



# Spring Valley Town Advisory Board

Desert Breeze Community Center

8275 W. Spring Mountain Rd

Las Vegas, NV 89117

April 27, 2021

6:30pm

## 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](http://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 [mds@clarkcountynv.gov](mailto:mds@clarkcountynv.gov), before 04:30 pm, April 27, 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: Yvette Williams, Chair  
Rodney Bell  
Brian A. Morris

Catherine Godges, Vice Chair  
John Getter

Secretary: Carmen Hayes, 702-371-7991 [chayes70@yahoo.com](mailto:chayes70@yahoo.com)

County Liaison(s): Mike Shannon 702-455-8338 [mds@clarkcountynv.gov](mailto:mds@clarkcountynv.gov)

### I. Call to Order, Invocation, 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 [mds@clarkcountynv.gov](mailto:mds@clarkcountynv.gov), before 04:30 pm, on April 27, 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 13, 2021. (For possible action)
- IV. Approval of the Agenda for April 27, 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)

- The Regional Transportation Commission (RTC) is seeking input to improve streets for people walking and rolling. 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. Participants document pedestrian barriers and issues as well as identify potential solutions and improvements.

These events are being held virtually and are very interactive ways to provide thoughts and concerns in various areas of the valley to improve the pedestrian environment.

**There are six sessions around the valley:**

- Clark County - Thursday, May 6, 6-7pm
- Boulder City - Monday, May 10, 6-7pm
- Henderson - Tuesday, May 11, 6-7pm
- North Las Vegas - Thursday, May 13, 5:30-6:30pm
- Las Vegas - Monday, May 17, 5:30-6:30pm
- Mesquite - Tuesday, May 18, 5:30-6:30pm

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

- VI. Planning and Zoning
  - 1. **TM-21-500033-SIF BRASS SW PREMIER INDUSTRIAL CENTER, LLC:**  
**TENTATIVE MAP** for a 1 lot commercial subdivision on 9.4 acres in an M-D (Designed Manufacturing) (AE-60) Zone in the CMA Design Overlay District. Generally located on the north side of Oquendo Road and the east side of Edmond Street within Spring Valley. MN/bb/jd (For possible action) **05/04/21 PC**

2. **ET-21-400045 (ZC-18-0348)-GERBER FAMILY TRUST ETAL & GERBER JASON MICHAEL TRS:**  
**WAIVERS OF DEVELOPMENT STANDARDS FIRST EXTENSION OF TIME** for the following: 1) reduced setbacks; and 2) allow modified driveway design standards.  
**DESIGN REVIEWS** for the following: 1) a proposed warehouse/office complex with outside storage yards; and 2) proposed lighting (previously not notified) on 5.0 acres in an M-D (Designed Manufacturing) (AE-60) Zone in the CMA Design and MUD-3 Overlay Districts. Generally located on the south side of Badura Avenue (alignment), 980 feet east of Buffalo Drive within Spring Valley. MN/sd/jo (For possible action) **05/05/21 BCC**
  
3. **UC-21-0141-UTE INDIAN TRIBE:**  
**USE PERMIT** for vehicle maintenance service bay doors facing the street.  
**WAIVERS OF DEVELOPMENT STANDARDS** for the following: 1) reduced landscaping; and 2) alternative driveway geometrics.  
**DESIGN REVIEW** for an in-line commercial development on 2.1 acres in a C-2 (General Commercial) (AE-60) Zone in the CMA Design Overlay District. Generally located on the west side of Rainbow Boulevard, 330 feet south of Oquendo Road within Spring Valley. MN/nr/jd (For possible action) **05/18/21 PC**
  
