of authority (or equivalent), power of attorney, or signature documentation is required if the applicant and/or property owner is a corporation, partnership, trust, or provides signature in a representative capacity.



March 24, 2021

Clark County Comprehensive Planning
500 South Grand Central Parkway
P.O. Box 551744
Las Vegas, NV 89155

RE: Justification Letter for a Waiver of Conditions (VS-17-0049)

Clark County Planning Staff,

On behalf of our client LV Rainbow, LLC, we are respectfully requesting to waive one condition from application ZC-18-0853 and one condition from VS-17-0049. These two conditions as listed below were required by Clark County Public Works to re-route right-of-way around a proposed apartment site on parcels 176-22-501-012, 013, 016 & 017, and 176-22-601-035.

ZC-18-0853 Condition being waived

Public Works Conditions

4th bullet point:

"Rededicate 25 feet to the back of curb for Montessori Street from Raven Avenue south to Agate Avenue, together with the associated spandrel at the intersection of Montessori Street and Raven Avenue, and a radius at the intersection of Montessori Street and Agate Avenue"

VS-17-0049 Conditions being waived

Public Works Conditions

2nd bullet point:

"Rededicate 25 feet to the back of curb for Montessori Street from Raven Avenue south to Agate Avenue, together with the associated spandrel at the intersection of Montessori Street and Raven Avenue, and a radius at the intersection of Montessori Street and Agate Avenue"

During numerous neighborhood meetings that have been held with surrounding homeowners and interested parties, the overwhelming response has been to eliminate direct access from any proposed higher density communities to the RNP parcels to the west. This includes portions of Agate Avenue and Raven Avenue between Rainbow Boulevard and Tenaya Way, and portions of Belcastro Street and Montessori Street between Pebble Road and Agate Avenue.

When ZC-18-0853 & VS-17-0049 were originally approved there were not any plans for development on adjacent parcels to the north and west of the proposed apartment project so the conditions for additional rights of way protected access to surrounding parcels. Today there is a proposed gated residential subdivision to the north and west of the site, and during coordination meetings with the proposed developer it was determined those rights of way are no longer needed. It was also noted during neighborhood meetings held by that proposed developer, the existing homeowners again



stated their request to ensure there was no direct access through these projects to the RNP parcels. This waiver of conditions is being submitted to align with the vacation application submitted by the proposed development to the north and west and support the request of the neighboring homeowners.

With this in mind, we are respectfully requesting staffs support for the above listed waiver of conditions for ZC-18-0853 and VS-17-0049. We are hopeful the information provided herewith will meet with your favorable consideration. Should you have any questions or need any further information, please feel to contact me at (702) 458-2551.

Sincerely,

A handwritten signature in black ink, appearing to read "Mark Bangan", with a horizontal line extending to the right.

Mark Bangan
Planning Department Manager
The WLB Group, Inc.

05/18/21 PC AGENDA SHEET

EASEMENTS & RIGHT-OF-WAY
(TITLE 30)

RAVEN AVE/ROSANNA ST

PUBLIC HEARING

APP. NUMBER/OWNER/DESCRIPTION OF REQUEST

VS-21-0136-LV RAINBOW, LLC:

VACATE AND ABANDON easements of interest to Clark County located between Raven Avenue (alignment) and Agate Avenue (alignment), and between Rosanna Street and Belcastro Street and a portion of a right-of-way being Raven Avenue located between Rosanna Street (alignment) and Belcastro Street (alignment) within Enterprise (description on file). JJ/jt/ja (For possible action)

RELATED INFORMATION:

APN:

176-22-501-012; 176-22-501-013; 176-22-501-016 through 176-22-501-017; 176-22-601-035

LAND USE PLAN:

ENTERPRISE - COMMERCIAL GENERAL

BACKGROUND:

Project Description

The plans depict the vacation and abandonment of both patent easements and right-of-way. The patent easements to be vacated include a 30 foot wide easement along the Montessori Street alignment and a radius within the Agate Avenue alignment. Right-of-way to be vacated includes the south half (30 feet) of Raven Avenue located between the Rosanna Street alignment and the Montessori Street alignment.

During neighborhood meetings for the adjacent proposed single family residential development, the applicant indicates that neighbors expressed a desire to eliminate direct access from a higher density residential development to the R-E (RNP-I) zoned single family residences to the west. According to the applicant, this vacation will eliminate easements and right-of-way to align with the adjacent proposed single family subdivision, which is not proposing to develop these streets.

Prior Land Use Requests

Application Number	Request	Action	Date
ET-20-400094 (VS-17-0049)	First extension of time for a vacation and abandonment of easements and right-of-way including portions of Agate Avenue and Rosanna Street	Approved by BCC	October 2020

Prior Land Use Requests

Application Number	Request	Action	Date
ZC-18-0853	Reclassified the site to C-2 zoning for a mixed-use development	Approved by BCC	December 2018
NZC-17-0048	Nonconforming zone boundary amendment to R-3 and C-2 zoning for a multiple family residential development and commercial development - expired	Held at BCC	June 2018
VS-17-0049	Vacated and abandoned easements and right-of-way including portions of Agate Avenue and Rosanna Street	Approved by BCC	December 2018
VS-0694-14	Vacated and abandoned easements on Montessori Street - recorded	Approved by PC	February 2015
ZC-1026-05	Reclassified 3,800 parcels, including 10 acres of the subject site to R-E (RNP-I) zoning	Approved by PC	October 2005

Surrounding Land Use

	Planned Land Use Category	Zoning District	Existing Land Use
North	Rural Neighborhood Preservation (up to 2 du/ac) & Commercial General	R-E (RNP-I) & R-E	Undeveloped
South	Commercial General & Major Development Project (Mountain's Edge General Commercial)	R-E, C-2, & H-2	Undeveloped, convenience store with gasoline station, retail store (Walmart) & single family residential
East	Commercial General	R-E & C-2	Undeveloped & convenience store with gasoline station
West	Commercial Neighborhood & Public Facilities	U-V, H-2, & R-E (RNP-I)	Undeveloped

The subject site and surrounding properties are in the Public Facilities Needs Assessment (PFNA) area.

Related Applications

Application Number	Request
ZC-20-0284	A zone change to reclassify a 14.6 acre portion of a parcel to the west of this site to P-F zone for a charter school is a related item that is scheduled for the September 22, 2021 BCC meeting.
VS-20-0285	A vacation and abandonment of easements on the parcel to the west of this site for the charter school is a related item that is scheduled for the September 22, 2021 BCC meeting.
AG-20-900314	An agenda item to re-route the equestrian trail alignment west on Raven Avenue and south on Tenaya Way for the charter school is a related item that is scheduled for the September 22, 2021 BCC meeting.

Related Applications

Application Number	Request
PA-21-700001	A plan amendment to change the equestrian trail alignment from Belcastro Street west on Pebble Road and south on Tenaya Way is a companion item on this agenda.
NZC-21-0137	A nonconforming zone change to reclassify the site to R-2 zoning for a single family residential subdivision is a companion item on this agenda.
TM-21-500034	A tentative map for a 305 lot single family residential subdivision is a companion item on this agenda.
VS-21-0138	A vacation and abandonment of right-of-way and easements (including the same easements that are part of VS-20-0285) is a companion item on this agenda.
WC-21-400048 (ZC-18-0853)	A waiver of conditions requiring dedication for Montessori Street is a companion item on this agenda.
WC-21-400049 (VS-17-0049)	A waiver of conditions requiring dedication for Montessori Street is a companion item on this agenda.

STANDARDS FOR APPROVAL:

The applicant shall demonstrate that the proposed request meets the goals and purposes of Title 30.

Analysis

Public Works - Development Review

Staff cannot support the requested vacation since the overall street network for the surrounding area was based on the initial approval of the original vacation and zone change with subsequent discussions and agreements about the remainder of the street network worked out over the course of months with staff from various departments and a prior applicant. Eliminating the Montessori Street and Raven Avenue alignments will result in a closed off street network for the sole benefit of one developer.

Staff Recommendation

Denial. This item will be forwarded to the Board of County Commissioners' meeting for final action on June 16, 2021 at 9:00 a.m., unless otherwise announced.

If this request is approved, the Board and/or Commission finds that the application is consistent with the standards and purpose enumerated in the Comprehensive Master Plan, Title 30, and/or the Nevada Revised Statutes.

PRELIMINARY STAFF CONDITIONS:

Current Planning

If approved:

- Vacating the right-of-way and easements only applies to NZC-21-0137 if that project is approved and constructed;
- Satisfy utility companies' requirements.

- Applicant is advised that the County is currently rewriting Title 30 and future land use applications, including applications for extensions of time, will be reviewed for conformance with the regulations in place at the time of application; a substantial change in circumstances or regulations may warrant denial or added conditions to an extension of time; the extension of time may be denied if the project has not commenced or there has been no substantial work towards completion within the time specified; and that the recording of the order of vacation in the Office of the County Recorder must be completed within 2 years of the approval date or the application will expire.

Public Works - Development Review

- Right-of-way dedication to include a portion of the cul-de-sac for Raven Avenue;
- Vacation to be recordable prior to building permit issuance or applicable map submittal;
- Revise legal description, if necessary, prior to recording.

Building Department - Fire Prevention

- No comment.

Clark County Water Reclamation District (CCWRD)

- No objection.

TAB/CAC:

APPROVALS:

PROTESTS:

APPLICANT: LV RAINBOW, LLC

CONTACT: THE WLB GROUP, 3663 E. SUNSET ROAD, SUITE 204, LAS VEGAS, NV 89120



VACATION APPLICATION

8A

DEPARTMENT OF COMPREHENSIVE PLANNING

APPLICATION PROCESS AND SUBMITTAL REQUIREMENTS ARE INCLUDED FOR REFERENCE

APPLICATION TYPE <input checked="" type="checkbox"/> VACATION & ABANDONMENT (vs) <input type="checkbox"/> EASEMENT(S) <input type="checkbox"/> RIGHT(S)-OF-WAY <input type="checkbox"/> EXTENSION OF TIME (ET) (ORIGINAL APPLICATION #):	DEPARTMENT USE	APP. NUMBER: <u>VS-21-0136</u>	DATE FILED: <u>3/25/21</u>
		PLANNER ASSIGNED: <u>JET</u>	TAB/CAC DATE: <u>4/28/21</u>
		TAB/CAC: <u>ENTERPRISE</u>	
		PC MEETING DATE: <u>5/18/21</u>	
		BCC MEETING DATE: <u>6/16/21</u>	
		FEE: <u>\$875.00</u>	

PROPERTY OWNER	NAME: <u>LV Rainbow, LLC</u>
	ADDRESS: <u>6655 S. Eastern Avenue, Suite 250</u>
	CITY: <u>Las Vegas</u> STATE: <u>NV</u> ZIP: <u>89119</u>
	TELEPHONE: <u>702.292.7995</u> CELL: _____
	E-MAIL: <u>megbert@nvwest.com</u>

APPLICANT	NAME: <u>LV Rainbow, LLC</u>
	ADDRESS: <u>6655 S. Eastern Avenue, Suite 250</u>
	CITY: <u>Las Vegas</u> STATE: <u>NV</u> ZIP: <u>89119</u>
	TELEPHONE: <u>702.292.7995</u> CELL: _____
	E-MAIL: <u>megbert@nvwest.com</u> REF CONTACT ID #: _____

CORRESPONDENT	NAME: <u>The WLB Group, Inc. / Mark Bangan</u>
	ADDRESS: <u>3663 East Sunset Road, Suite 204</u>
	CITY: <u>Las Vegas</u> STATE: <u>NV</u> ZIP: <u>89120</u>
	TELEPHONE: <u>702-458-2551</u> CELL: _____
	E-MAIL: <u>mbangan@wlbgroup.com</u> REF CONTACT ID #: _____

ASSESSOR'S PARCEL NUMBER(S): 176-22-501-012, 013, 016& 017; 176-22-601-035

PROPERTY ADDRESS and/or CROSS STREETS: Blue Diamond Rd/Rainbow Rd

I, (We) the undersigned swear and say that (I am, We are) the owner(s) of record on the Tax Rolls of the property involved in this application, or (am, are) otherwise qualified to initiate this application under Clark County Code; that the information on the attached legal description, all plans, and drawings attached hereto, and all the statements and answers contained herein are in all respects true and correct to the best of my knowledge and belief, and the undersigned understands that this application must be complete and accurate before a hearing can be conducted.

Martin Egbert, Manager
Property Owner (Signature)*

STATE OF NEVADA
 COUNTY OF NEVA CLARK

SUBSCRIBED AND SWORN BEFORE ME ON FEB 16, 2021 (DATE)
 By Martin Egbert

NOTARY PUBLIC: Sarah Park

Martin Egbert
Property Owner (Print)

SARAH PARK
 NOTARY PUBLIC
 STATE OF NEVADA
 APPT. NO. 16-1878-1
 MY APPT. EXPIRES FEBRUARY 11, 2024

*NOTE: Corporate declaration of authority (or equivalent), power of attorney, or signature documentation is required if the applicant and/or property owner is a corporation, partnership, trust, or provides signature in a representative capacity.



March 18, 2021

Clark County Comprehensive Planning
500 South Grand Central Parkway
P.O. Box 551744
Las Vegas, NV 89155

RE: Vacation Application – Justification Letter
APN's: 176-22-501-012, 013, 016, 017 & 176-22-601-035

Clark County Planning Staff,

On behalf of our client LV Rainbow, LLC, we are respectfully requesting to vacate patent easements and a right-of-way for the above referenced parcels.

Vacation of Patent Easements

We are requesting to vacate the westerly 30-foot-wide patent easement along the west property line of APN's 176-22-601-035 along with the remainder portion of the 60-foot-wide patent easement that runs along the Agate Avenue alignment.

Vacation of Right-Of-Way

We are respectfully requesting to vacate the Raven Avenue right-of-way on APN 176-22-501-012 & 013

During numerous neighborhood meetings that have been held with surrounding homeowners and interested parties, the overwhelming response has been to eliminate direct access from any proposed higher density communities to the RNP parcels to the west. This includes portions of Agate Avenue and Raven Avenue between Rainbow Boulevard and Tenaya Way, and portions of Belcastro Street and Montessori Street between Pebble Road and Agate Avenue.

When VS-17-0049 was originally approved there were not any plans for development on adjacent parcels to the north and west of the proposed apartment project so the conditions for additional rights of way protected access to surrounding parcels. Today there is a proposed gated residential subdivision to the north and west of the site, and during coordination meetings with the proposed developer it was determined these rights of way are no longer needed. It was also noted during neighborhood meetings held by that proposed developer, the existing homeowners again stated their request to ensure there was no direct access through these projects to the RNP parcels. This vacation application is being submitted to align with the vacation application submitted by the proposed development to the north and west and support the request of the neighboring homeowners.

3663 E. Sunset Road #204 Las Vegas, NV 89120 - T 702-458-2551 - F 702-434-0491



With this in mind, we are respectfully requesting staffs support for the above listed vacation application. We are hopeful the information provided herewith will meet with your favorable consideration. Should you have any questions or need any further information, please feel to contact me at (702) 458-2551.

Sincerely,

A handwritten signature in black ink, appearing to read "Mark Bangan", with a horizontal line extending to the right.

Mark Bangan
Planning Department Manager

05/18/21 PC AGENDA SHEET

EASEMENTS/RIGHT-OF-WAY
(TITLE 30)

PEBBLE RD/RAINBOW BLVD

PUBLIC HEARING
APP. NUMBER/OWNER/DESCRIPTION OF REQUEST
VS-21-0138-LH VENTURES, LLC:

VACATE AND ABANDON easements of interest to Clark County located between Pebble Road and Agate Avenue (alignment), and between Rainbow Boulevard and Tenaya Way and a portion of a right-of-way being Pebble Road located between Rainbow Boulevard and Tenaya Way within Enterprise (description on file). JJ/jt/ja (For possible action)

RELATED INFORMATION:

APN:
176-22-501-004; 176-22-501-005; 176-22-501-009 through 176-22-501-011; 176-22-501-025

LAND USE PLAN:
ENTERPRISE - PUBLIC FACILITIES
ENTERPRISE - RESIDENTIAL SUBURBAN (UP TO 8 DU/AC)
ENTERPRISE - RURAL NEIGHBORHOOD PRESERVATION (UP TO 2 DU/AC)

BACKGROUND:
Project Description

The plans depict the vacation and abandonment of both public right-of-way and easements. Right-of-way to be vacated includes a 5 foot wide and 300 foot long section of Pebble Road to allow for a detached sidewalk.

Easements to be vacated include patent easements, equestrian trail easements, BLM grants for right-of-way, and resolutions relative to the acquisition of right-of-way.

Patent easements to be vacated include 33 foot wide and 3 foot wide easements around the perimeter of certain parcels. In addition, patent easements will be vacated along Rainbow Boulevard, Pebble Road, Tenaya Way, Belcastro Street alignment, and the Rainbow Boulevard alignment. The 14 foot wide equestrian trail easement along the Belcastro Street and Agate Avenue alignments are also requested to be vacated. BLM grants for right-of-way to be vacated are located along the Raven Avenue alignment, Belcastro Street alignment, Pebble Road, and Rainbow Boulevard. Lastly, a 20 foot wide resolution for the acquisition of right-of-way along Rainbow Boulevard is requested to be vacated.

According to the applicant, these rights-of-way and easements are no longer needed for the proposed single family residential development, which is a companion item on this agenda.

Prior Land Use Requests

Application Number	Request	Action	Date
LUP-20-700082	Redesignate the land use plan for 7.5 acres in the northwest portion of the overall site from RNP (Rural Neighborhood Preservation) and PF (Public Facilities) to RN (Rural Neighborhood) - staff recommended approval, but the Enterprise Land Use Plan Update was cancelled due to the COVID-19 pandemic	N/A	N/A
LUP-20-700083	Redesignate the land use plan for 7.5 acres in the northcentral portion of the overall site from RNP (Rural Neighborhood Preservation) to RS (Residential Suburban) - staff recommended a reduction to RL (Residential Low), but the Enterprise Land Use Plan Update was cancelled due to the COVID-19 pandemic	N/A	N/A
ET-19-400024 (NZA-0838-13)	Second extension of time to reclassify the eastern 8 acres of the site from C-2 to R-2 zoning for a single family residential subdivision	Withdrawn by BCC	April 2019
PA-18-700021	Redesignated the land use plan for the entire site from RNP (Rural Neighborhood Preservation), PF (Public Facilities), and CG (Commercial General) to RS (Residential Suburban)	Approved RS east of Montessori Street and east 2.5 acres; denied west of Montessori Street by BCC	March 2019
NZA-0838-13 (ET-0189-16)	First extension of time to reclassify the eastern 8 acres of the site from C-2 to R-2 zoning in the MUD-4 Overlay District for a single family residential development	Approved by BCC	February 2017
NZA-0838-13	Reclassified the eastern 8 acres of the site from C-2 to R-2 zoning with waivers of development standards for landscaping and screening and off-site improvements (curb, gutter, sidewalk, streetlights, and reduced paving) with a design review for a single family residential development	Approved by BCC	March 2014

Prior Land Use Requests

Application Number	Request	Action	Date
ZC-1190-03	Reclassified the eastern portion of the site to a C-2 zoning for future commercial development	Approved by BCC	September 2003
ZC-1026-05	Reclassified 3,800 parcels, including 10 acres of the subject site to R-E (RNP-I) zoning	Approved by BCC	October 2005

Surrounding Land Use

	Planned Land Use Category	Zoning District	Existing Land Use
North	Rural Neighborhood Preservation (up to 2 du/ac) & Commercial General	R-E (RNP-I) & C-2	Single family residential & undeveloped
South	Rural Neighborhood Preservation (up to 2 du/ac), Office Professional, Commercial Neighborhood & Commercial General	R-E (RNP-I), R-E, C-2, C-1, & H-2	Single family residential & undeveloped
East	Commercial General	C-2	Undeveloped
West	Rural Neighborhood Preservation (up to 2 du/ac)	R-E (RNP-I)	Single family residential

The subject site and surrounding properties are in the Public Facilities Needs Assessment (PFNA) area.

Related Applications

Application Number	Request
ZC-20-0284	A zone change to reclassify a 14.6 acre portion of the western side of the site to P-F zone for a charter school is a related item that is scheduled for the September 22, 2021 BCC meeting.
VS-20-0285	A vacation and abandonment of easements on the southwest portion of this site for the charter school is a related item that is scheduled for the September 22, 2021 BCC meeting.
AG-20-900314	An agenda item to re-route the equestrian trail alignment west on Raven Avenue and south on Tenaya Way for the charter school is a related item that is scheduled for the September 22, 2021 BCC meeting.
PA-21-700001	A plan amendment to change the equestrian trail alignment from Belcastro Street west on Pebble Road and south on Tenaya Way is a companion item on this agenda.
NZC-21-0137	A nonconforming zone change to reclassify the site to R-2 zoning for a single family residential subdivision is a companion item on this agenda.
TM-21-500034	A tentative map for a 305 lot single family residential subdivision is a companion item on this agenda.
VS-21-0136	A vacation and abandonment of right-of-way (including Raven Avenue) and easements within the Montessori Street and Agate Avenue alignments is a companion item on this agenda.

Related Applications

Application Number	Request
WC-21-400048 (ZC-18-0853)	Waiver of conditions requiring dedication for Montessouri Street is a companion item on this agenda.
WC-21-400049 (VS-17-0049)	Waiver of conditions requiring dedication for Montessouri Street is a companion item on this agenda.

STANDARDS FOR APPROVAL:

The applicant shall demonstrate that the proposed request meets the goals and purposes of Title 30.

Analysis

Public Works - Development Review

Staff cannot support the requested vacation since the street network in the area was first established by an approved multi-family project near Blue Diamond Road and Rainbow Boulevard. Subsequent to that approval, the proponents for a proposed school on a portion of the subject site worked very closely with staff to design a viable street network for the area, especially considering that a fire station is proposed at the southeast corner of Raven Avenue and the Rosanna Street alignment. That agreed upon street network allowed connectivity to Pebble Road, Tenaya Way, Rainbow Boulevard, and Blue Diamond Road. With the applicant's proposal, the street network for that same area bounded by those collector and arterial streets will be cut off leaving a disjointed street network with a group of streets where each street only allows one way into the area and one way out.

Staff Recommendation

Denial. This item will be forwarded to the Board of County Commissioners' meeting for final action on June 16, 2021 at 9:00 a.m., unless otherwise announced.

If this request is approved, the Board and/or Commission finds that the application is consistent with the standards and purpose enumerated in the Comprehensive Master Plan, Title 30, and/or the Nevada Revised Statutes.

PRELIMINARY STAFF CONDITIONS:

Current Planning

If approved:

- Satisfy utility companies' requirements.
- Applicant is advised that the County is currently rewriting Title 30 and future land use applications, including applications for extensions of time, will be reviewed for conformance with the regulations in place at the time of application; a substantial change in circumstances or regulations may warrant denial or added conditions to an extension of time; the extension of time may be denied if the project has not commenced or there has been no substantial work towards completion within the time specified; and that the recording of the order of vacation in the Office of the County Recorder must be completed within 2 years of the approval date or the application will expire.

Public Works - Development Review

- Right-of-way dedication to include 21 feet for Raven Avenue and 21 feet for Belcastro Street near the northwest portion of the site, 30 feet and a portion of a cul-de-sac for Raven Avenue on the east portion of the site, 40 feet for Tenaya Way, 30 feet and a portion of a cul-de-sac for Agate Avenue, 55 feet to the back of curb for Rainbow Boulevard, 50 feet for Pebble Road where non-urban standards apply, 45 to 50 feet to the back of curb for Pebble Road where full off-sites are required, and all associated spandrels;
- Apply for a public BLM right-of-way grant through Public Works - Development Review Division for any necessary rights-of-way on BLM land abutting the subject site;
- If required by the Regional Transportation Commission (RTC), dedicate and construct right-of-way for a bus turnout on the west side of Rainbow Boulevard, just south of Pebble Road, including a 5 foot by 25 foot bus shelter pad easement behind the sidewalk in accordance with RTC standards.
- Applicant is advised that the installation of detached sidewalks will require dedication to back of curb and granting necessary easements for utilities, pedestrian access, streetlights, and traffic control.

Building Department - Fire Prevention

- Applicant is advised that fire objects to the proposal to end Raven Avenue in a cul-de-sac; and that there is a previously approved agreement to allow a temporary condition of single source water supply for the proposed fire station which should be resolved with build out of road west of the station.

Clark County Water Reclamation District (CCWRD)

- No objection.

TAB/CAC:

APPROVALS:

PROTESTS:

APPLICANT: KB HOME

CONTACT: THE WLB GROUP, 3663 E. SUNSET ROAD, SUITE 204, LAS VEGAS, NV 89120



VACATION APPLICATION

DEPARTMENT OF COMPREHENSIVE PLANNING

9A

APPLICATION PROCESS AND SUBMITTAL REQUIREMENTS ARE INCLUDED FOR REFERENCE

APPLICATION TYPE	DEPARTMENT USE	APP. NUMBER: <u>VS-21-0138</u>	DATE FILED: <u>3/25/21</u>
		PLANNER ASSIGNED: <u>JCT</u>	TAB/CAC DATE: <u>4/27/21</u>
<input checked="" type="checkbox"/> VACATION & ABANDONMENT (vs)		TAB/CAC: <u>ENTERPRISE</u>	
<input checked="" type="checkbox"/> EASEMENT(S)		PC MEETING DATE: <u>5/12/21</u>	
<input checked="" type="checkbox"/> RIGHT(S)-OF-WAY		BCC MEETING DATE: <u>6/16/21</u>	
<input type="checkbox"/> EXTENSION OF TIME (ET) (ORIGINAL APPLICATION #):		FEE: <u>\$875</u>	

PROPERTY OWNER	NAME: <u>LH Ventures LLC</u>
	ADDRESS: <u>250 Pilot Road # 140</u>
	CITY: <u>Las Vegas</u> STATE: <u>NV</u> ZIP: <u>89119</u>
	TELEPHONE: _____ CELL: _____
	E-MAIL: _____

APPLICANT	NAME: <u>KB Home Nevada, Inc.</u>
	ADDRESS: <u>5795 Badura Avenue, Suite 180</u>
	CITY: <u>Las Vegas</u> STATE: <u>NV</u> ZIP: <u>89118</u>
	TELEPHONE: <u>(702) 266-8512</u> CELL: _____
	E-MAIL: <u>pchao@kbhome.com</u> REF CONTACT ID #: _____

CORRESPONDENT	NAME: <u>The WLB Group, Inc.</u>
	ADDRESS: <u>3663 Sunset Road, Suite 204</u>
	CITY: <u>Las Vegas</u> STATE: <u>NV</u> ZIP: <u>89120</u>
	TELEPHONE: <u>(702) 458-2551</u> CELL: _____
	E-MAIL: <u>mbangan@wibgroup.com</u> REF CONTACT ID #: _____

ASSESSOR'S PARCEL NUMBER(S): 178-22-501-004 & 005, 178-22-501-009 thru 011, 178-22-501-025

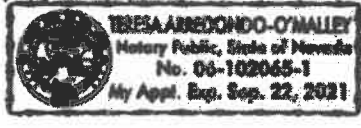
PROPERTY ADDRESS and/or CROSS STREETS: SW Corner of Rainbow and Pebble

I (We) the undersigned swear and say that (I am, We are) the owner(s) of record on the Tax Rolls of the property involved in this application, or (am, are) otherwise qualified to initiate this application under Clark County Code; that the information on the attached legal description, all plans, and drawings attached hereto, and all the statements and answers contained herein are in all respects true and correct to the best of my knowledge and belief, and the undersigned understands that this application must be complete and accurate before a hearing can be conducted.

[Signature]
Property Owner (Signature)

Jeffrey L. Canarelli, President
Property Owner (Print) Investment Manager, Inc.

STATE OF NEVADA
COUNTY OF Clark
SUBSCRIBED AND SWORN BEFORE ME ON October 22, 2020 (DATE)
By Jeffrey L. Canarelli, President
NOTARY PUBLIC: [Signature]



*NOTE: Corporate declaration of authority (or equivalent), power of attorney, or signature documentation is required if the applicant and/or property owner is a corporation, partnership, trust, or provides signature in a representative capacity.



March 11, 2021

Clark County Comprehensive Planning
500 South Grand Central Parkway
P.O. Box 551744
Las Vegas, NV 89155

VS-21-0138

**RE: Vacation Application – Justification Letter Copper Ranch.
APN's: 176-22-501-004, 005, 009, 010, 011 & 025**

Clark County Planning Staff,

On behalf of KB Home, The WLB Group respectfully submits the attached Vacation Application for the above referenced parcel numbers at the Southwest Corner of Rainbow Boulevard and Pebble Road in Enterprise.

We are respectfully requesting to vacate patent easements, right-of-way's, BLM grant right-ways and a resolution relative to the acquisition of rights-of-way that are no longer required due to the proposed single-family development that is a companion item to this vacation.

Vacation of Patent Easements

We are requesting to vacate all the patent easements located on APN's 176-22-501-004, 005, 009, 010, 011 & 025 excepting therefrom the proposed rights-of-ways for Rainbow Boulevard, Raven Avenue, Pebble Road, Belcastro Street, Tenaya Way and Agate Avenue along with associated spandrels as shown on the provided Vacation Exhibit. The Trail alignment easement will be relocated upon approval of PA-21-700001.

Vacation of Right-Of-Way

We are requesting to vacate the southerly 5' of the right-of-way along the Pebble Road alignment that was previously dedicated by 0871:0699835, to allow the construction of a detached sidewalk along said Pebble Road alignment in conjunction with the proposed development.

Vacation of BLM Grant Right-Of-Way

We are requesting to vacate the BLM grant (N-71599) from Montessori to Belcastro and then from Belcastro north to 176-22-501-003, excepting therefore any dedications proposed by this application. We are also requesting to vacate the BLM Grant for right-of-way along Pebble under N-60005 and N-60005a and along Rainbow Boulevard under N-5710.

Vacation of Resolution Relative to the Acquisition of Right of Way

We are requesting to vacate the excess easement that was created by 901:723758, this portion of the easement is not required due to our project



dedicating the required rights-of-ways for both Pebble Avenue and Rainbow Boulevard.

We are hopeful the information provided herewith will meet with your favorable consideration. Should you have any questions or need any further information, please feel to contact me at (702) 458-2551.

Sincerely,

A handwritten signature in black ink, appearing to read "Mark Bangan", with a horizontal line drawn underneath it.

Mark Bangan
Planning Department Manager

05/18/21 PC AGENDA SHEET

COPPER RANCH
(TITLE 30)

PEBBLE RD/RAINBOW BLVD

APP. NUMBER/OWNER/DESCRIPTION OF REQUEST
TM-21-500034-LH VENTURES, LLC:

TENTATIVE MAP consisting of 305 lots and common lots on 45.3 acres in an R-2 (Medium Density Residential) Zone.

Generally located on the south side of Pebble Road, north side of Agate Avenue and Raven Avenue, west side of Rainbow Boulevard, and east side of Tenaya Way within Enterprise. JJ/jt/ja (For possible action)

RELATED INFORMATION:

APN:

176-22-501-004; 176-22-501-005; 176-22-501-009 through 176-22-501-011; 176-22-501-025

LAND USE PLAN:

ENTERPRISE - PUBLIC FACILITIES

ENTERPRISE - RESIDENTIAL SUBURBAN (UP TO 8 DU/AC)

ENTERPRISE - RURAL NEIGHBORHOOD PRESERVATION (UP TO 2 DU/AC)

BACKGROUND:

Project Description

General Summary

- Site Address: 7051 W. Pebble Road & 8955 S. Rainbow Boulevard
- Site Acreage: 45.3
- Number of Lots/Units: 305
- Density (du/ac): 6.7
- Minimum/Maximum Lot Size (square feet): 3,325/9,953
- Project Type: Single family residential subdivision

The site plan depicts a 305 lot single family subdivision with a single gated access point from Pebble Road on the north side of the site. Boundaries of the subdivision extend from Rainbow Boulevard on the east to Tenaya Way on the west. The northern boundary is Pebble Road, and the southern boundary is Agate Avenue on the southwest side and Raven Avenue on the southeast side. The proposed R-2 zoned single family subdivision circles around 5 existing single family residences zoned R-E (RNP-I) located in the middle of the northwest portion of the overall subdivision. Access to these existing residences is maintained from Pebble Road, a portion of Belcastro Street, and a portion of Raven Avenue.

The entrance to the gated subdivision includes a 60 foot wide private street with sidewalks on both sides, and streets within the subdivision are 43 foot wide streets with sidewalks on one side. The internal street layout includes multiple cul-de-sacs and stub streets, which limits circulation

within the subdivision; however, pedestrian access easements to the exterior perimeter streets are provided on 4 of the cul-de-sacs and both stub streets.

One, 879 square foot lot near the entrance is the only open space for the 305 lot subdivision. Although other common lots are provided, these lots include the required perimeter street landscaping and landscaping where the side or rear of residential lots within the subdivision are adjacent to internal streets. These landscape planters internal to the subdivision are 5 feet wide.

Prior Land Use Requests

Application Number	Request	Action	Date
LUP-20-700082	Redesignate the land use plan for 7.5 acres in the northwest portion of the overall site from RNP (Rural Neighborhood Preservation) and PF (Public Facilities) to RN (Rural Neighborhood) - staff recommended approval, but the Enterprise Land Use Plan Update was cancelled due to the COVID-19 pandemic	N/A	N/A
LUP-20-700083	Redesignate the land use plan for 7.5 acres in the northcentral portion of the overall site from RNP (Rural Neighborhood Preservation) to RS (Residential Suburban) - staff recommended a reduction to RL (Residential Low), but the Enterprise Land Use Plan Update was cancelled due to the COVID-19 pandemic	N/A	N/A
ET-19-400024 (NZC-0838-13)	Second extension of time to reclassify the eastern 8 acres of the site from C-2 to R-2 zoning for a single family residential subdivision	Withdrawn by BCC	April 2019
PA-18-700021	Redesignated the land use plan for the entire site from RNP (Rural Neighborhood Preservation), PF (Public Facilities), and CG (Commercial General) to RS (Residential Suburban)	Approved RS east of Montessouri Street and east 2.5 acres; denied west of Montessouri Street by BCC	March 2019
NZC-0838-13 (ET-0189-16)	First extension of time to reclassify the eastern 8 acres of the site from C-2 to R-2 zoning in the MUD-4 Overlay District for a single family residential development	Approved by BCC	February 2017

Prior Land Use Requests

Application Number	Request	Action	Date
NZC-0838-13	Reclassified the eastern 8 acres of the site from C-2 to R-2 zoning with waivers of development standards for landscaping and screening and off-site improvements (curb, gutter, sidewalk, streetlights, and reduced paving) with a design review for a single family residential development	Approved by BCC	March 2014
ZC-1190-03	Reclassified the eastern portion of the site to a C-2 zoning for future commercial development	Approved by BCC	September 2003
ZC-1026-05	Reclassified 3,800 parcels, including 10 acres of the subject site to R-E (RNP-I) zoning	Approved by BCC	October 2005

Surrounding Land Use

	Planned Land Use Category	Zoning District	Existing Land Use
North	Rural Neighborhood Preservation (up to 2 du/ac) & Commercial General	R-E (RNP-I) & C-2	Single family residential & undeveloped
South	Rural Neighborhood Preservation (up to 2 du/ac), Office Professional, Commercial Neighborhood & Commercial General	R-E (RNP-I), R-E, C-2, C-1, & H-2	Single family residential & undeveloped
East	Commercial General	C-2	Undeveloped
West	Rural Neighborhood Preservation (up to 2 du/ac)	R-E (RNP-I)	Single family residential

The subject site and surrounding properties are in the Public Facilities Needs Assessment (PFNA) area.

Related Applications

Application Number	Request
ZC-20-0284	A zone change to reclassify a 14.6 acre portion of the western side of the site to P-F zone for a charter school is a related item that is scheduled for the September 22, 2021 BCC meeting.
VS-20-0285	A vacation and abandonment of easements on the southwest portion of this site for the charter school is a related item that is scheduled for the September 22, 2021 BCC meeting.
AG-20-900314	An agenda item to re-route the equestrian trail alignment west on Raven Avenue and south on Tenaya Way for the charter school is a related item that is scheduled for the September 22, 2021 BCC meeting.
PA-21-700001	A plan amendment to change the equestrian trail alignment from Belcastro Street west on Pebble Road and south on Tenaya Way is a companion item on this agenda.
NZC-21-0137	A nonconforming zone change to reclassify the site to R-2 zoning for a single family residential subdivision is a companion item on this agenda.

Related Applications

Application Number	Request
VS-21-0138	A vacation and abandonment of right-of-way and easements (including the same easements that are part of VS-20-0285) is a companion item on this agenda.
VS-21-0136	A vacation and abandonment of right-of-way (including Raven Avenue) and easements within the Montessori Street and Agate Avenue alignments is a companion item on this agenda.
WC-21-400048 (ZC-18-0853)	A waiver of conditions requiring dedication for Montessori Street is a companion item on this agenda.
WC-21-400049 (VS-17-0049)	A waiver of conditions requiring dedication for Montessori Street is a companion item on this agenda.

STANDARDS FOR APPROVAL:

The applicant shall demonstrate that the proposed request meets the goals and purposes of Title 30.

Analysis

Current Planning

This request meets the tentative map requirements as outlined in Title 30. However, since staff cannot support the companion nonconforming zone boundary amendment, staff also cannot support this tentative map.

Staff Recommendation

Denial. This item will be forwarded to the Board of County Commissioners' meeting for final action on June 16, 2021 at 9:00 a.m., unless otherwise announced.

If this request is approved, the Board and/or Commission finds that the application is consistent with the standards and purpose enumerated in the Comprehensive Master Plan, and/or the Nevada Revised Statutes.

PRELIMINARY STAFF CONDITIONS:

Current Planning

If approved:

- Applicant is advised that the County is currently rewriting Title 30 and future land use applications, including applications for extensions of time, will be reviewed for conformance with the regulations in place at the time of application; a substantial change in circumstances or regulations may warrant denial or added conditions to an extension of time; the extension of time may be denied if the project has not commenced or there has been no substantial work towards completion within the time specified; and that a final map for all, or a portion, of the property included under this application must be recorded within 4 years or it will expire.

Public Works - Development Review

- Drainage study and compliance;

- Drainage study must demonstrate that the proposed grade elevation differences outside that allowed by Section 30.32.040(a)(9) are needed to mitigate drainage through the site;
- Traffic study and compliance;
- Full off-site improvements unless waived by this or a subsequent application;
- Right-of-way dedication to include 21 feet for Raven Avenue and 21 feet for Belcastro Street near the northwest portion of the site, 30 feet and a portion of a cul-de-sac for Raven Avenue on the east portion of the site, 40 feet for Tenaya Way, 30 feet and a portion of a cul-de-sac for Agate Avenue, 55 feet to the back of curb for Rainbow Boulevard, 50 feet for Pebble Road where non-urban standards apply, 45 to 50 feet to the back of curb for Pebble Road where full off-sites are required, and all associated spandrels;
- Execute a Restrictive Covenant Agreement (deed restrictions);
- Apply for a public BLM right-of-way grant through Public Works - Development Review Division for any necessary rights-of-way on BLM land abutting the subject site;
- If required by the Regional Transportation Commission (RTC), dedicate and construct right-of-way for a bus turnout on the west side of Rainbow Boulevard, just south of Pebble Road, including a 5 foot by 25 foot bus shelter pad easement behind the sidewalk in accordance with RTC standards.
- Applicant is advised that the installation of detached sidewalks will require dedication to back of curb and granting necessary easements for utilities, pedestrian access, streetlights, and traffic control; and that approval of this application will not prevent Public Works from requiring an alternate design to meet Clark County Code, Title 30, or previous land use approvals.

Current Planning Division - Addressing

- Approved street name list from the Combined Fire Communications Center shall be provided.

Building Department - Fire Prevention

- Applicant is advised that fire objects to the proposal to end Raven Avenue in a cul-de-sac; and that there is a previously approved agreement to allow a temporary condition of single source water supply for the proposed fire station which should be resolved with build-out of road west of the station.

**TAB/CAC:
APPROVALS:
PROTESTS:**

APPLICANT: KB HOME

CONTACT: THE WLB GROUP, 3663 E. SUNSET ROAD, SUITE 204, LAS VEGAS, NV 89120



TENTATIVE MAP APPLICATION 10A

DEPARTMENT OF COMPREHENSIVE PLANNING

APPLICATION PROCESS AND SUBMITTAL REQUIREMENTS ARE INCLUDED FOR REFERENCE

APPLICATION TYPE	DEPARTMENT USE	APP. NUMBER: <u>TM-21-50034</u>	DATE FILED: <u>3/25/21</u>
<input checked="" type="checkbox"/> TENTATIVE MAP (TM)		PLANNER ASSIGNED: <u>JCT</u>	TAB/CAC DATE: <u>4/28/21</u>
		TAB/CAC: <u>ENTERPRISE</u>	
		PC MEETING DATE: <u>5/18/21</u>	
		BCC MEETING DATE: <u>6/16/21</u>	
		FEE: <u>750⁰⁰</u>	

PROPERTY OWNER	NAME: <u>LH Ventures LLC</u> ADDRESS: <u>250 Pilot Road # 140</u> CITY: <u>Las Vegas</u> STATE: <u>NV</u> ZIP: <u>89119</u> TELEPHONE: _____ CELL: _____ E-MAIL: _____
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APPLICANT	NAME: <u>KB Home Nevada, Inc.</u> ADDRESS: <u>5795 Badura Avenue, Suite 180</u> CITY: <u>Las Vegas</u> STATE: <u>NV</u> ZIP: <u>89118</u> TELEPHONE: <u>(702) 266-8512</u> CELL: _____ E-MAIL: <u>pchao@kbhome.com</u> REF CONTACT ID #: _____
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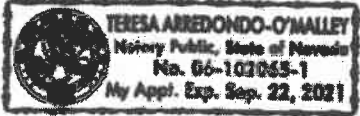
CORRESPONDENT	NAME: <u>The WLB Group, Inc.</u> ADDRESS: <u>3663 Sunset Road, Suite 204</u> CITY: <u>Las Vegas</u> STATE: <u>NV</u> ZIP: <u>89120</u> TELEPHONE: <u>(702) 458-2551</u> CELL: _____ E-MAIL: <u>mbangan@wlbgroup.com</u> REF CONTACT ID #: _____
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ASSESSOR'S PARCEL NUMBER(S): 176-22-501-004 & 006, 176-22-501-009 thru 011, 176-22-501-025

PROPERTY ADDRESS and/or CROSS STREETS: SW Corner of Rainbow and Pebble
TENTATIVE MAP NAME: Copper Ranch

I, We) the undersigned swear and say that (I am, We are) the owner(s) of record on the Tax Rolls of the property involved in this application, or (am, are) otherwise qualified to initiate this application under Clark County Code; that the information on the attached legal description, all plans, and drawings attached hereto, and all the statements and answers contained herein are in all respects true and correct to the best of my knowledge and belief, and the undersigned understands that this application must be complete and accurate before a hearing can be conducted. (I, We) also authorize the Clark County Comprehensive Planning Department, or its designee, to enter the premises and to install any required signs on said property for the purpose of advising the public of the proposed application.

Property Owner (Signature): [Signature] Property Owner (Print): Jeffrey L. Cannelli, President
Local Board Manager / City Manager
 STATE OF Nevada
 COUNTY OF Clark
 SUBSCRIBED AND SWORN BEFORE ME ON October 22, 2020 (DATE)
 By Jeffrey L. Cannelli, President
 NOTARY PUBLIC: Teresa Arredondo-O'Malley



*NOTE: Corporate declaration of authority (or equivalent), power of attorney, or signature documentation is required if the applicant and/or property owner is a corporation, partnership, trust, or provides signature in a representative capacity.

05/18/21 PC AGENDA SHEET

SINGLE FAMILY RESIDENTIAL
(TITLE 30)

FORD AVE/EL CAMINO RD

PUBLIC HEARING
APP. NUMBER/OWNER/DESCRIPTION OF REQUEST
WS-21-0150-GREYSTONE NEVADA, LLC:

WAIVER OF DEVELOPMENT STANDARDS to increase driveway width in conjunction with a previously approved single family residential development on 2.0 acres in an R-E (Rural Estates Residential) (RNP-I) Zone.

Generally located on the south side of Ford Avenue and the west side of El Camino Road (alignment) within Enterprise. JJ/sd/ja (For possible action)

RELATED INFORMATION:

APN:
176-14-812-001 through 176-14-812-004

WAIVER OF DEVELOPMENT STANDARDS:
Increase driveway width to 60 feet where 28 feet is the maximum per Uniform Standard Drawing 222 (a 114% increase).

LAND USE PLAN:
ENTERPRISE - RURAL NEIGHBORHOOD PRESERVATION (UP TO 2 DU/AC)

BACKGROUND:

Project Description

General Summary

- Site Acreage: 2
- Number of Lots/Units: 4
- Lot Size (square feet): 22,174 (gross)/20,967 (net)
- Number of Stories: 1 & 2
- Project Type: Single family residential

Site Plan & History

The subject property was approved as part of a tentative map application (TM-19-500214) and nonconforming zone change (NZN-0044-17) for a single family residential development, which included these 4 lots as part of a 22 lot subdivision. DR-19-0282 depicts the same 4 lot cul-de-sac west of El Camino Road that are the subject of this waiver of development standards to increase the driveway width from 28 feet to 60 feet. The overall site is located on the south side of Ford Avenue, where approximately 2 acres of the western portion of the development is

separated by El Camino Road and features a 4 lot cul-de-sac which is accessed from El Camino Road.

Landscaping

Per the submitted plan, a 6 foot wide landscape strip featuring trees and shrubs is located along the east side of El Camino Road due to the revised lot layout. Per NZC-0044-17, landscaping is located along Ford Avenue, Bronco Street, and the west side of El Camino Road.

Elevations

The elevation plans depict single family residential homes with stucco exterior walls and stone veneer finishes. A neutral tone color palette is enhanced with window shutters and concrete tiled roofs. The maximum overall height of the proposed homes is 28 feet.

Floor Plans

The floor plans depict 2 to 3 car garage options, courtyard, entryway, office, dining room, kitchen, great room, media room, living room, bedrooms, bathrooms, and covered patio.

Signage

Signage is not a part of this request.

Applicant's Justification

The request is specific to the driveway widths for Lot 1 through Lot 4 as shown on the final map of Ford Avenue and El Camino Road. Per the Regional Transportation Commission of Southern Nevada (RTC) Uniform Standard Drawing 222, the maximum width for a driveway is 28 feet for 3 car garages. The architectural plans for the proposed homes feature 3 and 4 car garages as well as an attached RV garage and require driveways wider than 28 feet. This is requested to allow for maximum driveway widths of 60 feet for these homes. The increased driveway widths are necessary to provide adequate vehicular access and maneuverability from the private street, Lamont Hills Avenue, to the garages of these homes. It is important to note that these homes front a private street and no adverse impacts to public facilities are anticipated because of this waiver.

Prior Land Use Requests

Application Number	Request	Action	Date
DR-19-0795	Single family residential development and increased finished grade	Approved by BCC	November 2019
WC-19-400135	Waiver of conditions for a nonconforming zone change for the following: provide landscaping per Figure 30.64-11 along the south, west, and east property lines; and off-site improvements for a proposed single family residential development	Approved by BCC	November 2019
TM-19-500214	22 single family residential units and 3 common lots	Approved by BCC	November 2019

Prior Land Use Requests

Application Number	Request	Action	Date
DR-19-0282	Redesigned the previously approved single family residential development (new lot count of 26 lots)	Approved by BCC	June 2019

Prior Land Use Requests

Application Number	Request	Action	Date
WC-19-400050 (NZN-0044-17)	Waived conditions of a nonconforming zone change related to the lot count (new lot count of 26 lots) and final map (waiver of conditions for 1 story homes on El Camino Road was denied)	Approved by PC	June 2019
NZN-0044-17	Reclassified 7.5 acres from R-E to R-2 zoning with a design review for a proposed single family residential development	Approved by BCC	February 2018
ZC-1026-05	Reclassified the subject site and the surrounding area from R-E to R-E (RNP-I) zoning	Approved by BCC	October 2005

Surrounding Land Use

	Planned Land Use Category	Zoning District	Existing Land Use
North	Rural Neighborhood Preservation (up to 2 du/ac) & Residential Suburban (up to 8 du/ac)	R-E & R-2	Single family residential
South	Rural Neighborhood Preservation (up to 2 du/ac)	R-E (RNP-I)	Single family residential & undeveloped
East	Industrial	M-1	Undeveloped
West	Rural Neighborhood Preservation (up to 2 du/ac)	R-E (RNP-I)	Single family residential

STANDARDS FOR APPROVAL:

The applicant shall demonstrate that the proposed request meets the goals and purposes of Title 30.

Analysis

Current Planning

According to Title 30, the applicant shall have the burden of proof to establish that the proposed request is appropriate for its existing location by showing that the uses of the area adjacent to the property included in the waiver of development standards request will not be affected in a substantially adverse manner. The intent and purpose of a waiver of development standards is to modify a development standard where the provision of an alternative standard, or other factors which mitigate the impact of the relaxed standard, may justify an alternative.

Public Works - Development Review

The subdivision is located in a Rural Neighborhood Preservation area where estate homes are built that are somewhat different than the standard housing types seen in the Las Vegas

Valley. As such, it is not uncommon to have wide front yards and numerous garages to accommodate a variety of vehicles and storage needs. All of the driveways front on private streets so there will be no impact to any public infrastructure. Since the proposed driveways will comply with all of the other provisions from Uniform Standard Drawing 222 and Title 30, staff does not object to the width of the driveways.

Staff Recommendation

Approval.

If this request is approved, the Board and/or Commission finds that the application is consistent with the standards and purpose enumerated in the Comprehensive Master Plan, Title 30, and/or the Nevada Revised Statutes.

PRELIMINARY STAFF CONDITIONS:

Current Planning

- Certificate of Occupancy and/or business license shall not be issued without final zoning inspection.
- Applicant is advised that the County is currently rewriting Title 30 and future land use applications, including applications for extensions of time, will be reviewed for conformance with the regulations in place at the time of application; a substantial change in circumstances or regulations may warrant denial or added conditions to an extension of time; the extension of time may be denied if the project has not commenced or there has been no substantial work towards completion within the time specified; and that this application must commence within 2 years of approval date or it will expire.

Building Department - Fire Prevention

- No comment.

Clark County Water Reclamation District (CCWRD)

- No comment.

**TAB/CAC:
APPROVALS:
PROTESTS:**

APPLICANT: GREYSTONE NEVADA, LLC

CONTACT: KIMLEY HORN, 6671 LAS VEGAS BLVD S., STE 320, LAS VEGAS, NV 89119



LAND USE APPLICATION

DEPARTMENT OF COMPREHENSIVE PLANNING

11A

APPLICATION PROCESS AND SUBMITTAL REQUIREMENTS ARE INCLUDED FOR REFERENCE

<p>APPLICATION TYPE</p> <p><input type="checkbox"/> TEXT AMENDMENT (TA)</p> <p><input type="checkbox"/> ZONE CHANGE</p> <p style="padding-left: 20px;"><input type="checkbox"/> CONFORMING (ZC)</p> <p style="padding-left: 20px;"><input type="checkbox"/> NONCONFORMING (NZC)</p> <p><input type="checkbox"/> USE PERMIT (UC)</p> <p><input type="checkbox"/> VARIANCE (VC)</p> <p><input checked="" type="checkbox"/> WAIVER OF DEVELOPMENT STANDARDS (WS)</p> <p><input type="checkbox"/> DESIGN REVIEW (DR)</p> <p><input type="checkbox"/> ADMINISTRATIVE DESIGN REVIEW (ADR)</p> <p><input type="checkbox"/> STREET NAME / NUMBERING CHANGE (SC)</p> <p><input type="checkbox"/> WAIVER OF CONDITIONS (WC)</p> <p>(ORIGINAL APPLICATION #)</p> <p><input type="checkbox"/> ANNEXATION REQUEST (ANX)</p> <p><input type="checkbox"/> EXTENSION OF TIME (ET)</p> <p>(ORIGINAL APPLICATION #)</p> <p><input type="checkbox"/> APPLICATION REVIEW (AR)</p> <p>(ORIGINAL APPLICATION #)</p>	STAFF	<p>APP. NUMBER: <u>WS-21-0150</u> DATE FILED: <u>3/31/21</u></p> <p>PLANNER ASSIGNED: <u>SWD</u></p> <p>TAB/CAC: <u>Enterprise</u> TAB/CAC DATE: <u>4/28/21</u></p> <p>PC MEETING DATE: <u>5/18/21</u></p> <p>BCC MEETING DATE: _____</p> <p>FEE: <u>\$475</u></p>
	PROPERTY OWNER	<p>NAME: <u>Greystone Nevada, LLC</u></p> <p>ADDRESS: <u>9275 W. Russell Road, Suite 400</u></p> <p>CITY: <u>Las Vegas</u> STATE: <u>NV</u> ZIP: <u>89148</u></p> <p>TELEPHONE: <u>(702) 821-4651</u> CELL: _____</p> <p>E-MAIL: _____</p>
	APPLICANT	<p>NAME: <u>Greystone Nevada, LLC</u></p> <p>ADDRESS: <u>9275 W. Russell Road, Suite 400</u></p> <p>CITY: <u>Las Vegas</u> STATE: <u>NV</u> ZIP: <u>89148</u></p> <p>TELEPHONE: <u>(702) 821-4683</u> CELL: <u>(702) 969-3785</u></p> <p>E-MAIL: <u>dave.cornoyer@lennar.com</u> REF CONTACT ID #: <u>186953</u></p>
	CORRESPONDENT	<p>NAME: <u>Kimley-Horn</u></p> <p>ADDRESS: <u>6671 Las Vegas Blvd. South, Suite 320</u></p> <p>CITY: <u>Las Vegas</u> STATE: <u>NV</u> ZIP: <u>89119</u></p> <p>TELEPHONE: <u>(702) 623-7233</u> CELL: <u>(480) 710-4993</u></p> <p>E-MAIL: <u>eric.hopkins@kimley-horn.com</u> REF CONTACT ID #: _____</p>

ASSESSOR'S PARCEL NUMBER(S): 176-14-801-045

PROPERTY ADDRESS and/or CROSS STREETS: 7034 Silver Spar Road; Ford Avenue and El Camino Road

PROJECT DESCRIPTION: Subdivision consisting of 22 single-family residential units; waiver for driveway widths for Lots 1-4

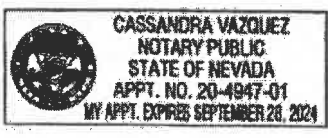
(I, We) the undersigned swear and say that (I am, We are) the owner(s) of record on the Tax Rolls of the property involved in this application, or (am are) otherwise qualified to initiate this application under Clark County Code; that the information on the attached legal description, all plans, and drawings attached hereto, and all the statements and answers contained herein are in all respects true and correct to the best of my knowledge and belief, and the undersigned understands that this application must be complete and accurate before a hearing can be conducted. (I, We) also authorize the Clark County Comprehensive Planning Department, or its designee, to enter the premises and to install any required signs on said property for the purpose of advising the public of the proposed application.