4. **UC-21-0151-APACHE 3, LLC:**  
**USE PERMITS** for the following: 1) reduced separation; and 2) eliminate the pedestrian access area.  
**DESIGN REVIEW** for a proposed outside dining and drinking area in conjunction with an existing restaurant within an existing shopping center on a portion of 4.0 acres in a C-2 (General Commercial) Zone in the CMA Design Overlay District. Generally located on the south side of Reno Avenue and the west side of Fort Apache Road within Spring Valley. JJ/jor/jo (For possible action) **05/18/21 PC**
  
5. **VS-21-0148-EDMOND RUSSELL TRIANGLE, LLC:**  
**VACATE AND ABANDON** easement of interest to Clark County located between Edmond Street and Decatur Boulevard and between Russell Road and Oquendo Road within Spring Valley (description on file). MN/sd/jd (For possible action) **05/18/21 PC**
  
6. **WS-21-0153-JOHNSON, RICKEY L. LIVING TRUST, ET AL:**  
**WAIVERS OF DEVELOPMENT STANDARDS** for the following: 1) reduced setbacks; and 2) allow alternative screening in conjunction with an existing single family residence on 0.5 acres in an R-E (Rural Estates Residential) (RNP-I) Zone. Generally located on the northwest corner of Monte Cristo Way and Coley Avenue within Spring Valley. JJ/jor/jd (For possible action) **05/18/21 PC**

7. **UC-21-0145-UNLV RESEARCH FOUNDATION:**  
**USE PERMIT** for offices as a principal use.  
**WAIVERS OF DEVELOPMENT STANDARDS** for the following: **1)** building orientation; **2)** eliminate cross access; and **3)** allow modified driveway design standards.  
**DESIGN REVIEWS** for the following: **1)** office building; **2)** alternative parking lot landscaping; and **3)** finished grade on 9.8 acres in an M-D (Designed Manufacturing) Zone in the CMA Design Overlay District. Generally located on the south side of Post Road, 350 feet west of Jim Rogers Way within Spring Valley. MN/md/jd (For possible action) **05/19/21 BCC**
  
8. **AG-21-900157:** Receive a report on the Clark County Stadium District Plan. (For possible action) 06/01/21 PC

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 [mds@clarkcountynv.gov](mailto:mds@clarkcountynv.gov), before 04:30 pm, April 27, 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 11, 2021.

- X. Adjournment.

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

Desert Breeze Community Center, 8275 W. Spring Mountain Rd.

Helen Meyer Community Center, 4525 New Forest Dr.

Spring Valley Library, 4280 S. Jones

West Flamingo Senior Center, 6255 W. Flamingo

<https://notice.nv.gov>

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





# Spring Valley Town Advisory Board

April 13, 2021

## MINUTES

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Board Members:	Yvette Williams, Chair - EXCUSED Rodney Bell - PRESENT Brian A. Morris - PRESENT	Catherine Godges, Vice Chair - PRESENT John Getter - PRESENT
Secretary:	Carmen Hayes, 702 371-7991, <a href="mailto:chayes@yahoo.com">chayes@yahoo.com</a> PRESENT	
County Liaison:	Mike Shannon 702-455-8338 <a href="mailto:mds@clarkcountynv.gov">mds@clarkcountynv.gov</a> PRESENT	

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

**Catherine Godges called the meeting to order at 6:30 pm**  
**Jillee Opiniano-Rowland, Current Planner**

II. Public Comment

- **Mike Shannon read 7 letters into the record regarding items 2, 3 and 4.**

III. Approval of **March 30, 2021** Minutes

Motion by: **John Getter**  
Action: **Approved** as published.  
Vote: **4/0 Unanimous**

I. Approval of Agenda for **April 13, 2021** and Hold, Combine or Delete Any Items (For possible action)

Motion by: **Catherine Godges**  
Action: **Approved as amended**  
Vote: **4/0 Unanimous**

IV. Informational Items

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

- **Mike Shannon announced the architectural plans for the Event Center at Desert Breeze are nearly 95% complete and a 6:00pm public meeting has been scheduled for April 26, 2021 at Desert Breeze Community Center to solicit comments regarding compliance with Section 504 of the Rehabilitation Act of 1973 and the Americans with Disabilities Act.**

VI. Planning & Zoning

1. **WS-21-0086-JP DESERT PROPERTIES, LLC:**  
**WAIVERS OF DEVELOPMENT STANDARDS** for the following: 1) allow alternative landscaping; 2) parking lot landscaping; and 3) reduce parking.  
**DESIGN REVIEW** for a redesigned building with restaurant suites on 1.1 acres in a C-2 (General Commercial) Zone. Generally located on the south side of Spring Mountain Road, 500 feet west of Lindell Road within Spring Valley. JJ/lm/jd (For possible action) 04/20/21 PC

Motion by: **John Getter**  
Action: **DENY based on staff recommendations**  
Vote: **4/0 Unanimous**

2. **VS-21-0054-N2MH LLC & EAGLE 40 LLC:**  
**VACATE AND ABANDON** easements of interest to Clark County located between Coley Avenue and Palmyra Avenue, and between Monte Cristo Way and Tenaya Way and a portion of a right-of-way being a portion of Coley Avenue, Tenaya Way, Palmyra Avenue, and Monte Cristo Way within Spring Valley (description on file). JJ/nr/jd (For possible action) 04/21/21 BCC

Motion by: **John Getter**  
Action: **Approve per staff recommendations**  
Vote: **4/0 Unanimous**

**Mike Shannon read 7 letters into the record during Public Comment in opposition of the application.**

3. **WS-21-0068-N2MH LLC & EAGLE 40 LLC:**  
**WAIVERS OF DEVELOPMENT STANDARDS** for the following: 1) reduce lot area; 2) increase wall height; and 3) waive off-site improvements (sidewalk and streetlights).  
**DESIGN REVIEWS** for the following: 1) proposed single family residential development; 2) finished grade; and 3) allow a hammerhead cul-de-sac design on 10.0 acres in an R-E (Rural Estates Residential) (RNP-I) Zone. Generally located on the southwest corner of Coley Avenue and Tenaya Way within Spring Valley. JJ/sd/jd (For possible action) 04/21/21 BCC

Motion by: **John Getter**  
Action: **DENY per staff recommendations**  
Vote: **4/0 Unanimous**

**Mike Shannon read 7 letters into the record during Public Comment in opposition of the application.**

4. **TM-21-500021-N2MH LLC & EAGLE 40 LLC:**  
**TENTATIVE MAP** consisting of 20 residential lots on 10.0 acres in a R-E (Rural Estates Residential) zone. Generally located on the southwest corner of Coley Avenue and Tenaya Way within Spring Valley. JJ/sd/jd (For possible action) 04/21/21 BCC

Motion by: **John Getter**  
Action: **DENY based on denial of item 3**  
Vote: **4/0 Unanimous**

**Mike Shannon read 7 letters into the record during Public Comment in opposition of the application.**

5. **ET-21-400037 (VS-19-0025)-SUNSET & DURANGO PARTNERS, LLC:**  
**VACATE AND ABANDON FIRST EXTENSION OF TIME** for easements of interest to Clark County located between Durango Drive and Riley Street, and between Sunset Road and Teco Avenue within Spring Valley (description on file). JJ/nr/jo (For possible action) **05/04/21 PC**

Motion by: **Rodney Bell**  
Action: **Approve as presented**  
Vote: **4/0 Unanimous**

6. **ET-21-400046 (WS-18-0972)-SDP DEVELOPMENT, LLC:**  
**WAIVER OF DEVELOPMENT STANDARDS FIRST EXTENSION OF TIME** to reduce throat depth along Durango Drive.  
**DESIGN REVIEWS** for the following: 1) retail center; and 2) alternative parking lot landscaping on 3.9 acres in a C-2 (General Commercial) Zone in the CMA Design Overlay District. Generally located on the west side of Durango Drive and the north side of Sunset Road within Spring Valley. JJ/sd/jd (For possible action) **05/04/21 PC**

Motion by: **John Getter**  
Action: **Approve per staff conditions**  
Vote: **4/0 Unanimous**

7. **NZC-21-0038-UL215, LLC ETAL & UW215, LLC:**  
**AMENDED HOLDOVER ZONE CHANGE** to reclassify 18.7 acres from C-2 (General Commercial) Zone to M-D (Designed Manufacturing) Zone.