 Robert Johnson, Authorized Agent
 Property Owner (Signature) Property Owner (Print)

STATE OF NEVADA
 COUNTY OF CLARK

SUBSCRIBED AND SWORN BEFORE ME ON FEBRUARY 26, 2021 (DATE)
 by ROBERT JOHNSON (AUTHORIZED AGENT)

NOTARY PUBLIC: _____



***NOTE:** Corporate declaration of authority (or equivalent), power of attorney, or signature documentation is required if the applicant and/or property owner is a corporation, partnership, trust, or provides signature in a representative capacity.

Kimley»Horn

February 25, 2021

Clark County Current Planning
500 South Grand Central Parkway
Las Vegas, Nevada 89101

WS-21-0150

**RE: Ford and El Camino
Justification Letter for Waiver of Development Standards
APN: 176-14-801-045**

To whom it may concern,

Kimley-Horn, on behalf of Greystone Nevada, LLC, is respectfully requesting Waiver of Development Standards. The subject project is a proposed residential subdivision located at the SWC and SEC of Ford Avenue and El Camino Road (APN: 176-14-801-045). The entitlements for this project were approved November 20, 2019 under applications TM-19-500214, DR-19-0795 and WC-19-400135. The Final Map of Ford and El Camino, NFM-20-500074, is currently being processed with Clark County.

The Waiver of Development Standards being requested is specific to the driveway widths for Lots 1-4 as shown on the Final Map of Ford and El Camino. Per the Regional Transportation Commission of Southern Nevada (RTC) Uniform Standard Drawing 222, the maximum width of driveway is 28' for 3+ garages. The Architectural Plans for the proposed homes (3814 and 4150), however, feature 3- and 4-car garages as well as an attached RV garage and require driveways wider than 28'. The Waiver of Development Standards, therefore, is requested to allow for maximum driveway widths of 60' for these homesites. The increased driveway widths are necessary to provide adequate vehicular access and maneuverability from the private street, Lamont Hills Avenue, to the garages of these homes. It is important to note that these homes front a private street and no adverse impacts to public facilities are anticipated as a result of this waiver. Furthermore, Lamont Hills Avenue features 30" modified roll curb and gutter per RTC Uniform Standard Drawing 217.1 as shown on the approved Improvement Plans (PW#20-12663), providing adequate drainage for the proposed lots and private street. There are no anticipated adverse impacts to the drainage patterns as a result of the increased driveway widths. With this justification, Kimley-Horn, on behalf of the Applicant, requests the Waiver of Development Standards to allow for a maximum driveway width of 60' for Lots 1-4 of the Ford and El Camino development.

The Waiver of Development Standards Application and corresponding documents, specifically the site plan and floor plans, are included with this submittal for review. We look forward to working with Clark County Comprehensive Planning for a favorable recommendation for this request. Please contact me at (702) 623-7233 or eric.hopkins@kimley-horn.com if you have any questions or require any additional information.

Sincerely,
Kimley-Horn and Associates



Eric Hopkins, P.E.
Owner/Developer Correspondent

CC: Dave Cornoyer, Lennar

05/19/21 BCC AGENDA SHEET

MINI-WAREHOUSE FACILITY
(TITLE 30)

RAINBOW BLVD/PEBBLE RD

APP. NUMBER/OWNER/DESCRIPTION OF REQUEST

ET-21-400050 (NZC-18-0006)-THOMSON MANAGEMENT GROUP NV LP:

USE PERMIT FIRST EXTENSION OF TIME for a mini-warehouse facility.
WAIVER OF DEVELOPMENT STANDARDS for alternative driveway geometrics.
DESIGN REVIEW for a proposed mini-warehouse facility on 5.0 acres in the MUD-3 Overlay District.

Generally located on the northeast corner of Rainbow Boulevard and Pebble Road within Enterprise. JJ/sd/jo (For possible action)

RELATED INFORMATION:

APN:
176-14-401-012

LAND USE PLAN:
ENTERPRISE - COMMERCIAL NEIGHBORHOOD

BACKGROUND:

Project Description

General Summary

- Site Address: N/A
- Site Acreage: 5
- Project Type: Mini-warehouse facility
- Number of Stories: 1 and 3 stories
- Building Height (feet): 14 to 35
- Square Feet: 123,543
- Parking Required/Provided: 5/16

Site Plans

The approved plans depict a mini-warehouse complex consisting of 6 buildings. The 6 buildings make up the complex and consist of an office building and 5 buildings for the storage units. The site has frontage along Rainbow Boulevard and Pebble Road with access to the site from Rainbow Boulevard by a proposed driveway located on the northwestern corner of the site. The approved driveway is approximately 112 feet from the intersection of Rainbow Boulevard and Pebble Road and requires a waiver of development standards to reduce the departure distance from the intersection. Cross access is depicted with the future pad site and with the undeveloped parcel to the north, which is adjacent to the western half of the site. There are existing single

family residences adjacent to the northern property line along the eastern half of the site. The office building and 1 of the mini-warehouse buildings, designated as Building A, are adjacent to the northern boundary of the site. The office building is located on the western half of the site, is set back 10 feet from the north property line and a minimum of 92 feet from Rainbow Boulevard. Building A is set back approximately 140 feet from Rainbow Boulevard, 10 feet from the parcel under construction to the north, 20 feet from the existing single family residences on the north property line and 20 feet from the eastern boundary. The remaining storage buildings are designated as Buildings B through E. Building B is adjacent to the south of side of Building A, set back 20 feet from the eastern boundary of the site and set back 55 feet from Pebble Road. Building C is set back 15 feet from Pebble Road, 55 feet from the eastern boundary of the site and is adjacent to Building D on the west side. Building D is set back 15 feet from Pebble Road, 205 feet from Rainbow Boulevard and is 5 feet from the proposed pad site for future development. Building E is in the center of the site and is a minimum of 33 feet from the other storage buildings. A gate to control access to the facility is located on the northwestern portion of the site south of the western side of Building A. The exterior wall of Buildings A through D will also be a perimeter wall for the complex apart from a 10 foot high decorative block wall located on the southeast corner of the site at a gap between Buildings B and C.

Landscaping

The approved plans depict a minimum 15 foot wide landscape area with detached sidewalks adjacent to Rainbow Boulevard and Pebble Road that will consist of trees, shrubs, and groundcover. Along the northern boundary of the site adjacent to the parcel under construction 18 to the north, a minimum 10 foot wide landscape area is provided adjacent to the office building and a portion of Building A. Along the northern boundary adjacent to the existing single family residences a minimum 20 foot wide landscape area is provided adjacent to Building A. The landscape areas along the northern boundary of the site will consist of large Evergreen trees. A minimum 20 foot wide landscape area is provided along the eastern boundary of the site adjacent to Building B which also consists of large Evergreen trees. The Notice of Final Action conditioned landscaping to provide a 30 foot wide landscape area with large broken rock xeriscape adjacent to residential developments APNs: 176-14-401-045 & 046.

Elevations

The approved office building is 1 story with a flat roof behind parapet walls. The parapet walls vary in height from 20 feet to 30 feet. The exterior of the office building is a combination of a stucco finish painted in earth tone colors with a stone veneer and a glass store front. Architectural features to enhance the building include metal awnings above the entrance and windows, pop-outs and recesses, decorative bands, and cornices.

Buildings A through D are 1 story with flat roofs behind parapet walls and are between 14 feet and 18 feet in height. The exterior walls are a combination of concrete block painted in earth tone colors, split-face decorative block, and portions of the buildings have a stucco finish painted in earth tone colors. Building E is 3 stories with a flat roof behind parapet walls and a maximum height of 30 feet. The exterior of Building E has similar architectural treatments as the other storage buildings.

Floor Plans

The approved mini-warehouse complex has a total area of 123,543 square feet. The office building has an area of 1,764 square feet which includes a lobby area with a customer service counter, an office, breakroom, storage room, and restrooms. The storage units have a total area of 121,779 square feet, which is divided into a total of 856 storage units that range between 25 square feet and 475 square feet in area.

Previous Conditions of Approval

Listed below are the approved conditions for NZC-18-0006:

Current Planning

- Resolution of Intent to complete in 3 years;
- Provide a 30 foot wide landscape area with large broken rock xeriscape adjacent to residential developments (APNs: 176-14-401-045 & 046);
- Buildings A1 – A5 are limited to single story and at a height of 12 foot to the pitch of the roof and 10 foot along the back and front of the buildings as shown on revised elevations dated 4/30/18;
- Building E is limited to 2 stories and a height of 25 foot above grade with 1 level below grade (basement) as shown on revised elevations dated 4/30/18;
- Applicant to construct north perimeter wall adjacent to the residential developments (APNs: 176-14-401-045 & 046), the top course of the wall to be stucco to match adjacent wall, the wall height to be 7 foot tall as measured from APNs: 176-14-401-045 & 046, respectively, the wall to be constructed prior to the issuance of a certificate of occupancy or business license;
- Gate hours 7:00 a.m. to 7:00 p.m.;
- Enter into standard development agreement prior to any permits or subdivision mapping in order to provide fair-share contribution toward public infrastructure necessary to provide service because of the lack of necessary public services in the area;
- Design review as a public hearing for lighting and signage;
- Design review as a public hearing for significant changes to the plans;
- Certificate of Occupancy and/or business license shall not be issued without final zoning inspection.
- Applicant is advised that a substantial change in circumstances or regulations may warrant denial or added conditions to an extension of time; and that the extension of time may be denied if the project has not commenced or there has been no substantial work towards completion within the time specified.

Public Works -Development Review

- Per revised plans dated 4/30/18;
- Drainage study and compliance;
- Traffic study and compliance;
- Full off-site improvements;
- Provide a dedicated bus turn out/right turn lane on Rainbow Boulevard subject to approval from Public Works - Development Review Division;
- Right-of-way dedication to include 55 feet to back of curb for Rainbow Boulevard, 45 feet to 50 feet to back of the curb for Pebble Road, and associated spandrel;

- If required by the Regional Transportation Commission, provide a bus shelter pad easement as shown on the east side of Rainbow Boulevard, north of Pebble Road;
- Vacate all unnecessary easements, including but not limited to BLM grants and resolutions relative to the acquisition of right-of-way, unless previously vacated.
- Applicant is advised that all off-site improvements must comply with the Uniform Standard Drawings unless otherwise approved with the application; and that the installation of detached sidewalks will require dedication to back of curb and granting necessary easement for utilities, pedestrian access, streetlights, and traffic control.

Building Department – Fire Prevention

- Applicant is advised that fire/emergency access must comply with the Fire Code as amended; to show fire hydrant locations on-site and within 750 feet; that fire protection may be required for this facility and to contact Fire Prevention for further information (702) 455-7316; that a required turning radius of a fire apparatus access road shall be no less than 28 feet inside turning radius and 52 feet outside turning radius; and to ensure all fire lanes and turning radii are code compliant.

Clark County Water Reclamation District (CCWRD)

- Applicant is advised that a Point of Connection (POC) request has been completed for this project; to email sewerlocation@cleanwaterteam.com and reference POC Tracking #0035-2018 to obtain your POC exhibit; and that flow contributions exceeding CCWRD estimates may require another POC analysis.

Applicant’s Justification

The applicant is requesting a first extension of time to preserve the approved entitlements. The applicant has been diligently working on the project and a first extension of time is appropriate for the following reasons: on August 25, 2020 the first Building plans were submitted; architectural permits have been approved, mechanical permits have been approved, and structural, electrical, and plumbing permits are all in final reviews; and the first grading permit has been submitted. Therefore, the applicant is respectfully requesting a 2 year extension.

Prior Land Use Requests

Application Number	Request	Action	Date
VS-20-0401	Vacated and abandoned easements	Approved by PC	November 2020
UC-19-0794	Convenience store and gasoline station with waivers to reduce separation to a residential use, allowed an attached sidewalk, and alternative driveway geometrics	Approved by BCC	January 2020
NZC-18-0006	Reclassified the site to C-1 zoning for a mini-warehouse with alternative driveway geometrics on Rainbow Boulevard	Approved by BCC	May 2018

Surrounding Land Use

	Planned Land Use Category	Zoning District	Existing Land Use
North	Office Professional & Rural Neighborhood Preservation (up to 2 du/ac)	R-E & R-2	Undeveloped & single family residential
South	Commercial General	C-2 & R-2	Undeveloped
East	Rural Neighborhood Preservation (up to 2 du/ac)	R-E (RNP-I)	Undeveloped & single family residential
West	Commercial General	C-2 & R-2	Undeveloped

STANDARDS FOR APPROVAL:

The applicant shall demonstrate that the proposed request meets the goals and purposes of Title 30.

Analysis

Current Planning

Title 30 standards of approval on an extension of time application state that such an application may be denied or have additional conditions imposed if it is found that circumstances have substantially changed. A substantial change may include, without limitation, a change to the subject property, a change in the areas surrounding the subject property, or a change in the laws or policies affecting the subject property. Using the criteria set forth in Title 30, no substantial changes have occurred at the subject site since the original approval. The applicant has submitted permits to the Building Department this past year and they are currently in review. Since the applicant has made progress in the development of this project, staff has no objection to an extension of time for 2 years.

Public Works - Development Review

There have been no significant changes in this area. Staff has no objection to this extension of time.

Staff Recommendation

Approval

If this request is approved, the Board and/or Commission finds that the application is consistent with the standards and purpose enumerated in the Comprehensive Master Plan, Title 30, and/or the Nevada Revised Statutes.

PRELIMINARY STAFF CONDITIONS:

Current Planning

- Until May 02, 2023 to complete;
- Certificate of Occupancy and/or business license shall not be issued without final zoning inspection.
- Applicant is advised that the County is currently rewriting Title 30 and future land use applications, including applications for extensions of time, will be reviewed for conformance with the regulations in place at the time of application; a substantial change

in circumstances or regulations may warrant denial or added conditions to an extension of time; and that the extension of time may be denied if the project has not commenced or there has been no substantial work towards completion within the time specified.

Public Works - Development Review

- Compliance with previous conditions.

Building Department - Fire Prevention

- No comment.

Clark County Water Reclamation District (CCWRD)

- No comment.

TAB/CAC:

APPROVALS:

PROTEST:

APPLICANT: STADIUM PROPERTIES, LLC

CONTACT: ANN PIERCE, KAEMPFER CROWELL, 1980 FESTIVAL PLAZA DRIVE,
SUITE 650, LAS VEGAS, NV 89135

DRAFT



LAND USE APPLICATION

DEPARTMENT OF COMPREHENSIVE PLANNING

12A

APPLICATION PROCESS AND SUBMITTAL REQUIREMENTS ARE INCLUDED FOR REFERENCE

<p>APPLICATION TYPE</p> <p><input type="checkbox"/> TEXT AMENDMENT (TA)</p> <p><input type="checkbox"/> ZONE CHANGE</p> <p style="padding-left: 20px;"><input type="checkbox"/> CONFORMING (ZC)</p> <p style="padding-left: 20px;"><input type="checkbox"/> NONCONFORMING (NZC)</p> <p><input type="checkbox"/> USE PERMIT (UC)</p> <p><input type="checkbox"/> VARIANCE (VC)</p> <p><input type="checkbox"/> WAIVER OF DEVELOPMENT STANDARDS (WS)</p> <p><input type="checkbox"/> DESIGN REVIEW (DR)</p> <p><input type="checkbox"/> ADMINISTRATIVE DESIGN REVIEW (ADR)</p> <p><input type="checkbox"/> STREET NAME / NUMBERING CHANGE (SC)</p> <p><input type="checkbox"/> WAIVER OF CONDITIONS (WC)</p> <p style="padding-left: 20px;">(ORIGINAL APPLICATION #)</p> <p><input type="checkbox"/> ANNEXATION REQUEST (AR)</p> <p><input checked="" type="checkbox"/> EXTENSION OF TIME (ET)</p> <p style="padding-left: 20px;">NVC-18-0008</p> <p style="padding-left: 20px;">(ORIGINAL APPLICATION #)</p> <p><input type="checkbox"/> APPLICATION REVIEW (AR)</p> <p style="padding-left: 20px;">(ORIGINAL APPLICATION #)</p>	STAFF	<p>APP. NUMBER: <u>Et-21-400050</u> DATE FILED: <u>3/29/21</u></p> <p>PLANNER ASSIGNED: <u>SWD</u></p> <p>TAB/CAC: <u>Enterprise</u> TAB/CAC DATE: <u>4/28/21</u></p> <p>PC MEETING DATE: _____</p> <p>BCC MEETING DATE: <u>5/19/21</u></p> <p>FEE: <u>\$300</u></p>
	PROPERTY OWNER	<p>NAME: <u>Thomas Management Group NV, LP</u></p> <p>ADDRESS: <u>17671 Cowan Ste. 125</u></p> <p>CITY: <u>Irvine</u> STATE: <u>CA</u> ZIP: <u>92614</u></p> <p>TELEPHONE: <u>000-000-0000</u> CELL: <u>000-000-0000</u></p> <p>E-MAIL: <u>n/a</u></p>
	APPLICANT	<p>NAME: <u>Stadium Properties, LLC</u></p> <p>ADDRESS: <u>17671 Cowan Ste. 125</u></p> <p>CITY: <u>Irvine</u> STATE: <u>CA</u> ZIP: <u>92614</u></p> <p>TELEPHONE: <u>949-783-5377</u> CELL: <u>000-000-0000</u></p> <p>E-MAIL: <u>n/a</u> REF CONTACT ID #: <u>n/a</u></p>
	CORRESPONDENT	<p>NAME: <u>Kaempfer Crowell - Tony Celeste</u></p> <p>ADDRESS: <u>1980 Festival Plaza Dr. #050</u></p> <p>CITY: <u>Las Vegas</u> STATE: <u>NV</u> ZIP: <u>89135</u></p> <p>TELEPHONE: <u>702-792-7000</u> CELL: <u>702-893-4215</u></p> <p>E-MAIL: <u>ajc@kcwvlaw.com</u> REF CONTACT ID #: <u>164874</u></p>

ASSESSOR'S PARCEL NUMBER(S): 176-14-401-012

PROPERTY ADDRESS and/or CROSS STREETS: Rainbow & Pebble

PROJECT DESCRIPTION: First extension of time for an approved zone change for a mini-storage facility.

I, (We) the undersigned swear and say that I am, (We are) the owner(s) of record on the Tax Rolls of the property involved in this application, or (am, are) otherwise qualified to initiate this application under Clark County Code; that the information on the attached legal description, all plans, and drawings attached hereto, and all the statements and answers contained herein are in all respects true and correct to the best of my knowledge and belief, and the undersigned understands that this application must be complete and accurate before a hearing can be conducted. I, (We) also authorize the Clark County Comprehensive Planning Department, or its designee, to enter the premises and to install any required signs on said property for the purpose of advising the public of the proposed application.

John C. Thouson
 Property Owner (Signature) Property Owner (Print)

STATE OF _____
 COUNTY OF _____

SUBSCRIBED AND SWORN BEFORE ME ON _____ (DATE)

By _____

NOTARY PUBLIC ID: _____

*NOTE: Corporate declaration of authority (or equivalent), power of attorney, or signature documentation is required if the applicant and/or property owner is a corporation, partnership, trust, or provides signature in a representative capacity.

- See Attached Document (Notary to cross out lines 1-6 below)
- See Statement Below (Lines 1-6 to be completed only by document signer(s), not Notary)

~~_____

 _____~~

Signature of Document Signer No. 1

Signature of Document Signer No. 2 (if any)

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California

County of Orange

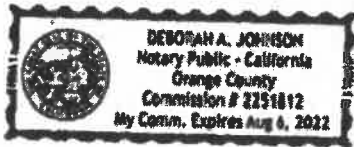
Subscribed and sworn to (or affirmed) before me

on this 9 day of March, 2021
by Date Month Year

(1) John C. Thomson

(and (2) N/A),
Name(s) of Signer(s)

proved to me on the basis of satisfactory evidence to be the person(s) who appeared before me.



Signature [Handwritten Signature]
Signature of Notary Public

Place Notary Seal and/or Stamp Above

OPTIONAL

Completing this information can deter alteration of the document or fraudulent reattachment of this form to an unintended document.

Description of Attached Document

Title or Type of Document: Land Use Application

Document Date: _____ Number of Pages: _____

Signer(s) Other Than Named Above: _____

KAEMPFER

CROWELL

ATTORNEYS AT LAW

LAS VEGAS OFFICE

ANTHONY J. CELESTE
aceleste@kcwlaw.com
702.693.4215

March 10, 2021

VIA UPLOAD

Clark County
Department of Comprehensive Planning
500 S. Grand Central Parkway, 1st Floor
Las Vegas, Nevada 89155

**Re: Justification Letter – First Extension of Time for NZC-18-0006
Stadium Properties, Inc.
APN-176-14-401-012**

To Whom It May Concern:

Please be advised our office represents Stadium Properties, LLC (the "Applicant") in the above-referenced matter. By way of background, on May 2, 2018, the Board of County Commissioners approved, via NZC-18-0006, a zone change application to C-1 and a design review for a mini-warehouse facility on approximately five acres located on the northeast corner of Rainbow Boulevard and Pebble Road. The property is more particularly described as APN: 176-14-401-012 (the "Site"). The applicant is requesting a first extension of time to preserve the approved entitlements.

The Applicant has been diligently working on the project and a first extension of time is appropriate for the following reasons:

- o August 25, 2020 First Building Plan Checks was submitted;
- o Architectural approved, mechanical approved, structural, plumbing and electric are all in final reviews; and
- o First grading permit has been submitted.

For the reasons listed above, a first extension of time is justified. The Applicant is respectfully requesting a two year extension.

LAS VEGAS OFFICE
1980 Festival Plaza Drive
Suite 650
Las Vegas, NV 89135
Tel: 702.792.7000
Fax: 702.795.7181

RENO OFFICE
50 West Liberty Street
Suite 700
Reno, NV 89501
Tel: 775.852.3900
Fax: 775.327.2011

CARSON CITY OFFICE
510 West Fourth Street
Carson City, NV 89703
Tel: 775.884.8300
Fax: 775.882.0257

ET-21-400050



Clark County Comprehensive Planning
Department
March 10, 2021
Page 2

Thank you in advance for your time and consideration. Please feel free to contact me should you have any questions.

Sincerely,

KAEMPFER CROWELL



Anthony J. Celeste

AJC/amp

05/19/21 BCC AGENDA SHEET

EASEMENTS & RIGHTS-OF-WAY
(TITLE 30)

GILES ST/SANTOLI AVE

APP. NUMBER/OWNER/DESCRIPTION OF REQUEST
ET-21-400051 (VS-18-0460)-ABC PARADISE, LLC:

VACATE AND ABANDON FIRST EXTENSION OF TIME for easements of interest to Clark County located between Giles Street and Haven Street and between Santoli Avenue and Mesa Verde Lane, a portion of a right-of-way being Mesa Verde Lane located between Giles Street and Haven Street, and a portion of a right-of-way being Giles Street located between Santoli Avenue and Mesa Verde Lane within Enterprise (description on file). MN/jgh/jo (For possible action)

RELATED INFORMATION:

APN:
177-09-402-006

LAND USE PLAN:
ENTERPRISE - RESIDENTIAL SUBURBAN (UP TO 8 DU/AC)

BACKGROUND:

Project Description

The previously approved request was to vacate and abandon government patent easements being the east and south 33 feet and the east 3 feet of the west 33 feet of Government Lot 124. There was also a request approved to vacate and abandon easements on Government Lot 128 being the north, east, and south 33 feet and the east 3 feet of the west 33 feet of the lot. The vacation and abandonment of a curb return driveway easement along the west 15 feet of both lots and the northern 15 feet of Government Lot 124 was also approved. Lastly, the vacation and abandonment of 5 feet of Giles Street and Mesa Verde Lane was approved for detached sidewalks.

For this current request, the applicant indicates that since the original approval, development activities have focused largely on architectural, construction design, and entitlements for other phases of the project. Although an extension is needed the applicant indicates progress toward recordation is being made as there is ongoing work on the other phases of the project. The applicant is requesting a 2 year extension.

Previous Conditions of Approval

Listed below are the approved conditions for VS-18-0460:

Current Planning

- Satisfy utility companies' requirements.
- Applicant is advised that a substantial change in circumstances or regulations may warrant denial or added conditions to an extension of time; the extension of time may be denied if the project has not commenced or there has been no substantial work towards completion within the time specified; and that the recording of the order of vacation in the Office of the County Recorder must be completed within 2 years of the approval date or the application will expire.

Public Works - Development Review

- Vacation to be recordable prior to building permit issuance or applicable map submittal;
- Revise legal description, if necessary, prior to recording.
- Applicant is advised that the installation of detached sidewalks will require the recordation of this vacation of excess right-of-way and granting necessary easements for utilities, pedestrian access, streetlights, and traffic control.

Prior Land Use Requests

Application Number	Request	Action	Date
UC-19-0398	Allow accessory uses prior to the principal use	Withdrawn	October 2019
ET-19-400049 (VS-0062-17)	Extension of time for a vacation of easements between Santoli Avenue and Windmill Lane	Approved by BCC	June 2019
VS-18-0460	Vacated easements between Giles Street and Haven Street	Approved by BCC	December 2018
UC-18-0454	Multiple family development in an H-1 Zone (ADET-21-900167 is in process to extend the time limit for this application)	Approved by BCC	December 2018

Surrounding Land Use

	Planned Land Use Category	Zoning District	Existing Land Use
North	Residential Suburban (up to 8 du/ac)	H-1	Hotel
South	Commercial General	H-1	Undeveloped
East	Residential Suburban (up to 8 du/ac)	R-E	Single family residential & undeveloped
West	Commercial Tourist	H-1	Undeveloped

STANDARDS FOR APPROVAL:

The applicant shall demonstrate that the proposed request meets the goals and purposes of Title 30.

Analysis

Current Planning

Title 30 standards of approval on an extension of time application state that such an application may be denied or have additional conditions imposed if it is found that circumstances have substantially changed. A substantial change may include, without limitation, a change to the subject property, a change in the areas surrounding the subject property, or a change in the laws or policies affecting the subject property. Using the criteria set forth in Title 30, no substantial changes have occurred at the subject site since the original approval.

Public Works - Development Review

There have been no significant changes in this area. Staff has no objection to this extension of time.

Staff Recommendation

Approval.

If this request is approved, the Board and/or Commission finds that the application is consistent with the standards and purpose enumerated in the Comprehensive Master Plan, Title 30, and/or the Nevada Revised Statutes.

PRELIMINARY STAFF CONDITIONS:

Current Planning

- Until December 19, 2022 to record.
- Applicant is advised that the County is currently rewriting Title 30 and future land use applications, including applications for extensions of time, will be reviewed for conformance with the regulations in place at the time of application; that a substantial change in circumstances or regulations may warrant denial or added conditions to an extension of time; and that re-approval by utility companies is required.

Public Works - Development Review

- Compliance with previous conditions.

Building Department - Fire Prevention

- No comment.

Clark County Water Reclamation District (CCWRD)

- No comment.

TAB/CAC:

APPROVALS:

PROTEST:

APPLICANT: TANSCONTINENTAL REALTY INVESTORS

CONTACT: ANTHONY CELESTE, KAEMPFER CROWELL, 1980 FESTIVAL PLAZA DR., SUITE 650, LAS VEGAS, NV 89135



VACATION APPLICATION

DEPARTMENT OF COMPREHENSIVE PLANNING

13A

APPLICATION PROCESS AND SUBMITTAL REQUIREMENTS ARE INCLUDED FOR REFERENCE

APPLICATION TYPE <input type="checkbox"/> VACATION & ABANDONMENT (vs) <input type="checkbox"/> EASEMENT(S) <input type="checkbox"/> RIGHT(S)-OF-WAY <input checked="" type="checkbox"/> EXTENSION OF TIME (ET) <small>(ORIGINAL APPLICATION #):</small> <u>VS-18-0460</u>	DEPARTMENT USE	APP. NUMBER: <u>ET-21-400051</u> PLANNER ASSIGNED: <u>JGH</u> TAB/CAC: <u>Enterprise</u> PC MEETING DATE: _____ BCC MEETING DATE: <u>5/19/21</u> FEE: <u>\$300</u>	DATE FILED: <u>3/30/21</u> TAB/CAC DATE: <u>4/28/21</u> <u>6:00PM</u>
--	----------------	---	---

PROPERTY OWNER	NAME: <u>ABC Paradise, LLC</u> ADDRESS: <u>2010 Valley View Land, Suite 145</u> CITY: <u>Farmers Branch</u> STATE: <u>TX</u> ZIP: <u>75234</u> TELEPHONE: _____ CELL: _____ E-MAIL: _____
----------------	---

APPLICANT	NAME: <u>Transcontinental Realty Investors</u> ADDRESS: <u>1603 LBJ Freeway #800</u> CITY: <u>Dallas</u> STATE: <u>TX</u> ZIP: <u>75234</u> TELEPHONE: _____ CELL: _____ E-MAIL: _____ REF CONTACT ID #: _____
-----------	--

CORRESPONDENT	NAME: <u>Tony Celeste - Kaempfer Crowell</u> ADDRESS: <u>1980 Festival Plaza Drive, Suite 650</u> CITY: <u>Las Vegas</u> STATE: <u>NV</u> ZIP: <u>89135</u> TELEPHONE: <u>702-792-7000</u> CELL: _____ E-MAIL: <u>akc@kcnvlaw.com</u> REF CONTACT ID #: _____
---------------	---

ASSESSOR'S PARCEL NUMBER(S): 177-09-402-006

PROPERTY ADDRESS and/or CROSS STREETS: Windmill/Giles

I, (We) the undersigned swear and say that (I am, We are) the owner(s) of record on the Tax Rolls of the property involved in this application, or (am, are) otherwise qualified to initiate this application under Clark County Code; that the information on the attached legal description, all plans, and drawings attached hereto, and all the statements and answers contained herein are in all respects true and correct to the best of my knowledge and belief, and the undersigned understands that this application must be complete and accurate before a hearing can be conducted.

 Property Owner (Signature)* STATE OF <u>Texas</u> COUNTY OF _____ SUBSCRIBED AND SWORN BEFORE ME ON <u>November 10, 2020</u> (DATE) By <u>R. N. Crouch</u> NOTARY PUBLIC: <u>Paula D. Decker</u>	 Property Owner (Print) <div style="border: 1px solid black; padding: 5px; text-align: center; margin-top: 10px;"> <p>PAULA D DECKER My Notary ID #: 126749385 Expires December 11, 2020</p> </div>
--	---

***NOTE:** Corporate declaration of authority (or equivalent), power of attorney, or signature documentation is required if the applicant and/or property owner is a corporation, partnership, trust, or provides signature in a representative capacity.

KAEMPFER

CROWELL

ATTORNEYS AT LAW

LAS VEGAS OFFICE

ET-21-400051

March 3, 2021

CLARK COUNTY COMPREHENSIVE PLANNING
500 S. Grand Central Parkway
First Floor
Las Vegas, NV 89155

PLANNER
COPY

*Re: Justification Letter – First Extensions of Time
(VS-18-0460)
Windmill/Giles
Transcontinental Realty Investors*

To Whom It May Concern:

This firm represents Transcontinental Realty Investors (the "Applicant") in the above referenced matter. The proposed project located on the southeast corner of Giles Street and E Mesa Verde Lane (the "Property"). The Property is more particularly described as Assessor's Parcel Number 177-09-402-006. The Applicant is requesting a first extension of time to allow a two year extension.

By way of background, the Clark County Board of County Commissioners previously approved a design review, use permit, and waiver of development standards (UC-18-0454) and a vacation (VS-18-0460) to allow for a multi-family residential development on the Property.

Since the approval, development activities have focused largely on architectural and construction design, and entitlements for the other phases of the project. The phase to the east from Mesa Verde to Windmill is in pre-review with Clark County under APR-21-100187. The Phase to the south was approved for an extension of time in November of 2020 and will have until April 5, 2022 to commence.

Therefore, due to the ongoing work on the other phases of the project, we respectfully request an additional two year extension of the application. Thank you in advance for your consideration. Please do not hesitate to let me know if you have any questions or concerns

Sincerely,

KAEMPFER CROWELL



Anthony Celeste

LAS VEGAS OFFICE
1980 Festival Plaza Drive
Suite 650
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Fax: 775.327.2011

CARSON CITY OFFICE
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Carson City, NV 89703
Tel: 775.884.8300
Fax: 775.882.0257

05/19/21 BCC AGENDA SHEET

SINGLE FAMILY RESIDENTIAL
DEVELOPMENT
(TITLE 30)

GRAND CANYON DR/MERANTO AVE

PUBLIC HEARING
APP. NUMBER/OWNER/DESCRIPTION OF REQUEST
WS-21-0140-LEWIS INVESTMENT COMPANY NEVADA, LLC:

WAIVER OF DEVELOPMENT STANDARDS to reduce street intersection off-set.
DESIGN REVIEWS for the following: 1) single family residential development; and 2) finished grade on 46.8 acres in an R-2 (Medium Density Residential) Zone.

Generally located on the southwest corner of Meranto Avenue and Grand Canyon Drive within Enterprise. JJ/al/jd (For possible action)

RELATED INFORMATION:

APN:
176-19-301-018; 176-19-301-019; 176-19-401-027; 176-19-401-028

WAIVER OF DEVELOPMENT STANDARDS:
Reduce street intersection off-sets to a minimum of 29 feet where a minimum of 125 feet is required per Section 30.32.052 (a 76.8% reduction).

DESIGN REVIEWS:

1. A single family residential development.
2. Increased finished grade to 39 inches where a maximum increase of 18 inches is the standard per Section 30.32.040 (a 116.7% increase).

LAND USE PLAN:
ENTERPRISE - PUBLIC FACILITIES

BACKGROUND:

Project Description

General Summary

- Site Address: N/A
- Site Acreage: 46.8
- Number of Lots: 332 residential/19 common elements
- Density (du/ac): 7.1
- Minimum/Maximum Lot Size (square feet): 3,759/11,952
- Project Type: Single family residential development
- Open Space Required/Provided (square feet): 0/122,325

Request & Site Plan

The site was approved as part of a larger single family residential development by NZC-0802-16. Since the site was originally approved there have been some adjustments to the site layout which required the submittal of a new tentative map (TM-21-500053), which is a companion item on this agenda. While reviewing the tentative map it was determined that a design review for the increased finished grade and a waiver for street intersection off-sets was necessary.

The plans depict a single family residential development consisting of 332 lots on 46.8 acres with a density of 7.1 dwelling units per acre. The plan indicates that 29 lots along the northern boundary of the site will take access from Meranto Avenue, a public street which will have a 5 foot wide sidewalk. The remainder of the lots will take access from 42 foot wide private streets, which will have a 4 foot wide sidewalk on 1 side of the street. The plan shows that 3 private streets will travel through the site connecting Conquistador Street with Grand Canyon Drive. There will be 3 additional private streets that provide access to the site from Grand Canyon Drive. Two cul-de-sacs with 8 lots each are accessed from the most southern of the 3 private streets. There is an existing overhead power line located within a 70 foot wide easement that travels diagonally from the northwestern portion of the site to the southeastern portion of the site. The portion of the site within this easement will be common elements for open space. The cross section plan indicates the greatest increase in finished grade is for areas in the western and central portions of the site. The waiver to reduce the street intersection off-set is for 2 locations on the site. The first location is on Conquistador Street on the northwestern portion of the site with an off-set of 77 feet between a private street, Bluebell Knoll Avenue, within the proposed subdivision, and St Claire Lake Avenue, a private street on the west side of Conquistador Street. The second location is on Grand Canyon Drive on the central portion of the street frontage with an off-set of 29 feet between a private street within the proposed subdivision, Keys Ranch Avenue, and Richmar Avenue of the east side of Grand Canyon Drive.

Landscaping

The plan depicts a minimum 15 foot wide landscape area with a detached sidewalk along Grand Canyon Drive and a minimum 6 foot wide landscape area with an attached sidewalk along Conquistador Street. Plant materials in both landscape areas will consist of trees, shrubs, and groundcover. No other landscape areas are proposed or required with this request.

Applicant's Justification

The applicant indicates that the proposed reduction for the street intersection off-sets will not impede turning movements onto Grand Canyon Drive or Conquistador Street. The reduced intersection off-sets are between minor streets that are stop sign controlled, combined with the provided sight visibility zone will allow for safe turning movements to occur. The need for the increase in finished grade above the standard 18 inches is based on a preliminary analysis of the site based on compliance with current Clark County drainage design criteria. The increase in finished grade is necessary to provide proper drainage for the site.

Prior Land Use Requests

Application Number	Request	Action	Date
ET-21-400042 (NZN-0802-16)	Second extension of time to complete a single family residential development	Approved by BCC	May 2021
ADET-20-900076 (NZN-0802-16)	First extension of time to complete a single family residential development	Approved by ZA	February 2020
NZN-0802-16	Reclassified the site to R-2 zoning for a single family residential development	Approved by BCC	February 2017
TM-0163-16	Single family residential development	Approved by BCC	February 2017
VS-0803-16	Vacated and abandoned easements of interest	Approved by BCC	February 2017

Surrounding Land Use

	Planned land Use Category	Zoning District	Existing Land Use
North	Residential Medium (from 3 to 14 du/ac) & Public Facilities	R-2	Undeveloped
South	Residential Medium (from 3 to 14 du/ac)	R-E & R-2	Undeveloped
East	Residential Medium (from 3 to 14 du/ac)	R-E & R-2	Undeveloped & single family residential
West	Residential Suburban (up to 8 du/ac)	R-2	Undeveloped parcels & single family residential

This site and the surrounding area are located in the Public Facilities Needs Assessment (PFNA) area.

Related Applications

Application Number	Request
TM-21-500035	A tentative map for a single family residential development is a companion item on this agenda.

STANDARDS FOR APPROVAL:

The applicant shall demonstrate that the proposed request meets the goals and purposes of Title 30.

Analysis

Current Planning

Waiver of Development Standards

According to Title 30, the applicant shall have the burden of proof to establish that the proposed request is appropriate for its existing location by showing that the uses of the area adjacent to the property included in the waiver of development standards request will not be affected in a substantially adverse manner. The intent and purpose of a waiver of development standards is to modify a development standard where the provision of an alternative standard, or other factors which mitigate the impact of the relaxed standard, may justify an alternative.

Design Review #1

The proposed design and layout of the residential subdivision is consistent and compatible with the past approval for this site. The design and layout of the proposed subdivision is also consistent with the existing single family residential developments that abut this site. Therefore, staff can support this design review.

Public Works - Development Review

Waiver of Development Standards

Staff has no objection to the reduction in the street intersection offsets between Keys Ranch Avenue and Richmar Avenue or Bluebell Knoll Avenue and St. Clair Lake Avenue. Both Grand Canyon Drive and Conquistador Street alignments will dead-end south, adjacent to the Upper Duck Creek Detention Basin. The majority of the residents in the surrounding subdivision will travel north which should minimize safety concerns with the left turn traffic movements.

Design Review #2

This design review represents the maximum grade difference within the boundary of this application. This information is based on preliminary data to set the worst case scenario. Staff will continue to evaluate the site through the technical studies required for this application. Approval of this application will not prevent staff from requiring an alternate design to meet Clark County Code, Title 30, or previous land use approval.

Staff Recommendation

Approval.

If this request is approved, the Board and/or Commission finds that the application is consistent with the standards and purpose enumerated in the Comprehensive Master Plan, Title 30, and/or the Nevada Revised Statutes.

PRELIMINARY STAFF CONDITIONS:

Current Planning

- Applicant is advised that the County is currently rewriting Title 30 and future land use applications, including applications for extensions of time, will be reviewed for conformance with the regulations in place at the time of application; a substantial change in circumstances or regulations may warrant denial or added conditions to an extension of time; the extension of time may be denied if the project has not commenced or there has been no substantial work towards completion within the time specified; and that this application must commence within 4 years of approval date or it will expire.

Public Works - Development Review

- Drainage study and compliance;
- Drainage study must demonstrate that the proposed grade elevation differences outside that allowed by Section 30.32.040(a)(9) are needed to mitigate drainage through the site;
- Traffic study and compliance;
- Full off-site improvements.

- Applicant is advised that approval of this application will not prevent Public Works from requiring an alternate design to meet Clark County Code, Title 30, or previous land use approvals.

Building Department - Fire Prevention

- Applicant is advised that the stub streets are undersized; and that fire/emergency access must comply with the Fire Code as amended.

Clark County Water Reclamation District (CCWRD)

- No comment.

TAB/CAC:

APPROVALS:

PROTESTS:

APPLICANT: LEWIS INVESTMENT COMPANY NEVADA, LLC

CONTACT: LEWIS INVESTMENT COMPANY NEVADA, LLC, 5240 S. POLARIS AVE,
LAS VEGAS, NV 89118

DRAFT



LAND USE APPLICATION

DEPARTMENT OF COMPREHENSIVE PLANNING 14A

APPLICATION PROCESS AND SUBMITTAL REQUIREMENTS ARE INCLUDED FOR REFERENCE

<p>APPLICATION TYPE</p> <p><input type="checkbox"/> TEXT AMENDMENT (TA)</p> <p><input type="checkbox"/> ZONE CHANGE</p> <p style="padding-left: 20px;"><input type="checkbox"/> CONFORMING (ZC)</p> <p style="padding-left: 20px;"><input type="checkbox"/> NONCONFORMING (NZC)</p> <p><input type="checkbox"/> USE PERMIT (UC)</p> <p><input type="checkbox"/> VARIANCE (VC)</p> <p><input checked="" type="checkbox"/> WAIVER OF DEVELOPMENT STANDARDS (WS) <u>300</u></p> <p><input checked="" type="checkbox"/> DESIGN REVIEW (DR) <u>675</u></p> <p><input type="checkbox"/> ADMINISTRATIVE DESIGN REVIEW (ADR)</p> <p><input type="checkbox"/> STREET NAME / NUMBERING CHANGE (SC)</p> <p><input type="checkbox"/> WAIVER OF CONDITIONS (WC)</p> <p>_____ (ORIGINAL APPLICATION #)</p> <p><input type="checkbox"/> ANNEXATION REQUEST (ANX)</p> <p>EXTENSION OF TIME (ET)</p> <p>_____ (ORIGINAL APPLICATION #)</p> <p><input type="checkbox"/> APPLICATION REVIEW (AR)</p> <p>_____ (ORIGINAL APPLICATION #)</p>	STAFF	<p>APP. NUMBER: <u>WS-21-0140</u> DATE FILED: <u>3-25-21</u></p> <p>PLANNER ASSIGNED: <u>PI</u></p> <p>TAB/CAC: <u>Enter pass</u> TAB/CAC DATE: <u>4-28</u></p> <p>PC MEETING DATE: _____</p> <p>BCC MEETING DATE: <u>5-19</u></p> <p>FEE: <u>975⁰²</u></p>
	PROPERTY OWNER	<p>NAME: <u>Lewis Investments Co. NV LLC</u></p> <p>ADDRESS: <u>5240 S. Polaris Ave.</u></p> <p>CITY: <u>Las Vegas</u> STATE: <u>NV</u> ZIP: <u>89118</u></p> <p>TELEPHONE: <u>702-262-7315</u> CELL: _____</p> <p>E-MAIL: <u>David.Diffley@lewismc.com</u></p>
	APPLICANT	<p>NAME: <u>Lewis Investments Co. NV LLC</u></p> <p>ADDRESS: <u>5240 S. Polaris Ave.</u></p> <p>CITY: <u>Las Vegas</u> STATE: <u>NV</u> ZIP: <u>89118</u></p> <p>TELEPHONE: <u>702-262-7315</u> CELL: _____</p> <p>E-MAIL: <u>David.Diffley@lewismc.com</u> REF CONTACT ID #: <u>170660</u></p>
	CORRESPONDENT	<p>NAME: <u>Lewis Investments Co. NV LLC</u></p> <p>ADDRESS: <u>5240 S. Polaris Ave.</u></p> <p>CITY: <u>Las Vegas</u> STATE: <u>NV</u> ZIP: <u>89118</u></p> <p>TELEPHONE: <u>702-262-7315</u> CELL: _____</p> <p>E-MAIL: <u>David.Diffley@lewismc.com</u> REF CONTACT ID #: <u>170660</u></p>

ASSESSOR'S PARCEL NUMBER(S): 170-19-301-018, 019 + 170-19-401-027, 028

PROPERTY ADDRESS and/or CROSS STREETS: Meranto Ave. / Grand Canyon Drive

PROJECT DESCRIPTION: Waiver to reduce offset street intersection & Design Review for Arsenic Spill

(I, We) the undersigned swear and say that (I am, We are) the owner(s) of record on the Tax Rolls of the property involved in this application, or (am, are) otherwise qualified to initiate this application under Clark County Code; that the information on the attached legal description, all plans, and drawings attached hereto, and all the statements and answers contained herein are in all respects true and correct to the best of my knowledge and belief, and the undersigned understands that this application must be complete and accurate before a hearing can be conducted. (I, We) also authorize the Clark County Comprehensive Planning Department, or its designee, to enter the premises and to install any required signs on said property for the purpose of advising the public of the proposed application.

Colt Hancock _____
 Property Owner (Signature)* Property Owner (Print)

STATE OF _____
 COUNTY OF _____

SUBSCRIBED AND SWORN BEFORE ME ON _____ (DATE)


By _____
 NOTARY PUBLIC:

*NOTE: Corporate declaration of authority (or equivalent), power of attorney, or signature documentation is required if the applicant and/or property owner is a corporation, partnership, trust, or provides signature in a representative capacity.

Signature Block for Blue Diamond West #6
176-19-201-032

LEWIS INVESTMENT COMPANY OF NEVADA, LLC,
a Delaware limited liability company

By: LEWIS MANAGEMENT CORP.,
a Delaware corporation-Its Sole Manager

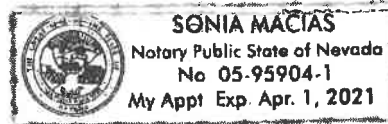
By: 
Name: Jennifer Lewis
Its: Authorized Agent

STATE OF NEVADA
COUNTY OF CLARK

SUBSCRIBED AND SWORN BEFORE ME ON Jan 22, 2021 (Date)

BY: Sonia Macias

NOTARY PUBLIC: 4-1-22





March 9, 2021

Clark County Current Planning
500 S. Grand Central Parkway
Las Vegas, NV 89155

**Reference: Waiver of Development Standards/Design Review
Meranto/Grand Canyon
APN #176-19-301-018, 019; 176-19-401-027, 028**

On behalf of Lewis Investment Co. NV LLC, we respectfully request your consideration of the attached Waiver of Development Standard.

Location: The proposed project is located at the southwest corner of Meranto Ave. and Grand Canyon Drive within Section 19, Township 22 South, Range 60 East.

Waiver of Standards: Request a waiver of standards of section 30.52.052(c) to allow reduced offset street intersections as follows:

- a. Allow a 29' intersection offset of Keys Ranch Ave and the Richmar Ave. alignment at Grand Canyon Drive (a 77% reduction of the 125' standard). This request matches the approved intersection offset waiver under NZC-16-0888. The proposed offset does not impede the northbound to eastbound and southbound to westbound left turn movements from Grand Canyon onto Richmar Avenue and Keys Ranch Avenue (i.e. the turning movements do not 'overlap'). The minor street approaches onto Grand Canyon Drive are STOP sign controlled which, combined with the provided site visibility zones, allow safe turning movements to occur.
- b. Allow a 77' intersection offset at the proposed Bluebell Knoll Ave and the St. Claire Lake Ave. alignment at Conquistador Street (a 38% reduction of the 125' standard). The proposed offset does not impede the northbound to westbound and southbound to eastbound left turn movements from Conquistador onto Bluebell Knoll and St. Claire Lake (i.e. the turning movements do not 'overlap'). The minor street approaches onto Conquistador are STOP sign controlled which, combined with the provided site visibility zones, allow safe turning movements to occur.

Design Review:

As required under section 30.32.040 of Title 30, the design review requests approval of an increase in the finished grade up to a maximum of 3.2' feet along the property lines as reflected in the details provided on the Cross Section Plan. The need for the increase in finished grade above 18" at property line is based on a preliminary analysis based on compliance with current

7080 La Cienega Street, Suite 200
Las Vegas, Nevada 89119
Phone (702) 932-6125 • Fax (702) 932-6129

Clark County drainage design criteria. The existing fall of the land is from the southwest to the northeast at approximately 2.0 % with a total elevation change of approximately 30' across the site.

If you have any questions or require additional information, please feel free to contact us.

Sincerely,


FOR: Joe Thomason, PE

7080 La Cienega Street, Suite 200
Las Vegas, Nevada 89119
Phone (702) 932-6125 • Fax (702) 932-6129

05/19/21 BCC AGENDA SHEET

MERANTO/GRAND CANYON
(TITLE 30)

GRAND CANYON DR/MERANTO AVE

APP. NUMBER/OWNER/DESCRIPTION OF REQUEST
TM-21-500035-LEWIS INVESTMENT COMPANY NEVADA, LLC:

TENTATIVE MAP consisting of 332 single family residential lots and common lots on 46.8 acres in an R-2 (Medium Density Residential) Zone.

Generally located on the southwest corner of Meranto Avenue and Grand Canyon Drive within Enterprise. JJ/al/jd (For possible action)

RELATED INFORMATION:

APN:
176-19-301-018; 176-19-301-019; 176-19-401-027; 176-19-401-028

LAND USE PLAN:
ENTERPRISE - PUBLIC FACILITIES

BACKGROUND:

Project Description

General Summary

- Site Address: N/A
- Site Acreage: 46.8
- Number of Lots: 332 residential/19 common elements
- Density (du/ac): 7.1
- Minimum/Maximum Lot Size (square feet): 3,759/11,952
- Project Type: Single family residential development
- Open Space Required/Provided (square feet): 0/122,325

The plans depict a single family residential development consisting of 332 lots on 46.8 acres with a density of 7.1 dwelling units per acre. The plan indicates that 29 lots along the northern boundary of the site will take access from Meranto Avenue, a public street which will have a 5 foot wide sidewalk. The remainder of the lots will take access from 42 foot wide private streets, which will have a 4 foot wide sidewalk on 1 side of the street. The plan shows that 3 private streets will travel through the site connecting Conquistador Street with Grand Canyon Drive. There will be 3 additional private streets that provide access to the site from Grand Canyon Drive. Two cul-de-sacs with 8 lots each are accessed from the most southern of the 3 private streets. There is an existing overhead power line located within a 70 foot wide easement that travels diagonally from the northwestern portion of the site to the southeastern portion of the site. The portion of the site within this easement will be common elements for open space. The waiver to reduce the street intersection off-set is for 2 locations on the site. The first location is on Conquistador Street on the northwestern portion of the site and the second location is on Grand Canyon Drive on the central portion of the street frontage.

Prior Land Use Requests

Application Number	Request	Action	Date
ET-21-400042 (Nzc-0802-16)	Second extension of time to complete a single family residential development	Approved by BCC	May 2021
ADET-20-900076 (Nzc-0802-16)	First extension of time to complete a single family residential development	Approved by ZA	February 2020
Nzc-0802-16	Reclassified the site to R-2 zoning for a single family residential development	Approved by BCC	February 2017
TM-0163-16	Single family residential development	Approved by BCC	February 2017
VS-0803-16	Vacated and abandoned easements of interest	Approved by BCC	February 2017

Surrounding Land Use

	Planned land Use Category	Zoning District	Existing Land Use
North	Residential Medium (from 3 to 14 du/ac) & Public Facilities	R-2	Undeveloped
South	Residential Medium (from 3 to 14 du/ac)	R-E & R-2	Undeveloped
East	Residential Medium (from 3 to 14 du/ac)	R-E & R-2	Undeveloped & single family residential
West	Residential Suburban (up to 8 du/ac)	R-2	Undeveloped & single family residential

This site and the surrounding area are located in the Public Facilities Needs Assessment (PFNA) area.

Related Applications

Application Number	Request
WS-21-0140	A waiver of development standards to reduce street intersection off-sets with design reviews for a single family residential development and to increase finished grade is a companion item on this agenda.

STANDARDS FOR APPROVAL:

The applicant shall demonstrate that the proposed request meets the goals and purposes of Title 30.

Analysis

Current Planning

This request meets the tentative map requirements as outlined in Title 30.

Staff Recommendation
Approval.

If this request is approved, the Board and/or Commission finds that the application is consistent with the standards and purpose enumerated in the Comprehensive Master Plan and/or the Nevada Revised Statutes.

PRELIMINARY STAFF CONDITIONS:

Current Planning

- Applicant is advised that the County is currently rewriting Title 30 and future land use applications, including applications for extensions of time, will be reviewed for conformance with the regulations in place at the time of application; a substantial change in circumstances or regulations may warrant denial or added conditions to an extension of time; the extension of time may be denied if the project has not commenced or there has been no substantial work towards completion within the time specified; and that a final map for all, or a portion, of the property included under this application must be recorded within 4 years or it will expire.

Public Works - Development Review

- Drainage study and compliance;
- Drainage study must demonstrate that the proposed grade elevation differences outside that allowed by Section 30.32.040(a) 9) are needed to mitigate drainage through the site;
- Traffic study and compliance;
- Full off-site improvements.
- Applicant is advised that approval of this application will not prevent Public Works from requiring an alternate design to meet Clark County Code, Title 30, or previous land use approvals.

Current Planning Division - Addressing

- Approved street name list from the Combined Fire Communications Center shall be provided;
- Blue Bell Knoll Avenue is an extension of Angel Valley Drive and shall maintain the same name.

Clark County Water Reclamation District (CCWRD)

- Applicant is advised that a Point of Connection (POC) request has been completed for this project; to email sewerlocation@cleanwaterteam.com and reference POC Tracking #0141-2021 to obtain your POC exhibit; and that flow contributions exceeding CCWRD estimates may require a new POC analysis.

TAB/CAC:
APPROVALS:
PROTESTS:

APPLICANT: LEWIS INVESTMENT COMPANY NEVADA, LLC
CONTACT: LEWIS INVESTMENT COMPANY NEVADA, LLC, 5240 S. POLARIS AVE,
LAS VEGAS, NV 89118

DRAFT



TENTATIVE MAP APPLICATION 15A

DEPARTMENT OF COMPREHENSIVE PLANNING

APPLICATION PROCESS AND SUBMITTAL REQUIREMENTS ARE INCLUDED FOR REFERENCE

APPLICATION TYPE	DEPARTMENT USE	APP. NUMBER: <u>TM-21-500035</u> DATE FILED: <u>3-25-21</u>
<input checked="" type="checkbox"/> TENTATIVE MAP (TM)		PLANNER ASSIGNED: <u>Pat</u> TAB/CAC: <u>Entigson</u> TAB/CAC DATE: <u>4-28-21</u> PC MEETING DATE: <u>—</u> BCC MEETING DATE: <u>5-19-21</u> FEE: <u>\$750⁰²</u>

PROPERTY OWNER	NAME: <u>Lewis Investment Company NV LLC</u>
	ADDRESS: <u>5240 S. Polaris Ave.</u>
	CITY: <u>Las Vegas</u> STATE: <u>NV</u> ZIP: <u>89118</u>
	TELEPHONE: _____ CELL: _____
	E-MAIL: <u>David.Diffley@Lewismc.com</u>

APPLICANT	NAME: <u>Lewis Investment Company NV LLC</u>
	ADDRESS: <u>5240 S. Polaris Ave.</u>
	CITY: <u>Las Vegas</u> STATE: <u>NV</u> ZIP: <u>89118</u>
	TELEPHONE: _____ CELL: _____
	E-MAIL: <u>David.Diffley@Lewismc.com</u> REF CONTACT ID #: <u>170660</u>

CORRESPONDENT	NAME: <u>Lewis Investment Company NV LLC</u>
	ADDRESS: <u>5240 S. Polaris Ave.</u>
	CITY: <u>Las Vegas</u> STATE: <u>NV</u> ZIP: <u>89118</u>
	TELEPHONE: _____ CELL: _____
	E-MAIL: <u>David.Diffley@Lewismc.com</u> REF CONTACT ID #: <u>170660</u>

ASSESSOR'S PARCEL NUMBER(S): 176-19-301-018, 019, & 176-19-401-027, 028

PROPERTY ADDRESS and/or CROSS STREETS: Meranto Ave/ Grand Canyon Drive
 TENTATIVE MAP NAME: Meranto/Grand Canyon

I, We) the undersigned swear and say that (I am, We are) the owner(s) of record on the Tax Rolls of the property involved in this application, or (am, are) otherwise qualified to initiate this application under Clark County Code; that the information on the attached legal description, all plans, and drawings attached hereto, and all the statements and answers contained herein are in all respects true and correct to the best of my knowledge and belief, and the undersigned understands that this application must be complete and accurate before a hearing can be conducted. (I, We) also authorize the Clark County Comprehensive Planning Department, or its designee, to enter the premises and to install any required signs on said property for the purpose of advising the public of the proposed application.