**WAIVERS OF DEVELOPMENT STANDARDS** for the following: 1) increase building height (previously not notified); 2) screening loading docks; 3) increase sign height; 4) increase animated sign area; 5) alternative perimeter landscape and screening; 6) non-standard improvements within right-of-way; 7) waive the sidewalk requirement along Rafael Rivera Way; 8) allow an attached sidewalk along portions of Sunset Road; and 9) modified driveway design standards.

**DESIGN REVIEWS** for the following: 1) a proposed distribution center with ancillary retail sales; 2) a comprehensive sign plan; and 3) finished grade in the CMA Design Overlay District. Generally located on the south side of Sunset Road and the east and north sides of Rafael Rivera Way within Spring Valley (description on file). JJ/rk/jd (For possible action) **05/04/21 PC**

Motion by: **Brian Morris**  
Action:  
**Approve:**  
**Zone Change**  
**Waivers of Development Standards #1, #2, #3, #5a, #5b, #6a, #7, #8, #9**  
**Design Reviews #1 and #3.**  
**DENY:**  
**Waiver of Development Standards #4**  
**Design Review #2.**  
**Waiver of Development Standard #6b was withdrawn**  
Vote: **4/0 Unanimous**

8. **VS-21-0114-ZSKSMAZ TOWNSHIP FAMILY TRUST & MALIK UMER TRS:**  
**VACATE AND ABANDON** easement of interest to Clark County located between Naples Drive (alignment) and Peace Way, and between Fort Apache Road and CC 215 within Spring Valley (description on file). JJ/nr/jd (For possible action) **05/04/21 PC**

Motion by: **Rodney Bell**  
Action: **Approve as presented**  
Vote: **4/0 Unanimous**

9. **TM-21-500030-ZSKSMAZ TOWNSHIP FAMILY TRUST & MALIK UMER TRS:**  
**TENTATIVE MAP** consisting of 1 lot commercial subdivision on 0.9 acres in a C-2 (General Commercial) Zone. Generally located on the east side of Fort Apache Road, 300 feet south of Peace Way within Spring Valley. JJ/nr/jd (For possible action) 05/04/21 PC

Motion by: **Rodney Bell**  
Action: **Approve as presented**  
Vote: **4/0 Unanimous**

10. **WS-21-0094-SOUSOU FAMILY TRUST & SOUSOU, GEORGE & ALISE CO TRS:**  
**WAIVER OF DEVELOPMENT STANDARDS** to reduce lot size.  
**DESIGN REVIEW** for a single family subdivision on 0.7 acres in an R-D (Suburban Estates Residential) Zone in the CMA Design Overlay District. Generally located on the west side of Mount Diablo Drive (alignment), 330 feet south of Diablo Drive within Spring Valley. MN/jt/jd (For possible action) 05/04/21 PC

Motion by: **Brian Morris**  
Action: **DENY**  
Vote: **4/0 Unanimous**

11. **ET-21-400045 (ZC-18-0348)-GERBER FAMILY TRUST ETAL & GERBER JASON MICHAEL TRS:**  
**WAIVERS OF DEVELOPMENT STANDARDS FIRST EXTENSION OF TIME** for the following: 1) reduced setbacks; and 2) allow modified driveway design standards.  
**DESIGN REVIEWS** for the following: 1) a proposed warehouse/office complex with outside storage yards; and 2) proposed lighting (previously not notified) on 5.0 acres in an M-D (Designed Manufacturing) (AE-60) Zone in the CMA Design and MUD-3 Overlay Districts. Generally located on the south side of Badura Avenue (alignment), 980 feet east of Buffalo Drive within Spring Valley. MN/sd/jo (For possible action) 05/05/21 BCC

Motion by: **Catherine Godges**  
Action: **HOLD to the Spring Valley Town Advisory Board Meeting on April 27, 2021 as the applicant was not present**  
Vote: **4/0 Unanimous**

12. **ZC-21-0106-RYDER TRUCK RENTAL INC:**  
**ZONE CHANGE** to reclassify 4.7 acres from M-D (Designed Manufacturing) Zone to R-3 (Multiple Family Residential) Zone.  
**USE PERMIT** for an attached (townhouse) planned unit development (PUD).  
**WAIVERS OF DEVELOPMENT STANDARDS** for the following: 1) reduced setbacks; 2) increase building height; 3) eliminate sidewalk adjacent to private street; 4) reduce width of private streets; 5) modify private street sections; 6) reduce back of curb radius; and 7) allow modified driveway design standards.  
**DESIGN REVIEWS** for the following: 1) an attached single family residential planned unit development; and 2) finished grade. Generally located on the north side of Post Road, 1,325 feet west of Buffalo Drive within Spring Valley (description on file). MN/lm/jd (For possible action) 05/05/21 BCC

Motion by: **Rodney Bell**  
Action: **Approve as presented and applicant to provide provisions for easy installation of solar panels and vehicle charging stations**  
Vote: **3/1 Catherine Godges – NAY**

13. **TM-21-500027-RYDER TRUCK RENTAL INC:**  
**TENTATIVE MAP** consisting of 79 lots and 4 common lots on 4.7 acres in an R-3 (Multiple Family Residential) Zone. Generally located on the north side of Post Road, 1,325 feet west of Buffalo Drive within Spring Valley. MN/lm/jd (For possible action) **05/05/21 BCC**

Motion by: **Rodney Bell**

Action: **Approve as presented and applicant to provide provisions for easy installation of solar panels and Vehicle charging stations**

Vote: **3/1 Catherine Godges - NAY**

14. **WS-21-0113-CRP CALIDA CIMARRON OWNER, LLC:**  
**WAIVERS OF DEVELOPMENT STANDARDS** for the following: 1) allow a freestanding sign; and 2) allow a wall sign.  
**DESIGN REVIEW** for signage in conjunction with a multiple family residential development on 17.0 acres in an R-4 (Multiple Family Residential - High Density) Zone in the CMA Design Overlay District. Generally located on the south side of Sunset Road and the east side of Cimarron Road within Spring Valley. MN/jor/jo (For possible action) **05/05/21 BCC**

Motion by: **Brian Morris**

Action: **Approve per staff conditions**

Vote: **4/0 Unanimous**

VII General Business

- **None**

- 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 [mds@clarkcountynv.gov](mailto:mds@clarkcountynv.gov), before 04:30 pm, March 30, 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.

- **None**

IX. Next Meeting Date

The next regular meeting will be **April 27, 2021** at 6:30pm

X Adjournment

Motion by: **Catherine Godges**

Action: **Adjourn**

Vote: **4-0 / Unanimous**

**The meeting was adjourned at 9:33 p.m.**

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

Desert Breeze Community Center, 8275 W. Spring Mountain Rd.

Helen Meyer Community Center, 4525 New Forest Dr.

Spring Valley Library, 4280 S. Jones

West Flamingo Senior Center, 6255 W. Flamingo

<https://notice.nv.gov/>

DRAFT

BRASS NUVEEN SOUTHWEST PREMIERE  
(TITLE 30)

OQUENDO RD/EDMOND ST

APP. NUMBER/OWNER/DESCRIPTION OF REQUEST

**TM-21-500033-SIF BRASS SW PREMIER INDUSTRIAL CENTER, LLC:**

**TENTATIVE MAP** for a 1 lot commercial subdivision on 9.4 acres in an M-D (Designed Manufacturing) (AE-60) Zone in the CMA Design Overlay District.