Please see attached

Property Owner (Signature)* _____ Property Owner (Print) _____

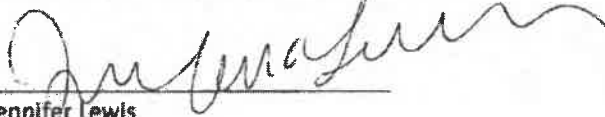
STATE OF _____
 COUNTY OF _____
 SUBSCRIBED AND SWORN BEFORE ME ON _____ (DATE)
 By _____
 NOTARY PUBLIC: _____

*NOTE: Corporate declaration of authority (or equivalent), power of attorney, or signature documentation is required if the applicant and/or property owner is a corporation, partnership, trust, or provides signature in a representative capacity.

Signature Block for Grand Canyon Meranto
176-19-301-018, 019, & 176-19-401-027, 028

LEWIS INVESTMENT COMPANY OF NEVADA, LLC,
a Delaware limited liability company

By: LEWIS MANAGEMENT CORP.,
a Delaware corporation-Its Sole Manager

By: 
Name: Jennifer Lewis
Its: Authorized Agent

STATE OF NEVADA
COUNTY OF CLARK

SUBSCRIBED AND SWORN BEFORE ME ON October 14, 2020 (Date)

BY: Jennifer Lewis
NOTARY PUBLIC: Sonia Macias





Town Advisory Board and Citizen Advisory Council Outreach

Spring 2021

BACKGROUND

The current phase of the Transform Clark County process is focused on the draft Area-Specific Policies and consolidated Land Use Categories. Clark County is seeking assistance from Town Advisory Boards (TABs) and Citizen Advisory Councils (CACs), and community-members in different parts of the County to help review and provide input on the portions of the draft materials that pertain to their Planning Areas and local communities. This is your opportunity to ensure the updated Master Plan reflects what's important to your community!

DRAFT MATERIALS FOR REVIEW

The following new materials are available for review:

- [Draft Area-Specific Policies](#) for the Planning Area (which include community-specific policies, where applicable);
- [Draft Land Use Category descriptions](#);
- [Draft Land Use Plan map](#) for the Planning Area (provided for participant reference).

You may also find it useful to reference the draft [Countywide Goals and Policies](#) (released for review in December 2020) as you review the Area-Specific Policies.

DISCUSSION QUESTIONS

Once the new Master Plan is adopted, the Area-Specific Policies will be used as a “supplement” to the [Countywide Policies](#) to guide decision-making in different parts of Clark County. With that in mind we would like your feedback on the following questions:

- How well do the draft Area-Specific Policies reflect issues or opportunities that are unique to your Planning Area and community overall?
- Are there goals or policies that you think should be refined to better convey those unique issues?

- Are there issues or opportunities that you think are missing?
- Do you have other thoughts/suggestions that would help tailor the Area-Specific Policies to your Planning Area or community?

Please be as specific as possible when recording your group's input. Provide references to page numbers and/or goal and policy numbers where applicable. Your group's input will be used to help refine the draft Area-Specific Policies for incorporation as part of Clark County's Draft Master Plan that will be released for review this summer.

RECORDING YOUR FEEDBACK

Feedback may be provided in one of two ways:

- 1) Provide written notes via e-mail to TransformClarkCounty@ClarkCountyNV.gov; or
- 2) Record comments directly on the draft documents using the comment features provided as part of the [Virtual Open House](#).

Thank you for your participation!

www.transformclarkcounty.com



Area-Specific Policies

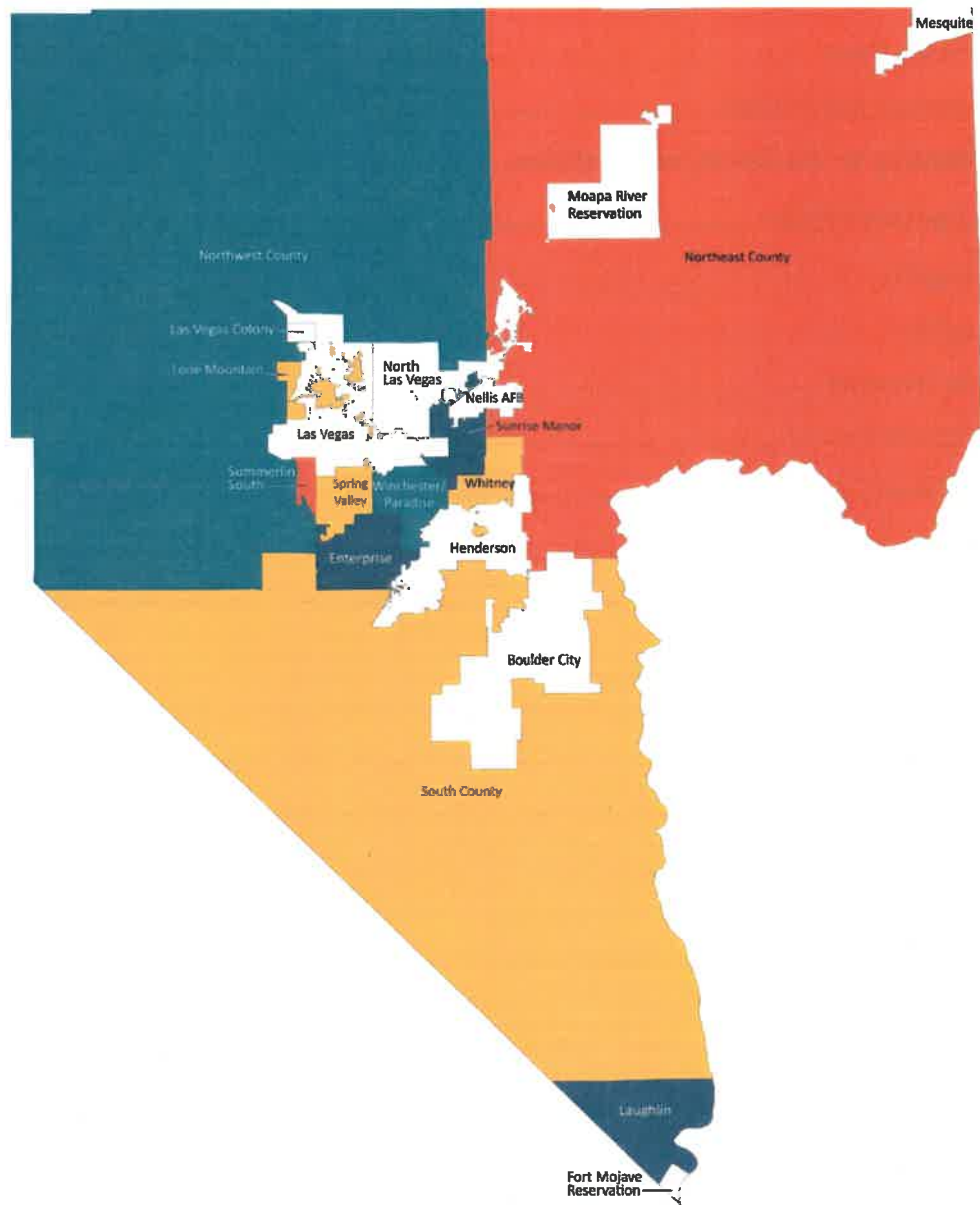
Draft: 03.23.2021

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ABOUT THE AREA-SPECIFIC POLICIES

Planning Areas

Clark County is responsible for land use planning in all areas outside of the incorporated cities. For land use planning purposes, the unincorporated portion of Clark County is divided into 11 planning areas. Seven planning areas are in the Las Vegas Valley—Enterprise, Lone Mountain, Spring Valley, Summerlin South, Sunrise Manor, Whitney, and Winchester/Paradise. Four others represent the outlying areas of the County—Laughlin, Northeast County, Northwest County, and South County – and all the communities within those areas. Currently, the County maintains separate plans and land use plan maps for each planning area.



Objectives and Process

In the interest of reducing repetition, clarifying desired outcomes, and making the Master Plan easier to use and administer, area-specific policies (and associated planning area land use plan maps) will be consolidated into a single section of the updated Master Plan.

The draft area-specific policies in this document were developed based on:

- Existing planning area land use plans;
- Related plans and studies – both internal to Clark County, and those developed by outside agencies and partners; and
- Feedback received from stakeholders and the community to-date.

Every effort has been made to reflect the unique conditions in each planning area and key issues and opportunities addressed by the narrative and existing goals and policies contained in existing plans. However, not all existing goals and policies have been carried forward. In some instances, land use policies are proposed to be replaced by the consolidated land use categories. In other instances, policies that contain regulatory language have been removed for further consideration as part of the Development Code (Title 30) rewrite. Finally, area-specific policies are intended to supplement, rather than duplicate countywide policies. Therefore, cross-references to countywide policies are provided where applicable. Footnotes are used throughout the document to help orient the reader to the origins of different goals and policies.

This is a working document. These policies will continue to be refined based on input from stakeholders as the Transform Clark County process progresses over the coming months.

Note: Background information contained in existing planning area land use plans (e.g., details about infrastructure and service providers, and other existing conditions) has not been carried forward as part of this document. This information will be carried forward in an appendix as part of the updated Master Plan. In addition, population and demographic information will be consolidated into a single location where it can be updated on an annual basis.

RELATIONSHIP TO THE COUNTYWIDE POLICIES

This document builds upon the preliminary [Plan Framework](#) for the Master Plan that was released in September 2020 and the [Countywide Policies](#) for the Master Plan that were made available for public review in December 2020. As discussed in the Plan Framework and Countywide Policies, the approach of this document is to shift away from the current topical or “element-based” Master Plan structure that Clark County has had in place for many years. Instead, countywide policies are categorized into one of six core value. Area-specific goals and associated policies are structured to generally align with one of the six core values, as indicated by the corresponding icons¹, but address issues and opportunities that are unique to each planning area.



Core Value #1: Unique Communities, Neighborhoods, and Lifestyles



Core Value #2: Equitable Access to Programs, Services, and Amenities



Core Value #3: A Healthy and Sustainable Natural and Built Environment



Core Value #4: A More Connected Clark County



Core Value #5: A Diverse and Resilient Economy



Core Value #6: Sustainable and Resilient Growth and Development

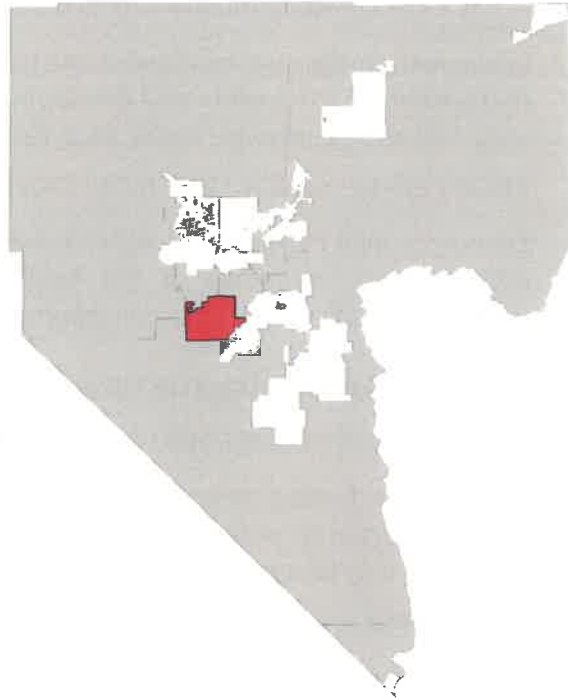
¹ To be added as part of consolidated draft Master Plan.

AREA-SPECIFIC POLICIES

Enterprise

Area Background

The Enterprise planning area (“Enterprise”) encompasses approximately 66.5 square miles (42,600 acres) in the southwest quadrant of the Las Vegas Valley. Enterprise is located south of the Spring Valley planning area, southwest of the Winchester/Paradise planning area, and west of the City of Henderson. The planning area is also bound by the Northwest County planning area to the west and the South County planning area to the south.



Area Character

Enterprise has experienced rapid growth over several decades and development patterns are continuing to evolve and is one of the last areas in the Las Vegas Valley where larger tracts of land can still be assembled and developed. The planning area includes some established commercial areas along Las Vegas Boulevard South and developed employment areas near McCarran International Airport, along Bruce Woodbury 215 Beltway, and along the Union Pacific Railroad. Established estate and large lot residential neighborhoods are common in Enterprise. While large portions of Enterprise are undeveloped many pockets of vacant land are being converted to suburban single-family residential development. Pockets and strips of commercial development are concentrated along Las Vegas Boulevard South, Blue Diamond Road, and Rainbow Boulevard (between Warm Springs Road and Windmill Lane), but others are emerging in conjunction with residential growth in the area.

The proximity of Enterprise to McCarran International Airport has led to the establishment of a Cooperative Management Area (CMA). In conjunction with the CMA, the Airport Environs Overlay (AEO) District, and Airport Airspace Overlay (AAO) District assists to ensure the development of compatible uses in proximity to McCarran International Airport and in land owned by the Department of Aviation.

HISTORY OF THE ENTERPRISE PLANNING AREA

The Enterprise planning area was formed in December 1996.

Area-Specific Goals and Policies²

Goal EN-1: Maintain established large lot neighborhoods in Enterprise while accommodating the diversification of housing options over time

POLICY EN-1.1: NEIGHBORHOOD INTEGRITY

Preserve the integrity of contiguous and uniform neighborhoods through development regulations that encourage compatible infill development and standards for transitioning from higher intensity uses. See also Countywide Policy 1.5.2, *Compatible Development*.

POLICY EN-1.2: ESTATE NEIGHBORHOODS

Encourage infill development within Estate Neighborhoods in accordance with the compatibility considerations contained in the Neighborhood Land Use Category Definitions. (See also Countywide Policy 1.5.1: *Rural Neighborhood Preservation Areas*.)

Goal EN-2: Adapt infrastructure and services to meet changing needs in Enterprise³

POLICY EN-2.1: PUBLIC FACILITIES NEEDS ASSESSMENT (PFNA)

Require new development to contribute proportionally towards the provision of necessary public infrastructure in accordance with the Southwest Las Vegas Valley Public Facility Needs Assessment Report, as may be updated from time to time.

POLICY EN-2.2: LIBRARY SERVICES

Coordinate with the Las Vegas-Clark County Library District (LVCCLD) on the expansion of library services as the planning area grows.

POLICY EN-2.3: PUBLIC SCHOOLS

Coordinate with Clark County School District (CCSD) on the location of new schools necessary to serve projected populations and ensure planned infrastructure in proximity to potential school sites is planned for – especially pedestrian safety infrastructure.

Goal EN-3: Preserve land for habitat, recreation, and open space

POLICY EN-3.1: WASHES, ARROYOS, AND DRAINAGEWAYS⁴

Identify washes, arroyos, and drainageway corridors – like Duck Creek –for potential preservation for habitat, recreation, open space, and restoration in collaboration with the Clark County Regional Flood Control District (RFCD) and other regional partners.

POLICY EN-3.2: PARKS AND OPEN SPACE⁵

Seek opportunities to protect distinctive topographic features for parks and open space through purchase, preservation, or dedication.

² The 2014 Enterprise Land Use Plan does not contain policies aside from directives within the Land Use Category Descriptions. The Land Use Element contains some policies specific to the Arden Area of Enterprise.

³ New.

⁴ New.

⁵ New.

POLICY EN-3.3: ACCESS TO PUBLIC LANDS⁶

Encourage new development to provide and maintain access to public lands through access easements and trail connections.

POLICY EN-3.4: PARKS AND OPEN SPACE FACILITIES⁷

Continue to work towards improved roadways, parking, restrooms, and other infrastructure and facilities at existing parks and open space areas to ensure safe access for all users.

POLICY EN-3.5: PATHS AND TRAILS

Encourage the integration of equestrian trails and paths for people walking and riding bikes in large lot developments with existing and proposed trail systems, open space, and parks.

Goal EN-4: Improve multimodal connectivity in Enterprise in conjunction with future growth

POLICY EN-4.1: CONTINUATION OF MAJOR STREETS⁸

Maintain existing rights-of-way and plan for the extension of rights-of-way needed for the continuation of major streets to support street connectivity. (Cross-reference to relevant Transportation Element map(s) to be added as part of draft Master Plan.)

POLICY EN-4.2: TRANSIT ACCESS⁹

Coordinate with the Regional Transportation Commission of Southern Nevada (RTC) on the expansion of transit and paratransit services commensurate with demand.

POLICY EN-4.3: RAIL CROSSINGS¹⁰

Limit at-grade railroad crossings between major streets to reduce conflicts with rail operations. Design overpasses, underpasses, bike/pedestrian bridges, and at-grade rail crossings at major streets to allow for the safe and comfortable movement of people walking, biking, riding transit, or driving.

Goal EN-5: Protect the viability of industrial and employment areas in Enterprise

POLICY EN-5.1: ARDEN EMPLOYMENT¹¹

Support the retention and expansion of light-industrial and employment uses in the Arden area of Enterprise.

⁶ New.

⁷ New.

⁸ New. Connectivity is a major issue raised.

⁹ New.

¹⁰ New policy carries forward themes from existing Enterprise-Specific Policy 6 in the Land Use Element of the current Master Plan.

¹¹ New policy carries forward themes from existing Enterprise-Specific Policy 1 in the Land Use Element of the current Master Plan.

POLICY EN-5.2: HIGHWAY-ADJACENT EMPLOYMENT¹²

Encourage light-industrial and employment uses to establish and operate along Bruce Woodbury 215 Beltway and Interstate 15.

POLICY EN-5.3: DESIGNATED EMPLOYMENT AREAS¹³

Limit the conversion of industrial and commercial lands for the purposes of residential development to protect the health and quality of life of residents, limit land use conflicts, reduce impacts from the airport, lessen impacts to airport operations, and to protect the viability of existing and future employers in Enterprise.

POLICY EN-5.4: ADJACENT USES¹⁴

Update development standards for buffering, screening, and adjacency of uses to ensure new non-employment land uses adjacent to existing employment areas provide buffering.

Goal EN-6: Facilitate orderly, incremental growth in Enterprise¹⁵

POLICY EN-6.1: AIRPORT ENVIRONS OVERLAY DISTRICT¹⁶

Periodically review and update the boundary of the Airport Environs Overlay (AEO) District in coordination with the Clark County Department of Aviation (DOA) to reflect changes to airport noise contours and flight paths. See also Countywide Policy 5.2.1, *McCarran International Airport*.

POLICY EN-6.2: COOPERATIVE MANAGEMENT AREA USES

Prohibit residential uses, or other incompatible uses—as defined by Title 30—on deed restricted parcels within an AE-60 or greater Airport Overlay Noise Zone; or any parcels within the AE-70 or greater Airport Overlay Noise Zone.

POLICY EN-6.3: NATIONAL GUARD READINESS CENTER

Coordinate with the Nevada National Guard on relevant land use applications within 3,000 feet of the National Guard Readiness Center.

POLICY EN-6.4: LAS VEGAS BOULEVARD¹⁷

Encourage the expansion of tourism-focused commercial uses along Las Vegas Boulevard South and Interstate-15 where appropriate.

¹² New.

¹³ New policy carries forward themes from existing Enterprise-Specific Policies 2, 4 and 7 in the Land Use Element of the current Master Plan.

¹⁴ New policy carries forward themes from existing Enterprise-Specific Policy 5 in the Land Use Element of the current Master Plan. Potential to expand this policy to apply countywide or in other planning areas or contexts.

¹⁵ New.

¹⁶ New. Policy to ensure future changes to noise contours (noise impacts change with technology and flight patterns) are reflected in the CMA and land use policy.

¹⁷ New.

POLICY EN-6.5: CONTIGUOUS DEVELOPMENT¹⁸

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

POLICY EN-6.6: COST-EFFECTIVE GROWTH¹⁹

Encourage development in areas already served by the County and service providers to the maximum extent feasible.

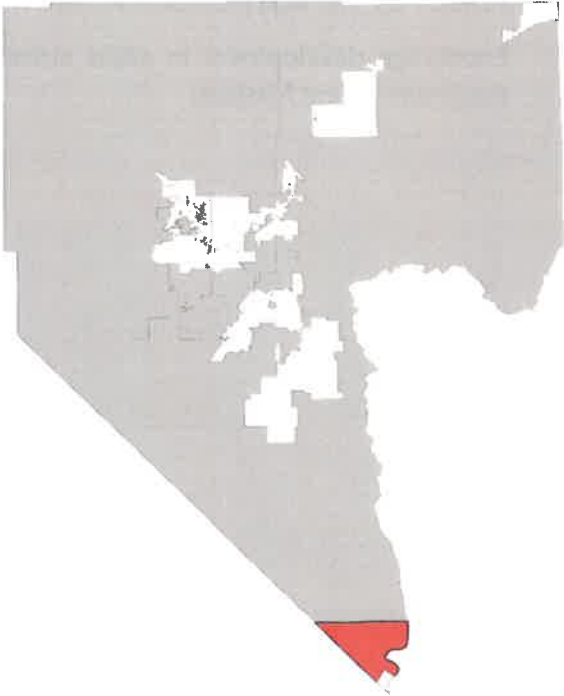
¹⁸ Adapted from existing policy.

¹⁹ New.

Laughlin

Area Background

The Laughlin planning area (“Laughlin”) encompasses the unincorporated town of Laughlin, covering approximately 106 square miles (67,900 acres) at the southern tip of Clark County and Nevada. The planning area anchors the Nevada portion of the Tri-State region that includes San Bernardino County, California and Mohave County, Arizona. Laughlin is bordered to the north by the South County planning area and the Fort Mojave Indian Reservation to the south.



Area Character

In addition to boundaries with California, Arizona, and the Fort Mojave Indian Reservation, Laughlin has numerous constraints to development. Federal public lands make up a significant portion of the planning area. Steep slopes and floodplains extend along the Colorado River on the eastern edge of the planning area. Additionally, environmentally sensitive areas and critical habitat are present along the riverfront corridor and may be subject to Colorado River Commission of Nevada (CRC) jurisdiction.

Existing development is largely split into two areas – higher intensity commercial and entertainment uses along the Colorado River and Arizona border in the northeast corner of the planning area, and mixed-density residential and commercial areas clustered just north of the Big Bend of the Colorado State Recreation Area about three miles to the southwest. The Mohave Generating Station, which ceased operations in 2005, is a notable segment of approximately 2,500 acres of privately-owned land in the center of the Laughlin planning area – dividing the two developed areas. The facilities of the Mohave Generating Station have been demolished and the land is under single ownership, making the redevelopment of the site possible.

HISTORY OF THE LAUGHLIN PLANNING AREA

The Laughlin area was annexed from Arizona Territory with the formation of the State of Nevada in 1867. Originally the area was part of Lincoln County and initially provided the last section of private land available for development on the Colorado River from the Hoover Dam to the Mexican Border.

In 1979, Clark County Ordinances 490 and 667 created the Town of Laughlin, its boundaries, and the Laughlin Town Advisory Board (TAB). In the late 1980s, Laughlin experienced a growth and development boom. Clark County government managed the construction of most of the public facilities, extended and localized services, and planned its development – often barely keeping pace with the pace of development. Development was happening so rapidly that Laughlin was largely built-out within a ten-year period.

Clark County placed a full-time town manager in Laughlin in 1988 making it the only unincorporated town in the County with full-time staffing at the time. By 1996, two fire stations, the regional government center including a justice court, police substation and holding facility, a mass transit route, a community park, a visitor’s center, elementary and junior/senior high schools, post office, library, two social services buildings, major flood control structures, water, and sewage treatment plants, and all the major roads had been completed.

Area-Specific Goals and Policies

Goal LA-1: Develop the Riverwalk District as a vibrant destination for tourists and locals

POLICY LA-1.1: MIX OF USES

Encourage a mix of hotels, casinos, restaurants, retail, entertainment, and other tourism-oriented uses in the Riverwalk District.

POLICY LA-1.2: WORKFORCE HOUSING

Encourage the integration of high-density residential as a secondary and supporting use within the Riverwalk District to expand live-work opportunities for employees and reduce commuting pressures on the regional transportation system. Residential uses should be sited on secondary frontages and in other locations where they do not limit future potential for tourism- or community-oriented commercial or gaming uses.

POLICY LA-1.3: COLORADO RIVER FRONTAGE

Orient development to maximize views and access to the Colorado River and encourage pedestrian activity. Incorporate parks, plazas, paths, public art, and other public amenities as part of riverfront development to accommodate informal gatherings as well as larger special events.

POLICY LA-1.4: IDENTITY

Incorporate consistent signage, lighting, landscaping, and other urban design features to reinforce the Riverwalk District’s distinct identity and sense of place.

Goal LA-2: Expand access to programs, services, and amenities in Laughlin and the Tri-County Region

POLICY LA-2.1: ESSENTIAL SERVICES AND AMENITIES²⁰

Encourage the development and growth of businesses that provide for the basic needs of Laughlin residents, including groceries, medical care, senior housing, childcare, and other amenities.

POLICY LA-2.2: REGIONAL COORDINATION²¹

Establish and implement processes for regular communication with Mojave County, Arizona; Bullhead City, Arizona; San Bernardino County, California; the Fort Mojave Indian Reservation; and regional chambers of commerce to identify healthcare, education, employment, and essential service needs and opportunities in the Tri-County Region.

POLICY LA-2.3: COUNTY PARKS AND RECREATION FACILITIES

Maintain, enhance, and expand parks and recreation facilities, recognizing that service levels in relation to population will decrease as the community grows over time.

POLICY LA-2.4: BOAT LAUNCH FACILITIES

Maintain existing marinas and boat launch ramps and explore the feasibility of adding additional boat launch and storage facilities as demand warrants.

Goal LA-3: Enhance multimodal connections to and within Laughlin

POLICY LA-3.1: NEEDLES HIGHWAY

Work with the CRC, NDOT, and other stakeholders to plan for future improvements to Needles Highway—such as, but not limited to the addition of frontage roads and efforts to protect necessary right-of-way from encroaching development.

POLICY LA-3.2: PEDESTRIAN AND BICYCLE SAFETY

Seek opportunities to improve pedestrian and bicycle safety along Casino Drive and other major arterials through enhancing crossings at intersections, parallel sidewalk networks, and connections to the regional trail system.

POLICY LA-3.3: PEDESTRIAN CONNECTIVITY

Encourage pedestrian circulation over all other means of travel within the Riverwalk District through the development of sidewalks, paths, pedestrian crossings, and elevated walkways.

POLICY LA-3.4: SECOND BRIDGE

Continue to collaborate with state, federal, and regional partners on the planned construction of a second bridge across the Colorado River to connect Laughlin and Bullhead City.

²⁰ New. Residents raised the need of a grocery store, medical clinic, and basic services without traveling to Bullhead City, AZ.

²¹ New policy to address unique interstate planning issues in Laughlin region.

POLICY LA-3.5: TRANSIT

Work with the Southern Nevada Transit Coalition (SNTC) and area employers to maintain fixed-route and on-demand service options to Laughlin from other rural communities.

POLICY LA-3.6: RIVER TAXIS

Work with business-owners and the CRC to maintain river taxi services as an essential component of the area’s transportation system.

Goal LA-4: Work regionally to establish a diverse and resilient Laughlin economy

POLICY LA-4.1: BUSINESS-SUPPORT SERVICES

Where appropriate, apply strategies identified as part of the Clark County Economic Development Strategic Plan to improve access to employment, employees, education, training, and business-support services.

POLICY LA-4.2: CULTURAL HERITAGE TOURISM

Explore opportunities to accommodate visitor access to historic and cultural sites in the Laughlin planning area in collaboration with the Bureau of Land Management, Nevada State Historic Preservation Office, and other partners.

POLICY LA-4.3: ECO-TOURISM

Explore opportunities to expand eco-tourism businesses and uses that leverage Laughlin’s unique natural setting and complement the gaming focus of the Riverwalk District.

POLICY LA-4.4: MOJAVE GENERATING STATION SITE²²

Encourage the future redevelopment of the former Mojave Generating Station site with a mix of community-supportive uses.

Goal LA-5: Facilitate sustainable levels of development in Laughlin

POLICY LA-5.1: CONTEXT-SENSITIVE DEVELOPMENT

Encourage compact, higher-density development patterns to limit the overall footprint of growth, maximize the preservation of (and connectivity between) open lands and sensitive natural features, and expand recreational opportunities for residents and visitors.

POLICY LA-5.2: DEVELOPABLE LAND SUPPLY

Work with the BLM, CRC, and other government entities on the strategic transfer of parcels of land from public to private ownership to support future development that is consistent with these area-specific goals and policies.

POLICY LA-5.3: POTABLE WATER ALLOCATION

Balance the needs of current and proposed development in the context of Laughlin’s fixed allocation of approximately 15,000 acre feet of water per year.

²² New.

POLICY LA-5.4: WATER CONSERVATION

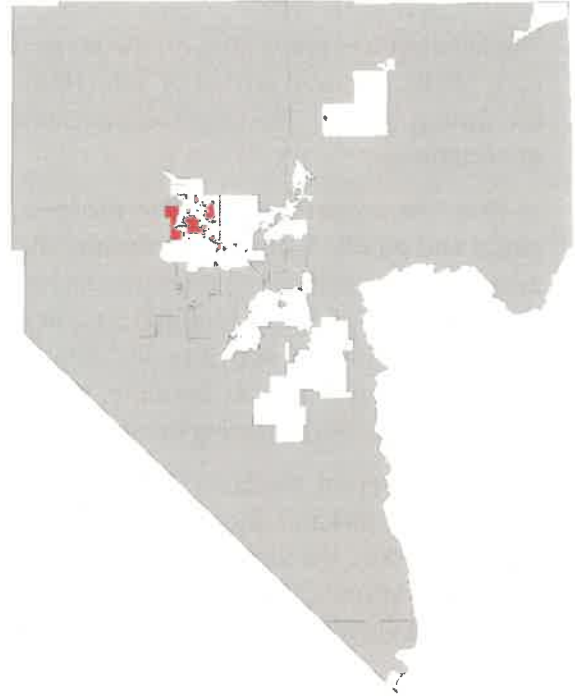
Adopt and implement water conservation measures for existing and future development to help maximize Laughlin's current potable water allocation.

Lone Mountain

Area Background

The Lone Mountain planning area (“Lone Mountain”) covers over 23 square miles (approximately 15,000 acres) of unincorporated land in the northwest quadrant of the Las Vegas Valley. The planning area includes areas west of the City of Las Vegas, as well as multiple unincorporated islands of Clark County surrounded by the City of Las Vegas. Where Lone Mountain is not surrounded by the City of Las Vegas, it is bordered by the Northwest County planning area (generally to the west).

Lone Mountain is generally bordered on the north by Grand Teton Drive, on the south by Alexander Road, on the east by Jones Boulevard, and on the west by the La Madre Mountains of the Spring Mountain Range. However, a small portion of the planning area extend north to Moccasin Road, and to the south are islands of unincorporated Clark County generally between Buffalo Drive and Simmons Street, and between Alexander Road and Washington Avenue.



Area Character

Lone Mountain is characterized by large lot residential uses, with a number of properties having horses and other agricultural uses. Portions of the City of Las Vegas that abut the planning area generally feature a higher density and intensity of uses. The western portion of Lone Mountain features steeper slopes and wildlife habitat in proximity of the La Madre Mountains of the Spring Mountain Range.

HISTORY OF THE LONE MOUNTAIN PLANNING AREA

Near the modern-day boundaries of Lone Mountain is Floyd Lamb Park – a City of Las Vegas park. This area that makes up the park was originally called Tule Springs after the thick growth of tules, or cattails, that grew there.

The location became a stop on the stage line connecting Las Vegas and the Bullfrog District in the early 1900's and was settled by John Herbert (Bert) Nay, who was the first to file for water rights to the springs in 1916. The ranch was a headquarters for bootleggers during the 1920s until the repeal of Prohibition.

In 1941, the property was sold to Prosper Jacob Goumond who expanded the ranch to and raised cattle and alfalfa. Later in the decade, the ranch was outfitted to accommodate paying guests by adding several features to promote the rustic ranch experience. Many of the guests were soon-to-be divorcees, spending the required six weeks in Nevada until their divorces became final. The ranch offered a variety of activities including skeet shooting, horseback riding, barbecues, hayrides, swimming, and tennis. At the time, the ranch also advertised the chance for guests to see above ground atomic bomb testing being conducted at the nearby Nevada Test Site.

During this period, the Lone Mountain area grew alongside the City of Las Vegas, which purchased the ranch in 1964 and operated it as a city park under the name Tule Springs Park. In 1977, Las Vegas sold the park to the State of Nevada, which renamed it Floyd Lamb State Park after the Chair of the State Legislature's Finance Committee. In July 2007, the City of Las Vegas reacquired the park and renamed it Floyd Lamb Park at Tule Springs to recognize its origins and impact on the development of the area.

Area-Specific Goals and Policies

Goal LM-1: Maintain opportunities for rural and suburban lifestyles in Lone Mountain²³

POLICY LM-1.1: COOPERATIVE PLANNING

Coordinate with the City of Las Vegas on planning efforts and development regulations that preserve the integrity of contiguous and uniform neighborhoods within Lone Mountain and reduce impacts from adjacent development of a different intensity or character.

POLICY LM-1.2: NEIGHBORHOOD INTEGRITY

Preserve the integrity of contiguous and uniform neighborhoods through development regulations that encourage compatible infill development and standards for transitioning from higher intensity uses. See also Countywide Policy 1.5.2, *Compatible Development*.

²³ Regulatory language removed for consideration with Title 30 updates. Relevant existing topics carried forward and rewritten to reduce overlap and provide policy direction (instead of development standards). Proposed policies consolidate issues raised by current policies 2.1, 2.2, 2.3, 2.4, 2.5 and 2.7 of the Lone Mountain Land Use Plan.

POLICY LM-1.3: ESTATE NEIGHBORHOOD COMPATABILITY

Encourage infill development within Estate Neighborhoods in accordance with the compatibility considerations contained in Neighborhood Land Use Category Definitions. (See also Countywide Policy 1.5.1: *Rural Neighborhood Preservation Areas*.)

POLICY LM-1.4: ESTATE NEIGHBORHOOD CHARACTER²⁴

Protect the character or existing estate neighborhoods by encouraging new and subdivided lots to maintain the typical half-acre minimum size whenever possible.

Goal LM-2: Expand access to services and amenities in Lone Mountain

POLICY LM-2.1: COOPERATIVE SERVICE PLANNING²⁵

Coordinate with the City of Las Vegas on infrastructure investments and the provision of services and amenities in accordance with interlocal and cooperative agreements between the County and the City of Las Vegas, as amended.

POLICY LM-2.2: TRANSIT ACCESS²⁶

Coordinate with the City of Las Vegas and the Regional Transportation Commission of Southern Nevada (RTC) on the planned expansion of high-capacity transit along Decatur Boulevard, Rancho Drive, Jones Boulevard, and Rainbow Boulevard and ensure transit-supportive infrastructure supports the goals and standards of RTC and the City of Las Vegas.

POLICY LM-2.3: CITY SERVICES AND AMENITIES²⁷

Work with the City of Las Vegas to improve connectivity from unincorporated areas to City of Las Vegas parks, public facilities, and amenities.

POLICY LM-2.4: WASTEWATER²⁸

Continue to work with City of Las Vegas on wastewater collection service in Lone Mountain in accordance with intergovernmental and cooperative agreements between the County and the City of Las Vegas, as amended.

²⁴Intended to carry forward purpose of existing detailed policy that intends to maintain half-acre lots and encourage 18,500 sf lots after subdivision.

²⁵ New. Reflects Las Vegas 2050 Master Plan direction to expand services to County islands.

²⁶ New. Reflects RTC and 2050 Master Plan direction to expand high-capacity transit to this area of the Valley. Policy considers that there may be higher standards for sidewalks, bus stops, and pedestrian/transit infrastructure near station areas.

²⁷ New. Reflects Las Vegas 2050 Master Plan direction to improve/expand City services to County islands within the City.

²⁸ New. City of Las Vegas currently provides wastewater collection service in Lone Mountain.

Goal LM-3: Protect and preserve natural features and habitat in Lone Mountain

POLICY LM-3.1: DESERT HABITAT²⁹

Seek opportunities to preserve and protect areas in Lone Mountain with sensitive species habitat or that provide opportunities for habitat linkage. See also Countywide Policy 3.5.3, *Desert Conservation Program*.

POLICY LM-3.2: WASHES, ARROYOS, AND DRAINAGEWAYS³⁰

Identify washes, arroyos, and drainageways corridors for potential preservation for habitat, recreation, open space, and restoration – especially along the Las Vegas Wash and tributaries – in collaboration with the Clark County Regional Flood Control District (RFCD), the U.S. Bureau of Land Management (BLM), and municipalities.

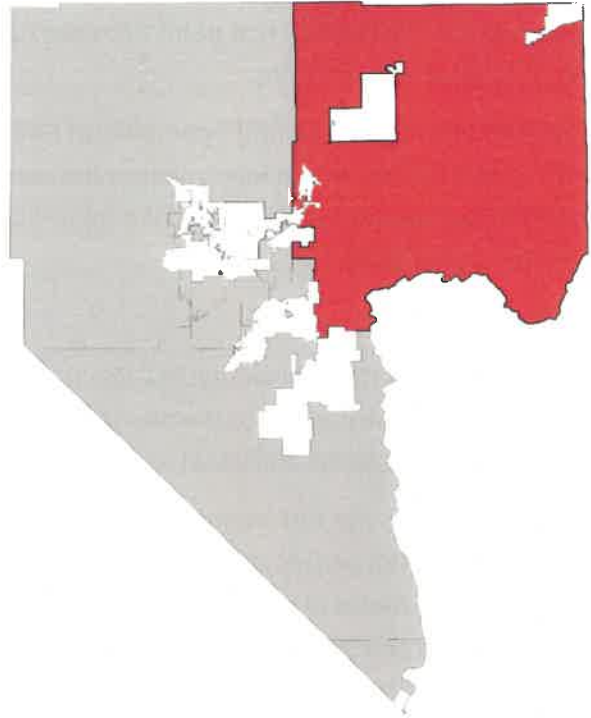
²⁹ New.

³⁰ New. Reflects Las Vegas 2050 Master Plan direction to restore Las Vegas Wash.

Northeast County³¹

Area Background

The Northeast County planning area (“Northeast County”) is one of three rural planning areas that cover communities outside of the Las Vegas Valley and the largest of all planning areas. The planning area covers approximately 2,536 square miles – almost 32 percent of Clark County – and extends from the eastern boundary of the Northwest Planning Area, the City of North Las Vegas, Nellis Air Force Base, Sunrise Manor, Whitney, and the City of Henderson to the Nevada-Arizona border and from Clark County’s northern border with Lincoln County to the Lake Mead National Recreation Area and the Colorado River. Northeast County is home to many unincorporated communities – notably Bunkerville, Moapa, Warm Springs, Moapa Valley – including Overton and Logandale – and the planning area also surrounds the Moapa River Indian Reservation and the City of Mesquite.



Area Character

The Northeast County planning area is made up of small, rural communities surrounded by vast expanses of undeveloped, federally managed land. In addition to the Lake Mead National Recreation Area (managed by the National Park Service), large portions of the planning area are managed by the Bureau of Land Management, Bureau of Reclamation, and State of Nevada (Valley of Fire State Park).

³¹ The 2012 Northeast County Land Use Plan contains extensive goals and policies for specific to different types of development, many of which are repeated in the 2013 Northwest County Land Use Plan. Unless otherwise noted, these policies have been removed and addressed as part of the development standards discussion in Title 30.

HISTORY OF THE NORTHEAST COUNTY PLANNING AREA

Bunkerville

Bunkerville is an agricultural community situated along the Virgin River in Clark County. This area was intended as the halfway rest point between California and Utah. The area includes several large dairy farms and crop operations.

In 1877, Edward Bunker and a company of Church of Jesus Christ of Latter-day Saints members located themselves on the Virgin River, a few miles west of the Nevada-Arizona border and diverted the flow of the Virgin River for farming. This company was practicing the form of economic communalism known as the United Order.

Glendale

Glendale, set at the intersection of I-15 and State Highway 168, is a small service-orientated community that is almost surrounded by the boundary of the unincorporated town of Moapa. All privately held land was owned by Charlie and Vera Hester.

Going back into the 19th century, the most overriding concern for the traveler was obtaining sufficient water for himself and his animals. If plotted out on a map and compared to the known sources of water, the standard routes of travel conformed very closely to the precious springs, seeps, tanks, and seasonal flow of rivers and streams. The waterless 55 mile stretch of territory along California Wash between the present-day site of Glendale on the Muddy River and the springs of Las Vegas is a case in point.

Moapa

Traditionally referred to as the Upper Muddy area, or Upper Moapa Valley, Moapa was originally a railroad town with several saloons, hotels, and a stockyard. One of the early families to settle the area was a Mormon family named Perkins. An important part of the community is the Moapa Indian Reservation, in which approximately one-third of the area's population resides.

Moapa Valley

Moapa Valley is along one of the few small rivers of arid Nevada. Archeological studies point out that this area has been inhabited as far as 1000 B.C., and Pueblo occupations of the area began around the time of Christ and spread throughout the valley.

Sometime after 1150 A.D., the Paiute Indians took advantage of the fertile soil of the rivers and resided there until the recorded Mormon settlement in 1864. Towns like St. Joseph (Logandale), Overton, Westpoint (Moapa) and Kaolin began to sprout up around the agricultural community.

In 1866, two years after Nevada achieved statehood, the U.S. Congress transferred a 60-mile strip of Utah and Arizona territory (which included the Moapa Valley area) to Nevada which eventually led to the abandonment of the towns a few years later.

Area-Specific Goals and Policies

Goal NE-1: Reinforce the rural character of established communities and townsites in the Northeast County

POLICY NE-1.1: MOAPA HISTORIC RESOURCES³²

Encourage the preservation of historic resources in Moapa – notably the Old Spanish Trail and Old Mormon Road.

POLICY NE-1.2: LOGANDALE AND OVERTON TOWN CENTERS³³

Encourage pedestrian-friendly development in the Logandale and Overton Town Centers through site and building design standards that improve landscaping and signage, support walkability, and attract a mix of uses.

POLICY NE-1.3: BUNKERVILLE

Encourage residential infill development on vacant lots within Bunkerville at comparable densities. Lot sizes, building heights, and the overall scale of infill development should be compatible with that of adjacent lots.

Goal NE-2: Protect the rural environment of the Northeast County

POLICY NE-2.1: NIGHT SKY PROTECTION³⁴

Explore opportunities to protect the integrity of the night sky in Northeast County through programs and development standards that minimize glare and light trespass from exterior lighting and signage.

POLICY NE-2.2: DUST CONTROL³⁵

Explore development standards and enforcement techniques that stabilize roads, parking areas, and land to reduce dust particulates and improve air quality.

POLICY NE-2.3: GROUNDWATER PROTECTION³⁶

Develop of a wellhead protection plan, explore land use practices that protect from aquifer contamination, support the proper abandonment of water wells, and coordinate the implementation of the Clark County 208 Plan to protect groundwater in the outlying communities of Northeast County.

POLICY NE-2.4: SURFACE WATER PROTECTION³⁷

Improve surface water quality by encouraging the use of Best Management Practices in landscaping and design for buffering, erosion, runoff control, and stormwater control. Consider the placement

³² Existing policy 31.4 of the Northeast County Land Use Plan is modified to detail resources.

³³ New policy captures the detailed guidance of existing policies 32.1 - 32.5 and 32.10 - 32.11 of the Northeast County Land Use Plan.

³⁴ Adapted from existing policy.

³⁵ Adapted from existing Goal 33 of the Northwest County Land Use Plan.

³⁶ Adapted from existing Goal 30 of the Northwest County Land Use Plan. Consider for countywide policy.

³⁷ Adapted from existing Goal 31 of the Northwest County Land Use Plan. Consider for countywide policy.

of regional stormwater placards in existing neighborhoods and new developments to improve awareness and discourage dumping in drainageways.

POLICY NE-2.5: NATURAL DRAINAGE

Limit disturbances to natural mountain drainage systems and washes to minimize risks associated with flood hazards, as identified in the *Clark County Multi-Jurisdiction Hazard Mitigation Plan*,.

POLICY NE-2.6: DRAINAGE AND SLOPE PRESERVATION³⁸

Ensure new development in Moapa/Warm Springs follows existing slope contours and minimizes impacts on existing drainage patterns.

POLICY NE-2.7: MUDDY RIVER OPEN SPACE³⁹

Work to preserve open space and encourage trail connectivity along the Muddy River Flood Control Channel.

POLICY NE-2.8: MOAPA VALLEY EQUESTRIAN TRAILS⁴⁰

Encourage the development of a designated horse trail system in the Moapa Valley.

Goal NE-3: Preserve and enhance connectivity in the Northeast County

POLICY NE-3.1: EQUESTRIAN TRAILS

Encourage the integration of equestrian trails in large lot developments with existing and proposed equestrian and multiple use trail systems, open space, and parks.

POLICY NE-3.2: ACCESS MANAGEMENT

Limit direct access from new development onto collector or arterial streets by providing access from local county roads to the extent feasible.

POLICY NE-3.3: RURAL STREET STANDARDS

Implement non-urban street standards while maintaining standard rights-of-way to ensure necessary facilities or infrastructure are considered.

POLICY NE-3.4: BUNKERVILLE STREET NETWORK⁴¹

Extend the highly connected lot and block pattern of Bunkerville Town Center as new development occurs.

Goal NE-4: Promote targeted economic development in the Northeast County

POLICY NE-4.1: PERKINS FIELD – OVERTON AIRPORT⁴²

Encourage development patterns and standards compatible with the continuing operation of Perkins Field – Overton Airport.

³⁸ Adapted from existing policies 31.1 and 31.2 of the Northeast County Land Use Plan.

³⁹ Adapted from existing policy 32.6 of the Northeast County Land Use Plan.

⁴⁰ Adapted from existing policy 32.7 of the Northeast County Land Use Plan.

⁴¹ Adapted from existing policy 30.1 of the Northeast County Land Use Plan.

⁴² Adapted from existing policies 23.1 and 23.2 of the Northeast County Land Use Plan.

POLICY NE-4.2: MOAPA VALLEY NON-RESTRICTED GAMING⁴³

Discourage the establishment of non-restricted gaming establishments in the Moapa Valley.

POLICY NE-4.3: RECREATION AND TOURISM

Encourage the expansion of recreation and tourism-related businesses that leverage the Northeast County's distinctive natural features, character, and proximity to the Las Vegas Valley, while minimizing impacts upon local communities and the environment.

POLICY NE-4.4: CLARK COUNTY FAIR

Recognize the economic and community benefits associated with hosting the Clark County Fair in Moapa Valley. Explore opportunities to extend the usage of permanent facilities associated with the Fair as a venue for other events or activities in the off-season.

POLICY NE-4.5: AGRICULTURAL TOURISM

Encourage the retention of active agricultural uses in Moapa Valley. Facilitate the limited expansion of agricultural tourism uses such as corn mazes, farms stands, bed and breakfasts, farm stays, or other complementary uses as a way to diversify income streams for area producers.

Goal NE-5: Balance opportunities for future growth in the Northeast County with infrastructure and environmental constraints

POLICY NE-5.1: CONTIGUOUS DEVELOPMENT

Promote contiguous development that is integrated into circulation systems, services, and facilities to ensure the efficient use of public services and facilities while minimizing costs of service extension and maintenance paid by the service provider and the County.

POLICY NE-5.2: WATER AND WASTEWATER ACCESS⁴⁴

Promote connection to municipal water and wastewater service wherever available. Elsewhere, ensure septic systems, corrals, feed lots, and underground fuel tanks are installed a safe distance from drinking water wells to ensure protection of public health and water supplies.

POLICY NE-5.3: BUNKERVILLE WASTEWATER⁴⁵

Encourage the establishment of new septic systems and new wastewater systems in Bunkerville conforming to the Northeast Clark County 208 Water Quality Management Plan.

POLICY NE-5.4: FIRE PROTECTION

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

POLICY NE-5.5: FIRE DEPARTMENT SERVICE PROTECTION

Coordinate with the Clark County Fire Department (CCFD) and volunteer fire departments to provide fire stations, mutual aid agreements, and sufficient water supply to support fire protection.

⁴³ Adapted from existing policy 32.8 of the Northeast County Land Use Plan.

⁴⁴ Adapted from existing goals 30 and 32 of the Northeast County Land Use Plan.

⁴⁵ Adapted from existing policy 30.2 of the Northeast County Land Use Plan.

POLICY NE-5.6: MOAPA VALLEY GATED SUBDIVISIONS⁴⁶

Discourage the establishment of gated residential subdivisions in Moapa Valley.

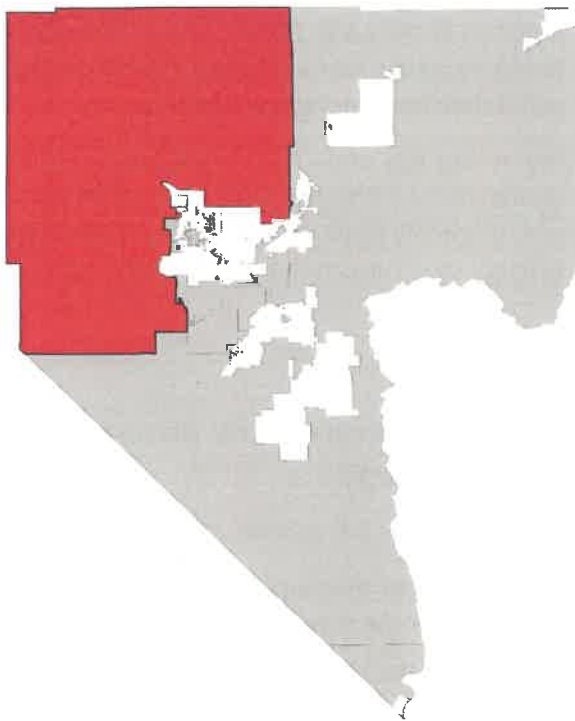
⁴⁶ Adapted from existing policy 32.9 of the Northeast County Land Use Plan.

Northwest County⁴⁷

Area Background

The Northwest County (“Northwest County”) planning area covers over 2,500 square miles of Clark County – west of the Northeast planning area, the City of Las Vegas, the Lone Mountain planning area, and the Summerlin South planning area, and north of the South County planning area.

Northwest County encompasses the unincorporated communities of Indian Springs, Lower Kyle Canyon, Mount Charleston, Mountain Springs, and Blue Diamond. The planning area also surrounds the Las Vegas Indian Colony (home of the Las Vegas Paiute). Outside of these (and other) small communities, Northwest County is made up of vast swaths of federally owned and managed land. Desert National Wildlife Range, Nevada Test and Training Range, the Toiyabe National Forest (including the Spring Mountains National Recreation Area), the Red Rock Canyon National Recreation Area, and large area under Bureau of Land Management ownership dedicated to recreation and conservation.



Area Character

Northwest County is rural in character with no incorporated cities, relatively small unincorporated communities, and a significant portion of all land is under public ownership and management. The planning area is incredibly diverse in climate and geography, including the alpine environment of Mount Charleston and the Spring Mountain range and the surrounding desert. The communities within Northwest County are equally diverse. Desert communities like Cactus Springs, Indian Springs, and Corn Creek are isolated by distance from the Las Vegas Valley while mountain and foothill communities like Cold Creek, Mountain Springs, Blue Diamond, and Lower Kyle Canyon are more accessible from the Las Vegas Valley – and experience different development pressures and impacts as a result.

⁴⁷ The 2013 Northwest County Land Use Plan contains extensive goals and policies for specific to different types of development, many of which are repeated in the 2012 Northeast County Land Use Plan. Unless otherwise noted, these policies have been removed and addressed as part of the development standards discussion in Title 30.

HISTORY OF THE NORTHWEST COUNTY PLANNING AREA

The Northwest County planning area is defined by three historic periods: 1) the early pioneer days of the Old Spanish Trail/Mormon Road in the late 1800's; 2) the building of the Las Vegas and Tonopah Railroad in the early 1900's; and 3) the work of both the Civilian Conservation Corps (CCC) and the Works Progress Administration (WPA) during the Great Depression. The track bed of the railroad is still visible from along U.S. Highway 95.

Indian Springs and Corn Creek were stations along the Las Vegas and Tonopah Railroad, which connected the Rhyolite Gold Fields with the communities of Tonopah and Las Vegas. Blue Diamond was originally built in 1941 by the Blue Diamond Mining Company to house workers. Many of the original structures remain in excellent condition.

Area-Specific Goals and Policies**Goal NW-1: Protect the distinct communities and landscapes found in Northwest Clark County****POLICY NW 1.1: SCENIC BYWAYS**

Limit future development along highways designated as Scenic Highways and Byways by Clark County or the state or federal government.

POLICY NW 1.2: MOUNT CHARLESTON

Maintain the rural alpine character of Mount Charleston by limiting future development in areas not served with a municipal water system, and minimizing impacts on the area's sensitive geology, hydrology, flora, and fauna.

POLICY NW 1.3: LOWER KYLE CANYON

Balance demand for future development along Kyle Canyon Road with the need to protect the scenic quality of this gateway to Mount Charleston and the Spring Mountains National Recreation Area.

POLICY NW 1.4: MOUNTAIN SPRINGS

Maintain the rural, alpine character of Mountain Springs.

POLICY NW 1.5: RED ROCK

Maintain the open, rural character of the Calico Basin area, emphasizing the preservation of existing neighborhoods. Ensure growth in the community is consistent with severe groundwater limitations and limited private land availability.

POLICY NW 1.6: INDIAN SPRINGS

Facilitate limited expansion of essential services, such as childcare and non-emergency medical services. Concentrate more intensive uses on the western portion of the community, as water availability allows.

POLICY NW 1.7: RED ROCK CANYON VICINITY

Prohibit increases in density on land adjacent to the Red Rock Canyon Conservation Area in accordance with Nevada State Senate Bill No. 358 (2003), the Northwest County Land Use map, and Title 30.

POLICY NW 1.8: COLD CREEK, CORN CREEK, AND TROUT CANYON

Ensure development is compatible with the established character of the communities of Cold Creek, Corn Creek, and Trout Canyon.

Goal NW-2: Adapt infrastructure and service levels by location, feasibility, and demand

POLICY NW 2.1: WATER AND WASTEWATER ACCESS⁴⁸

Promote connection to municipal water and wastewater service wherever available. Elsewhere, ensure septic systems, corrals, feed lots, and underground fuel tanks are installed a safe distance from drinking water wells to ensure protection of public health and water supplies.

POLICY NW 2.2: FIRE PROTECTION

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

POLICY NW 2.3: FIRE DEPARTMENT SERVICE PROTECTION

Coordinate with the Clark County Fire Department (CCFD) and volunteer fire departments to provide fire stations, mutual aid agreements, and sufficient water supply to support fire protection.

POLICY NW 2.4: CALICO BASIN WATER QUALITY

Coordinate with the Clark County Health District and Nevada State Health Division to monitor water quality in the Calico Basin and work to identify improved water supply.

Goal NW-3: Protect Northwest Clark County’s sensitive natural environment

POLICY NW 3.1: NIGHT SKY PROTECTION⁴⁹

Explore opportunities to protect the integrity of the night sky through programs and development standards that minimize glare and light trespass from exterior lighting and signage.

POLICY NW 3.2: DUST CONTROL⁵⁰

Explore development standards and enforcement techniques that stabilize roads, parking areas, and land to reduce dust particulates and improve air quality.

⁴⁸ Adapted from existing goals 30 and 32 of the Northwest County Land Use Plan.

⁴⁹ New. Based on community feedback.

⁵⁰ Adapted from existing Goal 33 of the Northwest County Land Use Plan.

POLICY NW 3.3: GROUNDWATER PROTECTION⁵¹

Encourage the development of a wellhead protection plan, explore land use practices that protect from aquifer contamination, support the proper abandonment of water wells, and coordinate the implementation of the Clark County 208 Area-Wide Water Quality Management Plan.

POLICY NW 3.4: SURFACE WATER PROTECTION⁵²

Improve surface water quality by encouraging the use of Best Management Practices in landscaping and design for buffering, erosion, runoff control, and stormwater control. Consider the placement of regional stormwater placards in existing neighborhoods and new developments to improve awareness and dumping in drains.

POLICY NW 3.5: PUBLIC LANDS⁵³

Continue cooperation with U.S. Forest Service, U.S. Fish and Wildlife Service, and Bureau of Land Management to protect and preserve Spring Mountains National Recreation Area, Mount Charleston, Red Rock Canyon National Conservation Area, Desert National Wildlife Refuge, and other sensitive public lands.

Goal NW-4: Minimize risks associated with natural hazards⁵⁴**POLICY NW 4.1: HAZARD PRONE AREAS⁵⁵**

Limit development in areas with known geologic hazard areas, as identified in the *Clark County Multi-Jurisdiction Hazard Mitigation Plan*, such as landslide areas, washes, active or potentially active fault zones, rockslide areas, steep slopes, avalanche paths, and avalanche threat areas.

POLICY NW 4.2: WILDFIRE MITIGATION⁵⁶

Collaborate with the BLM, USFS, Nevada Division of Forestry, and other agency partners to educate landowners in the Wildland Urban Interface (WUI) about defensible space parameters, use of fire resistant building materials, and other steps that can be taken by property owners to reduce wildfire risk. Increase awareness of the Community Wildfire Protection Plans (CWPPs) that exist for communities in Northwest Clark County.

POLICY NW 4.3: FLOOD CONTROL

Coordinate efforts with the Regional Flood Control District (RFCD) on controlling flooding in Indian Springs (including a diversion channel east of the community), and improving waterflow, reducing flood risk, and improving emergency egress in Blue Diamond.

POLICY NW 4.4: YUCCA MOUNTAIN⁵⁷

Continue to monitor the development of the Yucca Mountain Program and possible impacts of radioactive waste shipments on the transportation system in Northwest Clark County.

⁵¹ Adapted from existing Goal 30 of the Northwest County Land Use Plan. Consider for countywide policy.

⁵² Adapted from existing Goal 31 of the Northwest County Land Use Plan. Consider for countywide policy.

⁵³ Adapted from existing Goal 27 of the Northwest County Land Use Plan.

⁵⁴ See also: Countywide Goal 6.3 and associated policies.

⁵⁵ Adapted from existing Goal 28 of the Northwest County Land Use Plan.

⁵⁶ NEW. <https://www.rci-nv.com/reports/clark/toc.html>

⁵⁷ Consider for countywide policy.

Goal NW-5: Improve multimodal connectivity and safety for residents and visitors

POLICY NW 5.1: RURAL STREET STANDARDS

Implement non-urban street standards while maintaining standard rights-of-way to ensure necessary facilities or infrastructure are considered.

POLICY NW 5.2: TRAIL AND OPEN SPACE ACCESS⁵⁸

Connect new development to existing and planned trails or open space. Discourage vacating streets that abut or connect with existing and planned trails or open space. (See also, Countywide Goal 2.1 and associated policies.)

POLICY NW 5.3: RECREATION TRAFFIC SAFETY

Explore safety improvements to highways and major roads at trailheads, picnic areas, campgrounds, and other heavily visited areas to ensure the safety of all road users, especially pedestrians.

POLICY NW 5.4: ACCESS CONTROL

Limit direct access from new development to U.S. Highway 95 and other major roads where possible by encouraging the development of shared driveways, frontage roads, and other measures in coordination with Clark County Public Works (CCPW).

POLICY NW 5.5: TRANSPORTATION ALTERNATIVES

Explore infrastructure improvements, shuttle systems, parking management, and other transportation demand management solutions to address traffic, parking limitations, and accessibility to highly trafficked public lands.

POLICY NW 5.6: EQUESTRIAN TRAILS

Encourage the integration of equestrian trails in large lot developments with existing and proposed equestrian and multiple use trail systems, open space, and parks.

Goal NW-6: Ensure development is compatible with the unique communities and environments of Northwest Clark County

POLICY NW 6.1: CREECH AIR FORCE BASE⁵⁹

Encourage development patterns and standards compatible with the continuing operation of Creech Air Force Base and the Airport Environs Overlay (AEO) and Airport Airspace Overlay (AAO) districts.

POLICY NW 6.2: CONTIGUOUS DEVELOPMENT

Promote contiguous development that is integrated into circulation systems, services, and facilities to ensure the efficient use of public services and facilities while minimizing costs of service extension and maintenance paid by the service provider and the County.

⁵⁸ Adapted from existing Goal 28 of the Northwest County Land Use Plan. Consider for countywide policy.

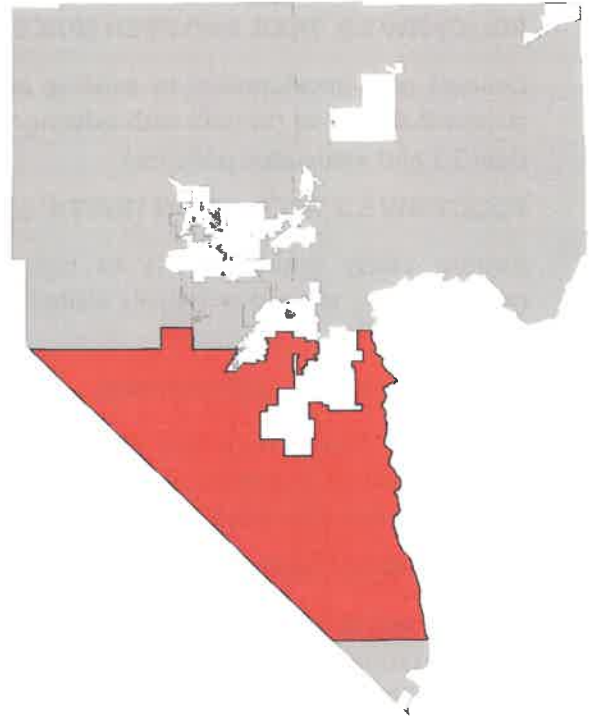
⁵⁹ Adapted from existing Goal 26 of the Northwest County Land Use Plan.

South County

Area Background

The South County planning area (“South County”) covers almost 1,890 square miles and extends south from the Las Vegas Valley to the Laughlin planning area. South County is bound by the Northwest County planning area, Enterprise planning area, City of Henderson, City of Boulder City, and Northeast County planning area to the north and by San Bernardino County, California and Mojave County, Arizona to the west and east, respectively.

The South County planning area includes the unincorporated communities of Cal-Nev-Ari, Goodsprings, Jean, Nelson, Sandy Valley, Searchlight, Sloan, Palm Gardens, and Primm. Of these, Goodsprings and Sandy Valley are represented by a Citizens Advisory Council (CAC) and Searchlight is represented by a Town Advisory Board (TAB).



Area Character

The South County planning area is rural and largely made up of federally managed land. The Lake Mead National Recreation Area, a portion of Red Rock Canyon National Conservation Area, Spring Mountains National Recreation Area, Sloan Canyon National Conservation Area, and a number of wilderness areas represent a portion of the planning area. Generally surrounded by mountains, vast swaths of Mojave Desert, and public lands are the communities of the South County planning area – often rural and isolated from the Las Vegas Valley. While all communities in the South County planning area are small compared to those in the Las Vegas Valley, not all communities are rural in nature. Some, like Searchlight are long-established mining communities that offer greater commercial and civic amenities.

HISTORY OF THE SOUTH COUNTY PLANNING AREA

Each community in South County offers a unique history and character.

Cal-Nev-Ari was established by the Kidwell family in the mid-1960's to repurpose a retired military airstrip from the short-lived Desert Training Center during World War II. The Kidwell's restored one of the airstrips and developed the community around the private dirt airway.

Early in its history the springs of **Goodsprings** were used by Anasazi and Paiute Native Americans and became a stop along the Old Spanish Trail. Ore deposits in the area led to the establishment of several mines and mills over time – notably producing lead, zinc, and gold.

Jean, previously known as Goodsprings Junction and Goodsprings Siding, was established along the Salt Lake Route of the Union Pacific Railroad line in 1905. Jean was an important link between Salt Lake City and the mining districts of Southern Nevada.

Nelson was originally called Eldorado Canyon, reflecting the historic name that the Spanish provided the area (Eldorado). For centuries, the area was a mining site for Native Americans and the Spanish. Several successful mines in the area led to the creation of mining camps in the canyon in the mid-1800's. The camps were known as lawless communities that authorities were afraid to visit. The market for gold has fluctuated over the years – leading to numerous booms and busts in the area – including from the legendary Techatticup Mine. Nelson remains the only portion of the Eldorado Canyon Mining District that was not flooded by Lake Mojave after the construction of the Davis Dam.

Primm – originally known as Stateline – was renamed for the family that developed it. Previously the area was based on mining, mining camps, and a railroad siding in the area. The area is now home to the first gaming area visitors will see when travelling north on Interstate 15 from Southern California.

Sandy Valley was founded in 1893 as a mill community to process ore from the nearby Keystone gold mine. The area has had many names over the years until the area was abandoned after the mill closed in 1906. Today the area is home to the Sky Ranch Estate Airport and more permanent growth among people seeking a rural lifestyle.

Searchlight was a prominent mining community since the discovery of gold in 1897. The many successful mining operations in the area led to the extension of railroad lines through the area and a booming community in the early 1900's. The gold rush ended in 1927 and led to a dwindling population. The Searchlight Town Advisory Board (TAB) was established in 1979 and amended the original town boundary that was established in 1919.

Sloan was first settled in 1912 and was developed in 1919 as a railroad community along the Union Pacific Railroad. Originally known as Ehret – the first postmaster for the community – the area was renamed Sloan after the limestone-dolomite-carnotite mining district. Mining operations continue today.

Area-Specific Goals and Policies

Goal SO-1: Reinforce the distinct identity and unique characteristics of South County communities

POLICY SO-1.1: NELSON MINING RESIDENTIAL

Limit residential development on properties actively used for mineral exploration and processing in Nelson to only those residential uses associated with the mining operations.

POLICY SO-1.2: SEARCHLIGHT CHARACTER

Encourage development in Searchlight that reflects the existing historical mining character of the community, including, but not limited to, architecture, development scale, signage, and lighting. Agriculture and livestock within Searchlight are not compatible.

POLICY SO-1.3: SEARCHLIGHT TOURIST-FOCUSED COMMERCIAL

Limit tourist-focused commercial development to the U.S. Highway 95 corridor and lessen impacts to surrounding residential areas through site and building design that screens, buffers, and reduces intensity near residential areas.

POLICY SO-1.4: SEARCHLIGHT CIVIC CENTER

Work to consolidate public facilities near the existing community center and school to establish a defined civic center and ensure future public facilities can be accommodated.

POLICY SO-1.5: NIGHT SKY PROTECTION⁶⁰

Explore opportunities to protect the integrity of the night sky in South County – especially Searchlight – through programs and development standards that minimize glare and light trespass from exterior lighting and signage.

POLICY SO-1.6: NATURAL DRAINAGE

Limit disturbances to natural mountain drainage systems and washes to minimize risks associated with flood hazards, as identified in the *Clark County Multi-Jurisdiction Hazard Mitigation Plan*.

Goal SO-2: Ensure infrastructure, services, and amenities keep pace with development in the South County

POLICY SO-2.1: FIRE PROTECTION

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

POLICY SO-2.2: FIRE DEPARTMENT SERVICE PROTECTION

Coordinate with the Clark County Fire Department (CCFD) and volunteer fire departments to provide fire stations, mutual aid agreements, and sufficient water supply to support fire protection.

⁶⁰ New. Based on community feedback.

POLICY SO-2.3: SANDY VALLEY WATER AVAILABILITY

Protect water availability for existing Sandy Valley residents prior to pursuing disposal of federal land through auction, sale, or trade due to limited water resources.

POLICY SO-2.4: SLOAN INFRASTRUCTURE

Ensure new development in Sloan provides all-weather access, adequate drainage, and domestic water for each phase of development.

POLICY SO-2.5: CAL-NEV-ARI PUBLIC FACILITIES

Explore opportunities to consolidate the existing recreation center site and fire station site with additional land to accommodate future public facilities as needed.

POLICY SO-2.6: ELDORADO VALLEY INFRASTRUCTURE

Review development proposals in unincorporated Eldorado Valley to ensure a sufficient level of supporting infrastructure is available, including but not limited to, water, stormwater, wastewater, schools, fire protection, and police protection.

POLICY SO-2.7: ELDORADO VALLEY COORDINATION⁶¹

Coordinate development proposals in unincorporated Eldorado Valley with the cities of Henderson and Boulder City.

Goal SO-3: Explore community-specific mobility solutions

POLICY SO-3.1: GOODSPRINGS ALLEYWAYS

Protect the historic development pattern of Goodsprings by discouraging the vacation or abandonment of alleyways.

POLICY SO-3.2: SEARCHLIGHT WALKABILITY⁶²

Support the connectivity, mobility, and safety of all residents in Searchlight by ensuring sidewalks and safe pedestrian crossings are provided along and across U.S. Highway 95, Cottonwood Cove Road, Main Street, and to senior housing, schools, and civic uses.

Goal SO-4: Promote economic development in South County

POLICY SO-4.1: SLOAN ECONOMIC DEVELOPMENT

Promote development in Sloan that establishes the community as a gateway to the Las Vegas Valley by ensuring compatible architecture, land uses, signage, landscaping, screening, and other aesthetic quality are maintained.

POLICY SO-4.2: PRIMM ECONOMIC DEVELOPMENT

Promote development in Primm that incorporates local commercial services to support the resident population.

⁶¹ New.

⁶² New. Based on community feedback.

POLICY SO-4.3: ELDORADO VALLEY INDUSTRY

Allow for light industrial uses while discouraging heavy industrial uses in the Eldorado Valley.

POLICY SO-4.4: CULTURAL HERITAGE TOURISM

Explore opportunities to interpret and accommodate limited visitor access to historic and cultural sites in the South County planning area in collaboration with the Bureau of Land Management, Nevada State Historic Preservation Office, and other partners.

Goal SO-5: Coordinate development with existing and proposed airports

POLICY SO-5.1: SOUTHERN NEVADA SUPPLEMENTAL AIRPORT

Continue to work with the Bureau of Land Management and other federal, state, and regional partners to plan for the development and conflict-free operation of the Southern Nevada Supplemental Airport. Ensure future development on and in the vicinity of the airport site does not conflict with the compatibility area, retention basins, use of the transportation utility corridor, or long-term plans for the facility and other potential aviation infrastructure.

POLICY SO-5.2: SOUTHERN NEVADA SUPPLEMENTAL AIRPORT TRANSPORTATION

Coordinate with the Nevada Department of Transportation (NDOT) and the Regional Transportation Commission of Southern Nevada (RTC) to ensure the future Southern Nevada Supplemental Airport and development within the I-15 Corridor features a multimodal transportation network that establishes connectivity, promotes alternative transportation, reduces vehicle miles traveled (VMT), and preserves the air shed while connecting the airport and communities of the I-15 Corridor with the Las Vegas Valley.

POLICY SO-5.3: SANDY VALLEY AIRPORT FACILITIES

Limit the expansion of airport facilities and discourage new airport facilities in Sandy Valley to protect residential areas from potential safety and noise hazards.

POLICY SO-5.4: SEARCHLIGHT AIRPORT FACILITIES

Carefully consider potential safety and noise impacts of any expansion of airport facilities in Searchlight.

POLICY SO-5.5: JEAN AIRFIELD AND SLOAN HELIPORT⁶³

Encourage development patterns and standards compatible with the continuing operation of Jean Airport and Sloan Heliport.

Goal SO-6: Encourage development that does not compromise limited services in South County

POLICY SO-6.1: CAL-NEV-ARI CAPACITY

Prevent impacts to the limited resources of Cal-Nev-Ari by limiting development to current privately owned land – generally Township 30 South, Range 64 East, Sections 30 and 31.

⁶³ Expanded/adapted from existing policy related to small airports in Northeast County Land Use Plan.

POLICY SO-6.2: GOODSPRINGS CAPACITY

Prevent impacts to the limited resources of Goodsprings by limiting development to Township 24 South, Range 58 East, Sections 25 and 26.

POLICY SO-6.3: PALM GARDENS WATER LIMITATIONS

Limit additional development in Palm Gardens due to limited water resources.

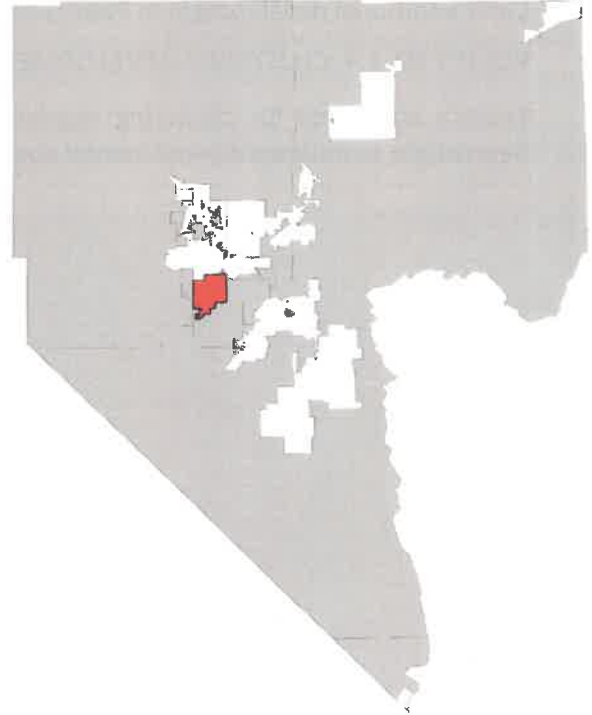
POLICY SO-6.4: CLUSTERED DEVELOPMENT

Explore standards for clustering residential uses in Cal-Nev-Ari, Nelson, Palm Gardens, and Searchlight to mitigate environmental concerns.

Spring Valley

Area Background

The Spring Valley planning area (“Spring Valley”) is located in the southwest quadrant of the Las Vegas Valley, generally south of the City of Las Vegas, west of the Winchester/Paradise planning area, north of the Enterprise planning area, and east of the Summerlin South planning area. Spring Valley extends as far as Hualapai Way to the west, Sahara Avenue to the north, Decatur Boulevard to the east, and almost as far as Pebble Road to the south. The planning area includes an island of unincorporated area surrounding by the City of Las Vegas between Decatur Boulevard, Sahara Avenue, Jones Boulevard, and Charleston Boulevard. The Spring Valley planning area is approximately 35.7 square miles (almost 22,850 acres) in area.



Area Character

The northern and eastern portions of Spring Valley planning area are largely built-out with single family home neighborhoods and commercial shopping centers, particularly along Sahara Avenue, Jones Boulevard, Desert Inn Road, Rainbow Boulevard, Durango Drive, Flamingo Road, and Fort Apache Road. One- and two- story multi-family residential developments and mobile home parks are less frequent, but generally occur alongside major roads and commercial shopping centers. Some of these existing neighborhoods are long-standing communities that face issues with maintenance and investment. The southwestern areas of Spring Valley, generally south of Hacienda Avenue are generally vacant and are currently slated for similar types of development. Employment and commercial building forms are common in proximity to Bruce Woodbury Beltway (Highway 215). In recent years, the pace of new development and the associated demand for infrastructure and services in Spring Valley have presented challenges for existing residents, service providers, and decision-makers.

HISTORY OF THE SPRING VALLEY PLANNING AREA

The first land use plan for Spring Valley was adopted in 1990.

Area-Specific Goals and Policies

Goal SV-1: Protect existing neighborhoods in Spring Valley while providing opportunities for growth and complementary uses⁶⁴

POLICY SV-1.1: NEIGHBORHOOD INTEGRITY

Preserve the integrity of contiguous and uniform neighborhoods through development regulations that encourage compatible infill development and standards for transitioning from higher intensity uses. See also Countywide Policy 1.5.2, Compatible Development.

POLICY SV-1.2: ESTATE NEIGHBORHOODS

Encourage infill development within Estate Neighborhoods in accordance with the compatibility considerations contained in the Neighborhood Land Use Category Definitions. *(See also Countywide Policy 1.5.1: Rural Neighborhood Preservation Areas.)*

POLICY SV-1.3: NEIGHBORHOOD REVITALIZATION⁶⁵

Encourage reinvestment and revitalization of older neighborhoods in Spring Valley that is compatible with existing development. Targeted infill should support more varied housing options – type, density, and price point – that allow residents to remain in the neighborhood regardless of age, family structure, or income.

POLICY SV-1.4: ADAPTIVE REUSE

Encourage the adaptive reuse of vacant or functionally obsolete homes for non-residential uses along major corridors to provide a smooth transition between viable residential uses and major streets while maintaining a residential character and retaining the historic pattern of development.

POLICY SV-1.5: NEIGHBORHOOD SERVICES AND EMPLOYMENT OPTIONS⁶⁶

Encourage the development of neighborhood-oriented retail, office, and commercial services that allow Spring Valley residents to meet their daily needs (including health and childcare) and potentially work within close proximity of their homes.

Goal SV-2: Adapt infrastructure and services to meet changing needs in Spring Valley

POLICY SV-2.1: PUBLIC FACILITIES NEEDS ASSESSMENT (PFNA)

Require new development to contribute proportionally towards the provision of necessary public infrastructure in accordance with the Southwest Las Vegas Valley Public Facility Needs Assessment Report, as may be updated from time to time.

POLICY SV-2.2: SERVICES AND AMENITIES⁶⁷

Prioritize the extension of water, wastewater, and community recreation services to established neighborhoods in Spring Valley that lack such services.

⁶⁴ Adapted from vision in current Spring Valley Land Use Plan.

⁶⁵ New. Reflects need for reinvestment in some older neighborhoods of Spring Valley.

⁶⁶ New. Reflects comments raised in public survey.

⁶⁷ New. Reflects issue raised in Spring Valley Plan.

POLICY SV-2.3: FACILITIES MAINTENANCE AND IMPROVEMENTS⁶⁸

Improve the user experience, safety, and longevity of public parks, recreation centers, and civic facilities in Spring Valley through increased focus on maintenance and improvements – such as trash removal, additional lighting, and sidewalk connections. Prioritize enhancements at facilities that are high-use or serve a larger population.

Goal SV-3: Mitigate flooding and expand open space in Spring Valley

POLICY SV-3.1: WASHES, ARROYOS, AND DRAINAGEWAYS⁶⁹

Identify washes, arroyos, and drainageways corridors for potential preservation for habitat, recreation, open space, and restoration – especially along the Red Rock, South Fork of the Flamingo, and Tropicana washes and their tributaries – in collaboration with the Clark County Regional Flood Control District (RFCD) and municipalities.

POLICY SV-3.2: HAZARD PRONE AREAS⁷⁰

Discourage development in documented hazard areas, as identified in the *Clark County Multi-Jurisdiction Hazard Mitigation Plan*,

Goal SV-4: Enhance multimodal connectivity to and within Spring Valley

POLICY SV-4.1: TRANSIT ACCESS⁷¹

Coordinate with the City of Las Vegas and the Regional Transportation Commission of Southern Nevada (RTC) on the planned expansion of high-capacity transit along Sahara Avenue, Decatur Boulevard, and Jones Boulevard, and ensure transit-supportive infrastructure supports the goals and standards of RTC.

POLICY SV-4.2: CONNECTIONS TO THE STRIP⁷²

Improve the safety and comfort of people walking and biking between Spring Valley and The Strip through improvements to sidewalks and bike lanes, intersection design that prioritizes pedestrian safety, and pedestrian bridges or underpasses at railroad lines, stormwater infrastructure, and Interstate 15.

⁶⁸ New. Reflects comments raised in public survey.

⁶⁹ New. Reflects Las Vegas 2050 Master Plan direction to restore Las Vegas Wash and extends to major wash network in Spring Valley.

⁷⁰ New. Reflects existing conditions of Spring Valley.

⁷¹ New. Reflects RTC and Las Vegas 2050 Master Plan direction.

⁷² New. Reflects comments raised in public survey.

Goal SV-5: Minimize conflicts with more intensive uses in and adjacent to Spring Valley

POLICY SV-5.1: AIRPORT ENVIRONS OVERLAY DISTRICT⁷³

Periodically review and update the boundary of the Airport Environs Overlay (AEO) District in coordination with the Clark County Department of Aviation periodically to reflect changes to airport noise contours and flight paths. See also Countywide Policy 5.2.1, *McCarran International Airport*.

POLICY SV-5.2: COOPERATIVE MANAGEMENT AREA USES

Prohibit residential uses, or other incompatible uses—as defined by Title 30—on deed restricted parcels within an AE-60 or greater Airport Overlay Noise Zone; or any parcels within the AE-70 or greater Airport Overlay Noise Zone.

POLICY SV-5.3: MINING RECLAMATION⁷⁴

Evaluate redevelopment potential of existing and former sand and gravel operations to determine suitability for different development types and potential to provide surrounding neighborhoods with services and amenities.

⁷³ New. Policy to ensure future changes to noise contours (noise impacts change with technology and flight patterns) are reflected in the CMA and land use policy.

⁷⁴ New. Reflects existing condition in Spring Valley and issue raised by current Spring Valley Plan.

Summerlin South

Area Background

The Summerlin South planning area (“Summerlin South”) is almost 12.5 square miles (almost 8,000 acres) in area and encompasses the entire master planned development adopted by Clark County in 1994. The planning area extends north to Charleston Boulevard and the City of Las Vegas and east to Hualapai Way and the Spring Valley and Enterprise planning areas. Summerlin South is bound to the south and west by federally managed public lands like the Red Rock Canyon National Conservation Area – as far south as Warm Springs Road. The Northwest County planning area makes the west and southern border of the Summerlin South.



Area Character

Summerlin South is a largely residential planning area made up of single-family homes with a major commercial center at its northern edge – Downtown Summerlin. Residential neighborhoods west and south of Bruce Woodbury Beltway (Highway 215) are predominantly gated golf club communities while residential neighborhoods to the north and east of Highway 215 include limited multi-family residential developments. Very little undeveloped land remains in Summerlin South although some new neighborhoods and commercial areas are underway.

HISTORY OF THE SUMMERLIN SOUTH PLANNING AREA

The Summerlin South area – originally called Husite – was purchased by Howard Hughes in 1950 to serve as the new location for his aircraft production facilities. Much of the area was intended to provide manufacturing uses. While the airplane factory and manufacturing center never materialized the development potential of the area led the U.S. Bureau of Land Management (BLM), The Nature Conservancy, and eventual developer of Summerlin South to complete a land exchange that provided a buffer between Red Rock Canyon and future development.

Summerlin South was approved for development by the County in October 1994 after about three years of planning, community meetings, and discussions with the County, Red Rock Citizens Advisory Committee, and Spring Valley Town Board, and regional service providers. Today, Summerlin South is largely built out.

Area-Specific Goals and Policies⁷⁵

Goal SS-1: Facilitate the buildout of Summerlin South in accordance with the adopted Land Use and Development Guide

POLICY SS-1.1: HOUSING AND EMPLOYMENT DIVERSITY⁷⁶

Provide a mix of housing and compatible employment uses in Summerlin South to provide local job opportunities, a mix of housing options, and to enhance the quality of life and economic diversity of the community.

POLICY SS-1.2: DOWNTOWN SUMMERLIN

Support the completion of the Downtown Summerlin development as a walkable regional center for urban living, shopping, entertainment, and employment. Reduce the need for residents of the area to travel long distances, ease traffic impacts, and improve regional air quality by promoting development in Downtown Summerlin that prioritizes people walking, biking, and using transit.

POLICY SS-1.3: NATURAL LANDFORMS

Protect slopes greater than 15 percent and other natural landforms adjacent to Red Rock Canyon National Conservation Area, or elsewhere in Summerlin South, through clustering of development, preservation as open space, or incorporation into the recreation system, such as golf courses.

POLICY SS-1.4: NATURAL DRAINAGE

Coordinate with the Clark County Regional Flood Control District (CCFCD) and other stakeholders to preserve natural washes and unlined channels in Summerlin South to the extent practical and consistent with the need for flood protection, erosion control, and water quality. Where possible, major drainage facilities and utility easements should be designed in conjunction with open space to provide extensive recreational and pedestrian network opportunities.

POLICY SS-1.5: WATER CONSERVATION AND RECLAMATION⁷⁷

Conserve limited water resources in Summerlin South through development standards and programs that promote efficient techniques and materials, and investment in wastewater reclamation to irrigate parks, golf courses, common areas, and landscaping.

Goal SS-2: Enhance multimodal connections within Summerlin and to other destinations within the Las Vegas Valley

POLICY SS-2.1: SUMMERLIN TRANSPORTATION⁷⁸

Coordinate with the City of Las Vegas and the Regional Transportation Commission of Southern Nevada (RTC) to explore alternative transportation programs and facilities within Summerlin

⁷⁵ Existing policies from 1995 development plan have been heavily modified or removed to reflect the more built-out nature of Summerlin South, but still carry forward key concepts.

⁷⁶ Consolidated and updated existing policies.

⁷⁷ Adapted from existing policy.

⁷⁸ Adapted from existing policy.

South, that encourage getting around the community by walking, biking, transit, or other alternative modes.

POLICY SS-2.2: TRANSIT ACCESS⁷⁹

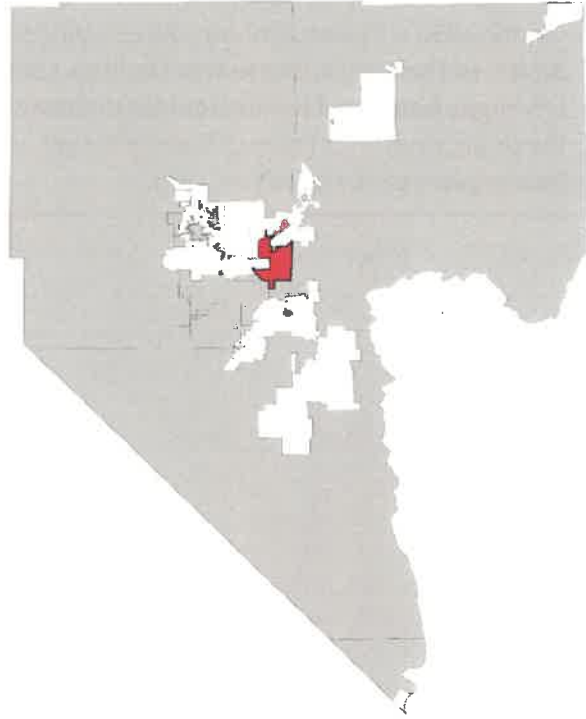
Coordinate with the City of Las Vegas and the Regional Transportation Commission of Southern Nevada (RTC) on the planned expansion of high-capacity transit along Sahara Avenue and Charleston Boulevard, and ensure transit-supportive infrastructure supports the goals and standards of RTC.

⁷⁹ New. Reflects RTC and Las Vegas 2050 Master Plan direction.

Sunrise Manor

Area Background

The Sunrise Manor planning area (“Sunrise Manor”) covers approximately 40 square miles (over 25,600 acres) on the eastern side of the Las Vegas Valley. Sunrise Manor is generally bound by Interstate 15 to the north; Boulder Highway and Harmon Road to the south; Pecos Road, Nellis Boulevard, and Boulder Highway to the west; and by the Frenchman and Sunrise Mountains to the east. The City of Las Vegas forms much of the western edge of Sunrise Manor with the City of North Las Vegas bordering the planning area to the west and north. The Northeast County and Whitney planning areas meet the eastern end of the Sunrise Manor planning area while Whitney and Winchester/Paradise planning area are generally south of Sunrise Manor. Sunrise Manor planning area surrounds Nellis Air Force Base to the south and west and along its northeasterly boundary.



Area Character

Sunrise Manor features a diversity of land uses and neighborhoods. Much of the planning area is made up of single-family residential areas, including several estate residential areas – the largest of which is generally bound by Charleston Boulevard, Sloan Lane, Bonanza Road, Hollywood Boulevard, Owens Avenue, and the public lands surrounding Frenchman Mountain to the east.

Commercial development and multi-family housing are predominant along Fremont Street and Boulder Highway, Nellis Boulevard, Charleston Boulevard, and Lake Mead Boulevard. Employment areas, features warehousing, distribution, and light-industrial uses, are common surrounding Nellis Air Force Base, especially between Nellis Boulevard and Walnut Road north of Carey Avenue.

HISTORY OF THE SUNRISE MANOR PLANNING AREA

The history of Sunrise Manor is punctuated by two significant events that impacted development in the area. The first was the construction of the Boulder Highway (State Highway 582) from downtown Las Vegas to Railroad Pass during the construction of Boulder Dam – now known as the Hoover Dam – in the 1930’s. The second was the establishment of the Las Vegas Army Airfield – now Nellis Air Force Base – in the 1940’s. These two facilities contributed to development of commercial activity along Las Vegas Boulevard North, Boulder Highway, and Nellis Boulevard. In May 1957, the County created the unincorporated Town of Sunrise Manor and established the original Town boundary, which was later expanded to the east in 1996.

Area-Specific Goals and Policies⁸⁰

Goal SM-1: Encourage reinvestment in established areas of Sunrise Manor

POLICY SM-1.1: NEIGHBORHOOD REVITALIZATION

Encourage reinvestment and revitalization of older neighborhoods in Sunrise Manor that is compatible with existing development. Targeted infill should support more varied housing options – type, density, and price point – that allow residents to remain in the neighborhood regardless of age, family structure, or income.

POLICY SM-1.2: ADAPTIVE REUSE⁸¹

Repurpose and reinvent vacant or functionally obsolete buildings through adaptive reuse in older neighborhoods of Sunrise Manor – where practical and consistent with development – to promote reinvestment and support sustainability initiatives.

POLICY SM-1.3: CORRIDOR REVITALIZATION

Support the revitalization of underutilized commercial corridors and centers in Sunrise Manor over time through compatible infill and redevelopment that establishes community character and vibrant, transit-supportive centers. Place a particular emphasis on the Boulder Highway/Fremont Street Corridor.

POLICY SM-1.4: ESTATE NEIGHBORHOODS

Encourage infill development within Estate Neighborhoods in accordance with the compatibility considerations contained in Neighborhood Land Use Category Definitions. (See also *Countywide Policy 1.5.1: Rural Neighborhood Preservation Areas*.)

Goal SM-2: Expand access to neighborhood-serving uses and amenities in Sunrise Manner

POLICY SM-2.1: NEW AND EXPANDED PARKS

Address the shortage of parks in Sunrise Manor by identifying opportunities for purchasing land, working with new development, or leveraging County-owned lands or rights-of-way to increase the availability of parks, recreation areas, and open space.

POLICY SM-2.2: COMMUNITY AMENITIES

Provide equitable access to parks and public services through more accessible community amenities targeted to a more “urban” context, such as pocket parks, public art, small dog parks, plazas, community gardens, and secured bicycle parking.

POLICY SM-2.3: ESSENTIAL SERVICES AND AMENITIES

Encourage the development and growth of businesses, while maintaining compatibility with surrounding neighborhoods, that provide for the basic needs of Sunrise Manor residents – notably childcare.

⁸⁰ New. All policies new and based on public survey responses, issues raised in existing Sunrise Manor Plan, and existing conditions.

⁸¹ New. Reflects need for reinvestment in some older neighborhoods of Sunrise Manor.

POLICY SM-2.4: NEIGHBORHOOD CENTERS

Support opportunities for the development of community/neighborhood centers to increase access to supporting services and employment in underserved areas of Sunrise Manor.

Goal SM-3: Protect Sunrise Manor’s natural environment and systems**POLICY SM-3.1: WASHES, ARROYOS, AND DRAINAGEWAYS⁸²**

Collaborate with the Clark County Regional Flood Control District (RFCD) and municipalities on the identification of washes, arroyos, and drainageways corridors for potential preservation for habitat, recreation, open space, and restoration – especially along the Las Vegas and Flamingo Wash, and the and Range washes and their tributaries.

POLICY SM-3.2: TRANSITIONS TO OPEN SPACE

Promote site designs that are sensitive to nearby open space, especially the Frenchman and Sunrise mountains, and that provide for appropriate transitions at the urban edge. Design approaches could include provision of a wide buffer from open space along the edge of the site, clustering housing units to provide transitional open space, transition of development intensity away from the shared lot line, or some combination of these approaches.

POLICY SM-3.3: LOS FELIZ ALIGNMENT

Explore opportunities to minimize development intensities east of the Los Feliz alignment on the slopes of the Sunrise and Frenchman Mountains.

Goal SM-4: Enhance multimodal connections to and within Sunrise Manor**POLICY SM-4.1: TRANSIT ACCESS⁸³**

Coordinate with the City of Las Vegas, City of North Las Vegas, and the Regional Transportation Commission of Southern Nevada (RTC) on the planned expansion of high-capacity transit along Sahara Avenue, Charleston Boulevard, Nellis Boulevard, and Boulder Highway and Fremont Street and ensure transit-supportive infrastructure supports the goals and standards of RTC.

POLICY SM-4.2: CONNECTIONS TO NEIGHBORING COMMUNITIES

Improve pedestrian, bicycle, transit, and automobile connections between Sunrise Manor and the City of Las Vegas, City of North Las Vegas, Las Vegas Strip, and other unincorporated communities. Improve connections to, and reduce barriers formed by Interstate 15, Interstate 515/U.S. Highway 93/U.S. Highway 95, and Boulder Highway by implementing improvements to sidewalks and bike lanes, intersection design that prioritizes pedestrian safety, and pedestrian bridges or underpasses at stormwater infrastructure and highways.

⁸² New. Reflects Las Vegas 2050 Master Plan direction to restore Las Vegas Wash and extends to major wash network in Sunrise Manor. Consider for countywide policy.

⁸³ New. Reflects RTC and Las Vegas 2050 Master Plan direction.

Goal SM-5: Protect and enhance Sunrise Manor’s employment base

POLICY SM-5.1: LOCAL EMPLOYMENT

Encourage the compatible development of businesses that provide an employment base near the residents of Sunrise Manor.

POLICY SM-5.2: NELLIS AIR FORCE BASE

Encourage development patterns and standards compatible with the continuing operation of Nellis Air Force Base and the Airport Overlay (AEO) District.

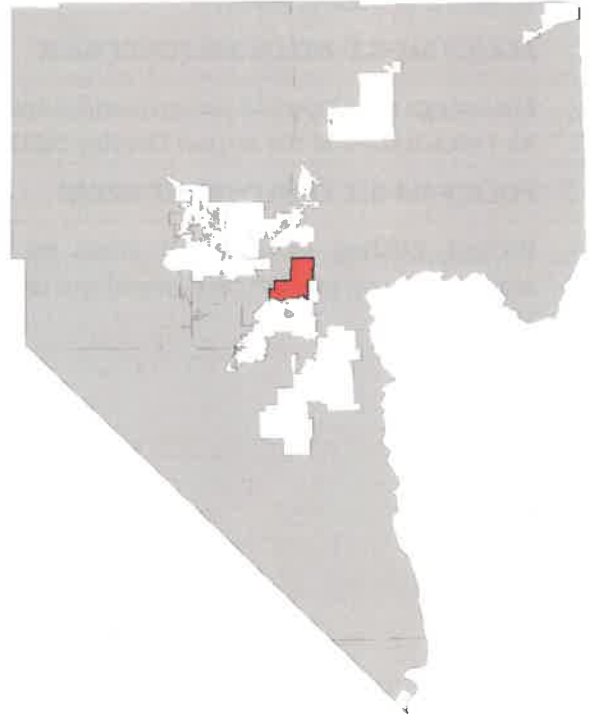
POLICY SM-5.3: EMPLOYMENT AREAS

Protect existing employment areas by adopting development regulations that discourage residential, commercial, and mixed-use residential development in light industrial areas of Sunrise Manor.

Whitney

Area Background

The Whitney planning area (“Whitney”) encompasses 38 square miles (approximately 24,300 acres) of the east side of the Las Vegas Valley. The planning area is generally located between Owens Avenue and Desert Inn Road to the north; Stephanie Street and Nellis Boulevard to the west, Russell Road to the south, and the Lake Las Vegas area and the Frenchman and Sunrise mountains to the east. Whitney is bordered by the Sunrise Manor to the west and north, the Winchester/Paradise planning area to the west, the Northeast planning area to the north and east, and the City of Henderson to the south. The Whitney planning area includes two islands of unincorporated Clark County within the City of Henderson – most notably the heavy industrial Tronox Plant (formerly the Black Mountain Industrial Complex).



Area Character

Whitney encompasses large areas of public lands – extending east towards Lake Las Vegas and north into the Frenchman Range. The developed portion of Whitney is almost entirely west of the Las Vegas Wash and the Clark County Wetlands Park and includes the unincorporated Town of Whitney. Most neighborhoods in Whitney are made up of single-family homes, although multi-family housing and commercial development are prevalent along Boulder Highway and Tropicana Avenue. Whitney has large industrial areas including the Tronox Plant, the Edward Clark Generating Station (near Russell Road and Stephanie Street), and the Clark County Water Reclamation District’s Flamingo Water Resource Center (south of Flamingo Road and east of Jimmy Durante Boulevard). The area also includes the Sunrise Mountain Wilderness Study Area, Rainbow Gardens Geological Preserve, portions of the Las Vegas Wash, and the Clark County Desert Wetlands Park.

HISTORY OF THE WHITNEY PLANNING AREA

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

Ten years later Clark County created the Unincorporated Town of Whitney and established the original boundaries of the community, which have been expanded and changed over time. Between October 1958 and August 1993, the area was known as East Las Vegas, before returning to its original moniker. The community has been represented by the East Las Vegas Citizen Advisory Council (CAC) since 1973 – currently known as the Whitney Town Advisory Board (TAB).

However, an exception to this protection includes the unincorporated County islands located in the southern portion of the Whitney Planning Area that are surrounded by the City of Henderson and Sections 34, 35 and 36 in Township 21 South, Range 62 East, and areas in Sections 28, 29 and 33, Township 21 South, Range 63 East.

Area-Specific Goals and Policies

Goal WH-1: Encourage a sustainable mix of residential and non-residential uses in Whitney

POLICY WH-1.1: NEIGHBORHOOD-ORIENTED SERVICES⁸⁴

Encourage the development and growth of retail, office, commercial services that allow Whitney residents to meet their daily needs (including health and childcare) within close proximity of their homes.

POLICY WH-1.2: TRANSIT-SUPPORTIVE DEVELOPMENT

Encourage a mix of higher-density uses along the Boulder Highway corridor as infill and redevelopment occurs. Support the integration of multi-family residential uses in Corridor Mixed-Use and Entertainment Mixed-Use areas to support the expansion of housing options within close proximity of services, amenities, and jobs.

POLICY WH-1.3: INDUSTRIAL LAND CONVERSION

Limit the conversion of industrial lands for the purposes of residential development to protect the health and quality of life of residents, limit land use conflicts, and to protect the viability of existing employers in Whitney.

⁸⁴ New. Residents raised the need for economic development and childcare in survey results.

POLICY WH-1.4: SAM BOYD STADIUM AREA⁸⁵

Work with the University of Nevada-Las Vegas on the redevelopment of the Sam Boyd Stadium site to ensure compatibility and integration with adjacent public space. Ensure that any future development offers an appropriate mix of uses, housing types, and community services to support and serve the surrounding community.

Goal WH-2: Protect Whitney’s sensitive natural features

POLICY WH-2.1: TRANSITIONS TO OPEN SPACE⁸⁶

Promote site designs that are sensitive to nearby open space, especially the Clark County Wetlands Park and Henderson Bird-Viewing Preserve, and that provide for appropriate transitions at the urban edge. Design approaches could include provision of a wide buffer from open space along the edge of the site, clustering housing units to provide transitional open space, transition of development intensity away from the shared lot line, or some combination of these approaches.

POLICY WH-2.2: NATURAL DRAINAGES⁸⁷

Coordinate with the Clark County Regional Flood Control District (CCFCD) and other stakeholders to preserve natural washes and improve drainageways like Duck Creek and the Las Vegas Wash to improve recreational and habitat connections to the Clark County Wetlands Park, the Henderson Bird-Viewing Preserve, and the Frenchman Mountains. In addition to recreation and wildlife habitat benefits, ensure improvements are consistent with the need for flood protection, erosion control, and water quality.

POLICY WH-2.3: SUSTAINABLE DEVELOPMENT PRACTICES⁸⁸

Encourage development that protects the scenic and natural qualities of the Clark County Wetlands Park, the Henderson Bird-Viewing Preserve, and the Frenchman Mountains and offer opportunities to improve the natural environment in these areas and connecting waterways.

Goal WH-3: Improve walkability and transit access within Whitney

POLICY WH-3.1: TRANSIT ACCESS⁸⁹

Coordinate with the City of Las Vegas, City of Henderson, and the Regional Transportation Commission of Southern Nevada (RTC) on the planned expansion of high-capacity transit along Nellis Boulevard, Boulder Highway, and Fremont Street.

POLICY WH-3.2: BOULDER HIGHWAY CONNECTIVITY⁹⁰

Coordinate with the Regional Transportation Commission of Southern Nevada (RTC), Nevada Department of Transportation (NDOT), and City of Henderson to implement the Reimagine Boulder Highway Plan. Prioritize safety improvements that prioritize the comfort and safety of people

⁸⁵Adapted from Land Use Element, Whitney-specific policies.

⁸⁶ New.

⁸⁷ Adapted from existing policy.

⁸⁸ New.

⁸⁹ New. Reflects RTC direction to expand high-capacity transit to this area of the Valley. Policy considers that there may be higher standards for sidewalks, bus stops, and pedestrian/transit infrastructure near station areas.

⁹⁰ New. Policy to address issues raised by Whitney Town Board.

walking, riding bikes, and using transit and require pedestrian and bicycle connections to the Boulder Highway corridor from adjacent development.

POLICY WH-3.3: BARRIERS⁹¹

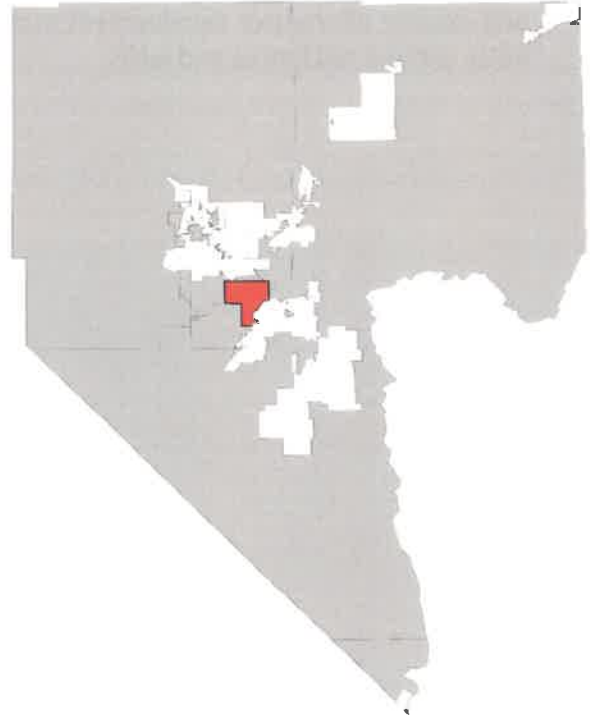
Discourage the construction of barrier walls along Boulder Highway and between developments, and explore alternative development standards that provide privacy and reduce the impacts of noise without tall fences and walls.

⁹¹ New. Policy to address issues raised by Whitney Town Board.

Winchester/Paradise

Area Background

The Winchester/Paradise planning area (“Winchester/Paradise”) encompasses the unincorporated towns of Winchester and Paradise, both in the heart of the Las Vegas Valley. Winchester/Paradise encompasses approximately 47 square miles (more than 30,000 acres) and is generally bounded on the north by Sahara Avenue, on the south by Sunset Road and Silverado Ranch Road, on the east by Nellis Boulevard and Eastern Avenue, and on the west by Decatur Boulevard and Bermuda Road.



Area Character

Winchester/Paradise contains some of the most urbanized and developed areas in the Las Vegas Valley, including the bulk of the Las Vegas Strip, McCarran International Airport, and the University of Nevada - Las Vegas (UNLV). The planning area is notable for the high concentration of multi-family residential near the Las Vegas Strip, between Paradise Road and Maryland Parkway, and along other major roadways in the planning area. Tourism-focused commercial along Las Vegas Boulevard and Interstate 15 are also found along West Flamingo Road and Boulder Highway. Winchester/Paradise also features significant employment and light industrial uses west of Interstate 15 and along Sunset Road near McCarran International Airport. Major public or quasi-public uses includes the airport, UNLV, Allegiant Stadium, and the Las Vegas Convention Center.

Along Desert Inn Road, between Maryland Parkway and Eastern Avenue, is the Paradise Palms neighborhood – the first and only historic neighborhood in unincorporated Clark County. Approximately 1,000 mid-twentieth century modern homes in Paradise Palms are protected by a unique overlay district.

HISTORY OF THE WINCHESTER/PARADISE PLANNING AREA

The Winchester/Paradise planning has a unique history dating back to December 1950 when the unincorporated town of Paradise was created. In 1951 the town of Paradise (A) was established and later renamed Winchester in 1953. Paradise (B) was formed in January 1952 and was renamed Paradise in 1953. A Citizen’s Advisory Council (CAC) was created in August 1973 and oversaw several adjustments to the boundaries of each community. In November 1979, the Winchester Town Advisory Board (TAB) was created followed by the establishment of the Paradise TAB in December 1979.

Area-Specific Goals and Policies

Goal WP-1: Maintain a balance of neighborhoods and vibrant destinations in Winchester/Paradise

POLICY WP-1.1: TRANSIT-SUPPORTIVE, WALKABLE DEVELOPMENT⁹²

Encourage a diversity of land uses along major corridors at densities that support pedestrian activity and transit use – especially along Maryland Parkway, Las Vegas Boulevard South, and Flamingo Road. Discourage the proliferation of low-intensity, auto-oriented development in areas where high-frequency transit exists or is planned, particularly within a quarter-mile of fixed transit stations.

POLICY WP-1.2: STADIUM DISTRICT DEVELOPMENT

Promote the transition of the Stadium District area into a vibrant mixed-use center for retail, entertainment, hospitality, commerce, offices, sports, and multi-family residential development that supports activity on event and non-event days.

POLICY WP-1.3: CORRIDOR RESIDENTIAL⁹³

Support the integration of multi-family residential uses in Corridor Mixed-Use and Entertainment Mixed-Use areas to support the expansion of housing options within close proximity of services, amenities, and jobs.

POLICY WP-1.4: CULTURAL HERITAGE⁹⁴

Encourage the retention of unique businesses, commercial districts, signage, and other features that reflect the diverse history and cultural heritage of Winchester/Paradise. Explore the use of design standards and guidelines, incentives, and other strategies to preserve the defining characteristics of areas like the Spring Mountain Road corridor while encouraging reinvestment and supporting the evolution of development patterns over time.

⁹² Existing policies modified.

⁹³ Existing policy modified.

⁹⁴ New. Addresses current Asian Design Overlay District and SOSA area, without limiting to those two areas (and recognizing that current overlays may be handled differently in the updated Development Code.

POLICY WP-1.5: RESIDENTIAL INFILL⁹⁵

Encourage residential infill on vacant parcels in areas designated as Low-Suburban Neighborhood on the Land Use Plan. Encourage transitions in density and intensity along shared edges where infill development abuts established neighborhoods.

POLICY WP-1.6: PARADISE PALMS

Support ongoing efforts to preserve the unique history and character of the Paradise Palms neighborhood.

Goal WP-2: Expand multimodal connections along and to major corridors in Winchester/Paradise

POLICY WP-2.1: HIGH-CAPACITY TRANSIT⁹⁶

Coordinate with the Regional Transportation Commission of Southern Nevada (RTC) on the planned expansion of high-capacity transit along Maryland Parkway, Las Vegas Boulevard, and Flamingo Road. Also explore high-capacity transit improvements to Sahara Avenue, Charleston Boulevard, Eastern Avenue, Decatur Boulevard, Paradise Road, Nellis Boulevard, and Boulder Highway and Fremont Street and ensure transit-supportive infrastructure supports the goals and standards of RTC.

POLICY WP-2.2: MARYLAND PARKWAY⁹⁷

Encourage a mix of land uses and transit-supportive development patterns along Maryland Parkway, consistent with the Maryland Parkway Corridor Transit Oriented Development Plan.

POLICY WP-2.3: RESORT CORRIDOR PEDESTRIAN BRIDGES⁹⁸

Encourage the preservation of rights-of-way for pedestrian bridges at arterial intersections in the Resort Corridor.

POLICY WP-2.4: RESORT CORRIDOR TRANSIT SERVICE⁹⁹

Continue to work with public and private partners on the expansion of high-frequency transit service along the Resort Corridor, as well as to/from other major destinations within Clark County.

POLICY WP-2.5: STADIUM DISTRICT CONNECTIONS

Provide connectivity and access to and throughout the Stadium District to improve mobility for all users and encouraging the use of alternative modes of transportation.

⁹⁵ New. To reflect intended transition of areas now designated as Low-Suburban Neighborhood.

⁹⁶ New. Reflects RTC direction to expand high-capacity transit to this area of the Valley. Policy considers that there may be higher standards for sidewalks, bus stops, and pedestrian/transit infrastructure near station areas.

⁹⁷ New.

⁹⁸ Existing policy modified.

⁹⁹ Existing policy modified.

Goal WP-3: Encourage the revitalization of established employment centers and commercial corridors in Winchester/Paradise

POLICY WP-3.1: ADAPTIVE REUSE¹⁰⁰

Repurpose and reinvent vacant or functionally obsolete buildings through adaptive reuse – where practical and consistent with development – to promote reinvestment in Winchester/Paradise and support sustainability initiatives.