Generally located on the north side of Oquendo Road and the east side of Edmond Street within Spring Valley. MN/bb/jd (For possible action)

**RELATED INFORMATION:**

**APN:**

163-36-501-033

**LAND USE PLAN:**

SPRING VALLEY - BUSINESS AND DESIGN RESEARCH PARK

**BACKGROUND:**

**Project Description**

**General Summary**

- Site Address: N/A
- Site Acreage: 9.4
- Number of Lots: 1
- Project Type: Warehouse/office complex

The plan depicts a 1 lot commercial subdivision on 9.4 acres on the north side of Oquendo Road, and east of Edmond Street. The site was reclassified to M-D zoning via ZC-20-0257 for a warehouse and office complex in 2020. Cross access from the site to the north was waived as a condition of WC-20-400160 (ZC-20-0257) in February 2021. The existing flood zone located at the northwest corner of the property will be directed through underground storm drains. Edmond Street will be constructed over the Lower Flamingo Diversion Channel to provide access north of the property.

**Prior Land Use Requests**

Application Number	Request	Action	Date
WC-20-400160 (ZC-20-0257)	Waived condition for future cross access	Approved by BCC	February 2021
ZC-20-0257	Reclassified from R-E to M-D zoning for warehouse/office complex and modified driveway standards	Approved by BCC	September 2020

**Prior Land Use Requests**

Application Number	Request	Action	Date
VS-0202-03	Vacated and abandoned patent easements on the property	Approved by PC	April 2003

**Surrounding Land Use**

	Planned Land Use Category	Zoning District	Existing Land Use
North	Business and Design/Research Park	M-D	Undeveloped
South	Business and Design/Research Park	M-D	Office/warehouse development
East	Business and Design/Research Park	C-2 & M-D	Undeveloped office/warehouse building &
West	Office Professional	R-E & C-P	Undeveloped

**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**

- Compliance with approved drainage study PW20-18320;
- Compliance with approved traffic study PW20-19232;
- Full off-site improvements;



- Applicant to install 32 foot wide access road paving from the existing paving on Quail Avenue east to Edmond Street.

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

**APPLICANT:** SIF BRASS SW PREMIER INDUSTRIAL CENTER, LLC  
**CONTACT:** JULIA IZZOLO, ZENITH ENGINEERING, 1980 FESTIVAL PLAZA DRIVE,  
SUITE 450, LAS VEGAS, NV 89135

DRAFT





# TENTATIVE MAP APPLICATION

## DEPARTMENT OF COMPREHENSIVE PLANNING

APPLICATION PROCESS AND SUBMITTAL REQUIREMENTS ARE INCLUDED FOR REFERENCE

<b>APPLICATION TYPE</b>	<b>DEPARTMENT USE</b>	APP. NUMBER: <u>TM-21-500033</u>	DATE FILED: <u>3-24-2021</u>
<input checked="" type="checkbox"/> TENTATIVE MAP (TM)		PLANNER ASSIGNED: <u>BBB</u>	TAB/CAC DATE: <u>4-27-2021</u>
		TAB/CAC: <u>Spring Valley</u>	6:30 pm
		PC MEETING DATE: <u>5-4-2021 7pm</u>	
		BCC MEETING DATE: <u>    </u>	
		FEE: <u>\$750</u>	

<b>PROPERTY OWNER</b>	NAME: <u>SIF BRASS SW PREMIER INDUSTRIAL CENTER LLC</u>
	ADDRESS: <u>7115 Bermuda Road</u>
	CITY: <u>Las Vegas</u> STATE: <u>NV</u> ZIP: <u>89118</u>
	TELEPHONE: _____ CELL: _____
	E-MAIL: _____