POLICY WP-3.2: AIRPORT ENVIRONS OVERLAY DISTRICT¹⁰¹

Periodically review and update the boundary of the Airport Environs Overlay (AEO) District in coordination with the Clark County Department of Aviation (DOA) to reflect changes to airport noise contours and flight paths. See also Countywide Policy 5.2.1, *McCarran International Airport*.

POLICY WP-3.3: AIRPORT COMPATIBLE USES

Encourage a mix of employment and aviation-related uses in existing employment areas near Sunset Road, Eastern Avenue, and west of Interstate 15 to ensure compatibility of airport operations, preserve the viability of warehousing and manufacturing uses, and protect public health, safety, and welfare.

POLICY WP-3.4: UNIVERSITY DISTRICT¹⁰²

Coordinate with the University of Nevada-Las Vegas (UNLV) to establish a University District with an emphasis on uses complimentary to the University, including arts and cultural activities, workforce and student housing, professional and educational offices, commercial uses, and other developments that serve a university population.

POLICY WP-3.5: UNIVERSITY COORDINATION¹⁰³

Coordinate with the University of Nevada - Las Vegas (UNLV) on planning, infrastructure, and other efforts that may impact the university. Encourage the UNLV to actively participate with the Paradise Town Advisory Board, Clark County Planning Commission, and the Board of County Commissioners.

¹⁰⁰ New.

¹⁰¹ New. Policy to ensure future changes to noise contours (noise impacts change with technology and flight patterns) are reflected in the CMA and land use policy.

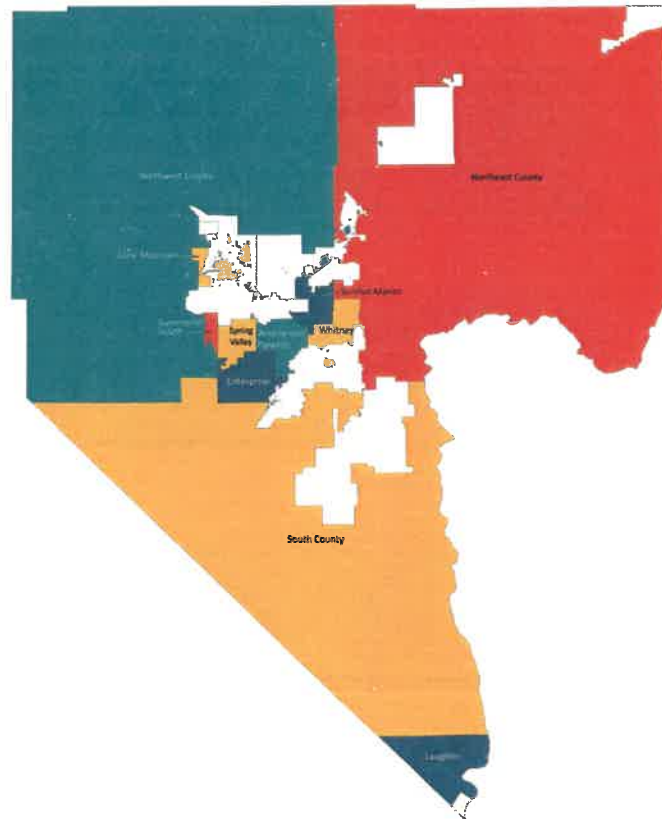
¹⁰² New goal with existing policies incorporated.

¹⁰³ Adapted from existing policy.

About the Land Use Planning Process

PLANNING AREAS

Clark County is responsible for land use planning in all areas outside of the incorporated cities. For land use planning purposes, the unincorporated portion of Clark County is divided into 11 planning areas: Enterprise, Laughlin, Lone Mountain, Northeast County, Northwest County, South County, Spring Valley, Summerlin South, Sunrise Manor, Whitney, and Winchester/Paradise. Currently, the County maintains separate plans and land use plan maps for each planning area. While there is significant overlap between them, each of the 11 planning area plans contains a separate set of land use categories and definitions.



PROPOSED CHANGES

In the interest of reducing repetition, clarifying desired outcomes, and making the Master Plan easier to use and administer, several changes to the land use planning process are proposed as part of the Transform Clark County process:

- Consolidation of the current area-specific sets of land use categories into a single set that will apply countywide;
- Translation of the consolidated land use categories to the adopted land use plan maps for each planning area; and
- Alignment of the consolidated land use categories and area-specific policies with proposed updates to the Clark County Development Code.

The following pages introduce these proposed changes to the land use planning process for further discussion.

Current and Proposed Land Use Categories

NEIGHBORHOODS

The table below provides an overview of the alignment between the existing and proposed neighborhood land use categories. An explanation of these categories is provided on the pages that follow, along with definitions, examples, and a discussion of the rationale and general areas affected for each of the proposed land use categories.

Existing Land Use Category	Proposed Land Use Category	Land Use Characteristics		
Residential Rural (RR)	Outlying Neighborhood (ON)			Placeholder Character area photo
Residential Agricultural (RA)				
Rural Neighborhood Preservation (RNP)	Estate Neighborhood (EN)			Placeholder Character area photo
Rural Neighborhood (RN)				
Residential Low (RL)	Low-Suburban Neighborhood (LN)			Placeholder Character area photo
Residential Suburban (RS)	Mid-Suburban Neighborhood (MN)			Placeholder Character area photo
Residential Medium (RM)				
Residential High (RH)	Compact Neighborhood (CN)			Placeholder Character area photo
Residential Urban Center (RUC)	Urban Neighborhood (UN)			Placeholder Character area photo
Residential High Rise Center (RHRC)				

Proposed Land Use Categories

NEIGHBORHOODS

Draft: March 2021



OUTLYING NEIGHBORHOOD (ON)

Primary Land Uses

Single-family detached homes

Supporting Land Uses

Accessory dwelling units, grazing, small-scale crop and food production, low-intensity agriculture, and associated outbuildings

Density

Up to 2 dwelling units per acre

Characteristics

- Supports opportunities for rural residential on large lots in areas outside of the Las Vegas Valley
- Neighborhoods are designed to maintain working agricultural or ranch land, preserve common open space for residents, or protect sensitive natural or environmental features
- Includes some existing neighborhoods that do not have urban services
- Pedestrian and bicycle infrastructure, as well as transit service, is generally not present

What is the equivalent to the Outlying Neighborhood designation in the Current Master Plan?

The Outlying Neighborhood designation combines the current Residential Rural (0-0.5 DU/acre) and Residential Agricultural (0-1 DU/acre) designations.

What is the rationale for this change?

This change is proposed to clearly distinguish unique neighborhoods in rural, outlying areas of Clark County (i.e., Moapa Valley, Mt. Charleston) from existing neighborhoods within the Las Vegas Valley that have rural characteristics

How much land area is affected by this change?

Approximately 28,291 acres are affected by this change, most of which fall outside the Las Vegas Valley. Within the Las Vegas Valley, there are two Residential Agricultural areas in the Durango Drive & Iron Mountain Road areas.



ESTATE NEIGHBORHOOD (EN)

Primary Land Uses

Single-family detached homes

Supporting Land Uses

Uses related to the raising and keeping of animals for personal enjoyment or food production, accessory dwelling units, and neighborhood-serving public facilities such as parks, trails, open space, schools, libraries, and other complementary uses

Density

Up to two and a half dwelling units per acre

Characteristics

- Supports the retention of existing large lot neighborhoods within the Las Vegas Valley that are consistent with NRS 278.0177 - Rural Preservation Neighborhood
- Homes front on local streets or four-lot cul-de-sacs
- Access to trails and surrounding public lands is present in some locations
- Street cross-sections feature modified pavement sections and limited streetlights and sidewalks
- Greater setbacks between neighboring dwellings than typically found in suburban/urbanized areas

What is the equivalent to the Estate Neighborhood designation in the Current Master Plan?

The Estate Neighborhood designation consolidates the current Rural Neighborhood Preservation designation (0-2 DU/acre) with the Rural Neighborhood designation (0-2.5 DU/acre). Not all current RNP areas have been carried forward with the EN designation. Current RNP areas that do not meet the NRS definition for RNP have been reassigned to the Low-Suburban Neighborhood designation.

What is the rationale for this change?

This change is proposed to differentiate neighborhoods that meet the NRS definition for RNP from large lot neighborhoods that do not meet the definition, and those located in outlying communities.

How much land area is affected by this change?

Approximately 24,227 acres are affected by this change.



LOW-SUBURBAN NEIGHBORHOOD (LN)

Primary Land Uses

Single-family detached homes

Supporting Land Uses

Accessory dwelling units and neighborhood-serving public facilities, such as parks, trails, open space, places of assembly, schools, libraries, and other complementary uses

Density

Up to 5 dwelling units/acre

Characteristics

- Predominantly comprised of single-family detached homes on medium to large lots
- Clustered development is encouraged to preserve common open space or recreational amenities
- Amenities and infrastructure encourage walking and biking
- Transit service is typically limited

What is the equivalent to the Low-Suburban Neighborhood designation in the Current Master Plan?

The Low-Suburban Neighborhood designation replaces the current Residential Low (RL) designation, which allows for up to 3.5 DU/acre.

What is the rationale for this change?

This change is proposed to distinguish low-density residential areas that do not allow equestrian facilities or small livestock (e.g., goats and chickens) from those that do. The Residential Low (RL) designation is used on a very limited basis currently, primarily around existing RNPs in the South and West areas of the Las Vegas Valley.

How much land area is affected by this change?

Approximately 17,178 acres are affected by this change.

Primary Land Uses

Single-family attached and detached, and duplexes

Supporting Land Uses

Accessory dwelling units and neighborhood-serving public facilities, such as parks, trails, open space, places of assembly, schools, libraries, and other complementary uses

Residential Density

Up to 8 dwelling units per acre

Characteristics

- While most existing Mid-Suburban Neighborhoods are comprised predominantly of detached single-family homes on small lots, a greater mix of lot sizes and attached units is desired as new neighborhoods are developed
- Common amenities provide opportunities for residents to recreate and gather, off-setting smaller lot sizes
- Detached sidewalks and trail connections encourage walking and biking
- May include existing mobile home parks
- Transit service is typically limited to major corridors nearby

What is the equivalent to the Mid-Suburban Neighborhood designation in the Current Master Plan?

The Mid-Suburban Neighborhood designation consolidates the current Residential Suburban (RS), which allows 0-8 dwelling units per acre, with portions of Residential Medium (RM), which allows for 3-14 dwelling units per acre.

Existing neighborhoods built at the lower end of the allowed range for the current Residential Medium designation (3-8 dwelling units per acre) have been reassigned to the Mid-Suburban Neighborhood designation.

What is the rationale for this change?

This will consolidate designations for neighborhoods that have similar densities and other characteristics. The current Residential Medium designation is not widely used.

How much land area is affected by this change?

Approximately 40,409 acres are affected by this change.



MID-SUBURBAN NEIGHBORHOOD (MN)



COMPACT NEIGHBORHOOD (CN)

Primary Land Uses

Single-family attached and detached homes, duplexes, triplexes, fourplexes, and townhomes

Supporting Land Uses

Accessory dwelling units, multi-family dwellings, and neighborhood-serving public facilities, such as parks, trails, open space, places of assembly, schools, libraries, and other complementary uses

Density

Less than 18 dwelling units per acre

Characteristics

- Supports a wide-range of housing types at varied densities—ranging from attached and detached single-family dwellings on small lots to small-scale multi-family dwellings
- While many existing Compact Neighborhoods include a concentration of either single-family or multi-family dwellings, an integrated mix of housing types along the spectrum is desired for new Compact Neighborhoods
- Densities within neighborhoods should vary to respond to the surrounding context
- Typically located within walking and biking distance of services and amenities, including transit

What is the equivalent to the Compact Neighborhood designation in the Current Master Plan?

The Compact Neighborhood designation consolidates portions of the current Residential Medium (RM) designation, which allows for 3-18 dwelling units per acre, and the current Residential High (RH) designation, which allows for 8-18 dwelling units per acre

Existing neighborhoods built at the higher end of the allowed range for the current Residential Medium designation (8-14 dwelling units per acre) have been reassigned to the Compact Neighborhood designation.

What is the rationale for this change?

This change is proposed to consolidate designations for neighborhoods that have similar densities and other characteristics. The current Residential Medium designation is not widely used (sometimes along major streets or at major intersections), and does not allow multifamily residential. The current Residential High designation is more widely used, particularly along major streets in Spring Valley and Enterprise, and does allow multifamily residential.

How much land area is affected by this change?

Approximately 6,065 acres are affected by this change, most of which falls within the Las Vegas Valley.



URBAN NEIGHBORHOOD (UN)

Primary Land Uses

Single-family attached and detached homes, duplexes, triplexes, fourplexes, townhomes, and multifamily

Supporting Land Uses

Accessory dwelling units (where allowed by underlying zoning), multi-family dwellings, and neighborhood-serving public facilities.

Density

Greater than 18 dwelling units per acre

Characteristics

- Includes a wide variety of attached and detached housing types on small lots
- Some Urban Neighborhoods include—or have direct access to—retail, offices, commercial services, and activity centers
- Density and building height vary based on location-specific character (the highest possible density is not always appropriate)
- Amenity rich with quality pedestrian and bicycle infrastructure and feature robust transit service

What is the equivalent to the Urban Neighborhood designation in the Current Master Plan?

The Urban Neighborhood designation consolidates the current Residential Urban Center (RUC) designation, which allows for 18-32 dwelling units per acre, and the Residential High Rise Center (RHRC) designation, which allows for 32+ dwelling units/acre.

What is the rationale for this change?

Development built under the current RUC and RHRC designations has been at similar densities on the lower end of the RUC range and the RHRC designation has not been widely used.

How much land area is affected by this change?

Approximately 3,120 acres are affected by this change, most of which falls within the Las Vegas Valley.

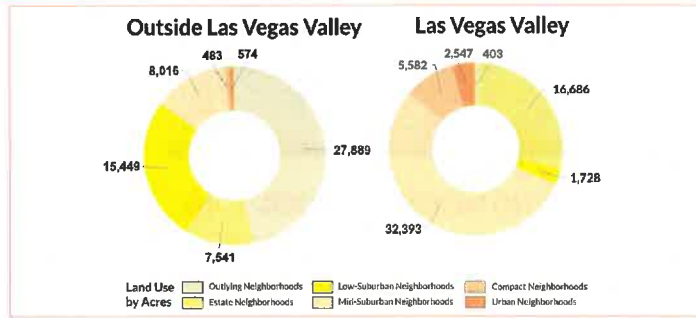
NEIGHBORHOODS

Clark County is made up of many unique neighborhoods and communities offering a wide range of lifestyles—ranging from “big city” urbanized areas to sparsely populated rural expanses, plus everything in between. The Neighborhood land use categories support the continuation of existing lifestyle choices in unincorporated Clark County while also encouraging further diversification of housing options over time. Neighborhood land use categories include:

- Outlying Neighborhoods
- Estate Neighborhoods
- Low-Suburban Neighborhoods
- Mid-Suburban Neighborhoods
- Compact Neighborhoods
- Urban Neighborhoods

The Neighborhood land use categories apply to both existing and future neighborhoods. In some instances, the characteristics defined for an individual land use category reflect a current condition that is desirable to maintain or protect for the future. In other instances, the characteristics reflect a desired future condition that either does not exist today, or exists on a very limited basis.

Within the Las Vegas Valley, opportunities for additional major development projects are limited. Outside of the Las Vegas Valley, major development projects are expected to be limited, but may occur adjacent to outlying communities.



The discussion and examples that follow should be used as a supplement to the Neighborhood land use category definitions to guide plans for new neighborhoods, or potential changes to established neighborhoods. Not every consideration will apply to all land use categories.

KEY CONSIDERATIONS FOR NEIGHBORHOODS



MIX OF HOUSING TYPES

Detached single-family homes have traditionally been the predominant housing type in unincorporated Clark County. Moving forward, a diversity of housing options will be needed to meet the needs of residents of all ages, income levels, and abilities. Opportunities to expand the mix of housing and unit types available as part of new development are greatest in Suburban (Mid-Intensity), Compact, and Urban Neighborhoods.

See also, Countywide Goals 1.1, 1.3, and 1.4, and supporting policies.

- 1 Avoid large concentrations of a single housing type or building form (i.e., small lot single-family detached or large multifamily buildings)
- 2 Incorporate smaller pods of different housing types with varied lot and unit sizes to offer variety while still supporting higher densities where appropriate
- 3 Concentrate higher density housing types along major transportation corridors where high-frequency transit service exists or is planned
- 4 Transition density and intensity to match that of established neighborhoods along shared edges (also relates to Infill Development discussion that follows)



INFILL DEVELOPMENT

Infill development provides opportunities to expand housing options in areas where infrastructure and services are already in place and to encourage reinvestment in older neighborhoods. How well infill development “fits” is often determined by the scale, mass, and height of infill development relative to existing homes. In unincorporated Clark County, infill development considerations vary based on where it occurs, and the type/number of homes being built:

- 1 The use of rural street cross-sections, transitions in lot sizes, and consistent building heights can help promote compatibility between the established Estate Neighborhoods that remain within the Las Vegas Valley and higher intensity housing planned on adjacent land.

INFILL WITHIN ESTABLISHED NEIGHBORHOODS

The degree to which infill development occurs within established neighborhoods in unincorporated Clark County over the next ten to 20 years will be driven by a number of factors—such as, but not limited to, location, the age and condition of the existing housing stock, the availability of vacant lots or larger plots of land within those neighborhoods, underlying zoning, and market demand.

- 1 The addition of detached or attached accessory dwelling units is another form of infill development that may occur in established neighborhoods

INFILL ADJACENT TO ESTABLISHED NEIGHBORHOODS

Development patterns in unincorporated Clark County have evolved over time, leaving “pockets” of vacant land that abut established neighborhoods of varying densities and other existing development.

See also, Countywide Goals 1.1, 1.4, 1.5, 6.4, and supporting policies.



CONNECTIVITY

Enhancing vehicular, bicycle, and pedestrian connections within and between existing and future neighborhoods, as well as to adjacent services, employment opportunities, and amenities is a priority.

- Provide periodic breaks in privacy walls to allow pedestrian and bicycle access in/out of the neighborhood
- Maintain existing or planned public land access points when development occurs on an adjoining parcel
- Incorporate detached sidewalks and shade to provide a safe

and comfortable environment for pedestrians

- Provide connections to existing/planned trails.
- Maintain opportunities for planned roadway connections to adjacent uses in developing areas

See also, Countywide Goals 4.1 through 4.3 and 6.4 and supporting policies.



NEIGHBORHOOD LIVABILITY

AMENITIES

Parks, trails, community gardens, common open space, recreational amenities, and other features should be incorporated as part of new neighborhoods to enhance the health and quality of life of residents. In areas designated as Compact or Urban Neighborhoods, the integration of community gathering spaces—such as pools, sun decks, community rooms, or other common spaces—is encouraged.

See also, Countywide Goals 1.3 and 1.4 and supporting policies.

ACCESS TO SERVICES

Neighborhoods should be sited where grocery stores, restaurants, medical offices, and other neighborhood-serving uses can be reasonably accessed by residents on foot, by bike, or within a short drive or transit ride.



SUSTAINABLE DEVELOPMENT PRACTICES

Implementation of each of the key considerations outlined above will help Clark County reduce greenhouse gas emissions and prepare for the impacts of climate change. The sustainable development practices outlined below can further support the goals of Clark County and its regional partners in this area

SITE DESIGN

Integrate low maintenance and drought-tolerant trees and green infrastructure in new and established neighborhoods to provide shade, reduce urban heat islands, improve air quality, reduce outdoor water usage, and provide stormwater management benefits.

BUILDING DESIGN





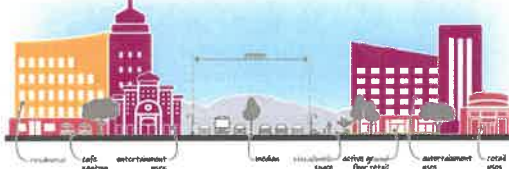

Encourage the use of materials, design features, fixtures, appliances, and building systems that will reduce indoor water use, lower energy consumption, and/or reduce construction waste.



Current and Proposed Land Use Categories

COMMERCIAL AND MIXED-USE

The table below provides an overview of the alignment between the existing and proposed commercial and mixed-use land use categories. An explanation of these categories is provided on the pages that follow, along with definitions, examples, and a discussion of the rationale and general areas affected for each of the proposed land use categories.

Existing Land Use Category	Proposed Land Use Category	Land Use Characteristics	
Commercial Neighborhood (CN) Office Professional (OP)	Neighborhood Commercial (NC)		
Commercial General (CG)	Corridor Mixed-Use (CM)		
Commercial Tourist (CT)	Entertainment Mixed-Use (EM)		

NEIGHBORHOOD COMMERCIAL (NC)

CORRIDOR MIXED-USE (CM)

ENTERTAINMENT MIXED-USE (EM)

Primary Land Uses

Mix of retail, restaurants, offices, service commercial, and other professional services

Supporting Land Uses

Public facilities such as parks, trails, open space, places of assembly, schools, libraries, and other complementary uses

Residential Density

Not applicable

Characteristics

- Intended to provide opportunities for compact nodes of low-intensity retail, services, and offices that serve residents of the immediate neighborhood(s)
- Pedestrian- and bicycle-friendly site layout with direct connections to adjacent uses
- Building heights typically range from 1-2 stories, but may be up to 3 stories in some locations
- Siting is encouraged where access to transit exists or is planned
- Scale and intensity of uses should be mitigated where centers abut existing or planned neighborhoods to promote compatibility

What is the equivalent to the Neighborhood Commercial designation in the Current Master Plan?

The Neighborhood Commercial designation consolidates the current Commercial Neighborhood (CN) and Office Professional (OP) designations.

What is the rationale for this change?

This change is intended to provide opportunities for smaller-scale commercial services that are distinctly different from the proposed Corridor Mixed-Use designation in terms of their scale, intensity and uses. The current Commercial Neighborhood designation allows many of the same uses as the Commercial General designation (except automotive services and taverns).

How much land area is affected by this change?

Approximately 3,379 acres are affected by this change, most of which falls within the Las Vegas Valley.

Primary Land Uses

Mix of retail, restaurants, offices, service commercial, entertainment, and other professional services.

Supporting Land Uses

Moderate density multi-family residential dwellings, as well as public facilities such as civic and government uses, plazas, pocket parks, places of assembly, schools, libraries, and other complementary uses

Residential Density

Less than 18 dwelling units per acre, but may be higher within ¼ mile of high-frequency transit stations

Characteristics

- Provides opportunities for moderate density mixed-use development that serves adjacent neighborhoods as well as the broader community
- Concentrating higher intensity uses and a vertical mix of uses near transit-stops is encouraged to support regional transit investments and area-specific plans
- Continuous pedestrian, bicycle, and vehicular connections should be provided along corridors and to adjacent neighborhoods
- Multi-family residential uses may not always be appropriate, but when provided should be integrated as a component of Corridor Mixed-Use developments to support the expansion of housing options within close proximity of services and amenities
- Reinvestment in or redevelopment of existing single-use, auto-oriented centers is encouraged to diversify the mix and intensity of uses along major corridors over time
- Mix and intensity of uses will vary by location

What is the equivalent to the Corridor Mixed-Use designation in the Current Master Plan?

The Corridor Mixed-Use (CM) designation replaces the current Commercial General (CG) designation.

What is the rationale for this change?

Although the current Development Code provides opportunities for mixed-use development, the current Master Plan does not include an equivalent mixed-use land use category. The proposed category strengthens policy guidance for mixed-use development in the Master Plan and encourages a more transit-oriented pattern of development along major corridors.

How much land area is affected by this change?

Approximately 8,400 acres are affected by this change, most of which falls within the Las Vegas Valley.

Primary Land Uses

Mix of retail, restaurants, entertainment, gaming, lodging, and other tourist-oriented services, as well as office uses

Supporting Land Uses

High density residential as well as public facilities such as civic and government uses, plazas, pocket parks, and other complementary uses

Residential Density

18 or more dwelling units per acre, but may be lower where transitions to lower intensity development are required

Characteristics

- Includes tourist-focused districts like the Las Vegas Strip, that also serve as downtown areas for residents with concentrations of employment, retail, and services.
- Amenity-rich public spaces and pedestrian amenities encourage walking and biking along major corridors
- Site circulation must accommodate efficient vehicular circulation, loading, and access as well as high-volumes of pedestrian traffic
- Active uses are encouraged at the street level and should be oriented to transit and shuttle stops
- High-density residential uses are encouraged as a Supporting use, but should be concentrated in areas that lack the visibility or access needed for gaming and other tourist-oriented uses, and in areas where conflicts with more intensive uses are less likely to be a concern

What is the equivalent to the Entertainment Mixed-Use designation in the Current Master Plan?

The Entertainment Mixed-Use (EM) designation replaces the current Commercial Tourist (CT) designation.

What is the rationale for this change?

This change protects the current parameters for the Commercial Tourist designation as a Gaming Enterprise District, while also supporting the addition of high density residential as a Supporting use to help expand housing options near major employment centers.

How much land area is affected by this change?

Approximately 11,081 acres are affected by this change, most of which falls within the Las Vegas Valley.

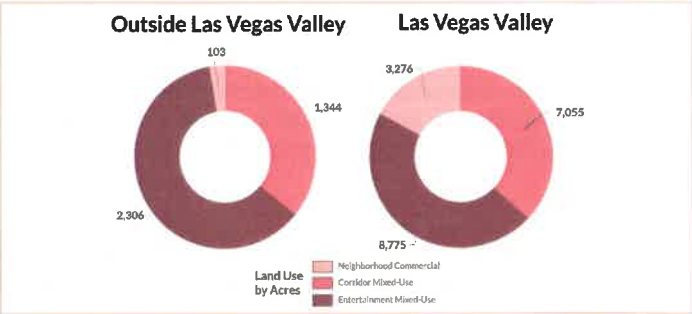


COMMERCIAL AND MIXED-USE

Commercial and Mixed-use land use categories provide opportunities for retail, restaurants, offices, service commercial, entertainment, and other professional services. In some locations, opportunities for multi-family residential uses are also provided. The mix of uses, scale, and intensity of commercial and mixed-use areas in unincorporated Clark County varies significantly by location—both within the Las Vegas Valley, and in outlying communities. Commercial and Mixed-use land use categories include:

- Neighborhood Commercial
- Corridor Mixed-Use
- Entertainment Mixed-Use

Commercial and Mixed-use land use categories apply to both existing and future corridors and centers. Some existing centers and corridors are located in relatively new/emerging areas and are unlikely to change substantially within the planning horizon. However, many older centers and corridors within the Las Vegas Valley are experiencing challenges with vacant and/or obsolete buildings and extended periods of disinvestment.



The discussion and examples that follow should be used as a supplement to the Commercial and Mixed-use land use category definitions. Not every consideration will apply to all land use categories.

KEY CONSIDERATIONS FOR COMMERCIAL AND MIXED-USE AREAS



MULTIMODAL CONNECTIVITY

Enhancing vehicular, bicycle, and pedestrian connections within and between commercial and mixed-use areas, as well as to adjacent neighborhoods is a priority.

- Incorporate detached sidewalks and shade along major pedestrian routes within a commercial or mixed-use center to provide a safe and comfortable environment.

- Establish and maintain vehicular and pedestrian access between individual businesses along a corridor
- Establish pedestrian and bicycle access to commercial and mixed-use areas from adjacent neighborhoods

See also, Countywide Goals 4.1 through 4.3 and 6.4 and supporting policies.



MIX OF USES

Multi-family residential uses are encouraged as a Supporting use in Corridor Mixed-Use and Entertainment Mixed-Use areas to support the expansion of housing options within close proximity of services, amenities, and jobs.

- Residential uses should be concentrated in areas that lack the

visibility or access needed for gaming and other tourist-oriented uses, and in areas where conflicts with intensive uses are less likely to be a concern.

- Residential and non-residential uses may be vertically or horizontally integrated to fit the unique needs of each site and market considerations.



ADAPTIVE REUSE/REDEVELOPMENT

The adaptive reuse or redevelopment of obsolete commercial areas is encouraged, particularly in areas where high frequency transit exists or is planned.

In particular, flexible strategies for the reuse or redevelopment of vacant/ underutilized buildings and shopping centers should be provided.



COMPATIBILITY WITH EXISTING NEIGHBORHOODS

Where commercial and mixed-use areas abut existing or planned neighborhoods, steps should be taken to minimize noise, lighting, and other impacts. Possible strategies include:

- Concentrating taller buildings away from adjacent neighborhoods (stepping down building heights as they approach shared property lines)

- Incorporating residential uses as a transition
- Orienting dumpsters and loading docks away from residential uses
- Incorporating screening walls or other buffers

See also, Goal 6.2 and supporting policies.



SUSTAINABLE DEVELOPMENT PRACTICES

Encourage the use of materials, design features, fixtures, appliances, and building systems that will reduce indoor water use, lower energy consumption, and/or reduce construction waste.

BUILDING DESIGN

Encourage the use of materials, design features, fixtures, appliances, and building systems that will reduce indoor water use, lower energy consumption, and/or reduce construction waste.


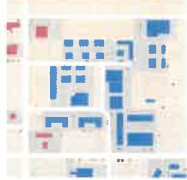


SITE DESIGN

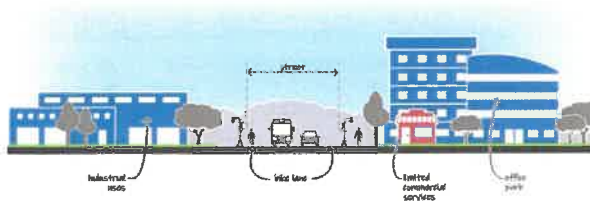
Integrate low maintenance and drought-tolerant trees and green infrastructure in new and established commercial and mixed-use corridors and centers to provide shade, reduce urban heat islands, improve air quality, reduce outdoor water usage, and provide stormwater management benefits.

Current and Proposed Land Use Categories

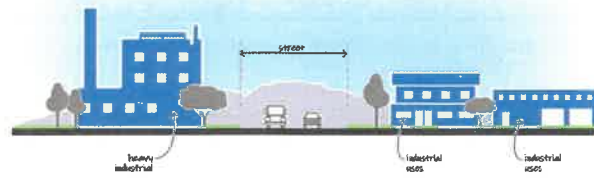
EMPLOYMENT

The table below provides an overview of the alignment between the existing and proposed employment land use categories. An explanation of these categories is provided on the pages that follow, along with definitions, examples, and a discussion of the rationale and general areas affected for each of the proposed land use categories.

Existing Land Use Category	Proposed Land Use Category	Proposed Land Use Character		
Business and Design Research Park (BDRP)	Business Employment (BE)			Placeholder Character area photo
Industrial (IND)				
Heavy Industrial (HI)	Industrial Employment (IE)			Placeholder Character area photo



BUSINESS EMPLOYMENT (BE)



INDUSTRIAL EMPLOYMENT (IE)

Primary Land Uses

Office, distribution centers, warehouse/flex space, technology, and light-industry

Supporting Land Uses

Small-scale commercial services, such as restaurants, athletic clubs, service-commercial, and other similar uses

Density

Varies by use; building heights typically range from one to five stories

Characteristics

- Provides for concentrated areas of employment and ancillary commercial uses
- Includes opportunities for standalone office parks or single-user campus facilities
- Concentrated near airports, major transportation corridors, and railroads
- Loading docks and other more intensive uses should be sited to minimize impacts on adjacent residential neighborhoods and rights-of-way
- Pedestrian, bicycle, and transit access varies based on uses and location

What is the equivalent to the Business Employment designation in the Current Master Plan?

The Business Employment (BE) designation consolidates and replaces the current Business and Design/Research Park (BDRP) and Industrial (IND) designations.

What is the rationale for this change?

This change will streamline the employment land use categories by combining two categories that have similar characteristics (i.e., uses, impacts, and intensity).

How much land area is affected by this change?

Approximately 25,993 acres are affected by this change. Existing BDRP and IND uses are found near Nellis Air Force Base, McCarran International Airport, along Sunset Boulevard, and in the area between I-15 and Decatur Boulevard, north of the 215 Beltway and south of Tropicana Avenue.

Primary Land Uses

Manufacturing and heavy industry

Supporting Land Uses

Manager's office or residence and other supporting uses

Characteristics

- Provides opportunities for high-intensity industrial and manufacturing activities that are undesirable to adjacent land uses.
- Building heights vary, but may be up to five stories in height
- Operations may include towers and the use of heavy equipment
- Not suitable for pedestrian or bicycle access

What is the equivalent to the Industrial Employment designation in the Current Master Plan?

The Industrial Employment (IE) designation carries forward the current Heavy Industrial (HI) designation under a new name.

What is the rationale for this change?

The current HI designation is used on a very limited basis, but the intensity of the uses allowed warrants the continuation of a similar category, separate from the proposed Business Employment designation.

How much land area is affected by this change?

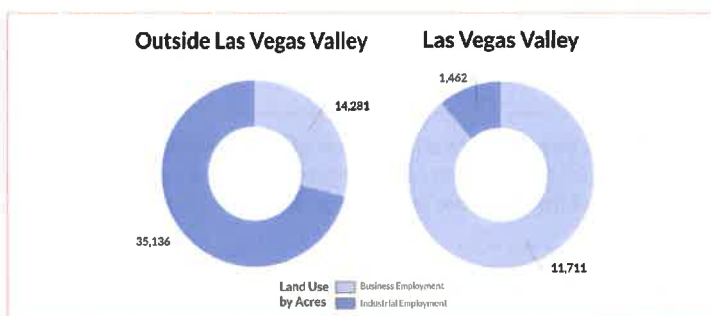
Approximately 36,598 acres (consisting of two power plants along South Boulder Highway and the BMI complex along Lake Mead Pkwy) are affected by this change, most of which falls within, or just outside of (i.e., Apex area) the Las Vegas Valley.

EMPLOYMENT

Employment land use categories support opportunities for different types and intensities of office, industrial, manufacturing, and warehouse/distribution, as well as supporting commercial. Employment land use categories include:

- Business Employment
- Industrial Employment

Employment land use categories apply to both existing and future employment areas.



KEY CONSIDERATIONS FOR EMPLOYMENT AREAS

The discussion and examples that follow should be used as a supplement to the Employment land use category definitions. Not every consideration will apply to all land use categories.



PROXIMITY AND CONNECTIONS TO SUPPORTIVE USES

Residential uses are not supported in employment areas due to the compatibility considerations highlighted below. However, providing opportunities for employees to live within close proximity to their job reduces travel times and costs, and supports GHG reduction.

While direct pedestrian and bicycle connections are desired to employment areas and transit, security and uses may limit access in some instances.

See also, Goals 4.1.4.2, and supporting policies.

RESIDENTIAL COMPATIBILITY

Where employment areas abut existing or planned neighborhoods, steps should be taken to minimize noise, lighting, and other impacts. Possible strategies include:

- Concentrating taller buildings away from lower intensity residential uses (stepping down building heights along shared property lines)
- Orienting loading docks away from residential uses
- Incorporating screening walls for other buffers

See also, Goal 6.2 and supporting policies.

CONVERSION OF EMPLOYMENT LAND

Demand for housing in the Las Vegas Valley has led to pressure for the conversion of employment land for residential development. While siting residential development in close proximity to employment uses is desirable to reduce travel times and costs for employees, residential uses should be concentrated in areas that are planned for residential or mixed-use development, not employment. Primary concerns about the conversion of employment lands include:

- Potential complaints from future residents about noise, smells, and traffic associated with adjacent employment uses
- Erosion of the future supply of employment land available in unincorporated Clark County;
- Potential loss of existing employers who are unable to perform essential functions of their business as a result of residential conflicts
- Quality of life impacts on residents of neighborhoods that function as “islands” within employment areas—lacking connectivity to services and amenities

See also, Goals 5.5, 6.2, and supporting policies.

SUSTAINABLE DEVELOPMENT PRACTICES

Implementation of each of the key considerations outlined above will help Clark County reduce greenhouse gas emissions and prepare for the impacts of climate change. The sustainable development practices outlined below can further support the goals of Clark County and its regional partners in this area.

BUILDING DESIGN

Encourage the use of materials, design features, fixtures, appliances, and building systems that will reduce indoor water use, lower energy consumption, and/or reduce construction waste.

SITE DESIGN


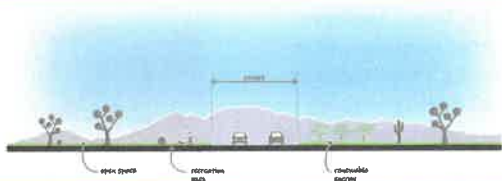



Integrate low maintenance and drought-tolerant trees and green infrastructure in new and established employment areas to provide shade, reduce urban heat islands, improve air quality, reduce outdoor water usage, and provide stormwater management benefits.

See also, Countywide Goal 3.1, 3.2, 3.3, and 3.6 and supporting policies, and Clark County Sustainability and Climate Action Plan.

Current and Proposed Land Use Categories

OTHER

The table below provides an overview of the alignment between the existing and proposed land use categories for other uses. An explanation of these categories is provided on the pages that follow, along with definitions, examples, and a discussion of the rationale and general areas affected for each of the proposed land use categories.

Existing Land Use Category	Proposed Land Use Category	Proposed Land Use Character		
		Elevation	Plan	Photo
Agriculture (AG)	Agriculture (AG)			
Open Lands (OL)	Open Lands (OL)			
Public Facilities (PF)	Public Facilities (PF)			
Institutional (IL)				

AGRICULTURE (AG)

Primary Land Uses

Farmland, cropland, pastures, and other low intensity agricultural uses

Supporting Land Uses

Owner/manager residence, employee housing, as well as barns and other agricultural structures used for hay, grain, or equipment storage

Characteristics

- Includes areas outside of the Las Vegas Valley –such as Moapa Valley–that are primarily used for agricultural production.
- Agricultural areas are generally irrigated and located on valley floors where they may be subject to flooding.

What is the equivalent to the Agriculture designation in the Current Master Plan?

The Agriculture (AG) designation carries forward the current designation of the same name.

How much land area is designated as Agriculture?

Approximately 2,308 acres, all of which falls within outside the Las Vegas Valley.

OPEN LANDS (OL)

Primary Land Uses

Active and passive recreation, habitat conservation, and grazing

Supporting Land Uses

May include renewable energy facilities and other appropriate regulated industries.

Characteristics

- Open lands and facilities that are owned and managed by state and federal agencies
- Generally used for habitat conservation and active/passive recreation

What is the equivalent to the Open Lands designation in the Current Master Plan?

The Open Lands (OL) designation consolidates the current Open Lands (OL) designation and portions of the land currently designated as Public Facilities (PF).

What is the rationale for this change?

This change is proposed to differentiate between Open Lands that are owned and managed by state and federal agencies and Public Facilities that are owned and managed by Clark County or other local or regional entities.

How much land area is affected by this change?

Approximately 4,467,616 acres are affected by this change, most of which falls within on the edges of or outside of the Las Vegas Valley.

PUBLIC FACILITIES (PF)

Primary Land Uses

Parks, trails, open space, public safety facilities, transportation facilities, public schools, universities, medical facilities, libraries, utilities, and other public-serving uses

Characteristics

- Public facilities are owned and managed by Clark County or other local or regional entities
- Siting of public facilities should be determined based on the scale of the facility and the potential impacts associated with the proposed facility on adjacent uses

What is the equivalent to the Public Facilities designation in the Current Master Plan?

The Public Facilities (PF) carries forward the current Institutional (IL) designation and portions of the land designated as Public Facilities (PF) in the current Master Plan. State and federal land formerly included in the Public Facilities designation has been reassigned to the Open Lands (OL) designation.

What is the rationale for this change?

This change is proposed to differentiate between Public Facilities that are owned and managed by Clark County or other local or regional entities and lands that are owned and managed by state and federal agencies.

How much land area is affected by this change?

Approximately 30,089 acres were reassigned by this change.



Implementing the Master Plan

The Development Code (Title 30) establishes the regulations, development standards, and procedures necessary to implement the land use guidance provided by the Master Plan. To ensure updates to Title 30 are aligned with proposed updates to the land use planning process, preliminary directions for the zoning districts and development standards approach are being presented for discussion simultaneously.

TAILORING DEVELOPMENT STANDARDS BY LOCATION AND CONTEXT

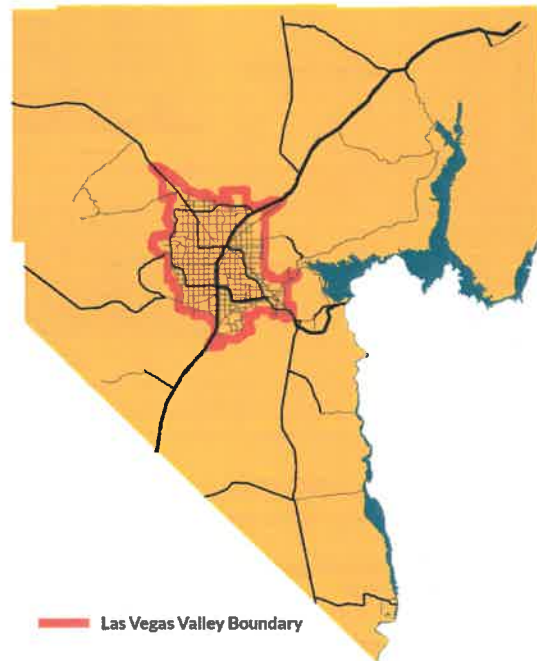
One of the overarching themes that has emerged from Transform Clark County discussions to date is the need to reflect the many different development contexts that exist in Clark County. For the purposes of discussion, distinctions are proposed to be addressed based on two factors:

LOCATION

Land use patterns within the Las Vegas Valley are generally more intense and more varied than those found in outlying areas of Clark County. The Las Vegas Valley is defined by a congressionally-designated boundary (the disposal boundary) established in the Southern Nevada Public Land Management Act of 1998 (SNPLMA) and amended from time to time by Congressional action. The disposal boundary defines an area roughly encompassing the Las Vegas Valley, within which the Secretary of the Interior is authorized by the SNPLMA to sell land for private development, reserve for local public purpose use/development, or other uses outside of federal management.

Where applicable, distinctions in allowed uses, development standards, and other regulations may be determined based on whether a proposed development is located within the Las Vegas Valley or in the outlying areas of Clark County. For example, commercial corridors in outlying areas of Clark County are—and will likely continue to be—auto-oriented, single-use areas. In contrast, mixed-use development is encouraged along commercial corridors within the Las Vegas Valley, particularly where high frequency transit is planned. Lighting, parking, landscaping, and street cross-sections are some of the other types of development standards that may vary by location.

In a limited number of instances, additional specificity may be warranted to address requirements for a particular corridor, community, type of development, or location within (or outside of) the Las Vegas Valley.



CONTEXT

Regardless of where a proposed development occurs within Clark County, context—i.e., what exists or is planned on adjacent parcels—is an important consideration. In unincorporated areas of the Las Vegas Valley, land use patterns have evolved over time, leading to the juxtaposition of rural, suburban, and urban development intensities—and a wide range of uses—within close proximity. This established pattern, coupled with an increasingly limited supply of large vacant parcels within the land disposal boundary, has resulted in a need for clearer guidance in the Master Plan and Development Code about the types of strategies that should be employed to promote a more harmonious mix of uses in unincorporated Clark County.

The land use category descriptions introduce key location- and context-specific considerations for neighborhoods, commercial and mixed-use areas, and employment areas. These considerations will be used as a starting point in framing distinctions in development standards as the Development Code Rewrite progresses.

Current and Proposed Zoning Districts

RESIDENTIAL

IMPLEMENTING THE MASTER PLAN

The Development Code (Title 30) establishes the regulations, development standards, and procedures necessary to implement the land use guidance provided by the Master Plan. To ensure updates to Title 30 are aligned with proposed updates to the land use planning process, preliminary directions for the zoning districts and development standards approach are being presented for discussion simultaneously.

The table below shows the relationship between existing and proposed residential zoning districts.

Existing District	Proposed District	Notes
R-A Residential Agricultural	RS40 Residential Single-Family, Outlying	Carry forward. Intended to implement the Outlying Neighborhood (ON) and Estate Neighborhood (EN) land use categories. Abbreviation indicates 40,000 sf minimum lot size.
R-E Rural Estates, Residential	RS20 Residential Single-Family, Estate	Carry forward. Intended to implement the EN land use category. Some standards from the existing RNP overlay may be carried forward here. Abbreviation indicates 20,000 sf minimum lot size.
R-D Suburban Estates Residential	RS10 Residential Single-Family, Low-Suburban	Carry forward. Intended to implement the Low-Suburban Neighborhood (LN) land use category. Abbreviation indicates 10,000 sf minimum lot size.
R-1 Single-Family Residential	RS5 Residential Single-Family, Mid-Suburban	Carry forward. Intended to implement the LN and Mid-Suburban Neighborhood (MN) land use category. Abbreviation indicates 5,200 sf minimum lot size.
R-T Manufactured Home Residential	--	Eliminate. Regulate Manufactured Homes as a land use. Stakeholders noted the changing nature of manufactured homes and need to preserve affordable housing. This can be accomplished in other districts.
R-2 Medium Density Residential	RS3 Residential Single-Family, High-Suburban	Carry forward. Intended to implement the MN land use category. Abbreviation indicates 3,300 sf minimum lot size.
RUD Residential Urban Density	RS2 Residential Single-Family, Compact	Carry forward. Intended to implement the Compact Neighborhood (CN) land use category. Abbreviation indicates 2,000 sf minimum lot size.
R-3 Multiple-Family Residential	RM1 Residential Multi-Family, Compact	Carry forward. Intended to implement the CN land use category
R-4 Multiple-Family Residential (High Density)	RM2 Residential Multi-Family, Urban	Carry forward. Intended to implement the Urban Neighborhood (UN) land use category
R-5 Apartment Residential	RM3 Residential Multi-Family, High Density	Carry forward. Intended to implement the UN land use category

Current and Proposed Zoning Districts

COMMERCIAL

IMPLEMENTING THE MASTER PLAN

The Development Code (Title 30) establishes the regulations, development standards, and procedures necessary to implement the land use guidance provided by the Master Plan. To ensure updates to Title 30 are aligned with proposed updates to the land use planning process, preliminary directions for the zoning districts and development standards approach are being presented for discussion simultaneously.

The table below shows the relationship between existing and proposed commercial zoning districts.

Existing District	Proposed District	Notes
RVP Recreational Vehicle Park	--	Eliminate. Regulate RV Parks as a land use.
--	CN Commercial Neighborhood	New. Intended to achieve the need for more small-scale, walkable neighborhoods and improve access to services and amenities in more walkable neighborhoods. This district would be primarily commercial and office, but allow a wider range of housing types alongside small office, retail, and commercial uses at targeted locations that are compatible with adjacent neighborhoods.
CRT Commercial Residential Transition	CP Commercial Professional	Consolidate. Intended to implement the Neighborhood Commercial (NC) land use category with a mix of retail, services, and offices. CRT is not widely used (largely along major roads near RNP areas) and serves a similar purpose as C-P.
C-P Office and Professional		
C-1 Local Business	CG Commercial General	Consolidate. Intended to implement the Corridor Mixed-Use (CM) land use category with more flexibility for mixed-use. Currently very little difference between character, uses, and standards in C-1 and C-2.
C-2 General Commercial		
U-V Urban Village (Mixed-Use)	--	Eliminate. Replace this underutilized district with new, more flexible commercial districts that can better achieve desired outcomes.
--	CC Commercial Core	New. Proposed to accommodate higher intensity and greater mix of uses at targeted locations where transit service is available and pedestrian-oriented development is important. Intended to implement higher-intensity areas of the CM land use category.
--	CU Commercial Urban	New. Proposed to accommodate high intensity mixed-use and transit-oriented development along major transit corridors (like Maryland Parkway) where walkability is essential. Intended to implement the Entertainment Mixed-Use (EM) land use category away from The Strip.
H-1 Limited Resort and Apartment	CR Commercial Resort	Carry forward. Intended to implement the EM land use category.
H-2 General Highway Frontage	--	Eliminate. Replace this underutilized district that does not achieve desired outcomes.

Current and Proposed Zoning Districts

INDUSTRIAL

IMPLEMENTING THE MASTER PLAN

The Development Code (Title 30) establishes the regulations, development standards, and procedures necessary to implement the land use guidance provided by the Master Plan. To ensure updates to Title 30 are aligned with proposed updates to the land use planning process, preliminary directions for the zoning districts and development standards approach are being presented for discussion simultaneously.

The table below shows the relationship between existing and proposed industrial zoning districts.

Existing District	Proposed District	Notes
M-D Designed Manufacturing	IT Industrial Transition	Carry forward. Explore use permission changes and new standards to better transition to nonindustrial areas.
M-1 Light Manufacturing	IL Industrial Light	Carry forward. Identify M-D areas that make sense here.
M-2 Industrial	IH Industrial Heavy	Carry forward. Carry forward this district to differentiate from other less intensive/impactful industrial uses.
--	IM Industrial Mixed	New. Proposed to provide flexibility for offices, limited retail, artisan manufacturing, and unique commercial uses in targeted areas.
--	IA Industrial Airport	New. Proposed to address need for unique standards for airport-serving industry.

Current and Proposed Zoning Districts

SPECIAL

IMPLEMENTING THE MASTER PLAN

The Development Code (Title 30) establishes the regulations, development standards, and procedures necessary to implement the land use guidance provided by the Master Plan. To ensure updates to Title 30 are aligned with proposed updates to the land use planning process, preliminary directions for the zoning districts and development standards approach are being presented for discussion simultaneously.

The table below shows the relationship between existing and proposed special zoning districts.

Existing District	Proposed District	Notes
--	AG Agriculture	New/Consolidate. Proposed to implement the Agriculture (AG) land use category. This district will consolidate true agricultural uses with residential/agricultural areas currently in the residential R-U District.
R-U Rural Open Land		
O-S Open Space	OS Open Space	Carry forward/Consolidate. Proposed to implement the Open Lands (OL) land use category and consolidate land dedicated to open space, including federal public lands.
P-F Public Facility	PF Public Facility	Carry forward. Intended to implement the Public Facilities (PF) land use type

Current and Proposed Zoning Districts

OVERLAY DISTRICTS

IMPLEMENTING THE MASTER PLAN

The Development Code (Title 30) establishes the regulations, development standards, and procedures necessary to implement the land use guidance provided by the Master Plan. To ensure updates to Title 30 are aligned with proposed updates to the land use planning process, preliminary directions for the zoning districts and development standards approach are being presented for discussion simultaneously.

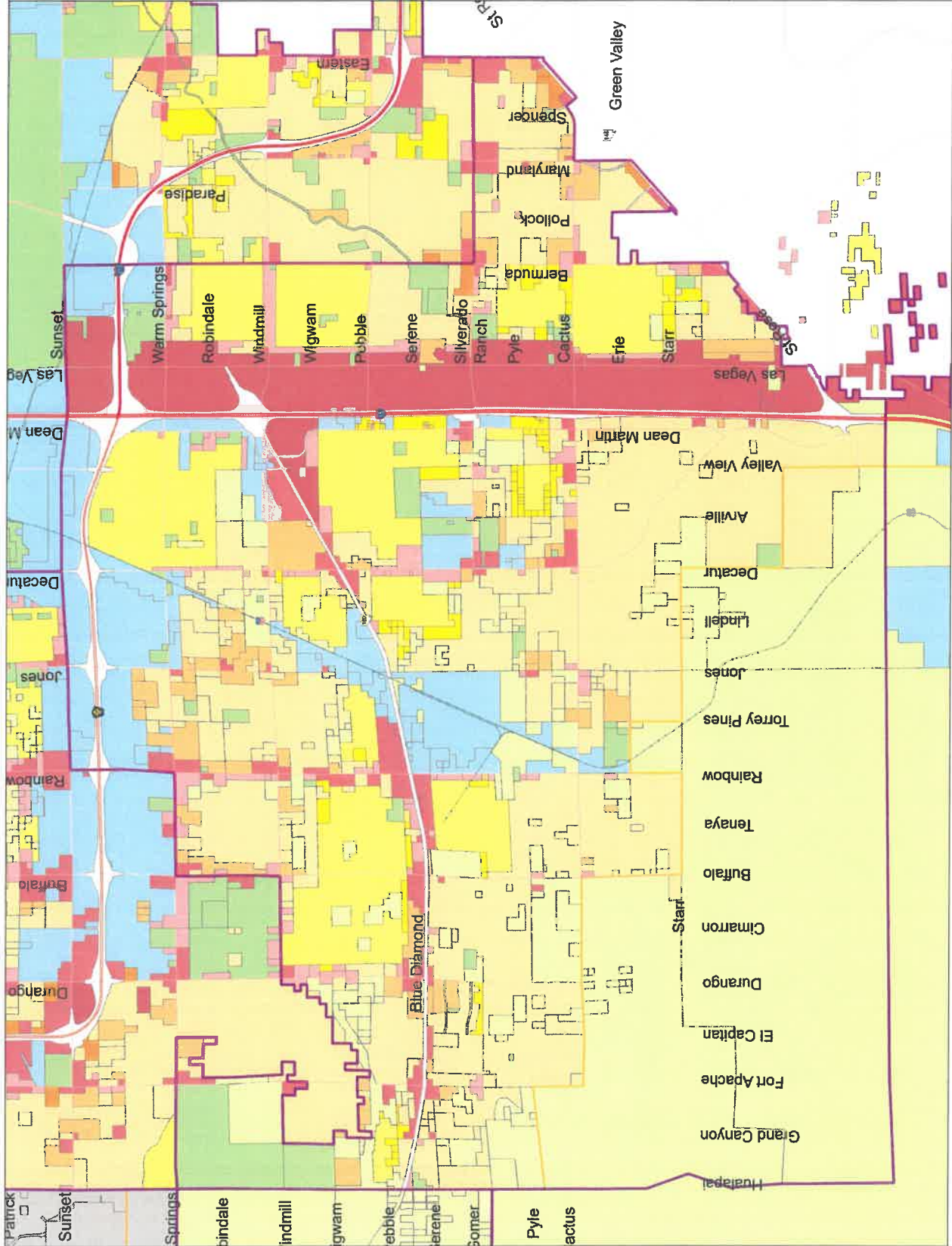
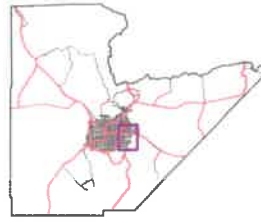
In addition to the base zoning districts, Title 30 includes 14 overlay zoning districts that add an additional layer of standards beyond those required by the base zoning district (or provide additional flexibility). The table below summarizes the proposed changes to the lineup of overlay districts.