<b>APPLICANT</b>	NAME: <u>Brass Nuveen SW Premiere, LLC</u>
	ADDRESS: <u>7115 Bermuda Road</u>
	CITY: <u>Las Vegas</u> STATE: <u>NV</u> ZIP: <u>89118</u>
	TELEPHONE: _____ CELL: _____
	E-MAIL: _____ REF CONTACT ID #: _____

<b>CORRESPONDENT</b>	NAME: <u>Zenith Engineering - Julia Izzolo</u>
	ADDRESS: <u>1980 Festival Plaza Drive #450</u>
	CITY: <u>Las Vegas</u> STATE: <u>NV</u> ZIP: <u>89135</u>
	TELEPHONE: <u>702-835-3496</u> CELL: <u>702-835-3496</u>
	E-MAIL: <u>julia@zenith-lv.com</u> REF CONTACT ID #: _____

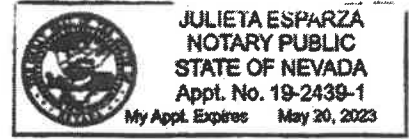
ASSESSOR'S PARCEL NUMBER(S): 163-36-501-033

PROPERTY ADDRESS and/or CROSS STREETS: Edmond and Oquendo

TENTATIVE MAP NAME: Brass Nuveen Southwest Premiere

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.

<p><u>[Signature]</u> Property Owner (Signature)*</p> <p>STATE OF <u>Nevada</u> COUNTY OF <u>Clark</u></p> <p>SUBSCRIBED AND SWORN BEFORE ME ON <u>NOVEMBER 5 2020</u> (DATE) By <u>MIKE CROSNINE</u></p> <p>NOTARY PUBLIC: <u>[Signature]</u></p>	<p><u>M. Ice Chernine</u> Property Owner (Print)</p>
--	--



\*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.

APR-21-100828





January 26, 2021

Ty-21-500033

Clark County  
Department of Planning  
500 S. Grand Central Pkwy.  
Las Vegas, NV 89155

**Re: Brass Nuveen Southwest Premiere, Zenith Project No. 201007  
Tentative Map Justification Letter**

Dear Mr. Bernhart:

This justification letter is in response received from your office on December 21, 2020. In regards to the following comment:

***From cross section A, it would appear that the lot on the west side of Edmond Street, will not have access to Edmond Street. Clarify access in the justification letter***

There is an existing flood zone situate on the subject parcel. Edmond Street, and also upstream on the parcels on the west side of Edmond Street (APNs 163-36-502-003 and 006). As part of our development, half street improvements are required to be constructed on Edmond Street adjacent to the subject parcel. Due to the existing flood zone, and in order to maintain the required dry lane criteria for streets, it is necessary to install an underground storm drain system to convey the storm water from the flood zone under Edmond Street to the existing Lower Flamingo Diversion Channel. This requires an inlet headwall to be constructed at the flood zone on the west side of Edmond Street. As part of the design for a public inlet headwall, it is required to provide a maintenance road for access to maintain the public system. If the parcels on the west side of Edmond Street are developed in the future, part of the development would most likely include extending the underground storm drain pipe upstream, which would allow for removal of the inlet headwall and maintenance access road. This would also allow for access to their parcel(s) via Edmond Street.

This design has been reviewed and approved by Clark County Public Works, Flood Control Division (PW20-18320).

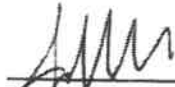
Please feel free to contact me with any questions or comments at (702) 866-9535. Thank you.



# **ZE** ZENITH ENGINEERING

Sincerely,

**ZENITH ENGINEERING**



---

Julia Izzolo, PE  
Principal





2

05/05/21 BCC AGENDA SHEET

OFFICE/WAREHOUSE  
(TITLE 30)

BUFFALO DR/BADURA AVE

APP. NUMBER/OWNER/DESCRIPTION OF REQUEST

**ET-21-400045 (ZC-18-0348)-GERBER FAMILY TRUST ETAL & GERBER JASON  
MICHAEL TRS:**

**WAIVERS OF DEVELOPMENT STANDARDS FIRST EXTENSION OF TIME** for the following: 1) reduced setbacks; and 2) allow modified driveway design standards.