Existing District	Proposed District	Notes
Airport Environs	AEO Airport Environs Overlay	Carry forward. Feedback from stakeholders is to maintain standards to protect the viability of airport operations.
Airport Airspace	AAO Airport Airspace Overlay	Carry forward. Feedback from stakeholders is to maintain standards to protect the viability of airport operations.
Residential Neighborhood Preservation	NPO Neighborhood Preservation Overlay	Replace. Establish a new overlay district to broadly serve the purpose of protecting the character of the underlying area. This could include some existing RNP areas, places with historic character, and areas with unique environmental constraints. Some standards from the existing RNP overlay may be carried forward in the RS20 District.
Gaming Enterprise	GED Gaming Enterprise District	Carry forward. Feedback from stakeholders is to maintain standards and ensure compliance with NRS.
Red Rock Design	RRO Red Rock Overlay	Carry forward. Review standards to ensure conformance with Master Plan direction. Consider maintaining standards that protect the unique character and natural landscape of the community. Restructure and simplify section for user-friendliness.
Transition Corridor	--	Eliminate. Current overlay has not been effective at achieving transitions between residential and non-residential uses. Consider incorporation of effective standards into broader compatibility standards.
Adult Use	AUO Adult Use Overlay	Carry forward. Feedback from stakeholders is to maintain standards and ensure compliance with NRS.
Cooperative Management Agreement Area Design	--	Eliminate. Review existing standards and design themes for potential inclusion into base zoning districts or countywide standards.
Mixed-Use	--	Eliminate. Achieve mixed-use through base zoning districts. Review existing standards for potential inclusion into base zoning districts.
Asian Design	--	Eliminate. Consider applying a Neighborhood Preservation Overlay instead to establish/protect the character of this area. Review existing standards for potential to carry forward.
Moapa Valley	--	Eliminate. Achieve desired site and building design through base zoning districts that apply to town centers in Moapa Valley.
Spring Mountain	--	Eliminate. Consider applying a Neighborhood Preservation Overlay to protect the character and environmental assets of the community.
Historic Neighborhood	HNO Historic Neighborhood Overlay	Carry forward. Maintain this overlay to accommodate any future historic designations.
Midtown Maryland Parkway	MPO Maryland Parkway Overlay	Carry forward. Consider incorporating relevant standards into the base zoning district(s) that apply to the Midtown Maryland Parkway area to simplify or eliminate this overlay.

Clark County

Enterprise Proposed Planned Land Use

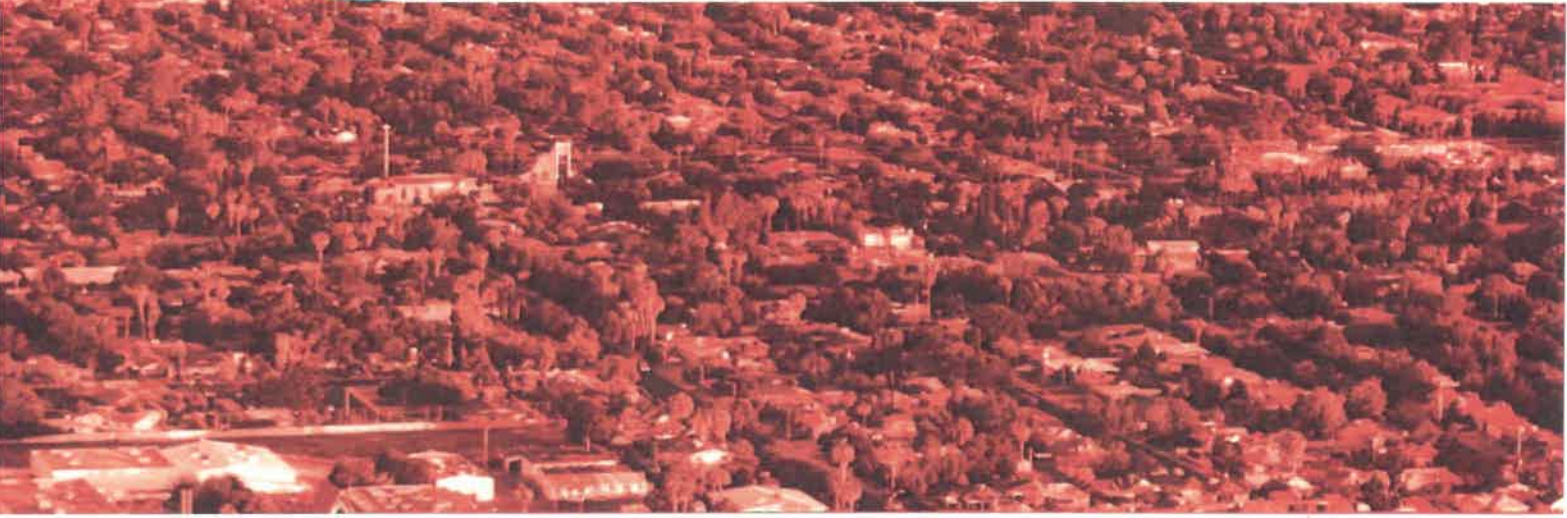
- Neighborhoods**
- Outer Neighborhood (ON)
 - Outer Neighborhood (ON)
 - Low-density Suburban Neighborhood (LN)
 - Mid-density Suburban Neighborhood (ME)
 - Compact Neighborhood (CN)
 - Urban Neighborhood (UN)
- Commercial and Mixed-Use**
- Neighborhood Commercial (NC)
 - Corridor Mixed-Use (CM)
 - Entertainment Mixed-Use (EM)
- Employment**
- Business Employment (BE)
 - Industrial Employment (IE)
- Other**
- Agriculture (AG)
 - Open Land (OL)
 - Public Facilities (PF)
 - Major Projects (MP)





Countywide Policies

Review Draft: November 2020



CLARION



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About the Countywide Policies

This document builds upon the preliminary [Plan Framework](#) for the Master Plan that was released in September 2020. As discussed in the Plan Framework, it represents a shift away from the current topical or “element-based” Master Plan structure that Clark County has had in place for many years. This approach is intended to help make the Master Plan more user-friendly and accessible to all users, and to convey a cohesive vision more clearly for the County. Draft countywide policies were developed based on:

- Existing Master Plan Elements;
- Related plans and studies—both internal to Clark County, and those developed by outside agencies and partners; and
- Feedback received from stakeholders and the community to-date.

Many of the policies reflect the current practices of Clark County and its partnerships with others at the regional, state, and federal level. Other policies are new. Footnotes are used throughout the document to help orient the reader to the origins different goals and policies, and to highlight notable changes from the preliminary Plan Framework document.

This is a working document. These policies will continue to be refined over the coming months as other components of the Master Plan are being developed. Placeholders for the many graphics, map diagrams, images, and other supporting information that will be incorporated as part of the draft Master Plan are noted throughout.

Core Values¹

A key focus for the Master Plan rewrite is to establish goals and policies that will set Clark County on a more sustainable and resilient path for the future. Achieving this will require us to strive to maintain certain aspects of Clark County that the community values today, while recognizing that we will need to adapt in the face of a certain amount of growth and change over the next ten to twenty years and beyond. Our ability to adapt successfully will require a continual focus on—and balance between—six core values:

- Unique communities, neighborhoods, and lifestyles
- Equitable access to programs, services, and amenities
- A healthy and sustainable natural and built environment
- A more connected Clark County
- A diverse and resilient economy
- Sustainable and resilient growth and development

¹ Some adjustments to the wording of the core values were made in response to input received. Refer to footnotes in the individual sections that follow for additional detail.

Because the core values are closely interrelated, they are intended to be viewed as being equal in weight and are not listed in any particular order of importance. This foundation encourages systems thinking to recognize and emphasize the interrelationships among all aspects of the community's vision. A systems thinking perspective recognizes the interdependent economic, social, and environmental implications of policies, decisions, and outcomes, and recognizes the benefits and trade-offs across these topic areas.

Relationship to NRS Requirements

In counties with a population greater than 700,000 residents, NRS §278.160 requires the Master Plan to include eight topical elements along with a number of sub-elements. The graphic on the following pages illustrates the relationship between each of the six core values and the policy topics they encompass compared to the required NRS elements and sub-elements.



Core Value #1:

**Unique Communities,
 Neighborhoods, and
 Lifestyles**



Core Value #2:

**Equitable Access to
 Programs, Services, and
 Amenities**



Core Value #3:

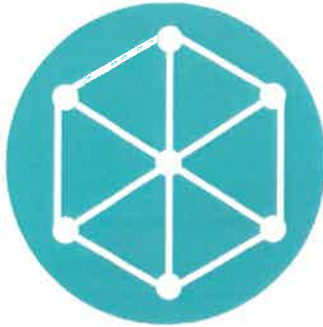
**A Healthy and
 Sustainable Natural
 and Built Environment**

TOPICS ADDRESSED

- | | | |
|---|--|---|
| <ul style="list-style-type: none"> • Housing options/affordability • Complete neighborhoods (design of new neighborhoods) • Established neighborhoods • Outlying communities • Rural neighborhoods • Historic, cultural, and archaeological resources | <ul style="list-style-type: none"> • Parks, trails, and open space • Recreational, educational, and enrichment programs • Health and human services • Arts and culture | <ul style="list-style-type: none"> • Air quality • Clean energy • Water supply, quality, and conservation • Waste reduction • Natural areas • Built environment |
|---|--|---|

RELATIONSHIP TO NRS REQUIREMENTS

- | | | |
|---|--|---|
| <ul style="list-style-type: none"> • Housing • Historic preservation • Land use (community design and development, master planned communities, rural neighborhoods preservation plan) • Federal lands | <ul style="list-style-type: none"> • Recreation and open space • Federal lands | <ul style="list-style-type: none"> • Conservation • Energy • Federal lands |
|---|--|---|



Core Value #4:

**A More Connected
 Clark County**



Core Value #5:

**A Diverse and
 Resilient Economy**



Core Value #6:

**Sustainable and
 Resilient Growth and
 Development**

TOPICS ADDRESSED

- Multimodal transportation
- Regional collaboration
- Transparent and inclusive government

- Employment and job base
- Education/workforce
- Business-friendly environment

- Growth management
- Alignment with adopted plans
- Development quality
- Hazard mitigation
- Public safety
- Adequate public facilities

RELATIONSHIP TO NRS REQUIREMENTS

- Transportation

- Public Facilities and Services (economic and schools sub-elements)
- Federal Lands
- Land Use

- Land Use
- Federal Lands
- Transportation
- Public Facilities and Services (utilities/aboveground utility plan sub-elements, schools sub-element)
- Safety (fire, police, and natural & man-made hazards sub-elements)

Parts of the Plan

The graphic below illustrates the role of each layer of policy guidance in the Master Plan, and the general timing of each.



Relationship to the County's Sustainability and Climate Action Plan

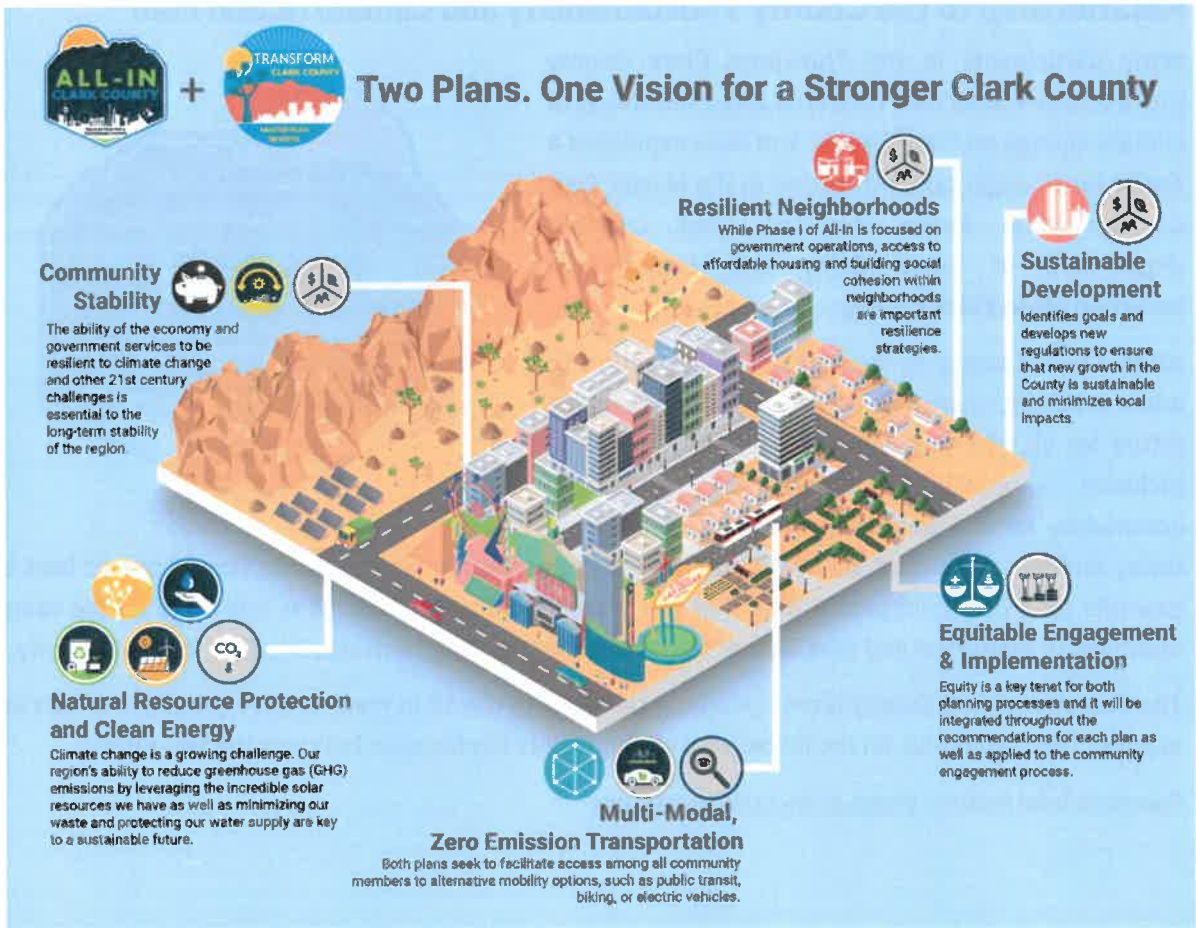
Many participants in the Transform Clark County process have voiced their concerns about the effects of climate change on Clark County and have expressed a desire for stronger policy direction in the Master Plan on this issue. Earlier this fall, Clark County's department of Sustainability and Environment launched **All-In Clark County**.

All-In Clark County is focused on taking action to address climate change and create a more sustainable future for all. The plan will take a smart, bold, and inclusive approach to creating a sustainable community for the well-being and prosperity of all, today and into the future. All-In will first assess opportunities within County Operations to lead by example for a community-wide plan that will launch in Summer 2021. All-In will build on the values identified in Transform and take further steps to ensure the long-term sustainability of Clark County.

The Transform Clark County team is working closely with the All-In team to ensure the two efforts are aligned. The infographic on the following page highlights key linkages between the two efforts.

For more information: www.allinclarkcounty.org







CORE VALUE #1

**Unique Communities,
Neighborhoods, and
Lifestyles**

Core Value #1: Unique Communities, Neighborhoods, and Lifestyles

Where are we today?

Clark County is made up of many unique neighborhoods and communities, and residents place a high value on protecting this diversity. The County offers a wide range of lifestyles, from “big city” urbanized areas to sparsely populated rural expanses, plus everything in between. Residents wish to maintain this wide array of choices in lifestyle without losing sight of common goals that apply to the County as a whole.

Diverse neighborhoods and communities require diverse goals. In some older, established areas, residents would like to see the existing neighborhood fabric and character preserved. Other areas are ripe for reinvestment and revitalization. Rural areas on the fringe of the Las Vegas Valley are concerned about expanding development, and in addition to protection of lower density areas, would like to see an emphasis on transition areas between higher and lower density neighborhoods. Outlying communities would like to maintain their distinction from the Las Vegas Valley. Residents would also like to have a higher bar set for new neighborhoods in unincorporated Clark County.

Whatever the character of an area and the goals that are appropriate to it, the overarching objective of maintaining affordability unites them all. Residents recognize that a greater diversity of housing types would help to achieve this, and they are clear that there are areas where mixing single-family homes with apartments, duplexes and other kinds of units would be welcome development. Similarly, many would like to see more mixed-use centers and neighborhoods where various housing types and shops, restaurants, and services exist side-by-side.

In 2050, Clark County is a place where...

- Rural areas continue to thrive alongside urban ones, and areas of different character blend from one into another with logical transitions between them
- There are many choices about the kind of place we call home, and the existence of those choices helps assure that home is a place affordable to all
- A family-friendly atmosphere thrives alongside many lifestyle options to accommodate the diverse population

Countywide Goals and Policies

Goal 1.1: Provide opportunities for diverse housing options to meet the needs of residents of all ages, income levels, and abilities²

POLICY 1.1.1: MIX OF HOUSING TYPES

Encourage the provision of diverse housing types at varied densities and in numerous locations. In particular, seek opportunities to expand “middle” housing options that are less prevalent in unincorporated parts of Clark County, such as duplexes, townhomes, three- and four-plexes, and smaller multifamily complexes.

[IMAGES that illustrate different kinds of housing beyond single-family dwelling developments]

POLICY 1.1.2: HOUSING ACCESS

Concentrate higher-density housing in areas with access to existing or planned high-frequency transit, major employment centers, and other services.

POLICY 1.1.3: MULTI-GENERATIONAL HOUSING

Support the integration of detached or attached accessory dwelling units (ADUs) as part of new development and/or in established neighborhoods to support aging-in-place and expand the supply of smaller dwelling units. *[See also, Policy 1.4.4]*

POLICY 1.1.4: SUPPORTIVE HOUSING

Encourage housing options that incorporate universal design and visitability³ principles to facilitate aging-in-place, and accommodation of older residents and others with mobility limitations or disabilities.

POLICY 1.1.5: HOUSING FOR VULNERABLE POPULATIONS⁴

Collaborate with local and regional partners on development of programs and resources to prevent residents from becoming homeless, and facilitate the provision of expanded housing for vulnerable populations, including the elderly and those transitioning away from homelessness. *[See also, Goal 2.3 and supporting policies]*

² This goal and policies 1-4 in this section build upon concepts addressed in the County’s current Housing Element, adopted in 2019.

³ Visitability is a movement that seeks to increase the supply of accessible housing through the inclusion of three basic structural features at the time of home construction: a zero-step entrance, wide doorways, and at least a half bath on the main floor of the home.

⁴ This policy builds from Commissioners’ direction to staff regarding this topic, as described on the County’s Affordable Housing web page.

Goal 1.2: Expand the number of long-term affordable housing units available in Clark County⁵

POLICY 1.2.1: EXISTING AFFORDABLE UNITS

Maintain the supply of long-term affordable housing (restricted for 20-50 years) by focusing efforts on rehabilitation and preservation of existing affordable units particularly in areas where redevelopment pressure exists or is likely to occur in the future.

POLICY 1.2.2 FINANCIAL SUPPORT

Support programs that use state, federal, and local housing program funds to preserve existing affordable housing and provide financial assistance to lower income homeowners to maintain their properties in adequate condition.

POLICY 1.2.3: NON-PROFIT OWNERSHIP

Encourage acquisition of housing by non-profit organizations, land trusts, or tenants as a strategy to protect housing from upward pressure on prices and rents.

POLICY 1.2.4: REGULATORY TOOLS

Investigate the feasibility of implementing regulatory requirements (e.g., inclusionary zoning), targeted incentives, and development agreements to promote expanded construction of affordable housing units throughout the County.

POLICY 1.2.5: DISPOSAL LAND⁶

Support the implementation of affordable housing development plans on former Bureau of Land Management (BLM) lands designated for the development of affordable housing. *[See also, Goal 6.5 and related policies]*

POLICY 1.2.6: NEW AFFORDABLE UNITS

Continue to work with community and regional partners to evaluate the feasibility of and pursue a variety of strategies that will expand the number of affordable units, such as, but not limited to activity bonds, housing trust funds, land banks or land trusts, and fee-in-lieu programs.

⁵ Policies 1-4 are adapted from concepts from the County's current Housing Element, adopted 2019. This section also draws from information provided in the 2020 Community Resources Management Program Guide.

⁶ Policies 1.2.5 and 1.2.6 are derived from actions the Commissioners have proposed or adopted, as described on the County's Affordable Housing web page.

Goal 1.3: Encourage the development of new neighborhoods that embody Clark County’s core values

POLICY 1.3.1: NEIGHBORHOOD IDENTITY⁷

Encourage the integration of varied housing models, architectural styles, streetscapes, signage, common landscaped areas, and other character-defining features that contribute to a distinct neighborhood identity.

[IMAGES of different County neighborhoods]

POLICY 1.3.2: MIX OF HOUSING OPTIONS WITHIN NEIGHBORHOODS

Encourage a mix of housing options—both product types and unit sizes—within larger neighborhoods and multi-family developments.

POLICY 1.3.3: NEIGHBORHOOD SERVICES

Encourage the integration of grocery stores, restaurants, medical offices, and other daily-needs services as part of or adjacent to new neighborhoods to minimize the need for longer-vehicle trips. Require direct connections that allow residents to access services on foot or by bike.

POLICY 1.3.4: INTER-CONNECTED NEIGHBORHOODS

Seek opportunities to connect new and existing neighborhoods with sidewalks and trails where “stubs” exist or where new connections would improve access to existing or planned amenities and services. Avoid “walling off” neighborhoods except in locations where noise or other characteristics of adjacent uses impact neighborhood livability.

POLICY 1.3.5: NEIGHBORHOOD LIVABILITY

Encourage the integration and connection of parks, trails, community gardens, common open space, recreational amenities, or other features in new neighborhoods to enhance the health and quality of life of residents.

Goal 1.4: Invest in and care for established neighborhoods⁸

POLICY 1.4.1: NEIGHBORHOOD IMPROVEMENTS

Support efforts to make neighborhood improvements (e.g., trail connections, complete street improvements), enhance neighborhood quality and pride, and reduce crime.

POLICY 1.4.2: EXISTING HOUSING STOCK

Support the retention of existing housing stock in unincorporated Clark County. Encourage ongoing maintenance and promote reinvestment and improvements in declining areas and targeted redevelopment of blighted properties. Work with property owners, neighborhoods, and non-profit

⁷ New. Neighborhood-related goals and policies are included based on stakeholder interview and survey results.

⁸ Expanded from the Housing Element references to reinvestment and rehabilitation; also addresses concerns expressed in surveys and interviews.

organizations as appropriate to bring substandard units into compliance with adopted codes and improve overall housing conditions and prolong the lifespan and habitability of older homes.

POLICY 1.4.3: CODE ENFORCEMENT

Continue to respond to potential violations of Clark County Codes in an efficient and effective manner. Assist in resolving citizen complaints related to zoning violations, short-term rentals, solid waste, sign enforcement, graffiti, and other neighborhood concerns through education, service, and enforcement.

POLICY 1.4.4: INFILL AND REDEVELOPMENT

Encourage infill development and redevelopment in established neighborhoods that is compatible with the scale and intensity of the surrounding area. Establish more detailed guidance in conjunction with periodic updates to Planning Area Land Use Plans and Area-Specific Policies. *[See also, Policy 1.1.3]*

POLICY 1.4.5: BUFFERS AND TRANSITIONS

Standardize requirements for buffers and development transitions to mitigate the impacts of higher-intensity uses proposed adjacent to an existing or planned residential neighborhood.

Goal 1.5: Maintain opportunities for rural lifestyles within the Las Vegas Valley

POLICY 1.5.1: RURAL NEIGHBORHOOD PRESERVATION AREAS⁹

Support the protection of existing Rural Neighborhood Preservation (RNP) areas as defined by NRS 278.160.

[Sidebar/textbox – RNP definition and characteristics per NRS]

POLICY 1.5.2: COMPATIBLE DEVELOPMENT¹⁰

Adopt and implement standards to protect the established character and lifestyles associated with Rural Neighborhood Preservation areas and minimize future conflicts with higher intensity development planned in surrounding areas, or infill development within a RNP. Incorporate a range of possible approaches, such as transitioning densities with larger lots, , clustering higher intensity housing units away from the shared edge of the RNP, requiring similar building heights and orientations, or a combination of these and other appropriate strategies.

[IMAGES of some of the RNP areas]

POLICY 1.5.3: RURAL USES AND ACTIVITIES

Continue to support activities and uses related to the raising and keeping of animals for personal enjoyment or food production in RNP areas in accordance with Title 30.

⁹Updates to the land use categories are proposed to distinguish rural neighborhoods (as defined by NRS) from other large lot residential areas.

¹⁰ Additional specificity to be provided as part of land use category definitions to illustrate a range of compatibility approaches that could be mixed and matched depending on the situation.

Goal 1.6: Protect the character, identity, and economic viability of the County's outlying communities¹¹

POLICY 1.6.1: AREA-SPECIFIC POLICIES

Review all proposed projects in outlying communities through the lens of the area-specific policies contained in this Master Plan.¹² Support efforts by outlying communities to protect and enhance their unique histories, economic drivers, agriculture or ranching heritage, recreational, eco-tourism potential, or other character-defining features.

POLICY 1.6.2: LAND USE PLANNING

Address the unique land use considerations for outlying communities in Clark County through periodic updates to planning area land use plans and the application of tailored development regulations.

POLICY 1.6.3: ECONOMIC OPPORTUNITY

Support opportunities for local economic development in outlying communities.

Goal 1.7: Protect Clark County's historic, cultural, and archaeological resources¹³

POLICY 1.7.1: RESOURCE IDENTIFICATION AND PROTECTION

Cooperate with local preservation non-profits, the State Historic Preservation Office, the National Park Service, and others to further efforts at identifying and protecting sites within the County that have historic, cultural, or archaeological significance.

POLICY 1.7.2: EDUCATION

Broaden the public's awareness and understanding of the economic, social, and environmental benefits of preserving historic, cultural, and archaeological resources in the County.

[SIDEBAR/TEXTBOX: Lists of historic properties in Clark County at the local, national, and state levels, and a list of Historical Markers sites in Clark County from 2019 Historic Preservation Element]

POLICY 1.7.3: DOCUMENTATION AND INTERPRETATION

Encourage efforts at the community, state, or federal level to expand documentation of historic, cultural, and archaeological resources in Clark County.

POLICY 1.7.4: HISTORIC RESOURCES

Encourage the preservation and/or adaptive reuse of existing buildings, structures, or sites determined to be eligible for the State or National Register of Historic Places.

¹¹ Goal and supporting policies new. Added to reflect input received from TABs/CACs.

¹² Area-specific policies are forthcoming. Meetings on this topic tentatively planned for February 2021.

¹³ These policies adapted from the County's 2019 Historic Preservation Element. Goal expanded to include cultural and archaeological resources.

POLICY 1.7.5: HISTORIC DESIGNATION

Support the expansion of the County’s list of Historic Designations, as well as the addition of buildings, structures, or sites to the State and National Register of Historic Places.

[IMAGES of designated landmarks, such as Liberace’s Mansion, Las Vegas sign, La Concha lobby/Neon Museum, petroglyphs, Paradise Palms]

How do we get there?

County's role

The County plays an important role in helping to achieve community and neighborhood goals. Through the consistent application of the Master Plan, Area Plans, and supporting land use regulations, the County can ensure zoning districts reinforce desired uses and intensities, and use tailored standards, where applicable, to reinforce desired neighborhood character. In addition, Community Resources Management (CRM), a division of Clark County Department of Social Service, supports the County organization and the larger community through the administration of federal, state, and local grants that support the construction and rehabilitation of affordable housing developments and other community projects.

Related efforts/initiatives

There are several County initiatives underway that support these goals, along with the efforts of partners. Current efforts include:

- Rewrite of the Development Code in progress, to be aligned with the updated Master Plan
- Specific Planning Area land use plans
- Clark County *Sustainability and Climate Action Plan*
- Stadium District Master Plan
- Regional Transportation Commission (RTC) and *Southern Nevada Strong* (SNS) Future Housing Forecast
- Southern Nevada Regional Housing Authority Annual Plan



CORE VALUE #2

**Equitable Access to
Programs, Services,
and Amenities**

Core Value #2: Equitable Access to Programs, Services, and Amenities¹⁴

Where are we today?

The County offers many services, programs, and amenities that contribute to the high quality of life that residents enjoy. There are great libraries, excellent parks, recreational and enrichment programs, clean and safe streets, and support services for vulnerable populations. However, many of these services are not available in the areas where they are needed most. At over 8,000 square miles—roughly the same size as New Jersey—the County is vast, and bridging the distances can be a struggle for residents whose incomes and transportation options are limited. In addition, new neighborhoods in unincorporated Clark County, in most cases, are built without the types of basic amenities and services that residents desire—such as parks and common open spaces. This practice has emphasized inequalities by geography and income level that will be amplified by the effects of extreme heat and other effects of climate change.

While there are numerous existing amenities that residents enjoy, many agree on one that is lacking: a local arts and culture scene. Casinos routinely bring national acts and blockbuster exhibitions to the area, but residents would like to see a stronger focus on local, small-scale community spaces to create and share art, music, theatre, and other creative pursuits of their own.

In 2050, Clark County is a place where...

- Every neighborhood and community in Clark County has access to high-quality amenities including libraries, recreational and senior centers, swimming pools, parks, trails, and open spaces
- Every resident can access the health and human services they need, without regard to income, age, or ability, and in close proximity to their home
- A vibrant local arts, culture, and entertainment scene thrives alongside the national acts and venues the Las Vegas Valley is known for

¹⁴ Expanded to include programs, to better reflect full range of programs and services currently provided by County.

Countywide Goals and Policies

Goal 2.1: Continue to expand the County's parks, trails, and open space system at a level that is sustainable¹⁵

POLICY 2.1.1: LEVELS OF SERVICE

Continue to plan for a mix of urban and rural area parks, trails, and open spaces at a scale and scope that matches the County's capacity to sustain a high level of service over the long-term. Work to achieve optimal levels of service by type and location, as defined in the Growth Framework.

POLICY 2.1.2: EQUITABLE ACCESS¹⁶

Consider health benefits, impacts, and service population needs in the design, location, and prioritization of new facilities or improvements to existing facilities. Prioritize system investment in areas or communities that are currently underserved, where barriers to access exist, or where existing facilities are not projected to meet future needs.¹⁷

POLICY 2.1.3: TRAIL SITING¹⁸

Minimize recreational trail operation and maintenance costs through the efficient siting, design, and construction. Prioritize trails and trailheads in locations that:

- Connect or provide access to existing parks, trails, and recreational facilities;
- Are located within public rights-of-way/public lands, along natural washes, flood control facilities, and public utility corridors;
- Improve connectivity to trails in adjacent municipalities; and
- Encourage multiple uses and provide access to public lands where appropriate.

[MAP of existing trail network, with current projects/gaps highlighted. This map referenced in Open Space Element]

POLICY 2.1.4: ACCESS AND USES¹⁹

Designate areas where non-motorized users can experience and enjoy access to open lands, and promote responsible use of off-highway vehicles (OHVs). *[See also, Goal 3.5 and supporting policies.]*

¹⁵ Unless otherwise noted, this section builds from the draft 2020 Recreation and Open Space Element prepared by staff. Supporting data and information related to parks, trails, and open space (e.g., maps, current inventories, types/definitions, future needs, funding mechanisms) will be incorporated as part of the Growth Framework.

¹⁶ Expanded from existing.

¹⁷ Regional Bicycle & Pedestrian Plan for Southern Nevada includes an assessment of gaps within the Las Vegas Valley.

¹⁸ Consolidates a number of related policies.

¹⁹ Existing. From draft 2020 Federal Lands Element. This topic is also addressed more generally under Goal 3.5.

POLICY 2.1.5: DEVELOPMENT STANDARDS²⁰

Establish clear expectations for the provision of recreational amenities in new development to include parks, active and passive open space, and connections to adjoining properties, public lands, trail systems, and park facilities.

POLICY 2.1.6: SUSTAINABLE PARK DESIGN

Incorporate sustainable concepts such as water conservation and energy efficient lighting in new parks, as well as for park retrofits and additions.

POLICY 2.1.7: REGIONAL AND STATE SYSTEM

Continue to work with adjacent cities, federal agencies, and other state and regional partners on the implementation of collaborative projects and plans that support the enhancement of the open space and trail system throughout Clark County.

[TEXTBOX and images highlighting major regional initiatives, such as Neon to Nature and the Rim Trail]

Goal 2.2: All residents in Clark County have access to high-quality programs and amenities²¹

POLICY 2.2.1: PROGRAMMING

Continue to provide a range of recreational, educational, enrichment, and special interest programs to meet the diverse interests, ages, and needs of residents throughout Clark County.

POLICY 2.2.2: LONG-TERM MAINTENANCE

Establish thresholds for adequate on-going maintenance of existing facilities, and ensure the availability of adequate funding for the long-term upkeep of the facilities. Implement regular monitoring to ascertain that levels of maintenance are adequate to level of use and demand for facilities.

POLICY 2.2.3: FACILITY EXPANSION/NEW FACILITIES

Plan proactively for expansion of existing facilities and provision of new ones to meet increases in demand and accommodate anticipated population growth.

POLICY 2.2.4: MULTI-PURPOSE FACILITIES²²

Seek opportunities to develop and maintain multi-purpose and/or shared-use facilities (e.g., school recreational facilities, parks, community meeting space, libraries, and museums) in order to efficiently locate community and recreational facilities and programs and leverage available funding.

²⁰ Updated to emphasize input received.

²¹ New goal and policies added to address the many programs and facilities that Clark County provides and operates in addition to parks, open space, and trails. This section draws from information provided in the 2020 Community Resources Management Program Guide.

²² Carried forward and expanded from current Schools and Open Space Element policies.

Goal 2.3: All Clark County residents have access to the high-quality health and social services they need

POLICY 2.3.1: PROGRAMMING

Continue to support public health education and information dissemination initiatives that contribute to the health, quality of life, and well-being of all residents of Clark County.

POLICY 2.3.2 COMMUNITY HEALTH NEEDS ASSESSMENT²³

Support on-going efforts of the Southern Nevada Health District (SNHD) to address the prioritized list of needs identified in the Clark County *Community Health Needs Assessment* which include access to care, motor vehicle and pedestrian safety, violence prevention, substance use, and mental health.

POLICY 2.3.3 SERVICES FOR VULNERABLE POPULATIONS

Work with partner agencies that focus on homelessness prevention and assistance, and other entities that assist seniors, disabled, or other at-risk populations to ensure efficient provision of services and seamless networks of support.

POLICY 2.3.4: INFORMATION SHARING²⁴

Collaborate with internal and external County service providers on planning, information sharing, and service delivery. Ensure efficient referrals and interactions with the public seeking services by ensuring each department has a current and complete awareness of other departments' programs and services.

[SIDEBAR/TEXT BOX - brief explanation of County Departments and regional partners engaged in human service provision]

POLICY 2.3.5: FUNDING SOURCES

Continue with the identification of adequate, stable funding sources that allow service providers to meet the present level of demand for service among at-risk, homeless, and other vulnerable populations. Anticipate or respond to increases in the demand for services by identifying the means and funding to meet increased need to the maximum extent possible.

POLICY 2.3.6: ACCESS TO SERVICES²⁵

Coordinate with RTC and other regional partners on siting of future health and human service facilities to promote a more uniform distribution of specialized services in unincorporated Clark County and encourage compact land use patterns and a mix of uses in locations that have or are planned for high frequency transit. *[See also: Core Value #4 – A More Connected Clark County]*

²³ New. Included to support areas of focus identified in the Southern Nevada Health District's *Community Health Needs Assessment*, which cites "local health departments" among agencies that can contribute to addressing identified needs.

²⁴ References [directory](#) maintained by Clark County Social Service and Senior Services.

²⁵ New. Included to support recommendations contained in Southern Nevada Coordinated Transportation Plan.

Goal 2.4: Continue to foster a supportive environment for local arts, culture, and entertainment²⁶

POLICY 2.4.1: LOCAL ARTS & CULTURE²⁷

Continue to provide opportunities to use public facilities, such as parks, the Clark County Government Center Amphitheatre, community centers, senior centers, libraries, and museums as spaces to create and showcase local contributions to arts, music, and culture.

POLICY 2.4.2: COMMUNITY ENGAGEMENT

Encourage community support for and participation in opportunities to display and perform locally-created exhibits and productions.

POLICY 2.4.3: PUBLIC ART²⁸

Continue to support the County's Art fund, and the work of the Clark County Art Committee in publicizing calls for public art proposals and on-going installation of exhibits. Seek opportunities to incorporate art into public projects and encourage inclusion of artistic features in private developments as well.

[IMAGES of public art projects implemented through this program]

POLICY 2.4.4: NATIONAL ARTS & ENTERTAINMENT

Support continued efforts by casinos to bring national entertainment and cultural events to destinations and venues throughout Clark County.

²⁶ Goal updated to better reflect the County's robust programs and support for the arts.

²⁷ New. This policy and the ensuing one respond to resident input emphasizing the need for and priority of local art creation.

²⁸ This policy is derived from information on the Arts Commission and the County's annual Art Plans.

How do we get there?

County's role

The County plays a central role in planning for and providing a wide array of cultural and recreational amenities, as well as services to support members of the community. Various County departments oversee efforts to maintain and expand parks, open space, and trails, as well as providing an array of cultural and artistic programs. Numerous other County departments provide services to seniors, veterans, homeless persons, and low-income residents. The County can augment its own efforts at creating an integrated network of facilities and providing expanded access to services and amenities through collaborative planning with independent government agencies such as the Las Vegas Clark County Library Board of Trustees, neighboring municipalities, state and federal agencies, and local/private partners. Through collaboration with the cities and service providers, the County can also help to connect residents to available resources and services they need.

Related efforts/initiatives

The following plans and initiatives can help in targeting service provision:

- Clark County *Community Health Needs Assessment*
- Southern Nevada Coordinated Transportation Plan
- *Southern Nevada Strong* Regional Plan
- Las Vegas-Clark County Library District Facilities Master Plan and annual Strategic Plans
- Regional Open Space Plan
- Regional Bicycle & Pedestrian Plan for Southern Nevada
- Nevada Comprehensive Outdoor Recreation Plan
- City park, recreation, and trails plans



CORE VALUE #3

**A Healthy and
Sustainable Natural
and Built Environment**

Core Value #3: A Healthy and Sustainable Natural and Built Environment²⁹

Where are we today?

Clark County boasts some of the most unique geography anywhere in the world, and residents are well aware of their good fortune in this respect. From the heights of Mount Charleston and Red Rock Canyon to the depths of the Colorado River, from the modest confines of the Ethel M Botanical Cactus Garden to the vast expanse of Lake Mead, residents cite the ready access to parks, public lands and outdoor recreation areas as one of the strongest “positives” of living in the County. While enjoying the natural assets of the County, residents are also keenly aware of the importance of being respectful stewards of the environment.

Managing resource use is one frequently cited concern allied closely with the need to preserve existing open spaces from encroachment. Residents have witnessed recent growth that brings development to the very perimeter of open spaces, and while regional growth is forecasted to continue at a slower pace, they are conscious of the need to act now to balance future expansion with conservation. The desired outcomes include growth centered in existing urban areas; compact, mixed use communities that allow a reduction in carbon footprints; and an increased emphasis on sustainable development practices.

There is also concern over how climate change is—and will increasingly—affect County communities and vulnerable residents. The extent of change remains unclear, but there is agreement that present actions can mitigate future impacts. Residents want to undertake measures to ensure the continued viability of natural resources and the environment so that ensuing generations can benefit from the same assets we enjoy today.

As the supply of vacant land within the Valley diminishes, collaboration with the federal partners who manage much of the land within County borders becomes ever more important.

In 2050, Clark County is a place where...

- Deliberate steps taken in the past have made Clark County more resilient to the effects of extreme heat, drought, and other effects of climate change
- The built environment has been constructed or retrofitted to diminish intensity of resource use, reduce the production of greenhouse gases, and increase its resilience at withstanding changing climate conditions
- Through continued efforts and deliberate focus on compact, sustainable development and low-impact lifestyles, we are able to pass on to the next generation a healthy natural environment

²⁹ Expanded to include built environment in response to input received.

Countywide Goals and Policies

Goal 3.1: Maintain air quality at a level that protects public health and improves visual clarity³⁰

POLICY 3.1.1: PRIORITY AIR POLLUTANTS

Monitor air quality conditions and pursue a variety of strategies to reduce priority air pollutants and associated health impacts as identified by the County's *Sustainability and Climate Action Plan*.³¹

POLICY 3.1.2: TRANSPORTATION-RELATED EMISSIONS³²

Pursue a variety of strategies to reduce reliance on private automobile travel, with the goal of reducing fuel consumption and associated pollutant emissions from vehicles, including efforts to encourage higher-density and transit-oriented development in urban areas of the Las Vegas Valley. [See also: Goal 4.1 and related policies]

Goal 3.2: Support County and state efforts to expand the use of clean energy and achieve GHG reduction targets

POLICY 3.2.1: CLEAN ENERGY³³

Promote the use of alternate and renewable sources of energy in new development and pursue a variety of strategies to reduce energy consumption in existing development. [See also, Goal 3.6 and supporting policies.]

POLICY 3.2.2: FACILITY SITING³⁴

Support the expansion of renewable/alternative energy to serve Southern Nevada by allowing for the construction and expansion of clean power generating and distribution facilities at a variety of scales.

POLICY 3.2.3 ENERGY CONSUMPTION

Implement measures for the reduction of energy consumption and promotion of energy conservation in Clark County operations, as identified in the County's *Sustainability and Climate Action Plan*.

Goal 3.3: Manage water resources in a manner that protects quality, supply, and reliability³⁵

³⁰Goal and supporting policies carried forward with minor adaptations from Air Quality section of 2017 Conservation Element.

³¹The County's *Sustainability and Climate Action Plan* is currently under development and is anticipated for completion in spring 2021.

³²Generalized from current policies; forthcoming *Sustainability and Climate Action Plan* will determine specifics.

³³Policy 3.2.1 and 3.2.2 adapted from information contained in the Resource Use and Development content and policies in the 2020 Draft Federal Lands Element.

³⁴Carries forward and expands goal in the Resource Use and Development section of the draft Federal Lands Element.

³⁵Adjusted wording to reflect input/questions on considerations re: supply.

POLICY 3.3.1: WATER RESOURCES PLAN³⁶

Continue to support Southern Nevada Water Authority (SNWA) efforts and plans to meet current and projected water demands, promote water conservation, and protect water quality.

Southern Nevada Water Authority

In 1991, seven local water and wastewater agencies joined together to form the SNWA in an effort to address water issues regionally rather than on an individual basis. The Authority, which includes Clark County Water Reclamation as a member agency, works to acquire and manage long-term water resources for Southern Nevada with a strong concurrent emphasis on conservation and sustainable water use. The Authority's *Water Resources Plan*, updated annually, looks at Southern Nevada's projected water demands compared against the available resources to meet those demands over a long-term planning horizon (25-50 years). The 2019 installment of the *Water Resources Plan* projects sufficient water resources to meet water demand owing in part to significant efforts and successes in conservation throughout the region.

POLICY 3.3.2: WATER CONSERVATION

Coordinate with partner agencies on educational, programmatic, and regulatory strategies to increase water conservation projects and programs throughout Clark County.

POLICY 3.3.3: WASH PROTECTION AND RESTORATION PROGRAMS³⁷

Encourage preservation and protection of washes and waterways through measures that can improve the quality of water that enters Lake Mead to include the development of wetlands, riparian, and upland habitats in the Las Vegas Wash, and the use of erosion control structures in area washes to promote wetland growth and limit further erosion within wash channels. Utilize the *Las Vegas Wash Comprehensive Adaptive Management Plan* to ensure land use compatibility with the Clark County Wetlands Park and associated wash improvements.

[MAP of important County washes – map page 45 of Conservation Element]

POLICY 3.3.4: IMPAIRED WATER BODIES

Support partner agency efforts to restore water quality to levels that allow impaired lakes, streams, and washes to be removed from the State of Nevada's List of Impaired Rivers.

³⁶ Carried forward from goal in 2017 Conservation Element to reflect supply and demand considerations.

³⁷ Combines policies from the Water Resources section of the Conservation Element.

POLICY 3.3.5: STORMWATER MANAGEMENT³⁸

Focus on maintaining quality of groundwater and public water bodies (lakes, rivers) with efforts to reduce untreated stormwater runoff through expanded use of catchment techniques, vegetative buffers, and regular maintenance of stormwater infrastructure.

POLICY 3.3.6: AGRICULTURAL ACTIVITY³⁹

Encourage the use of vegetative or constructive buffering surrounding area landscapes and farmland to limit the amount of wind erosion and irrigation runoff.

POLICY 3.3.7: GROUNDWATER RESOURCES⁴⁰

Support SNWA's initiatives to divert potentially overtaxing, harmful, or inappropriate development away from areas reaching water availability limits or with high groundwater recharge potential and to expand return flows to the Colorado River.

[MAP of high recharge areas, wellheads?]

POLICY 3.3.8: SEWER AVAILABILITY⁴¹

Limit the density of development in areas that do not or are not planned to have access to public wastewater facilities. Require residential development to connect to public sewer systems where these are available, and put in place a plan to assist with conversion from individual septic where sewer service has expanded or will expand.

Goal 3.4: Reduce quantities of landfilled waste, potentially extending the operational life of current landfill sites within Clark County⁴²

POLICY 3.4.1: RECYCLING

Work with service providers to expand recycling rates within the Las Vegas Valley through wider implementation of curbside recycling programs, to include commercial and multi-family development, and other strategies as appropriate.

POLICY 3.4.2: WASTE DIVERSION⁴³

Encourage adaptive reuse of existing buildings, the incorporation of recycled building materials, and other strategies to divert construction debris from landfills, subject to NRS and Southern Nevada Health District requirements.

³⁸ This policy combines two more general but related policies in the Water Resources section of the Conservation Element.

³⁹ Carried forward from Agriculture goals and policies in Conservation Element.

⁴⁰ Adapted from current policies in the Water Resources section of the Conservation Element.

⁴¹ Combines two policies from the Water Resources section of the Conservation Element.

⁴² This goal and policies 3.4.1 and 3.4.2 expand on goals and policies in the Solid Waste section of the Conservation Element. To be refined based on direction from forthcoming Clark County *Sustainability and Climate Action Plan*.

⁴³ Expanded somewhat from Conservation Element in response to survey responses and stakeholder input.

[IMAGES of any completed/notable reuse projects? La Concha lobby/Neon Museum]

Goal 3.5: Manage access to public lands to balance habitat, recreational, environmental, aesthetic, and economic value⁴⁴

POLICY 3.5.1: APPROPRIATE USES⁴⁵

Promote multiple uses on open lands unless activities could pose a detriment to natural resources and habitats, or long-term health of the land.

POLICY 3.5.2: STATE AND FEDERAL LAWS⁴⁶

Continue to maintain compliance with state and federal regulations, such as the Endangered Species Act, Clean Water mandates, Nevada laws regarding critically endangered plant species, and all other applicable laws and regulations, when non-federal development activity occurs.

POLICY 3.5.3: DESERT CONSERVATION PROGRAM⁴⁷

Continue administration of the Desert Conservation Program and the Multiple Species Habitat Conservation Program (MSHCP) to ensure a balance between development and species conservation.

[TEXT BOX – brief overview of Desert Conservation Program with images of protected species like desert tortoise and Mt Charleston blue butterfly]

POLICY 3.5.4: INVASIVE SPECIES⁴⁸

Actively plan for the prevention, eradication, and management of noxious weeds and invasive species in natural areas.

[LIST/IMAGES of most prevalent invasive weeds, species (Africanized honeybees, Asian Clam, Quagga Mussels). There is a comprehensive list in the 2018 Hazard Mitigation Plan.]

⁴⁴ Consolidated Goal 3.5 and 3.6 from Plan Framework. Supporting policies carry forward select goals/policies from 2017 Conservation Element and draft 2020 Federal Lands Element as noted.

⁴⁵ This policy combines a goal and policy from the Land Use section of the draft 2020 Federal Lands element. OHVs addressed more directly under Core Value #3.

⁴⁶ This policy combines Goals 1 and 2 from the Vegetation and Wildlife Resources section of the Conservation Element.

⁴⁷ Minor edits to existing policy in the Vegetation and Wildlife Resources section of the Conservation Element.

⁴⁸ Combination of related goal and policy in the Vegetation and Wildlife Resources section of the Conservation Element.

Goal 3.6: Focus on incorporating enhanced sustainability and resilience practices into the built environment⁴⁹

POLICY 3.6.1: URBAN HEAT ISLAND EFFECT⁵⁰

Encourage the use of site and building features, such as shade trees and reflective materials, to reduce heat absorption by exterior surfaces, provide shade, or otherwise mitigate the urban heat island effect.

POLICY 3.6.2: COMPACT, MIXED-USE, AND TRANSIT-ORIENTED DEVELOPMENT

Promote compact, mixed-use, and transit-oriented development, or any combination thereof, in locations that will lessen reliance on automobiles as the primary means of access to necessary services and encourage reduction in vehicle miles traveled. *[See also: Goal 4.1 and related policies]*

POLICY 3.6.3: GREEN BUILDING⁵¹

Encourage development that incorporates design elements that lower energy consumption through inclusion of passive heating and cooling principles, superior insulation, energy efficient windows, use of environmentally-certified materials, and other green building techniques.

POLICY 3.6.4: GREEN NEIGHBORHOOD DESIGN

Promote development that incorporates neighborhood-scale green building practices.

POLICY 3.6.5: WATER RECYCLING⁵²

Encourage the reuse of treated effluent for area green space including, but not limited to, parks and golf courses.

POLICY 3.6.6: DROUGHT-TOLERANT LANDSCAPING⁵³

Using the Southern Nevada Regional Planning Coalition’s Plant List as a guide for appropriate plant choices, encourage the use of drought-tolerant, desert-appropriate landscaping and the use of and irrigation systems that are designed for maximum water use efficiency.

POLICY 3.6.7: MULTI-MODAL TRANSPORTATION

Prioritize efforts to reduce transportation-related carbon emissions through expanded multi-modal transportation options. *[See also: Goal 4.1 and related policies]*

⁴⁹This goal and the supporting policies are generally new. They are included based on feedback that “built environment” should be included in CV3, expanding it from “A Healthy and Sustainable Natural Environment” to “A Healthy and Sustainable Natural and Built Environment.”

⁵⁰ Implementation strategy will be included that reflects County’s participation in and recommendations that emerge from the Extreme Heat Vulnerability Study for the region that its being led by RTC.

⁵¹ Policies 3.6.3 and 3.6.4 are placeholders for further discussion.

⁵²Existing.

⁵³ Adapted from a goal and policy in the Vegetation and Wildlife Resources section, and one policy in the Water Resources section, of the Conservation Element.

POLICY 3.6.8: GREEN INFRASTRUCTURE⁵⁴

Encourage the inclusion of green infrastructure such as rain gardens, permeable pavers, infiltration planters, and rainwater harvesting systems to larger scale infrastructure investments including pervious pavement with infiltration, vegetated swales, green roofs, bioretention, and grey water recycling systems.

How do we get there?

County's role

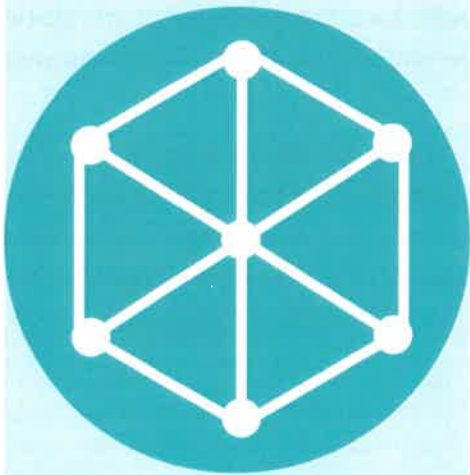
The County's Department of Environment and Sustainability plays a direct role overseeing air quality, climate action, and sustainability efforts. County partnerships can support water conservation, and conservation and land management through collaboration with state and federal agencies, the Southern Nevada Water Authority, and the Conservation District. Clark County has further demonstrated its commitment to climate action by joining nearly 200 other counties throughout the U.S. in the County Climate Coalition, a group dedicated to cutting emissions and fighting climate change in accord with the U.N.'s 2015 Paris Climate Agreement.

Related efforts/initiatives

There are three County initiatives underway, along with other partner efforts in this area:

- Clark County *Sustainability and Climate Action Plan*
- County Climate Coalition
- Clark County 208 Water Management Plan
- Conservation District of Southern Nevada Resource Needs Assessment
- Southern Nevada Water Authority Joint Water Conservation Plan

⁵⁴ Included as a placeholder since it came up frequently in comments. List to be refined to reflect suitability and viability for Southern Nevada.



CORE VALUE #4

**A More Connected
Clark County**

Core Value #4: A More Connected Clark County

Where are we today?

Connectivity in this context refers to both the physical aspects—as they relate to transportation and mobility—and the less tangible aspects—as they relate to governance and community.

From a physical standpoint, many residents struggle to get where they need to go in Clark County without an automobile. Residents have appreciated seeing new infrastructure with shared space, allowing cars to travel alongside bicyclists, pedestrians, and public transportation. They would like to see this trend continue by focusing on efforts to connect existing trails, bike lanes and pedestrian facilities, along with expanding public transportation. As with many County initiatives, efforts at expanding transportation networks cross boundaries and jurisdictional lines which makes interagency collaboration in this area central to accomplishing these goals.

From a governance standpoint, connectivity refers to transparency, community engagement, and a focus on regional collaboration. Residents express the desire for County government to provide timely information, to make decisions consistent with adopted goals and policies, and to allow for meaningful opportunities for citizen participation.

Lastly, connectivity refers to residents' desire to foster a collective sense of community in Clark County. Living in Searchlight is, of course, different from living in Summerlin, but these places are connected through the people who call them home. These people are friends, neighbors, relatives, and coworkers who are connected in countless different ways. Fostering a sense of community among these diverse people and places is achieved by embracing, and working toward a common set of goals for the County as a whole.

In 2050, Clark County is a place where...

- Sidewalks, bike lanes, trails and transit form a seamless, integrated network within and to major destinations in Clark County
- County government is part of a well-established network of service providers and support agencies all collaborating to provide the best service and most efficient government possible
- Effective government serves as the basis for transparent information sharing and predictable decision-making, while allowing meaningful opportunities for community input
- People have strong connections to their communities, to shared values, and to one another

Countywide Goals and Policies⁵⁵

Goal 4.1: Promote the expansion and use of multimodal transportation options throughout Clark County⁵⁶

POLICY 4.1.1: REGIONAL HIGH CAPACITY TRANSIT SYSTEM

Support efforts to provide faster, cleaner, more frequent, and more convenient transit service to and from major destinations within the region through the phased expansion of the High Capacity Transit network. Align land use and transportation decisions in unincorporated Clark County with recommendations contained in RTC's *On Board Your Future Mobility Plan* and subsequent implementation documents.

[MAP DIAGRAM from proposed HCTS from On Board Mobility Plan]

POLICY 4.1.2: TRANSIT COVERAGE - LAS VEGAS VALLEY

Support efforts by RTC to enhance, redistribute, and/or expand service hours, coverage, and frequency to maximize access to jobs and housing, make short trips easier, better address the needs of underserved or transit-dependent populations, and connect major destinations in unincorporated Clark County with other destinations throughout the Las Vegas Valley.

POLICY 4.1.3: TRANSIT COVERAGE - OUTLYING COMMUNITIES⁵⁷

Support efforts by the Southern Nevada Transit Coalition (SNTC) to sustain and enhance Silver Rider Transit service for the rural parts of Clark County.

POLICY 4.1.4: HIGH-SPEED PASSENGER RAIL⁵⁸

Support efforts to explore the future potential for high-speed passenger rail service between Las Vegas and Southern California.

POLICY 4.1.5: BICYCLE AND PEDESTRIAN CONNECTIVITY

Support the implementation of the *Regional Bicycle and Pedestrian Plan for Southern Nevada* by:

- Planning and implementing incremental improvements to existing roadways and trails in unincorporated Clark County to improve safety and connectivity for all modes;
- Prioritizing the installation of pedestrian, equestrian, and bicycle facilities in areas of unincorporated Clark County that are currently underserved, contain—or are planned for—land

⁵⁵ Unless otherwise noted, policies in this section are new, but generally carry forward the intent of the goals and policies in the current Transportation Element.

⁵⁶ Goal updated from Plan Framework.

⁵⁷ New. Supports recommendations in 2018 NDOT Transit Coordinated Human Services Transportation Plan and RTC Coordinated Transportation Plan.

⁵⁸ Existing. Expanded to specify high-speed rail and include origin/destination.

uses or transportation facilities that generate high levels of activity, or where “gaps” between existing segments of sidewalks, trails, or bike lanes exist; and

- Adopting stronger, context-sensitive connectivity standards for future development and redevelopment.

[MAP of future regional bike/ped network from RBPP]

POLICY 4.1.6: COMPLETE STREETS

Seek opportunities to integrate Complete Streets attributes as part of County infrastructure projects to the maximum extent practicable as a means to reduce traffic congestion, improve air quality, and increase the quality of life of residents by providing safe, convenient, and comfortable routes for walking, bicycling, public transportation, and driving.

What is a Complete Street?

Complete Streets are roadways designed to accommodate all users safely and comfortably, regardless of age, ability, or mode of transportation. Users include motorists, cyclists, pedestrians, and all vehicle types, including public transportation, emergency responders, and freight and delivery trucks, among others. In addition to providing safety and access for all users, Complete Street design treatments take into account accommodations for disabled persons as required by the ADA. Design considerations for connectivity and access management are also taken into account for non-motorized users of the facility. *(Source: RTC Policy for Complete Streets)*

[IMAGE of completed/existing/planned complete streets projects in the County or GRAPHIC showing a complete street cross section]

POLICY 4.1.7: SAFE ROUTES TO SCHOOL⁵⁹

In coordination with Clark County School District, support Safe Routes to Schools programs as a way to reduce vehicular congestion in school zones and create safe and inviting environments for students, families, and staff to walk, bicycle, and use public transportation to travel to and from school.

⁵⁹Existing (expanded).

Goal 4.2: Actively manage the transportation system to improve reliability, efficiency, and safety⁶⁰

POLICY 4.2.1: FREEWAYS⁶¹

Collaborate with the Nevada Department of Transportation, RTC, and other regional partners on efforts to implement projects and programs that result in a more efficient freeway system, and support reductions in travel demand, air pollution, energy consumption, and infrastructure needs.

POLICY 4.2.2: ROADWAY DESIGN AND CLASSIFICATION⁶²

Ensure the identified functional class, right-of-way, design, capacity, and level of service of transportation facilities are consistent in supporting existing and future land use development patterns.

POLICY 4.2.3: RIGHT-OF-WAY PRESERVATION⁶³

Support the identification and retention of rights-of-way for future roadways, fixed guideway systems, or other transportation facilities identified in adopted plans. Discourage the vacation of existing or planned rights-of-way unless alternative multimodal connections exist or can be provided in the vicinity.

POLICY 4.2.4: ACCESS MANAGEMENT⁶⁴

Limit driveway frequencies on arterial and collector streets in accordance with the *Clark County Area Access Management Plan*.

POLICY 4.2.5: TRAFFIC CALMING⁶⁵

Encourage the use of context-sensitive traffic calming measures in appropriate locations to reduce vehicle speeds, discourage shortcutting traffic, increase safety, and enhance the livability of neighborhoods and communities.

POLICY 4.2.6: FREIGHT NETWORK

Support efforts to enhance connectivity between truck, rail, and air transport to support the efficient movement of goods in and through Clark County. Support development that is compatible with freight operations to protect existing uses and maintain opportunities for future expansion of employment

⁶⁰New goal added to capture the more roadway- and system-oriented goals and policies in the current Transportation Element. Some of the existing policies are very specific and may fit better as implementation strategies.

⁶¹New to replace very specific goal and policy re: I-11 and Project Neon that will be relocated to implementation strategies.

⁶²Existing. Descriptions of classifications and accompanying maps to be carried forward as part of Growth and Development Framework.

⁶³ Existing. Combined and updated for clarity.

⁶⁴ Existing. Updated to reference access management plan.

⁶⁵Existing. Combined and updated for clarity.

and industrial land uses in areas with desirable freight access. *[See also: goals and policies under Core Value #5.]*

Goal 4.3: Support regional and interagency collaboration⁶⁶

POLICY 4.3.1: REGIONAL PLANNING

Continue participation in regional planning efforts, working alongside partner agencies to pursue shared goals related to growth management, infrastructure, affordable housing, economic development, social service provision, transportation, resource conservation, sustainability, and other issues of mutual importance within the Las Vegas Valley.

POLICY 4.3.2: SERVICE PROVIDERS

Continually seek opportunities to gain efficiency and efficacy in the delivery of County services, working with partner organizations and service providers to understand core strengths, capacities, and initiatives, better plan for coordinated service provision, and avoid the duplication of efforts.

POLICY 4.3.3: INTERAGENCY COORDINATION

Work with regional, state, and federal agencies to development coordinated plans and regulations, prioritize inter-jurisdictional infrastructure improvements, develop coalitions to finance and implement needed improvements, and address other issues of mutual importance.

POLICY 4.3.4: LOCAL PLANS AND POLICIES

Actively participate in planning efforts led by the incorporated cities to promote consistency with Clark County policies and regulations, and identify opportunities for partnerships.

POLICY 4.3.5: INFORMATION SHARING

Facilitate improved interagency communication, promote the exchange of information, and encourage resource sharing between Clark County and its regional, state, and federal agency partners.

POLICY 4.3.6: FEDERAL LAND MANAGEMENT⁶⁷

Strive for consistency between Clark County's Master Plan and Development Code and federal land management plans through on-going coordination with federal land management agencies.

Goal 4.4: Foster a culture of transparent and inclusive County government⁶⁸

⁶⁶ Expanded from Plan Framework to add interagency. Topics under this goal and supporting policies are addressed more specifically in other sections. This section is intended to reinforce the importance of collaboration more generally.

⁶⁷ Carried forward and expanded from goal in Land Use Policy section of Federal Lands Element.

⁶⁸ This goal and supporting policies are new, included based on stakeholder input.

POLICY 4.4.1: MASTER PLAN IMPLEMENTATION

Incorporate the Master Plan into County capital improvement planning, departmental work programs, and decision-making at all levels to promote consistency and continuity as elected officials and staff change over time.

POLICY 4.4.2: GEOGRAPHIC REPRESENTATION

Evaluate projects, proposals, and investments in the context of both countywide and area-specific interests, as expressed through the goals and policies of this Master Plan and supporting land use plans. Strive to ensure that the benefits resulting from a particular decision are fairly shared, and that any burdens or negative impacts do not disproportionately affect a particular group or location in the County.

POLICY 4.4.3: COUNTY BOARDS AND COMMISSIONS

Strive to reflect the diversity of the County in the membership of volunteer boards and commissions, including but not limited to people of different genders, races, ethnicities, income levels, ages, backgrounds, and occupational experience.

POLICY 4.4.4: PUBLIC PARTICIPATION

Encourage fair and equitable participation in County processes and public hearings through focused efforts to engage all members of communities including typically hard to reach constituent groups.

POLICY 4.4.5: INCLUSIVE ENGAGEMENT

Seek to engage with a broad spectrum of the community during all County-led outreach efforts. This includes residents and businesses from different ages, racial backgrounds, education levels, and income levels, as well as those who face other barriers to participating in engagement activities.

POLICY 4.4.6: COMMUNICATIONS

Continue to use a range of tools, techniques, and technologies to disseminate timely information to Clark County residents and other interested parties, and encourage participation in County-sponsored events and processes.

How do we get there?

County's role

County policies can emphasize continued provision of interconnected bicycle and pedestrian facilities in unincorporated areas, and linking those to city and regional facilities. This effort will also benefit from continued collaboration with planning partners in other County departments, adjacent municipalities, and partner agencies, and the consistent application of adopted plans and regulations.

Related efforts/initiatives

Various partner efforts have recently been completed, or are in progress:

- Southern Nevada Coordinated Transportation Plan
- *On-Board Your Future Mobility Plan*
- Regional Bicycle & Pedestrian Plan for Southern Nevada
- *Southern Nevada Strong Regional Plan*
- Master Transportation Plans for cities



CORE VALUE #5

**A Diverse and Resilient
Economy**

Core Value #5: A Diverse and Resilient Economy⁶⁹

Where are we today?

Clark County is home to one of the most popular tourist destinations in the world -- the Las Vegas Strip -- with its endless variety of hotels, casinos, restaurants, shows and attractions. The County plays host to the world, but this strength in the travel and tourism industries can also be a vulnerability: a highly concentrated economic base is subject to particularly severe shocks when its main industries are affected. This was clear during the Great Recession of 2008 when the County's economic recovery lagged that of other parts of the country, and the 2020 pandemic has brought home this difficult lesson once again.

Residents hope that when the pandemic subsides, tourism and entertainment recover their central place in the economy, but they are even more acutely aware of the benefits to be gained from diversifying the region's base economic industries. Expanding the employment mix can make the area more resilient to withstand any future downturns the economy experiences.

A related concern is for the County to attract industries that provide higher base wages than service industries typically offer. Some such industries, like health care, are growing in the area, and residents recognize that efforts to attract a broader industry base relies on having a workforce with the educational background and contemporary skills to fill the jobs on offer. Another element to attracting new industries to the County involves making sure there is space for them to locate by preserving employment land, whether for commerce or industry, and fostering a business climate that makes setting a up new business easy and straightforward to accomplish.

In 2050, Clark County is a place where...

- Defined employment centers, diverse housing options for workers, supportive regulations, and a high quality of life in unincorporated Clark County have helped attract new industry, by providing space for new industries to locate
- An economy distributed across many industries is stronger and more resilient to withstand periodic downturns
- Diverse industries offer living wages for the residents who work within them

⁶⁹ Unless otherwise noted, content in this section is largely new, but builds from County's draft Economic Development Strategic Plan, and other related plans and studies.

Countywide Goals and Policies

Goal 5.1: Promote diversification of the economic base to enhance resilience

POLICY 5.1.1: COUNTY-FOCUSED ECONOMIC DEVELOPMENT STRATEGY

Adopt and maintain an economic development strategy for County-led efforts that articulates Clark County's near- and long-term economic development priorities within the Las Vegas Valley and for the County as a whole.

POLICY 5.1.2: STATE AND REGIONAL ECONOMIC DEVELOPMENT INITIATIVES

Actively participate in state and regional economic development initiatives led by the Governor's Office of Economic Development (GOED), the Las Vegas Global Economic Alliance (LVGEA), and others that provide support and direction on issues of mutual importance.⁷⁰

POLICY 5.1.3: ECONOMIC BASE

Continue to emphasize tourism, conventions, trade shows, and gaming as one of the region's economic pillars, while pursuing efforts to expand the presence of new and emerging sectors such as health care, technology, green industries, manufacturing, engineering, and others identified by the GOED, LVGEA, or the *Clark County Economic Development Strategic Plan*.

POLICY 5.1.4: REGIONAL OPPORTUNITY SITES

Continue to support land use patterns, partnerships, and other efforts that help advance Regional Opportunity Sites and other major efforts, such as the Las Vegas Medical District; *Stadium District Master Plan*; and *Maryland Parkway Corridor Transit-Oriented Development Plan*.

POLICY 5.1.5: REINVESTMENT

Promote reinvestment in declining commercial and employment areas through the adaptive reuse or targeted redevelopment of blighted properties, such as vacant or underutilized shopping centers.

[MAP and brief explanation of regional Opportunity Sites identified in SNS, highlighting those located in unincorporated Clark County]

POLICY 5.1.6: OUTLYING COMMUNITIES

Collaborate with outlying communities in Clark County on the implementation of local and regional economic development goals particularly where targeted industry needs are better suited to locations within outlying communities.

⁷⁰ Near-term (1-3 year) priorities like post-COVID recovery will be addressed in the implementation strategies.

Goal 5.2: Support continued improvements to and expansion of commercial airport operations in Clark County⁷¹

POLICY 5.2.1: MCCARRAN INTERNATIONAL AIRPORT

Minimize encroachment on McCarran International Airport operations by restricting the expansion of land uses within the Airport Airspace Overlay District (AOD) that are incompatible due to noise, safety, and other concerns, according to guidance provided by federal agencies.

[MAP diagram of airport critical zones]

POLICY 5.2.2: SOUTHERN NEVADA SUPPLEMENTAL AIRPORT

Continue to work with the Bureau of Land Management and other federal, state, and regional partners to plan for the development and conflict-free operation of the Southern Nevada Supplemental Airport. Ensure future development on and in the vicinity of the airport site does not conflict with the compatibility area, retention basins, use of the transportation utility corridor, or long-term plans for the facility and other potential aviation infrastructure.

[MAP diagram of SNSA bounds and immediate context]

POLICY 5.2.3: FUTURE AVIATION FACILITIES

Support long-term planning strategies for future aviation facilities needed to support the growing demand for alternative air transportation services, such as drones, new forms of air taxi services, or the non-urban heliport.

Goal 5.3: Support the military and the need for well-trained and prepared armed forces⁷²

POLICY 5.3.1: COMPATIBLE DEVELOPMENT

Cooperate with the U.S. Air Force to reduce or mitigate development deemed incompatible with the mission of the military on and near Nellis Air Force Base, Creech Air Force Base, and the Nevada Test and Training Range.

POLICY 5.3.2: OVER FLIGHT AREAS

Support over flights where necessary and encourage the Air Force to acquire lands in proximity to critical operation centers to ensure compatibility with existing land uses near Air Force facilities.

POLICY 5.3.3: NELLIS COMPLEX COMPATIBLE USE PLAN

Support the strategies resulting from the Nellis Complex Compatible Use Plan to promote compatible land uses around existing military installations and to support military operations.

⁷¹This goal and accompanying policies reflect input from Airport Authority staff. General sidebar/textbox discussion of the economic importance of aviation to be added.

⁷² This goal and accompanying policies carried forward from draft Federal Lands Element.

Goal 5.4: Support development of educational programs that prepare the workforce with the knowledge and skills to succeed

POLICY 5.4.1: EDUCATION

Support efforts at all levels of the education system that provide Clark County residents with the knowledge and skills needed in the modern workforce and encourage industries to hire from the local labor pool.

POLICY 5.4.2: VOCATIONAL TRAINING

Continue to work with state and regional partners to provide practical job training programs in skilled trades that enable participants to obtain stable, living-wage work in the County.

POLICY 5.4.3: SMALL BUSINESS OPPORTUNITY PROGRAM

Continue to provide information, training, and other resources to help small businesses become competitive in their efforts to pursue and complete Clark County contracts.

Goal 5.5: Foster a business-friendly environment

POLICY 5.5.1: DESIGNATED EMPLOYMENT AREAS

Designate and support the development of industrial and employment uses in areas that are proximate to major air, rail, and highway facilities. Maintain the viability of designated employment areas by preventing encroachment from potentially incompatible uses or the conversion of employment-designated parcels to alternate uses.

[MAP diagram showing land planned for employment uses – conceptualize based on employment areas designated on Planning Area Land Use Plans]

POLICY 5.5.2: TECHNOLOGY

Continue to work with state and regional partners on the expansion of infrastructure, broadband access, and other technological enhancements that support the expansion of businesses throughout Clark County.

POLICY 5.5.3: SMALL AND LOCAL BUSINESSES

Encourage the retention and revitalization of established local business districts and the expansion of small businesses in unincorporated Clark County. [See also, Goal 1.6]

POLICY 5.5.4: DOWNTOWNS AND LOCAL BUSINESS DISTRICTS

Continue to work with the Governor’s Office of Economic Development (GOED), Las Vegas Global Economic Alliance (LVGEA), and other partners to provide tools and technical assistance to enhance the economic vitality of downtowns and local business districts in the outlying communities. Encourage expanded participation in Nevada’s Main Street Communities program and other programs geared toward rural communities.

How do we get there?

County's role

County land use policies can have a direct impact on various aspects of economic development while the Office of Community and Economic Development can directly pursue efforts to attract new industries to the area. The County can also benefit from the research of partner agencies focused on economic development, and support the efforts of other jurisdictions working on economic diversification.

Related efforts/initiatives

- Clark County Economic Development Strategic Plan (in process)
- Las Vegas Convention and Visitors Authority's economic research and development initiatives
- UNLV's Lee Business School and the Center for Business and Economic Research
- Las Vegas Global Economic Alliance Southern Nevada Comprehensive Economic Development Strategy
- *Southern Nevada Strong* Regional Plan



CORE VALUE #6

**Sustainable and
Resilient Growth and
Development**

Core Value #6: Sustainable and Resilient Growth and Development⁷³

Where are we today?

Over the past decades, Clark County has grown at a very rapid pace, with residents occasionally expressing the sentiment that the only constant is change and expansion. There have been “bumps in the road,” such as the Great Recession of 2008, which had particularly severe effects in the region and resulted in an extended recovery period.

The pace of growth in recent years has led some to express concerns that the pressure to build seems to outweigh concerns about the quality, intensity, location, and type of development. As a result, there is a perception by many that the quality of development occurring in unincorporated areas is lower than that occurring in the incorporated cities. This has translated into a general desire to “raise the bar” on County development. In addition, requests for exceptions to adopted plans are frequent, and development that is approved is sometimes markedly different from that recommended by adopted plans. This has led to frustration on the part of residents and the development community that development processes lack predictability.

Leaving aside exceptional events like recessions, the regular pace of growth is forecast to slow over the coming decades. With diminishing growth pressures, there is an opportunity to consider more carefully the physical shape the County’s future should take. Slower growth can afford the opportunity to focus more on the details of our surroundings and put tools and procedures in place to guide new development. That is what a core value emphasizing predictability in growth and development is about.

In 2050, Clark County is a place where...

- Both residents and the development community share a common understanding of what kinds of development—in terms of intensity, uses, and amenities— is supported in different locations
- Adopted plans have offered the flexibility to adapt to near-term changes in the market, but have maintained consistency in implementing goals relevant to different parts of the County
- Adopted plans have guided decision-making to produce predictable outcomes
- Mitigation efforts have reduced the potential severity of natural or manmade hazard events

⁷³Wording updated to reflect input received.

Countywide Goals and Policies

Goal 6.1: A coordinated pattern of development in unincorporated Clark County⁷⁴

POLICY 6.1.1: GROWTH CAPACITY

Continue to work with regional and state agencies and service providers to ensure that the water supply, water treatment and distribution capacity, sewage treatment, school capacity, and road network is capable of serving present and future demand within the Las Vegas Valley and in outlying communities in Clark County.

POLICY 6.1.2: BALANCED MIX OF USES

Plan for a mix of residential and non-residential uses in unincorporated Clark County to support a balance of jobs and housing within the Las Vegas Valley, as well as in outlying communities. Consider development constraints when evaluating future land use plans to ensure proposed uses can be implemented without creating unintended conflicts. *[See also, Policy 5.5.1]*

POLICY 6.1.3: VARIED DENSITY AND INTENSITY

Continue to plan for a mix of urban, suburban, and rural development based on the needs of different areas and communities within unincorporated Clark County. Clearly articulate these intended distinctions through adopted land use categories and supporting regulations to increase predictability for residents, property owners, and investors about intended future land use patterns in a given location. *[See also, goals and policies under Core Value #1]*

POLICY 6.1.4: COMPACT DEVELOPMENT

Encourage compact and efficient development patterns within the disposal boundary to maximize the use of available infrastructure, land, and other resources, and support existing and future transit service while taking into account community compatibility, airport overlay zones, and other factors that may limit development intensity in some areas. *[See also, Goals 1.5, 5.1, and 5.2 and supporting policies.]*

POLICY 6.1.5: TRANSIT-ORIENTED DEVELOPMENT

Continue to plan for and support the implementation of higher-density, transit-oriented development projects along the Maryland Parkway corridor and other transit corridors within unincorporated Clark County in collaboration with RTC, the City of Las Vegas, and other partners. *[See also, Policy 5.1.4]*

[GRAPHIC of Maryland Parkway Transit Corridor]

POLICY 6.1.6: INFILL, REDEVELOPMENT, AND ADAPTIVE REUSE

Encourage infill, redevelopment, and the adaptive reuse of vacant or underutilized buildings as a means to encourage reinvestment, expand housing options, and promote sustainable development

⁷⁴ Wording modified to be more specific (and reflect adjustments to proposed Core Value language). This goal and the supporting policies are intended to address broader land use considerations that will then inform Planning Area Land Use Plans and other more specific goals and policies.

patterns. Prioritize the use of development incentives in areas where high capacity transit exists or is planned. [See also, Policy 6.1.5.]

POLICY 6.1.7: DISPOSAL BOUNDARY

Coordinate with the Bureau of Land Management (BLM) on any changes to the extent of the disposal boundary, acquisition of lands for local public purposes, and identifying public lands appropriate for privatization within existing disposal boundaries.

[MAP diagram of disposal boundary]

Goal 6.2: Enhance the quality of development in unincorporated Clark County

POLICY 6.2.1: CONTEXT-SENSITIVE DESIGN

Ensure the design and intensity of new development is compatible with established neighborhoods and uses in terms of its height, scale, and the overall mix of uses.

POLICY 6.2.2: SUSTAINABLE SITE DESIGN AND DEVELOPMENT PRACTICES

Encourage the use of sustainable site design and development practices in new construction projects. [See also, Goal 3.6 and supporting policies]

POLICY 6.2.3: NEIGHBORHOOD TRANSITIONS

Determine transition zones, between rural and more urban areas, between developed areas and sensitive open space or conservation areas, between commercial and residential areas, and create policies and regulations to support appropriate transitions in character of development and neighborhood compatibility in these areas.

POLICY 6.2.4: CONNECTIVITY⁷⁵

Consider development standards to reduce impediments to pedestrian access, such as block walls, cul-de-sacs, fencing, and other obstacles that require the unnecessary use of a vehicle to travel short distances to otherwise adjacent uses, or consider including pedestrian access in the subdivision approval process. [See also: Goal 1.2 and supporting policies]

Goal 6.3: Proactively plan for safer and more resilient infrastructure, development patterns, and County operations⁷⁶

POLICY 6.3.1: INTEGRATED PLANNING, DECISION-MAKING, AND RESPONSE

Continue to facilitate periodic updates to—and the implementation of—the *Clark County Multi-Jurisdiction Hazard Mitigation Plan* to promote coordinated planning, decision-making, and responses to potential natural or manmade disasters.

⁷⁵Existing.

⁷⁶ Broader wording to respond to input received and reinforce alignment with All-In Clark County. Goal and supporting policies generally reflect intent of 2017 Conservation Element, but have been restructured and expanded to strengthen linkages to the *Clark County Multi-Jurisdiction Hazard Mitigation Plan*.

POLICY 6.3.2: NATURAL HAZARDS MITIGATION

Increase awareness of the associated risks and costs, identify strategies to minimize threats for existing development in high risk areas, and promote informed decision-making when future development within high risk areas is proposed for consideration. Mitigate the potential cost and destructive impacts of natural hazard events such as floods, seismic disturbance, or subsidence by integrating hazard mitigation considerations into Planning Area Land Use Plans and supporting regulations.

[TEXTBOX: Brief explanation of hazards from 2018 Hazard Mitigation Plan: Climate Change, Dam Failure, Drought, Earthquake, Flood, Infectious Disease, Infestation, Subsidence and Fissures, Wildfire (highlights indicate most severe risks for unincorporated CC)]

POLICY 6.3.3: MANMADE HAZARDS PLANNING

Develop plans to address foreseeable manmade hazard impacts, including airport environ areas identified in land use plans, and support any necessary training or preparation for implementation of the *2020 Hazardous Materials Plan* response.

Goal 6.4: Collaborate with service providers and adjacent jurisdictions in the provision of adequate public facilities

POLICY 6.4.1: INFRASTRUCTURE

Monitor implementation progress on current Capital Improvement Plan, and consider future capital investments in the logical expansion of County infrastructure facilities, to include water and sewer systems, roads, and other public facilities, for ensuing five-year CIP cycles.

POLICY 6.4.2: PUBLIC SAFETY⁷⁷

Base the provision of services of fire protection needs, population, land use, and funding, and support efficient response times for public safety, fire, and emergency response personnel through planned orderly development, standard addressing, and compliance with standards for emergency vehicle access.

POLICY 6.4.3: POLICE AND FIRE ACCESS

Ensure that all development provides adequate access for police, fire, and other emergency vehicles, along with sufficient equipment such as fire hydrants, through proactive participation in the development review process.

⁷⁷ Policies 6.4.2 through 6.4.6 carry forward policies from 2003 and 2008 Police Element, and the 2015 Fire policies. In some instances, policies have been consolidated or combined.

POLICY 6.4.4: RURAL FIRE SUPPRESSION⁷⁸

All development located outside the Clark County Fire Service District must provide adequate emergency medical and fire protection services, including demonstration of additional water storage for new development in rural areas of the County.

POLICY 6.4.5: INTERAGENCY RESPONSE

Continue to work with federal and state agencies to establish reciprocal agreements for emergency service provision in Wildland Interface Areas, and to develop alternative response plans and funding sources for responding to incidents on federal and state highways and lands.

POLICY 6.4.6: SHARED FACILITIES⁷⁹

Encourage the Las Vegas Metropolitan Police Department (METRO) to participate with other County Departments and Agencies in planning and developing multiple use public service facility sites, where possible, especially with other emergency service providers.

POLICY 6.4.7: SCHOOL FACILITIES⁸⁰

Work with the Clark County School District to provide school facilities through actions such as:

- Sharing information and informing the School District of development and population trends;
- Using most recent version of the Clark County Schools Map on the Clark County School District website to coordinate location and timing of future facilities;
- Considering school facilities in updating land use plans and during development review; and
- Developing school and park sites jointly wherever possible.

⁷⁸ Carried forward from 2015 Fire policy recommendations with updates for clarity and consistency. Will revisit Work Program Recommendations in that document when developing implementation strategy.

⁷⁹ Carried forward from 2008 update to Police Element.

⁸⁰ Carried forward from 2017 Public Facilities and Services Policies with minor updates for clarity.

How do we get there?

County's role

The County can plan for and guide growth in unincorporated areas of the County, and support the implementation of local, state, and federal plans and policies.

Related efforts/initiatives

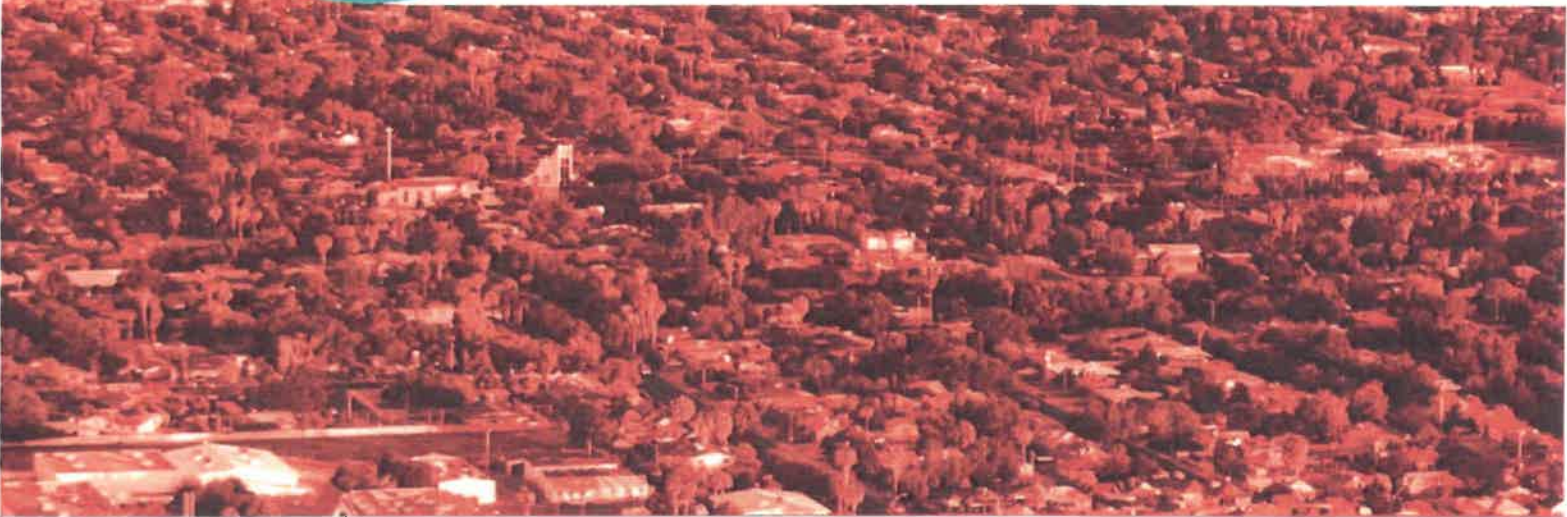
In addition to the County's Master Plan and adopted comprehensive plans for the cities, there are numerous other plans and studies in place that influence growth and development in Clark County:

- *Southern Nevada Strong Regional Plan*
- *Nellis Air Force Base Compatible Use Plan*
- Federal Land Management Plans
- UNLV Master Plan
- *Las Vegas 2050 Master Plan*
- *Maryland Parkway Transit-Oriented Development Corridor Plan*



Countywide Policies

Review Draft: November 2020



CLARION



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About the Countywide Policies

This document builds upon the preliminary [Plan Framework](#) for the Master Plan that was released in September 2020. As discussed in the Plan Framework, it represents a shift away from the current topical or “element-based” Master Plan structure that Clark County has had in place for many years. This approach is intended to help make the Master Plan more user-friendly and accessible to all users, and to convey a cohesive vision more clearly for the County. Draft countywide policies were developed based on:

- Existing Master Plan Elements;
- Related plans and studies—both internal to Clark County, and those developed by outside agencies and partners; and
- Feedback received from stakeholders and the community to-date.

Many of the policies reflect the current practices of Clark County and its partnerships with others at the regional, state, and federal level. Other policies are new. Footnotes are used throughout the document to help orient the reader to the origins different goals and policies, and to highlight notable changes from the preliminary Plan Framework document.

This is a working document. These policies will continue to be refined over the coming months as other components of the Master Plan are being developed. Placeholders for the many graphics, map diagrams, images, and other supporting information that will be incorporated as part of the draft Master Plan are noted throughout.

Core Values¹

A key focus for the Master Plan rewrite is to establish goals and policies that will set Clark County on a more sustainable and resilient path for the future. Achieving this will require us to strive to maintain certain aspects of Clark County that the community values today, while recognizing that we will need to adapt in the face of a certain amount of growth and change over the next ten to twenty years and beyond. Our ability to adapt successfully will require a continual focus on—and balance between—six core values:

- Unique communities, neighborhoods, and lifestyles
- Equitable access to programs, services, and amenities
- A healthy and sustainable natural and built environment
- A more connected Clark County
- A diverse and resilient economy
- Sustainable and resilient growth and development

¹ Some adjustments to the wording of the core values were made in response to input received. Refer to footnotes in the individual sections that follow for additional detail.

Because the core values are closely interrelated, they are intended to be viewed as being equal in weight and are not listed in any particular order of importance. This foundation encourages systems thinking to recognize and emphasize the interrelationships among all aspects of the community's vision. A systems thinking perspective recognizes the interdependent economic, social, and environmental implications of policies, decisions, and outcomes, and recognizes the benefits and trade-offs across these topic areas.

Relationship to NRS Requirements

In counties with a population greater than 700,000 residents, NRS §278.160 requires the Master Plan to include eight topical elements along with a number of sub-elements. The graphic on the following pages illustrates the relationship between each of the six core values and the policy topics they encompass compared to the required NRS elements and sub-elements.



Core Value #1:

**Unique Communities,
 Neighborhoods, and
 Lifestyles**



Core Value #2:

**Equitable Access to
 Programs, Services, and
 Amenities**



Core Value #3:

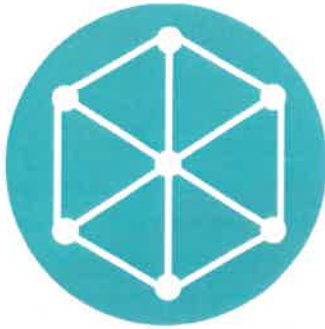
**A Healthy and
 Sustainable Natural
 and Built Environment**

TOPICS ADDRESSED

- | | | |
|---|--|---|
| <ul style="list-style-type: none"> • Housing options/affordability • Complete neighborhoods (design of new neighborhoods) • Established neighborhoods • Outlying communities • Rural neighborhoods • Historic, cultural, and archaeological resources | <ul style="list-style-type: none"> • Parks, trails, and open space • Recreational, educational, and enrichment programs • Health and human services • Arts and culture | <ul style="list-style-type: none"> • Air quality • Clean energy • Water supply, quality, and conservation • Waste reduction • Natural areas • Built environment |
|---|--|---|

RELATIONSHIP TO NRS REQUIREMENTS

- | | | |
|---|--|---|
| <ul style="list-style-type: none"> • Housing • Historic preservation • Land use (community design and development, master planned communities, rural neighborhoods preservation plan) • Federal lands | <ul style="list-style-type: none"> • Recreation and open space • Federal lands | <ul style="list-style-type: none"> • Conservation • Energy • Federal lands |
|---|--|---|



Core Value #4:

**A More Connected
 Clark County**



Core Value #5:

**A Diverse and
 Resilient Economy**



Core Value #6:

**Sustainable and
 Resilient Growth and
 Development**

TOPICS ADDRESSED

- Multimodal transportation
- Regional collaboration
- Transparent and inclusive government

- Employment and job base
- Education/workforce
- Business-friendly environment

- Growth management
- Alignment with adopted plans
- Development quality
- Hazard mitigation
- Public safety
- Adequate public facilities

RELATIONSHIP TO NRS REQUIREMENTS

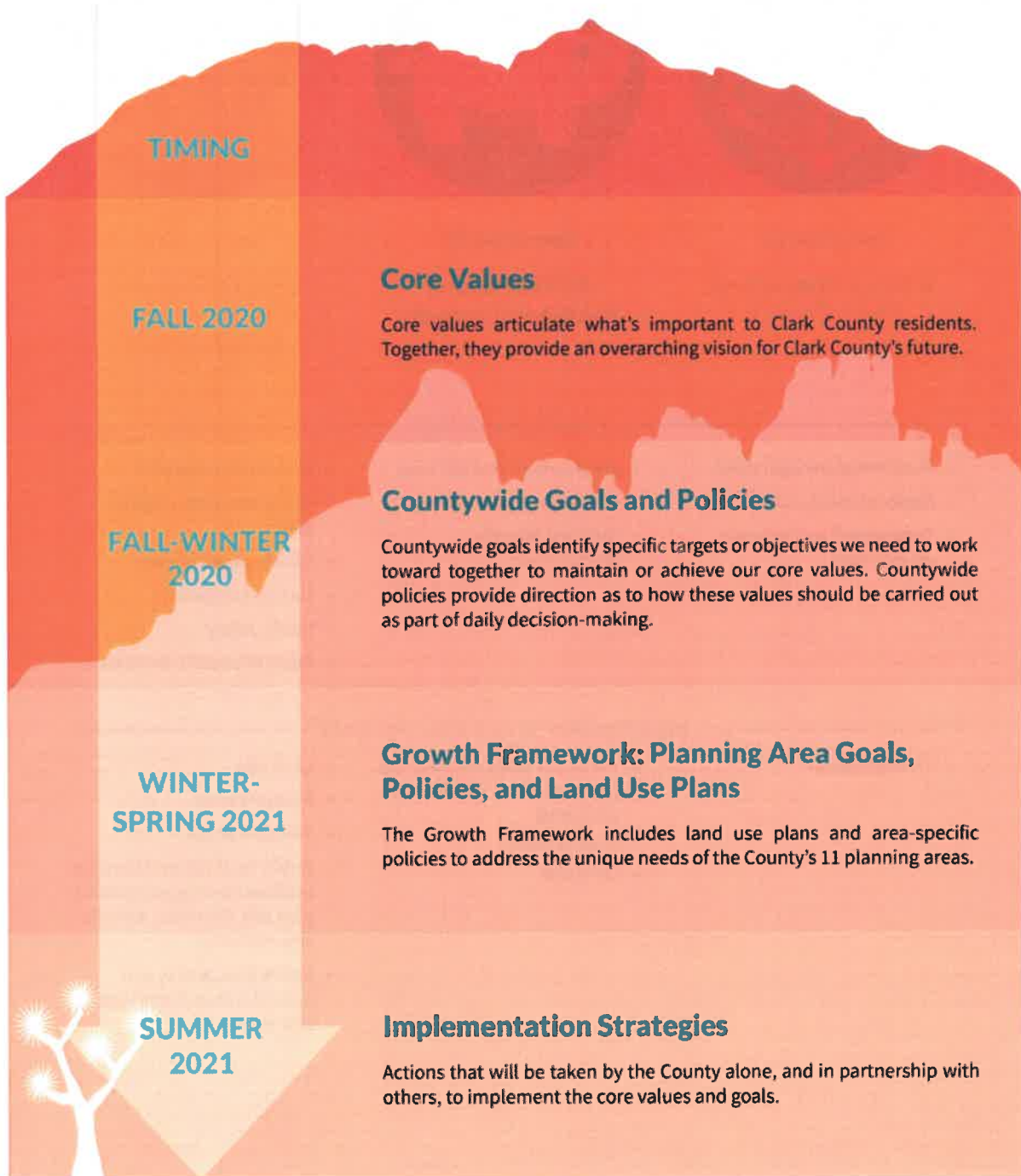
- Transportation

- Public Facilities and Services (economic and schools sub-elements)
- Federal Lands
- Land Use

- Land Use
- Federal Lands
- Transportation
- Public Facilities and Services (utilities/aboveground utility plan sub-elements, schools sub-element)
- Safety (fire, police, and natural & man-made hazards sub-elements)

Parts of the Plan

The graphic below illustrates the role of each layer of policy guidance in the Master Plan, and the general timing of each.



Relationship to the County's Sustainability and Climate Action Plan

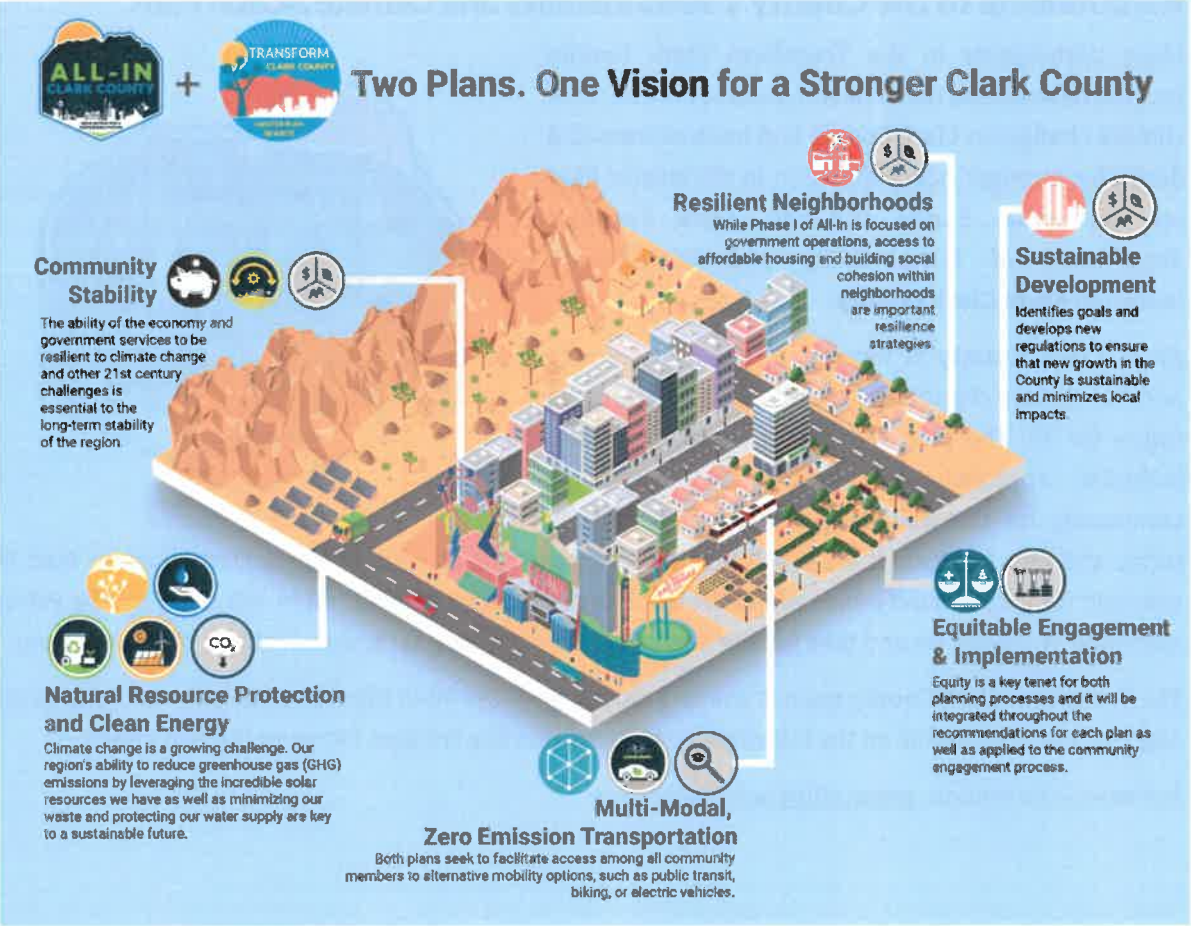
Many participants in the Transform Clark County process have voiced their concerns about the effects of climate change on Clark County and have expressed a desire for stronger policy direction in the Master Plan on this issue. Earlier this fall, Clark County's department of Sustainability and Environment launched **All-In Clark County**.

All-In Clark County is focused on taking action to address climate change and create a more sustainable future for all. The plan will take a smart, bold, and inclusive approach to creating a sustainable community for the well-being and prosperity of all, today and into the future. All-In will first assess opportunities within County Operations to lead by example for a community-wide plan that will launch in Summer 2021. All-In will build on the values identified in Transform and take further steps to ensure the long-term sustainability of Clark County.

The Transform Clark County team is working closely with the All-In team to ensure the two efforts are aligned. The infographic on the following page highlights key linkages between the two efforts.

For more information: www.allinclarkcounty.org







CORE VALUE #1

**Unique Communities,
Neighborhoods, and
Lifestyles**

Core Value #1: Unique Communities, Neighborhoods, and Lifestyles

Where are we today?

Clark County is made up of many unique neighborhoods and communities, and residents place a high value on protecting this diversity. The County offers a wide range of lifestyles, from “big city” urbanized areas to sparsely populated rural expanses, plus everything in between. Residents wish to maintain this wide array of choices in lifestyle without losing sight of common goals that apply to the County as a whole.

Diverse neighborhoods and communities require diverse goals. In some older, established areas, residents would like to see the existing neighborhood fabric and character preserved. Other areas are ripe for reinvestment and revitalization. Rural areas on the fringe of the Las Vegas Valley are concerned about expanding development, and in addition to protection of lower density areas, would like to see an emphasis on transition areas between higher and lower density neighborhoods. Outlying communities would like to maintain their distinction from the Las Vegas Valley. Residents would also like to have a higher bar set for new neighborhoods in unincorporated Clark County.

Whatever the character of an area and the goals that are appropriate to it, the overarching objective of maintaining affordability unites them all. Residents recognize that a greater diversity of housing types would help to achieve this, and they are clear that there are areas where mixing single-family homes with apartments, duplexes and other kinds of units would be welcome development. Similarly, many would like to see more mixed-use centers and neighborhoods where various housing types and shops, restaurants, and services exist side-by-side.

In 2050, Clark County is a place where...

- Rural areas continue to thrive alongside urban ones, and areas of different character blend from one into another with logical transitions between them
- There are many choices about the kind of place we call home, and the existence of those choices helps assure that home is a place affordable to all
- A family-friendly atmosphere thrives alongside many lifestyle options to accommodate the diverse population

Countywide Goals and Policies

Goal 1.1: Provide opportunities for diverse housing options to meet the needs of residents of all ages, income levels, and abilities²

POLICY 1.1.1: MIX OF HOUSING TYPES

Encourage the provision of diverse housing types at varied densities and in numerous locations. In particular, seek opportunities to expand “middle” housing options that are less prevalent in unincorporated parts of Clark County, such as duplexes, townhomes, three- and four-plexes, and smaller multifamily complexes.

[IMAGES that illustrate different kinds of housing beyond single-family dwelling developments]

POLICY 1.1.2: HOUSING ACCESS

Concentrate higher-density housing in areas with access to existing or planned high-frequency transit, major employment centers, and other services.

POLICY 1.1.3: MULTI-GENERATIONAL HOUSING

Support the integration of detached or attached accessory dwelling units (ADUs) as part of new development and/or in established neighborhoods to support aging-in-place and expand the supply of smaller dwelling units. *[See also, Policy 1.4.4]*

POLICY 1.1.4: SUPPORTIVE HOUSING

Encourage housing options that incorporate universal design and visitability³ principles to facilitate aging-in-place, and accommodation of older residents and others with mobility limitations or disabilities.

POLICY 1.1.5: HOUSING FOR VULNERABLE POPULATIONS⁴

Collaborate with local and regional partners on development of programs and resources to prevent residents from becoming homeless, and facilitate the provision of expanded housing for vulnerable populations, including the elderly and those transitioning away from homelessness. *[See also, Goal 2.3 and supporting policies]*

² This goal and policies 1-4 in this section build upon concepts addressed in the County’s current Housing Element, adopted in 2019.

³ Visitability is a movement that seeks to increase the supply of accessible housing through the inclusion of three basic structural features at the time of home construction: a zero-step entrance, wide doorways, and at least a half bath on the main floor of the home.

⁴ This policy builds from Commissioners’ direction to staff regarding this topic, as described on the County’s Affordable Housing web page.

Goal 1.2: Expand the number of long-term affordable housing units available in Clark County⁵

POLICY 1.2.1: EXISTING AFFORDABLE UNITS

Maintain the supply of long-term affordable housing (restricted for 20-50 years) by focusing efforts on rehabilitation and preservation of existing affordable units particularly in areas where redevelopment pressure exists or is likely to occur in the future.

POLICY 1.2.2 FINANCIAL SUPPORT

Support programs that use state, federal, and local housing program funds to preserve existing affordable housing and provide financial assistance to lower income homeowners to maintain their properties in adequate condition.

POLICY 1.2.3: NON-PROFIT OWNERSHIP

Encourage acquisition of housing by non-profit organizations, land trusts, or tenants as a strategy to protect housing from upward pressure on prices and rents.

POLICY 1.2.4: REGULATORY TOOLS

Investigate the feasibility of implementing regulatory requirements (e.g., inclusionary zoning), targeted incentives, and development agreements to promote expanded construction of affordable housing units throughout the County.

POLICY 1.2.5: DISPOSAL LAND⁶

Support the implementation of affordable housing development plans on former Bureau of Land Management (BLM) lands designated for the development of affordable housing. *[See also, Goal 6.5 and related policies]*

POLICY 1.2.6: NEW AFFORDABLE UNITS

Continue to work with community and regional partners to evaluate the feasibility of and pursue a variety of strategies that will expand the number of affordable units, such as, but not limited to activity bonds, housing trust funds, land banks or land trusts, and fee-in-lieu programs.

⁵ Policies 1-4 are adapted from concepts from the County's current Housing Element, adopted 2019. This section also draws from information provided in the 2020 Community Resources Management Program Guide.

⁶ Policies 1.2.5 and 1.2.6 are derived from actions the Commissioners have proposed or adopted, as described on the County's Affordable Housing web page.

Goal 1.3: Encourage the development of new neighborhoods that embody Clark County’s core values

POLICY 1.3.1: NEIGHBORHOOD IDENTITY⁷

Encourage the integration of varied housing models, architectural styles, streetscapes, signage, common landscaped areas, and other character-defining features that contribute to a distinct neighborhood identity.

[IMAGES of different County neighborhoods]

POLICY 1.3.2: MIX OF HOUSING OPTIONS WITHIN NEIGHBORHOODS

Encourage a mix of housing options—both product types and unit sizes—within larger neighborhoods and multi-family developments.

POLICY 1.3.3: NEIGHBORHOOD SERVICES

Encourage the integration of grocery stores, restaurants, medical offices, and other daily-needs services as part of or adjacent to new neighborhoods to minimize the need for longer-vehicle trips. Require direct connections that allow residents to access services on foot or by bike.

POLICY 1.3.4: INTER-CONNECTED NEIGHBORHOODS

Seek opportunities to connect new and existing neighborhoods with sidewalks and trails where “stubs” exist or where new connections would improve access to existing or planned amenities and services. Avoid “walling off” neighborhoods except in locations where noise or other characteristics of adjacent uses impact neighborhood livability.

POLICY 1.3.5: NEIGHBORHOOD LIVABILITY

Encourage the integration and connection of parks, trails, community gardens, common open space, recreational amenities, or other features in new neighborhoods to enhance the health and quality of life of residents.

Goal 1.4: Invest in and care for established neighborhoods⁸

POLICY 1.4.1: NEIGHBORHOOD IMPROVEMENTS

Support efforts to make neighborhood improvements (e.g., trail connections, complete street improvements), enhance neighborhood quality and pride, and reduce crime.

POLICY 1.4.2: EXISTING HOUSING STOCK

Support the retention of existing housing stock in unincorporated Clark County. Encourage ongoing maintenance and promote reinvestment and improvements in declining areas and targeted redevelopment of blighted properties. Work with property owners, neighborhoods, and non-profit

⁷ New. Neighborhood-related goals and policies are included based on stakeholder interview and survey results.

⁸ Expanded from the Housing Element references to reinvestment and rehabilitation; also addresses concerns expressed in surveys and interviews.

organizations as appropriate to bring substandard units into compliance with adopted codes and improve overall housing conditions and prolong the lifespan and habitability of older homes.

POLICY 1.4.3: CODE ENFORCEMENT

Continue to respond to potential violations of Clark County Codes in an efficient and effective manner. Assist in resolving citizen complaints related to zoning violations, short-term rentals, solid waste, sign enforcement, graffiti, and other neighborhood concerns through education, service, and enforcement.

POLICY 1.4.4: INFILL AND REDEVELOPMENT

Encourage infill development and redevelopment in established neighborhoods that is compatible with the scale and intensity of the surrounding area. Establish more detailed guidance in conjunction with periodic updates to Planning Area Land Use Plans and Area-Specific Policies. *[See also, Policy 1.1.3]*

POLICY 1.4.5: BUFFERS AND TRANSITIONS

Standardize requirements for buffers and development transitions to mitigate the impacts of higher-intensity uses proposed adjacent to an existing or planned residential neighborhood.

Goal 1.5: Maintain opportunities for rural lifestyles within the Las Vegas Valley

POLICY 1.5.1: RURAL NEIGHBORHOOD PRESERVATION AREAS⁹

Support the protection of existing Rural Neighborhood Preservation (RNP) areas as defined by NRS 278.160.

[Sidebar/textbox – RNP definition and characteristics per NRS]

POLICY 1.5.2: COMPATIBLE DEVELOPMENT¹⁰

Adopt and implement standards to protect the established character and lifestyles associated with Rural Neighborhood Preservation areas and minimize future conflicts with higher intensity development planned in surrounding areas, or infill development within a RNP. Incorporate a range of possible approaches, such as transitioning densities with larger lots, , clustering higher intensity housing units away from the shared edge of the RNP, requiring similar building heights and orientations, or a combination of these and other appropriate strategies.

[IMAGES of some of the RNP areas]

POLICY 1.5.3: RURAL USES AND ACTIVITIES

Continue to support activities and uses related to the raising and keeping of animals for personal enjoyment or food production in RNP areas in accordance with Title 30.

⁹Updates to the land use categories are proposed to distinguish rural neighborhoods (as defined by NRS) from other large lot residential areas.

¹⁰ Additional specificity to be provided as part of land use category definitions to illustrate a range of compatibility approaches that could be mixed and matched depending on the situation.

Goal 1.6: Protect the character, identity, and economic viability of the County's outlying communities¹¹

POLICY 1.6.1: AREA-SPECIFIC POLICIES

Review all proposed projects in outlying communities through the lens of the area-specific policies contained in this Master Plan.¹² Support efforts by outlying communities to protect and enhance their unique histories, economic drivers, agriculture or ranching heritage, recreational, eco-tourism potential, or other character-defining features.

POLICY 1.6.2: LAND USE PLANNING

Address the unique land use considerations for outlying communities in Clark County through periodic updates to planning area land use plans and the application of tailored development regulations.

POLICY 1.6.3: ECONOMIC OPPORTUNITY

Support opportunities for local economic development in outlying communities.

Goal 1.7: Protect Clark County's historic, cultural, and archaeological resources¹³

POLICY 1.7.1: RESOURCE IDENTIFICATION AND PROTECTION

Cooperate with local preservation non-profits, the State Historic Preservation Office, the National Park Service, and others to further efforts at identifying and protecting sites within the County that have historic, cultural, or archaeological significance.

POLICY 1.7.2: EDUCATION

Broaden the public's awareness and understanding of the economic, social, and environmental benefits of preserving historic, cultural, and archaeological resources in the County.

[SIDEBAR/TEXTBOX: Lists of historic properties in Clark County at the local, national, and state levels, and a list of Historical Markers sites in Clark County from 2019 Historic Preservation Element]

POLICY 1.7.3: DOCUMENTATION AND INTERPRETATION

Encourage efforts at the community, state, or federal level to expand documentation of historic, cultural, and archaeological resources in Clark County.

POLICY 1.7.4: HISTORIC RESOURCES

Encourage the preservation and/or adaptive reuse of existing buildings, structures, or sites determined to be eligible for the State or National Register of Historic Places.

¹¹ Goal and supporting policies new. Added to reflect input received from TABs/CACs.

¹² Area-specific policies are forthcoming. Meetings on this topic tentatively planned for February 2021.

¹³ These policies adapted from the County's 2019 Historic Preservation Element. Goal expanded to include cultural and archaeological resources.

POLICY 1.7.5: HISTORIC DESIGNATION

Support the expansion of the County’s list of Historic Designations, as well as the addition of buildings, structures, or sites to the State and National Register of Historic Places.

[IMAGES of designated landmarks, such as Liberace’s Mansion, Las Vegas sign, La Concha lobby/Neon Museum, petroglyphs, Paradise Palms]

How do we get there?

County's role

The County plays an important role in helping to achieve community and neighborhood goals. Through the consistent application of the Master Plan, Area Plans, and supporting land use regulations, the County can ensure zoning districts reinforce desired uses and intensities, and use tailored standards, where applicable, to reinforce desired neighborhood character. In addition, Community Resources Management (CRM), a division of Clark County Department of Social Service, supports the County organization and the larger community through the administration of federal, state, and local grants that support the construction and rehabilitation of affordable housing developments and other community projects.

Related efforts/initiatives

There are several County initiatives underway that support these goals, along with the efforts of partners. Current efforts include:

- Rewrite of the Development Code in progress, to be aligned with the updated Master Plan
- Specific Planning Area land use plans
- Clark County *Sustainability and Climate Action Plan*
- Stadium District Master Plan
- Regional Transportation Commission (RTC) and *Southern Nevada Strong (SNS)* Future Housing Forecast
- Southern Nevada Regional Housing Authority Annual Plan



CORE VALUE #2

**Equitable Access to
Programs, Services,
and Amenities**

Core Value #2: Equitable Access to Programs, Services, and Amenities¹⁴

Where are we today?

The County offers many services, programs, and amenities that contribute to the high quality of life that residents enjoy. There are great libraries, excellent parks, recreational and enrichment programs, clean and safe streets, and support services for vulnerable populations. However, many of these services are not available in the areas where they are needed most. At over 8,000 square miles—roughly the same size as New Jersey—the County is vast, and bridging the distances can be a struggle for residents whose incomes and transportation options are limited. In addition, new neighborhoods in unincorporated Clark County, in most cases, are built without the types of basic amenities and services that residents desire—such as parks and common open spaces. This practice has emphasized inequalities by geography and income level that will be amplified by the effects of extreme heat and other effects of climate change.

While there are numerous existing amenities that residents enjoy, many agree on one that is lacking: a local arts and culture scene. Casinos routinely bring national acts and blockbuster exhibitions to the area, but residents would like to see a stronger focus on local, small-scale community spaces to create and share art, music, theatre, and other creative pursuits of their own.

In 2050, Clark County is a place where...

- Every neighborhood and community in Clark County has access to high-quality amenities including libraries, recreational and senior centers, swimming pools, parks, trails, and open spaces
- Every resident can access the health and human services they need, without regard to income, age, or ability, and in close proximity to their home
- A vibrant local arts, culture, and entertainment scene thrives alongside the national acts and venues the Las Vegas Valley is known for

¹⁴ Expanded to include programs, to better reflect full range of programs and services currently provided by County.

Countywide Goals and Policies

Goal 2.1: Continue to expand the County's parks, trails, and open space system at a level that is sustainable¹⁵

POLICY 2.1.1: LEVELS OF SERVICE

Continue to plan for a mix of urban and rural area parks, trails, and open spaces at a scale and scope that matches the County's capacity to sustain a high level of service over the long-term. Work to achieve optimal levels of service by type and location, as defined in the Growth Framework.

POLICY 2.1.2: EQUITABLE ACCESS¹⁶

Consider health benefits, impacts, and service population needs in the design, location, and prioritization of new facilities or improvements to existing facilities. Prioritize system investment in areas or communities that are currently underserved, where barriers to access exist, or where existing facilities are not projected to meet future needs.¹⁷

POLICY 2.1.3: TRAIL SITING¹⁸

Minimize recreational trail operation and maintenance costs through the efficient siting, design, and construction. Prioritize trails and trailheads in locations that:

- Connect or provide access to existing parks, trails, and recreational facilities;
- Are located within public rights-of-way/public lands, along natural washes, flood control facilities, and public utility corridors;
- Improve connectivity to trails in adjacent municipalities; and
- Encourage multiple uses and provide access to public lands where appropriate.

[MAP of existing trail network, with current projects/gaps highlighted. This map referenced in Open Space Element]

POLICY 2.1.4: ACCESS AND USES¹⁹

Designate areas where non-motorized users can experience and enjoy access to open lands, and promote responsible use of off-highway vehicles (OHVs). *[See also, Goal 3.5 and supporting policies.]*

¹⁵ Unless otherwise noted, this section builds from the draft 2020 Recreation and Open Space Element prepared by staff. Supporting data and information related to parks, trails, and open space (e.g., maps, current inventories, types/definitions, future needs, funding mechanisms) will be incorporated as part of the Growth Framework.

¹⁶ Expanded from existing.

¹⁷ Regional Bicycle & Pedestrian Plan for Southern Nevada includes an assessment of gaps within the Las Vegas Valley.

¹⁸ Consolidates a number of related policies.

¹⁹ Existing. From draft 2020 Federal Lands Element. This topic is also addressed more generally under Goal 3.5.

POLICY 2.1.5: DEVELOPMENT STANDARDS²⁰

Establish clear expectations for the provision of recreational amenities in new development to include parks, active and passive open space, and connections to adjoining properties, public lands, trail systems, and park facilities.

POLICY 2.1.6: SUSTAINABLE PARK DESIGN

Incorporate sustainable concepts such as water conservation and energy efficient lighting in new parks, as well as for park retrofits and additions.

POLICY 2.1.7: REGIONAL AND STATE SYSTEM

Continue to work with adjacent cities, federal agencies, and other state and regional partners on the implementation of collaborative projects and plans that support the enhancement of the open space and trail system throughout Clark County.

[TEXTBOX and images highlighting major regional initiatives, such as Neon to Nature and the Rim Trail]

Goal 2.2: All residents in Clark County have access to high-quality programs and amenities²¹

POLICY 2.2.1: PROGRAMMING

Continue to provide a range of recreational, educational, enrichment, and special interest programs to meet the diverse interests, ages, and needs of residents throughout Clark County.

POLICY 2.2.2: LONG-TERM MAINTENANCE

Establish thresholds for adequate on-going maintenance of existing facilities, and ensure the availability of adequate funding for the long-term upkeep of the facilities. Implement regular monitoring to ascertain that levels of maintenance are adequate to level of use and demand for facilities.

POLICY 2.2.3: FACILITY EXPANSION/NEW FACILITIES

Plan proactively for expansion of existing facilities and provision of new ones to meet increases in demand and accommodate anticipated population growth.

POLICY 2.2.4: MULTI-PURPOSE FACILITIES²²

Seek opportunities to develop and maintain multi-purpose and/or shared-use facilities (e.g., school recreational facilities, parks, community meeting space, libraries, and museums) in order to efficiently locate community and recreational facilities and programs and leverage available funding.

²⁰ Updated to emphasize input received.

²¹ New goal and policies added to address the many programs and facilities that Clark County provides and operates in addition to parks, open space, and trails. This section draws from information provided in the 2020 Community Resources Management Program Guide.

²² Carried forward and expanded from current Schools and Open Space Element policies.

Goal 2.3: All Clark County residents have access to the high-quality health and social services they need

POLICY 2.3.1: PROGRAMMING

Continue to support public health education and information dissemination initiatives that contribute to the health, quality of life, and well-being of all residents of Clark County.

POLICY 2.3.2 COMMUNITY HEALTH NEEDS ASSESSMENT²³

Support on-going efforts of the Southern Nevada Health District (SNHD) to address the prioritized list of needs identified in the Clark County *Community Health Needs Assessment* which include access to care, motor vehicle and pedestrian safety, violence prevention, substance use, and mental health.

POLICY 2.3.3 SERVICES FOR VULNERABLE POPULATIONS

Work with partner agencies that focus on homelessness prevention and assistance, and other entities that assist seniors, disabled, or other at-risk populations to ensure efficient provision of services and seamless networks of support.

POLICY 2.3.4: INFORMATION SHARING²⁴

Collaborate with internal and external County service providers on planning, information sharing, and service delivery. Ensure efficient referrals and interactions with the public seeking services by ensuring each department has a current and complete awareness of other departments' programs and services.

[SIDEBAR/TEXT BOX - brief explanation of County Departments and regional partners engaged in human service provision]

POLICY 2.3.5: FUNDING SOURCES

Continue with the identification of adequate, stable funding sources that allow service providers to meet the present level of demand for service among at-risk, homeless, and other vulnerable populations. Anticipate or respond to increases in the demand for services by identifying the means and funding to meet increased need to the maximum extent possible.

POLICY 2.3.6: ACCESS TO SERVICES²⁵

Coordinate with RTC and other regional partners on siting of future health and human service facilities to promote a more uniform distribution of specialized services in unincorporated Clark County and encourage compact land use patterns and a mix of uses in locations that have or are planned for high frequency transit. *[See also: Core Value #4 – A More Connected Clark County]*

²³ New. Included to support areas of focus identified in the Southern Nevada Health District's *Community Health Needs Assessment*, which cites "local health departments" among agencies that can contribute to addressing identified needs.

²⁴ References [directory](#) maintained by Clark County Social Service and Senior Services.

²⁵ New. Included to support recommendations contained in Southern Nevada Coordinated Transportation Plan.

Goal 2.4: Continue to foster a supportive environment for local arts, culture, and entertainment²⁶

POLICY 2.4.1: LOCAL ARTS & CULTURE²⁷

Continue to provide opportunities to use public facilities, such as parks, the Clark County Government Center Amphitheatre, community centers, senior centers, libraries, and museums as spaces to create and showcase local contributions to arts, music, and culture.

POLICY 2.4.2: COMMUNITY ENGAGEMENT

Encourage community support for and participation in opportunities to display and perform locally-created exhibits and productions.

POLICY 2.4.3: PUBLIC ART²⁸

Continue to support the County's Art fund, and the work of the Clark County Art Committee in publicizing calls for public art proposals and on-going installation of exhibits. Seek opportunities to incorporate art into public projects and encourage inclusion of artistic features in private developments as well.

[IMAGES of public art projects implemented through this program]

POLICY 2.4.4: NATIONAL ARTS & ENTERTAINMENT

Support continued efforts by casinos to bring national entertainment and cultural events to destinations and venues throughout Clark County.

²⁶ Goal updated to better reflect the County's robust programs and support for the arts.

²⁷ New. This policy and the ensuing one respond to resident input emphasizing the need for and priority of local art creation.

²⁸ This policy is derived from information on the Arts Commission and the County's annual Art Plans.

How do we get there?

County's role

The County plays a central role in planning for and providing a wide array of cultural and recreational amenities, as well as services to support members of the community. Various County departments oversee efforts to maintain and expand parks, open space, and trails, as well as providing an array of cultural and artistic programs. Numerous other County departments provide services to seniors, veterans, homeless persons, and low-income residents. The County can augment its own efforts at creating an integrated network of facilities and providing expanded access to services and amenities through collaborative planning with independent government agencies such as the Las Vegas Clark County Library Board of Trustees, neighboring municipalities, state and federal agencies, and local/private partners. Through collaboration with the cities and service providers, the County can also help to connect residents to available resources and services they need.

Related efforts/initiatives

The following plans and initiatives can help in targeting service provision:

- Clark County *Community Health Needs Assessment*
- Southern Nevada Coordinated Transportation Plan
- *Southern Nevada Strong* Regional Plan
- Las Vegas-Clark County Library District Facilities Master Plan and annual Strategic Plans
- Regional Open Space Plan
- Regional Bicycle & Pedestrian Plan for Southern Nevada
- Nevada Comprehensive Outdoor Recreation Plan
- City park, recreation, and trails plans



CORE VALUE #3

**A Healthy and
Sustainable Natural
and Built Environment**

Core Value #3: A Healthy and Sustainable Natural and Built Environment²⁹

Where are we today?

Clark County boasts some of the most unique geography anywhere in the world, and residents are well aware of their good fortune in this respect. From the heights of Mount Charleston and Red Rock Canyon to the depths of the Colorado River, from the modest confines of the Ethel M Botanical Cactus Garden to the vast expanse of Lake Mead, residents cite the ready access to parks, public lands and outdoor recreation areas as one of the strongest “positives” of living in the County. While enjoying the natural assets of the County, residents are also keenly aware of the importance of being respectful stewards of the environment.

Managing resource use is one frequently cited concern allied closely with the need to preserve existing open spaces from encroachment. Residents have witnessed recent growth that brings development to the very perimeter of open spaces, and while regional growth is forecasted to continue at a slower pace, they are conscious of the need to act now to balance future expansion with conservation. The desired outcomes include growth centered in existing urban areas; compact, mixed use communities that allow a reduction in carbon footprints; and an increased emphasis on sustainable development practices.

There is also concern over how climate change is—and will increasingly—affect County communities and vulnerable residents. The extent of change remains unclear, but there is agreement that present actions can mitigate future impacts. Residents want to undertake measures to ensure the continued viability of natural resources and the environment so that ensuing generations can benefit from the same assets we enjoy today.

As the supply of vacant land within the Valley diminishes, collaboration with the federal partners who manage much of the land within County borders becomes ever more important.

In 2050, Clark County is a place where...

- Deliberate steps taken in the past have made Clark County more resilient to the effects of extreme heat, drought, and other effects of climate change
- The built environment has been constructed or retrofitted to diminish intensity of resource use, reduce the production of greenhouse gases, and increase its resilience at withstanding changing climate conditions
- Through continued efforts and deliberate focus on compact, sustainable development and low-impact lifestyles, we are able to pass on to the next generation a healthy natural environment

²⁹ Expanded to include built environment in response to input received.

Countywide Goals and Policies

Goal 3.1: Maintain air quality at a level that protects public health and improves visual clarity³⁰

POLICY 3.1.1: PRIORITY AIR POLLUTANTS

Monitor air quality conditions and pursue a variety of strategies to reduce priority air pollutants and associated health impacts as identified by the County's *Sustainability and Climate Action Plan*.³¹

POLICY 3.1.2: TRANSPORTATION-RELATED EMISSIONS³²

Pursue a variety of strategies to reduce reliance on private automobile travel, with the goal of reducing fuel consumption and associated pollutant emissions from vehicles, including efforts to encourage higher-density and transit-oriented development in urban areas of the Las Vegas Valley. [See also: Goal 4.1 and related policies]

Goal 3.2: Support County and state efforts to expand the use of clean energy and achieve GHG reduction targets

POLICY 3.2.1: CLEAN ENERGY³³

Promote the use of alternate and renewable sources of energy in new development and pursue a variety of strategies to reduce energy consumption in existing development. [See also, Goal 3.6 and supporting policies.]

POLICY 3.2.2: FACILITY SITING³⁴

Support the expansion of renewable/alternative energy to serve Southern Nevada by allowing for the construction and expansion of clean power generating and distribution facilities at a variety of scales.

POLICY 3.2.3 ENERGY CONSUMPTION

Implement measures for the reduction of energy consumption and promotion of energy conservation in Clark County operations, as identified in the County's *Sustainability and Climate Action Plan*.

Goal 3.3: Manage water resources in a manner that protects quality, supply, and reliability³⁵

³⁰Goal and supporting policies carried forward with minor adaptations from Air Quality section of 2017 Conservation Element.

³¹The County's *Sustainability and Climate Action Plan* is currently under development and is anticipated for completion in spring 2021.

³²Generalized from current policies; forthcoming *Sustainability and Climate Action Plan* will determine specifics.

³³Policy 3.2.1 and 3.2.2 adapted from information contained in the Resource Use and Development content and policies in the 2020 Draft Federal Lands Element.

³⁴Carries forward and expands goal in the Resource Use and Development section of the draft Federal Lands Element.

³⁵Adjusted wording to reflect input/questions on considerations re: supply.

POLICY 3.3.1: WATER RESOURCES PLAN³⁶

Continue to support Southern Nevada Water Authority (SNWA) efforts and plans to meet current and projected water demands, promote water conservation, and protect water quality.

Southern Nevada Water Authority

In 1991, seven local water and wastewater agencies joined together to form the SNWA in an effort to address water issues regionally rather than on an individual basis. The Authority, which includes Clark County Water Reclamation as a member agency, works to acquire and manage long-term water resources for Southern Nevada with a strong concurrent emphasis on conservation and sustainable water use. The Authority's *Water Resources Plan*, updated annually, looks at Southern Nevada's projected water demands compared against the available resources to meet those demands over a long-term planning horizon (25-50 years). The 2019 installment of the *Water Resources Plan* projects sufficient water resources to meet water demand owing in part to significant efforts and successes in conservation throughout the region.

POLICY 3.3.2: WATER CONSERVATION

Coordinate with partner agencies on educational, programmatic, and regulatory strategies to increase water conservation projects and programs throughout Clark County.

POLICY 3.3.3: WASH PROTECTION AND RESTORATION PROGRAMS³⁷

Encourage preservation and protection of washes and waterways through measures that can improve the quality of water that enters Lake Mead to include the development of wetlands, riparian, and upland habitats in the Las Vegas Wash, and the use of erosion control structures in area washes to promote wetland growth and limit further erosion within wash channels. Utilize the *Las Vegas Wash Comprehensive Adaptive Management Plan* to ensure land use compatibility with the Clark County Wetlands Park and associated wash improvements.

[MAP of important County washes – map page 45 of Conservation Element]

POLICY 3.3.4: IMPAIRED WATER BODIES

Support partner agency efforts to restore water quality to levels that allow impaired lakes, streams, and washes to be removed from the State of Nevada's List of Impaired Rivers.

³⁶ Carried forward from goal in 2017 Conservation Element to reflect supply and demand considerations.

³⁷ Combines policies from the Water Resources section of the Conservation Element.

POLICY 3.3.5: STORMWATER MANAGEMENT³⁸

Focus on maintaining quality of groundwater and public water bodies (lakes, rivers) with efforts to reduce untreated stormwater runoff through expanded use of catchment techniques, vegetative buffers, and regular maintenance of stormwater infrastructure.

POLICY 3.3.6: AGRICULTURAL ACTIVITY³⁹

Encourage the use of vegetative or constructive buffering surrounding area landscapes and farmland to limit the amount of wind erosion and irrigation runoff.

POLICY 3.3.7: GROUNDWATER RESOURCES⁴⁰

Support SNWA's initiatives to divert potentially overtaxing, harmful, or inappropriate development away from areas reaching water availability limits or with high groundwater recharge potential and to expand return flows to the Colorado River.

[MAP of high recharge areas, wellheads?]

POLICY 3.3.8: SEWER AVAILABILITY⁴¹

Limit the density of development in areas that do not or are not planned to have access to public wastewater facilities. Require residential development to connect to public sewer systems where these are available, and put in place a plan to assist with conversion from individual septic where sewer service has expanded or will expand.

Goal 3.4: Reduce quantities of landfilled waste, potentially extending the operational life of current landfill sites within Clark County⁴²

POLICY 3.4.1: RECYCLING

Work with service providers to expand recycling rates within the Las Vegas Valley through wider implementation of curbside recycling programs, to include commercial and multi-family development, and other strategies as appropriate.

POLICY 3.4.2: WASTE DIVERSION⁴³

Encourage adaptive reuse of existing buildings, the incorporation of recycled building materials, and other strategies to divert construction debris from landfills, subject to NRS and Southern Nevada Health District requirements.

³⁸ This policy combines two more general but related policies in the Water Resources section of the Conservation Element.

³⁹ Carried forward from Agriculture goals and policies in Conservation Element.

⁴⁰ Adapted from current policies in the Water Resources section of the Conservation Element.

⁴¹ Combines two policies from the Water Resources section of the Conservation Element.

⁴² This goal and policies 3.4.1 and 3.4.2 expand on goals and policies in the Solid Waste section of the Conservation Element. To be refined based on direction from forthcoming Clark County *Sustainability and Climate Action Plan*.

⁴³ Expanded somewhat from Conservation Element in response to survey responses and stakeholder input.

[IMAGES of any completed/notable reuse projects? La Concha lobby/Neon Museum]

Goal 3.5: Manage access to public lands to balance habitat, recreational, environmental, aesthetic, and economic value⁴⁴

POLICY 3.5.1: APPROPRIATE USES⁴⁵

Promote multiple uses on open lands unless activities could pose a detriment to natural resources and habitats, or long-term health of the land.

POLICY 3.5.2: STATE AND FEDERAL LAWS⁴⁶

Continue to maintain compliance with state and federal regulations, such as the Endangered Species Act, Clean Water mandates, Nevada laws regarding critically endangered plant species, and all other applicable laws and regulations, when non-federal development activity occurs.

POLICY 3.5.3: DESERT CONSERVATION PROGRAM⁴⁷

Continue administration of the Desert Conservation Program and the Multiple Species Habitat Conservation Program (MSHCP) to ensure a balance between development and species conservation.

[TEXT BOX – brief overview of Desert Conservation Program with images of protected species like desert tortoise and Mt Charleston blue butterfly]

POLICY 3.5.4: INVASIVE SPECIES⁴⁸

Actively plan for the prevention, eradication, and management of noxious weeds and invasive species in natural areas.

[LIST/IMAGES of most prevalent invasive weeds, species (Africanized honeybees, Asian Clam, Quagga Mussels). There is a comprehensive list in the 2018 Hazard Mitigation Plan.]

⁴⁴ Consolidated Goal 3.5 and 3.6 from Plan Framework. Supporting policies carry forward select goals/policies from 2017 Conservation Element and draft 2020 Federal Lands Element as noted.

⁴⁵ This policy combines a goal and policy from the Land Use section of the draft 2020 Federal Lands element. OHVs addressed more directly under Core Value #3.

⁴⁶ This policy combines Goals 1 and 2 from the Vegetation and Wildlife Resources section of the Conservation Element.

⁴⁷ Minor edits to existing policy in the Vegetation and Wildlife Resources section of the Conservation Element.

⁴⁸ Combination of related goal and policy in the Vegetation and Wildlife Resources section of the Conservation Element.

Goal 3.6: Focus on incorporating enhanced sustainability and resilience practices into the built environment⁴⁹

POLICY 3.6.1: URBAN HEAT ISLAND EFFECT⁵⁰

Encourage the use of site and building features, such as shade trees and reflective materials, to reduce heat absorption by exterior surfaces, provide shade, or otherwise mitigate the urban heat island effect.

POLICY 3.6.2: COMPACT, MIXED-USE, AND TRANSIT-ORIENTED DEVELOPMENT

Promote compact, mixed-use, and transit-oriented development, or any combination thereof, in locations that will lessen reliance on automobiles as the primary means of access to necessary services and encourage reduction in vehicle miles traveled. *[See also: Goal 4.1 and related policies]*

POLICY 3.6.3: GREEN BUILDING⁵¹

Encourage development that incorporates design elements that lower energy consumption through inclusion of passive heating and cooling principles, superior insulation, energy efficient windows, use of environmentally- certified materials, and other green building techniques.

POLICY 3.6.4: GREEN NEIGHBORHOOD DESIGN

Promote development that incorporates neighborhood-scale green building practices.

POLICY 3.6.5: WATER RECYCLING⁵²

Encourage the reuse of treated effluent for area green space including, but not limited to, parks and golf courses.

POLICY 3.6.6: DROUGHT-TOLERANT LANDSCAPING⁵³

Using the Southern Nevada Regional Planning Coalition’s Plant List as a guide for appropriate plant choices, encourage the use of drought-tolerant, desert-appropriate landscaping and the use of and irrigation systems that are designed for maximum water use efficiency.

POLICY 3.6.7: MULTI-MODAL TRANSPORTATION

Prioritize efforts to reduce transportation-related carbon emissions through expanded multi-modal transportation options. *[See also: Goal 4.1 and related policies]*

⁴⁹This goal and the supporting policies are generally new. They are included based on feedback that “built environment” should be included in CV3, expanding it from “A Healthy and Sustainable Natural Environment” to “A Healthy and Sustainable Natural and Built Environment.”

⁵⁰ Implementation strategy will be included that reflects County’s participation in and recommendations that emerge from the Extreme Heat Vulnerability Study for the region that its being led by RTC.

⁵¹ Policies 3.6.3 and 3.6.4 are placeholders for further discussion.

⁵²Existing.

⁵³ Adapted from a goal and policy in the Vegetation and Wildlife Resources section, and one policy in the Water Resources section, of the Conservation Element.

POLICY 3.6.8: GREEN INFRASTRUCTURE⁵⁴

Encourage the inclusion of green infrastructure such as rain gardens, permeable pavers, infiltration planters, and rainwater harvesting systems to larger scale infrastructure investments including pervious pavement with infiltration, vegetated swales, green roofs, bioretention, and grey water recycling systems.

How do we get there?

County's role

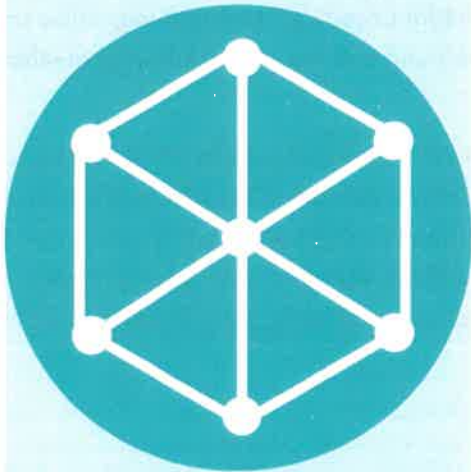
The County's Department of Environment and Sustainability plays a direct role overseeing air quality, climate action, and sustainability efforts. County partnerships can support water conservation, and conservation and land management through collaboration with state and federal agencies, the Southern Nevada Water Authority, and the Conservation District. Clark County has further demonstrated its commitment to climate action by joining nearly 200 other counties throughout the U.S. in the County Climate Coalition, a group dedicated to cutting emissions and fighting climate change in accord with the U.N.'s 2015 Paris Climate Agreement.

Related efforts/initiatives

There are three County initiatives underway, along with other partner efforts in this area:

- Clark County *Sustainability and Climate Action Plan*
- County Climate Coalition
- Clark County 208 Water Management Plan
- Conservation District of Southern Nevada Resource Needs Assessment
- Southern Nevada Water Authority Joint Water Conservation Plan

⁵⁴ Included as a placeholder since it came up frequently in comments. List to be refined to reflect suitability and viability for Southern Nevada.



CORE VALUE #4

**A More Connected
Clark County**

Core Value #4: A More Connected Clark County

Where are we today?

Connectivity in this context refers to both the physical aspects—as they relate to transportation and mobility—and the less tangible aspects—as they relate to governance and community.

From a physical standpoint, many residents struggle to get where they need to go in Clark County without an automobile. Residents have appreciated seeing new infrastructure with shared space, allowing cars to travel alongside bicyclists, pedestrians, and public transportation. They would like to see this trend continue by focusing on efforts to connect existing trails, bike lanes and pedestrian facilities, along with expanding public transportation. As with many County initiatives, efforts at expanding transportation networks cross boundaries and jurisdictional lines which makes interagency collaboration in this area central to accomplishing these goals.

From a governance standpoint, connectivity refers to transparency, community engagement, and a focus on regional collaboration. Residents express the desire for County government to provide timely information, to make decisions consistent with adopted goals and policies, and to allow for meaningful opportunities for citizen participation.

Lastly, connectivity refers to residents' desire to foster a collective sense of community in Clark County. Living in Searchlight is, of course, different from living in Summerlin, but these places are connected through the people who call them home. These people are friends, neighbors, relatives, and coworkers who are connected in countless different ways. Fostering a sense of community among these diverse people and places is achieved by embracing, and working toward a common set of goals for the County as a whole.

In 2050, Clark County is a place where...

- Sidewalks, bike lanes, trails and transit form a seamless, integrated network within and to major destinations in Clark County
- County government is part of a well-established network of service providers and support agencies all collaborating to provide the best service and most efficient government possible
- Effective government serves as the basis for transparent information sharing and predictable decision-making, while allowing meaningful opportunities for community input
- People have strong connections to their communities, to shared values, and to one another

Countywide Goals and Policies⁵⁵

Goal 4.1: Promote the expansion and use of multimodal transportation options throughout Clark County⁵⁶

POLICY 4.1.1: REGIONAL HIGH CAPACITY TRANSIT SYSTEM

Support efforts to provide faster, cleaner, more frequent, and more convenient transit service to and from major destinations within the region through the phased expansion of the High Capacity Transit network. Align land use and transportation decisions in unincorporated Clark County with recommendations contained in RTC's *On Board Your Future Mobility Plan* and subsequent implementation documents.

[MAP DIAGRAM from proposed HCTS from On Board Mobility Plan]

POLICY 4.1.2: TRANSIT COVERAGE - LAS VEGAS VALLEY

Support efforts by RTC to enhance, redistribute, and/or expand service hours, coverage, and frequency to maximize access to jobs and housing, make short trips easier, better address the needs of underserved or transit-dependent populations, and connect major destinations in unincorporated Clark County with other destinations throughout the Las Vegas Valley.

POLICY 4.1.3: TRANSIT COVERAGE - OUTLYING COMMUNITIES⁵⁷

Support efforts by the Southern Nevada Transit Coalition (SNTC) to sustain and enhance Silver Rider Transit service for the rural parts of Clark County.

POLICY 4.1.4: HIGH-SPEED PASSENGER RAIL⁵⁸

Support efforts to explore the future potential for high-speed passenger rail service between Las Vegas and Southern California.

POLICY 4.1.5: BICYCLE AND PEDESTRIAN CONNECTIVITY

Support the implementation of the *Regional Bicycle and Pedestrian Plan for Southern Nevada* by:

- Planning and implementing incremental improvements to existing roadways and trails in unincorporated Clark County to improve safety and connectivity for all modes;
- Prioritizing the installation of pedestrian, equestrian, and bicycle facilities in areas of unincorporated Clark County that are currently underserved, contain—or are planned for—land

⁵⁵ Unless otherwise noted, policies in this section are new, but generally carry forward the intent of the goals and policies in the current Transportation Element.

⁵⁶ Goal updated from Plan Framework.

⁵⁷ New. Supports recommendations in 2018 NDOT Transit Coordinated Human Services Transportation Plan and RTC Coordinated Transportation Plan.

⁵⁸ Existing. Expanded to specify high-speed rail and include origin/destination.

uses or transportation facilities that generate high levels of activity, or where “gaps” between existing segments of sidewalks, trails, or bike lanes exist; and

- Adopting stronger, context-sensitive connectivity standards for future development and redevelopment.

[MAP of future regional bike/ped network from RBPP]

POLICY 4.1.6: COMPLETE STREETS

Seek opportunities to integrate Complete Streets attributes as part of County infrastructure projects to the maximum extent practicable as a means to reduce traffic congestion, improve air quality, and increase the quality of life of residents by providing safe, convenient, and comfortable routes for walking, bicycling, public transportation, and driving.

What is a Complete Street?

Complete Streets are roadways designed to accommodate all users safely and comfortably, regardless of age, ability, or mode of transportation. Users include motorists, cyclists, pedestrians, and all vehicle types, including public transportation, emergency responders, and freight and delivery trucks, among others. In addition to providing safety and access for all users, Complete Street design treatments take into account accommodations for disabled persons as required by the ADA. Design considerations for connectivity and access management are also taken into account for non-motorized users of the facility. *(Source: RTC Policy for Complete Streets)*

[IMAGE of completed/existing/planned complete streets projects in the County or GRAPHIC showing a complete street cross section]

POLICY 4.1.7: SAFE ROUTES TO SCHOOL⁵⁹

In coordination with Clark County School District, support Safe Routes to Schools programs as a way to reduce vehicular congestion in school zones and create safe and inviting environments for students, families, and staff to walk, bicycle, and use public transportation to travel to and from school.

⁵⁹Existing (expanded).

Goal 4.2: Actively manage the transportation system to improve reliability, efficiency, and safety⁶⁰

POLICY 4.2.1: FREEWAYS⁶¹

Collaborate with the Nevada Department of Transportation, RTC, and other regional partners on efforts to implement projects and programs that result in a more efficient freeway system, and support reductions in travel demand, air pollution, energy consumption, and infrastructure needs.

POLICY 4.2.2: ROADWAY DESIGN AND CLASSIFICATION⁶²

Ensure the identified functional class, right-of-way, design, capacity, and level of service of transportation facilities are consistent in supporting existing and future land use development patterns.

POLICY 4.2.3: RIGHT-OF-WAY PRESERVATION⁶³

Support the identification and retention of rights-of-way for future roadways, fixed guideway systems, or other transportation facilities identified in adopted plans. Discourage the vacation of existing or planned rights-of-way unless alternative multimodal connections exist or can be provided in the vicinity.

POLICY 4.2.4: ACCESS MANAGEMENT⁶⁴

Limit driveway frequencies on arterial and collector streets in accordance with the *Clark County Area Access Management Plan*.

POLICY 4.2.5: TRAFFIC CALMING⁶⁵

Encourage the use of context-sensitive traffic calming measures in appropriate locations to reduce vehicle speeds, discourage shortcutting traffic, increase safety, and enhance the livability of neighborhoods and communities.

POLICY 4.2.6: FREIGHT NETWORK

Support efforts to enhance connectivity between truck, rail, and air transport to support the efficient movement of goods in and through Clark County. Support development that is compatible with freight operations to protect existing uses and maintain opportunities for future expansion of employment

⁶⁰New goal added to capture the more roadway- and system-oriented goals and policies in the current Transportation Element. Some of the existing policies are very specific and may fit better as implementation strategies.

⁶¹New to replace very specific goal and policy re: I-11 and Project Neon that will be relocated to implementation strategies.

⁶²Existing. Descriptions of classifications and accompanying maps to be carried forward as part of Growth and Development Framework.

⁶³ Existing. Combined and updated for clarity.

⁶⁴ Existing. Updated to reference access management plan.

⁶⁵Existing. Combined and updated for clarity.

and industrial land uses in areas with desirable freight access. *[See also: goals and policies under Core Value #5.]*

Goal 4.3: Support regional and interagency collaboration⁶⁶

POLICY 4.3.1: REGIONAL PLANNING

Continue participation in regional planning efforts, working alongside partner agencies to pursue shared goals related to growth management, infrastructure, affordable housing, economic development, social service provision, transportation, resource conservation, sustainability, and other issues of mutual importance within the Las Vegas Valley.

POLICY 4.3.2: SERVICE PROVIDERS

Continually seek opportunities to gain efficiency and efficacy in the delivery of County services, working with partner organizations and service providers to understand core strengths, capacities, and initiatives, better plan for coordinated service provision, and avoid the duplication of efforts.

POLICY 4.3.3: INTERAGENCY COORDINATION

Work with regional, state, and federal agencies to development coordinated plans and regulations, prioritize inter-jurisdictional infrastructure improvements, develop coalitions to finance and implement needed improvements, and address other issues of mutual importance.

POLICY 4.3.4: LOCAL PLANS AND POLICIES

Actively participate in planning efforts led by the incorporated cities to promote consistency with Clark County policies and regulations, and identify opportunities for partnerships.

POLICY 4.3.5: INFORMATION SHARING

Facilitate improved interagency communication, promote the exchange of information, and encourage resource sharing between Clark County and its regional, state, and federal agency partners.

POLICY 4.3.6: FEDERAL LAND MANAGEMENT⁶⁷

Strive for consistency between Clark County's Master Plan and Development Code and federal land management plans through on-going coordination with federal land management agencies.

Goal 4.4: Foster a culture of transparent and inclusive County government⁶⁸

⁶⁶ Expanded from Plan Framework to add interagency. Topics under this goal and supporting policies are addressed more specifically in other sections. This section is intended to reinforce the importance of collaboration more generally.

⁶⁷ Carried forward and expanded from goal in Land Use Policy section of Federal Lands Element.

⁶⁸ This goal and supporting policies are new, included based on stakeholder input.

POLICY 4.4.1: MASTER PLAN IMPLEMENTATION

Incorporate the Master Plan into County capital improvement planning, departmental work programs, and decision-making at all levels to promote consistency and continuity as elected officials and staff change over time.

POLICY 4.4.2: GEOGRAPHIC REPRESENTATION

Evaluate projects, proposals, and investments in the context of both countywide and area-specific interests, as expressed through the goals and policies of this Master Plan and supporting land use plans. Strive to ensure that the benefits resulting from a particular decision are fairly shared, and that any burdens or negative impacts do not disproportionately affect a particular group or location in the County.

POLICY 4.4.3: COUNTY BOARDS AND COMMISSIONS

Strive to reflect the diversity of the County in the membership of volunteer boards and commissions, including but not limited to people of different genders, races, ethnicities, income levels, ages, backgrounds, and occupational experience.

POLICY 4.4.4: PUBLIC PARTICIPATION

Encourage fair and equitable participation in County processes and public hearings through focused efforts to engage all members of communities including typically hard to reach constituent groups.

POLICY 4.4.5: INCLUSIVE ENGAGEMENT

Seek to engage with a broad spectrum of the community during all County-led outreach efforts. This includes residents and businesses from different ages, racial backgrounds, education levels, and income levels, as well as those who face other barriers to participating in engagement activities.

POLICY 4.4.6: COMMUNICATIONS

Continue to use a range of tools, techniques, and technologies to disseminate timely information to Clark County residents and other interested parties, and encourage participation in County-sponsored events and processes.

How do we get there?

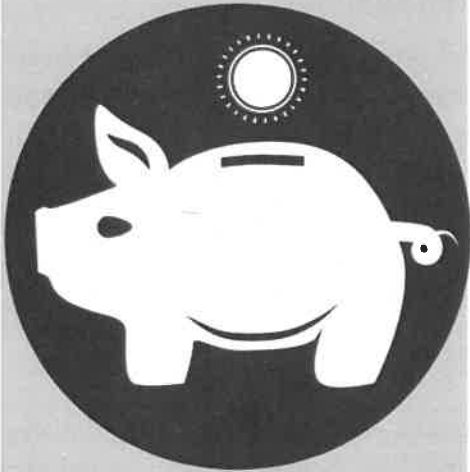
County's role

County policies can emphasize continued provision of interconnected bicycle and pedestrian facilities in unincorporated areas, and linking those to city and regional facilities. This effort will also benefit from continued collaboration with planning partners in other County departments, adjacent municipalities, and partner agencies, and the consistent application of adopted plans and regulations.

Related efforts/initiatives

Various partner efforts have recently been completed, or are in progress:

- Southern Nevada Coordinated Transportation Plan
- *On-Board Your Future Mobility Plan*
- Regional Bicycle & Pedestrian Plan for Southern Nevada
- *Southern Nevada Strong Regional Plan*
- Master Transportation Plans for cities



CORE VALUE #5

**A Diverse and Resilient
Economy**

Core Value #5: A Diverse and Resilient Economy⁶⁹

Where are we today?

Clark County is home to one of the most popular tourist destinations in the world -- the Las Vegas Strip -- with its endless variety of hotels, casinos, restaurants, shows and attractions. The County plays host to the world, but this strength in the travel and tourism industries can also be a vulnerability: a highly concentrated economic base is subject to particularly severe shocks when its main industries are affected. This was clear during the Great Recession of 2008 when the County's economic recovery lagged that of other parts of the country, and the 2020 pandemic has brought home this difficult lesson once again.

Residents hope that when the pandemic subsides, tourism and entertainment recover their central place in the economy, but they are even more acutely aware of the benefits to be gained from diversifying the region's base economic industries. Expanding the employment mix can make the area more resilient to withstand any future downturns the economy experiences.

A related concern is for the County to attract industries that provide higher base wages than service industries typically offer. Some such industries, like health care, are growing in the area, and residents recognize that efforts to attract a broader industry base relies on having a workforce with the educational background and contemporary skills to fill the jobs on offer. Another element to attracting new industries to the County involves making sure there is space for them to locate by preserving employment land, whether for commerce or industry, and fostering a business climate that makes setting a up new business easy and straightforward to accomplish.

In 2050, Clark County is a place where...

- Defined employment centers, diverse housing options for workers, supportive regulations, and a high quality of life in unincorporated Clark County have helped attract new industry, by providing space for new industries to locate
- An economy distributed across many industries is stronger and more resilient to withstand periodic downturns
- Diverse industries offer living wages for the residents who work within them

⁶⁹ Unless otherwise noted, content in this section is largely new, but builds from County's draft Economic Development Strategic Plan, and other related plans and studies.

Countywide Goals and Policies

Goal 5.1: Promote diversification of the economic base to enhance resilience

POLICY 5.1.1: COUNTY-FOCUSED ECONOMIC DEVELOPMENT STRATEGY

Adopt and maintain an economic development strategy for County-led efforts that articulates Clark County's near- and long-term economic development priorities within the Las Vegas Valley and for the County as a whole.

POLICY 5.1.2: STATE AND REGIONAL ECONOMIC DEVELOPMENT INITIATIVES

Actively participate in state and regional economic development initiatives led by the Governor's Office of Economic Development (GOED), the Las Vegas Global Economic Alliance (LVGEA), and others that provide support and direction on issues of mutual importance.⁷⁰

POLICY 5.1.3: ECONOMIC BASE

Continue to emphasize tourism, conventions, trade shows, and gaming as one of the region's economic pillars, while pursuing efforts to expand the presence of new and emerging sectors such as health care, technology, green industries, manufacturing, engineering, and others identified by the GOED, LVGEA, or the *Clark County Economic Development Strategic Plan*.

POLICY 5.1.4: REGIONAL OPPORTUNITY SITES

Continue to support land use patterns, partnerships, and other efforts that help advance Regional Opportunity Sites and other major efforts, such as the Las Vegas Medical District; *Stadium District Master Plan*; and *Maryland Parkway Corridor Transit-Oriented Development Plan*.

POLICY 5.1.5: REINVESTMENT

Promote reinvestment in declining commercial and employment areas through the adaptive reuse or targeted redevelopment of blighted properties, such as vacant or underutilized shopping centers.

[MAP and brief explanation of regional Opportunity Sites identified in SNS, highlighting those located in unincorporated Clark County]

POLICY 5.1.6: OUTLYING COMMUNITIES

Collaborate with outlying communities in Clark County on the implementation of local and regional economic development goals particularly where targeted industry needs are better suited to locations within outlying communities.

⁷⁰ Near-term (1-3 year) priorities like post-COVID recovery will be addressed in the implementation strategies.

Goal 5.2: Support continued improvements to and expansion of commercial airport operations in Clark County⁷¹

POLICY 5.2.1: MCCARRAN INTERNATIONAL AIRPORT

Minimize encroachment on McCarran International Airport operations by restricting the expansion of land uses within the Airport Airspace Overlay District (AAOD) that are incompatible due to noise, safety, and other concerns, according to guidance provided by federal agencies.

[MAP diagram of airport critical zones]

POLICY 5.2.2: SOUTHERN NEVADA SUPPLEMENTAL AIRPORT

Continue to work with the Bureau of Land Management and other federal, state, and regional partners to plan for the development and conflict-free operation of the Southern Nevada Supplemental Airport. Ensure future development on and in the vicinity of the airport site does not conflict with the compatibility area, retention basins, use of the transportation utility corridor, or long-term plans for the facility and other potential aviation infrastructure.

[MAP diagram of SNSA bounds and immediate context]

POLICY 5.2.3: FUTURE AVIATION FACILITIES

Support long-term planning strategies for future aviation facilities needed to support the growing demand for alternative air transportation services, such as drones, new forms of air taxi services, or the non-urban heliport.

Goal 5.3: Support the military and the need for well-trained and prepared armed forces⁷²

POLICY 5.3.1: COMPATIBLE DEVELOPMENT

Cooperate with the U.S. Air Force to reduce or mitigate development deemed incompatible with the mission of the military on and near Nellis Air Force Base, Creech Air Force Base, and the Nevada Test and Training Range.

POLICY 5.3.2: OVER FLIGHT AREAS

Support over flights where necessary and encourage the Air Force to acquire lands in proximity to critical operation centers to ensure compatibility with existing land uses near Air Force facilities.

POLICY 5.3.3: NELLIS COMPLEX COMPATIBLE USE PLAN

Support the strategies resulting from the Nellis Complex Compatible Use Plan to promote compatible land uses around existing military installations and to support military operations.

⁷¹This goal and accompanying policies reflect input from Airport Authority staff. General sidebar/textbox discussion of the economic importance of aviation to be added.

⁷² This goal and accompanying policies carried forward from draft Federal Lands Element.

Goal 5.4: Support development of educational programs that prepare the workforce with the knowledge and skills to succeed

POLICY 5.4.1: EDUCATION

Support efforts at all levels of the education system that provide Clark County residents with the knowledge and skills needed in the modern workforce and encourage industries to hire from the local labor pool.

POLICY 5.4.2: VOCATIONAL TRAINING

Continue to work with state and regional partners to provide practical job training programs in skilled trades that enable participants to obtain stable, living-wage work in the County.

POLICY 5.4.3: SMALL BUSINESS OPPORTUNITY PROGRAM

Continue to provide information, training, and other resources to help small businesses become competitive in their efforts to pursue and complete Clark County contracts.

Goal 5.5: Foster a business-friendly environment

POLICY 5.5.1: DESIGNATED EMPLOYMENT AREAS

Designate and support the development of industrial and employment uses in areas that are proximate to major air, rail, and highway facilities. Maintain the viability of designated employment areas by preventing encroachment from potentially incompatible uses or the conversion of employment-designated parcels to alternate uses.

[MAP diagram showing land planned for employment uses – conceptualize based on employment areas designated on Planning Area Land Use Plans]

POLICY 5.5.2: TECHNOLOGY

Continue to work with state and regional partners on the expansion of infrastructure, broadband access, and other technological enhancements that support the expansion of businesses throughout Clark County.

POLICY 5.5.3: SMALL AND LOCAL BUSINESSES

Encourage the retention and revitalization of established local business districts and the expansion of small businesses in unincorporated Clark County. [See also, Goal 1.6]

POLICY 5.5.4: DOWNTOWNS AND LOCAL BUSINESS DISTRICTS

Continue to work with the Governor’s Office of Economic Development (GOED), Las Vegas Global Economic Alliance (LVGEA), and other partners to provide tools and technical assistance to enhance the economic vitality of downtowns and local business districts in the outlying communities. Encourage expanded participation in Nevada’s Main Street Communities program and other programs geared toward rural communities.

How do we get there?

County's role

County land use policies can have a direct impact on various aspects of economic development while the Office of Community and Economic Development can directly pursue efforts to attract new industries to the area. The County can also benefit from the research of partner agencies focused on economic development, and support the efforts of other jurisdictions working on economic diversification.

Related efforts/initiatives

- Clark County Economic Development Strategic Plan (in process)
- Las Vegas Convention and Visitors Authority's economic research and development initiatives
- UNLV's Lee Business School and the Center for Business and Economic Research
- Las Vegas Global Economic Alliance Southern Nevada Comprehensive Economic Development Strategy
- *Southern Nevada Strong* Regional Plan



CORE VALUE #6

**Sustainable and
Resilient Growth and
Development**

Core Value #6: Sustainable and Resilient Growth and Development⁷³

Where are we today?

Over the past decades, Clark County has grown at a very rapid pace, with residents occasionally expressing the sentiment that the only constant is change and expansion. There have been “bumps in the road,” such as the Great Recession of 2008, which had particularly severe effects in the region and resulted in an extended recovery period.

The pace of growth in recent years has led some to express concerns that the pressure to build seems to outweigh concerns about the quality, intensity, location, and type of development. As a result, there is a perception by many that the quality of development occurring in unincorporated areas is lower than that occurring in the incorporated cities. This has translated into a general desire to “raise the bar” on County development. In addition, requests for exceptions to adopted plans are frequent, and development that is approved is sometimes markedly different from that recommended by adopted plans. This has led to frustration on the part of residents and the development community that development processes lack predictability.

Leaving aside exceptional events like recessions, the regular pace of growth is forecast to slow over the coming decades. With diminishing growth pressures, there is an opportunity to consider more carefully the physical shape the County’s future should take. Slower growth can afford the opportunity to focus more on the details of our surroundings and put tools and procedures in place to guide new development. That is what a core value emphasizing predictability in growth and development is about.

In 2050, Clark County is a place where...

- Both residents and the development community share a common understanding of what kinds of development—in terms of intensity, uses, and amenities— is supported in different locations
- Adopted plans have offered the flexibility to adapt to near-term changes in the market, but have maintained consistency in implementing goals relevant to different parts of the County
- Adopted plans have guided decision-making to produce predictable outcomes
- Mitigation efforts have reduced the potential severity of natural or manmade hazard events

⁷³Wording updated to reflect input received.

Countywide Goals and Policies

Goal 6.1: A coordinated pattern of development in unincorporated Clark County⁷⁴

POLICY 6.1.1: GROWTH CAPACITY

Continue to work with regional and state agencies and service providers to ensure that the water supply, water treatment and distribution capacity, sewage treatment, school capacity, and road network is capable of serving present and future demand within the Las Vegas Valley and in outlying communities in Clark County.

POLICY 6.1.2: BALANCED MIX OF USES

Plan for a mix of residential and non-residential uses in unincorporated Clark County to support a balance of jobs and housing within the Las Vegas Valley, as well as in outlying communities. Consider development constraints when evaluating future land use plans to ensure proposed uses can be implemented without creating unintended conflicts. *[See also, Policy 5.5.1]*

POLICY 6.1.3: VARIED DENSITY AND INTENSITY

Continue to plan for a mix of urban, suburban, and rural development based on the needs of different areas and communities within unincorporated Clark County. Clearly articulate these intended distinctions through adopted land use categories and supporting regulations to increase predictability for residents, property owners, and investors about intended future land use patterns in a given location. *[See also, goals and policies under Core Value #1]*

POLICY 6.1.4: COMPACT DEVELOPMENT

Encourage compact and efficient development patterns within the disposal boundary to maximize the use of available infrastructure, land, and other resources, and support existing and future transit service while taking into account community compatibility, airport overlay zones, and other factors that may limit development intensity in some areas. *[See also, Goals 1.5, 5.1, and 5.2 and supporting policies.]*

POLICY 6.1.5: TRANSIT-ORIENTED DEVELOPMENT

Continue to plan for and support the implementation of higher-density, transit-oriented development projects along the Maryland Parkway corridor and other transit corridors within unincorporated Clark County in collaboration with RTC, the City of Las Vegas, and other partners. *[See also, Policy 5.1.4]*

[GRAPHIC of Maryland Parkway Transit Corridor]

POLICY 6.1.6: INFILL, REDEVELOPMENT, AND ADAPTIVE REUSE

Encourage infill, redevelopment, and the adaptive reuse of vacant or underutilized buildings as a means to encourage reinvestment, expand housing options, and promote sustainable development

⁷⁴ Wording modified to be more specific (and reflect adjustments to proposed Core Value language). This goal and the supporting policies are intended to address broader land use considerations that will then inform Planning Area Land Use Plans and other more specific goals and policies.

patterns. Prioritize the use of development incentives in areas where high capacity transit exists or is planned. [See also, Policy 6.1.5.]

POLICY 6.1.7: DISPOSAL BOUNDARY

Coordinate with the Bureau of Land Management (BLM) on any changes to the extent of the disposal boundary, acquisition of lands for local public purposes, and identifying public lands appropriate for privatization within existing disposal boundaries.

[MAP diagram of disposal boundary]

Goal 6.2: Enhance the quality of development in unincorporated Clark County

POLICY 6.2.1: CONTEXT-SENSITIVE DESIGN

Ensure the design and intensity of new development is compatible with established neighborhoods and uses in terms of its height, scale, and the overall mix of uses.

POLICY 6.2.2: SUSTAINABLE SITE DESIGN AND DEVELOPMENT PRACTICES

Encourage the use of sustainable site design and development practices in new construction projects. [See also, Goal 3.6 and supporting policies]

POLICY 6.2.3: NEIGHBORHOOD TRANSITIONS

Determine transition zones, between rural and more urban areas, between developed areas and sensitive open space or conservation areas, between commercial and residential areas, and create policies and regulations to support appropriate transitions in character of development and neighborhood compatibility in these areas.

POLICY 6.2.4: CONNECTIVITY⁷⁵

Consider development standards to reduce impediments to pedestrian access, such as block walls, cul-de-sacs, fencing, and other obstacles that require the unnecessary use of a vehicle to travel short distances to otherwise adjacent uses, or consider including pedestrian access in the subdivision approval process. [See also: Goal 1.2 and supporting policies]

Goal 6.3: Proactively plan for safer and more resilient infrastructure, development patterns, and County operations⁷⁶

POLICY 6.3.1: INTEGRATED PLANNING, DECISION-MAKING, AND RESPONSE

Continue to facilitate periodic updates to—and the implementation of—the *Clark County Multi-Jurisdiction Hazard Mitigation Plan* to promote coordinated planning, decision-making, and responses to potential natural or manmade disasters.

⁷⁵Existing.

⁷⁶ Broader wording to respond to input received and reinforce alignment with All-In Clark County. Goal and supporting policies generally reflect intent of 2017 Conservation Element, but have been restructured and expanded to strengthen linkages to the *Clark County Multi-Jurisdiction Hazard Mitigation Plan*.

POLICY 6.3.2: NATURAL HAZARDS MITIGATION

Increase awareness of the associated risks and costs, identify strategies to minimize threats for existing development in high risk areas, and promote informed decision-making when future development within high risk areas is proposed for consideration. Mitigate the potential cost and destructive impacts of natural hazard events such as floods, seismic disturbance, or subsidence by integrating hazard mitigation considerations into Planning Area Land Use Plans and supporting regulations.

[TEXTBOX: Brief explanation of hazards from 2018 Hazard Mitigation Plan: Climate Change, Dam Failure, Drought, Earthquake, Flood, Infectious Disease, Infestation, Subsidence and Fissures, Wildfire (highlights indicate most severe risks for unincorporated CC)]

POLICY 6.3.3: MANMADE HAZARDS PLANNING

Develop plans to address foreseeable manmade hazard impacts, including airport environ areas identified in land use plans, and support any necessary training or preparation for implementation of the *2020 Hazardous Materials Plan* response.

Goal 6.4: Collaborate with service providers and adjacent jurisdictions in the provision of adequate public facilities

POLICY 6.4.1: INFRASTRUCTURE

Monitor implementation progress on current Capital Improvement Plan, and consider future capital investments in the logical expansion of County infrastructure facilities, to include water and sewer systems, roads, and other public facilities, for ensuing five-year CIP cycles.

POLICY 6.4.2: PUBLIC SAFETY⁷⁷

Base the provision of services of fire protection needs, population, land use, and funding, and support efficient response times for public safety, fire, and emergency response personnel through planned orderly development, standard addressing, and compliance with standards for emergency vehicle access.

POLICY 6.4.3: POLICE AND FIRE ACCESS

Ensure that all development provides adequate access for police, fire, and other emergency vehicles, along with sufficient equipment such as fire hydrants, through proactive participation in the development review process.

⁷⁷ Policies 6.4.2 through 6.4.6 carry forward policies from 2003 and 2008 Police Element, and the 2015 Fire policies. In some instances, policies have been consolidated or combined.

POLICY 6.4.4: RURAL FIRE SUPPRESSION⁷⁸

All development located outside the Clark County Fire Service District must provide adequate emergency medical and fire protection services, including demonstration of additional water storage for new development in rural areas of the County.

POLICY 6.4.5: INTERAGENCY RESPONSE

Continue to work with federal and state agencies to establish reciprocal agreements for emergency service provision in Wildland Interface Areas, and to develop alternative response plans and funding sources for responding to incidents on federal and state highways and lands.

POLICY 6.4.6: SHARED FACILITIES⁷⁹

Encourage the Las Vegas Metropolitan Police Department (METRO) to participate with other County Departments and Agencies in planning and developing multiple use public service facility sites, where possible, especially with other emergency service providers.

POLICY 6.4.7: SCHOOL FACILITIES⁸⁰

Work with the Clark County School District to provide school facilities through actions such as:

- Sharing information and informing the School District of development and population trends;
- Using most recent version of the Clark County Schools Map on the Clark County School District website to coordinate location and timing of future facilities;
- Considering school facilities in updating land use plans and during development review; and
- Developing school and park sites jointly wherever possible.

⁷⁸ Carried forward from 2015 Fire policy recommendations with updates for clarity and consistency. Will revisit Work Program Recommendations in that document when developing implementation strategy.

⁷⁹ Carried forward from 2008 update to Police Element.

⁸⁰ Carried forward from 2017 Public Facilities and Services Policies with minor updates for clarity.

How do we get there?

County's role

The County can plan for and guide growth in unincorporated areas of the County, and support the implementation of local, state, and federal plans and policies.

Related efforts/initiatives

In addition to the County's Master Plan and adopted comprehensive plans for the cities, there are numerous other plans and studies in place that influence growth and development in Clark County:

- *Southern Nevada Strong Regional Plan*
- *Nellis Air Force Base Compatible Use Plan*
- Federal Land Management Plans
- UNLV Master Plan
- *Las Vegas 2050 Master Plan*
- *Maryland Parkway Transit-Oriented Development Corridor Plan*