**DESIGN REVIEWS** for the following: 1) a proposed warehouse/office complex with outside storage yards; and 2) proposed lighting (previously not notified) on 5.0 acres in an M-D (Designed Manufacturing) (AE-60) Zone in the CMA Design and MUD-3 Overlay Districts.

Generally located on the south side of Badura Avenue (alignment), 980 feet east of Buffalo Drive within Spring Valley. MN/sd/jo (For possible action)

---

**RELATED INFORMATION:**

**APN:**

176-03-302-008

**LAND USE PLAN:**

SPRING VALLEY - BUSINESS AND DESIGN/RESEARCH PARK

**WAIVERS OF DEVELOPMENT STANDARDS:**

1. Reduce the side street (corner) setback for proposed trash enclosures to 14 feet where 20 feet is required per Table 30.46-5 (a 70% reduction).
2. Reduce the throat depth for a proposed driveway along Pioneer Way to 13 feet where a minimum of 25 feet is the standard per Uniform Standard Drawing 222.1 (a 48% reduction).

**BACKGROUND:**

**Project Description**

**General Summary**

- Site Address: N/A
- Site Acreage: 5
- Project Type: Office/warehouse complex with outside storage yards
- Number of Stories: 2
- Building Height (feet): 37
- Square Feet: 17,976 (building A)/17,465 (building B)/17,874 (building C)/18,226 (building D)
- Parking Required/Provided: 116/123

### Site Plans

The applicant had an approved conforming zone change from R-E to M-D zoning for an office/warehouse complex with outside storage yards. The original plans depict a proposed 4 building complex consisting of building A through building D, each containing an outside storage yard component. The area of building A through building D range from 17,465 square feet to 18,226 square feet. The 4 outside storage yards each have an area of 2,994 square feet and are centrally located within the project site behind the rear of the buildings. The outside storage yards are screened from Badura Avenue (alignment) and Arby Avenue (alignment) by the proposed buildings. A 6 foot high decorative split-face CMU block wall with wrought iron gate is proposed along the east and west property lines and screens the storage yards from the undeveloped parcels to the east and west. Each office/warehouse features a loading dock with overhead roll-up doors located at the rear of the building, screened from the public right-of-way. Five foot wide pedestrian connections consisting of textured paving connect the proposed 5 foot wide sidewalk along Badura Avenue to the principal entrances of building C and building D. Five foot wide pedestrian connections consisting of a concrete sidewalk connect the proposed 5 foot wide sidewalk adjacent to Arby Avenue to the principal entrances of building A and building B. Building A through building D are interconnected through a series of 5 foot wide pedestrian connections consisting of concrete sidewalks and textured walkways. A total of 4 trash enclosures are equitably distributed throughout the site. Each building features a designated area for 4 bicycle parking spaces. Access to the project site is granted via a total of 3 commercial driveways along Badura Avenue, Arby Avenue, and Pioneer Way. Enhanced paving is provided at each commercial driveway entrance to the project site. Eighteen foot high light poles with shielding are equitably distributed throughout the interior of the parking lot. The office/warehouse complex requires 116 parking spaces where 123 parking spaces are provided.

### Landscaping

The approved plans depict a 31.5 foot wide landscape area with a 5 foot wide detached sidewalk provided along Badura Avenue. Medium 24 inch box trees planted 30 feet on center are located within the landscape area. A 20 foot wide landscape area with a 5 foot wide attached sidewalk is provided along Arby Avenue. Medium 24 inch box trees planted 30 feet on center are located within the landscape area. A 6 foot wide landscape area with a 5 foot wide attached sidewalk is located along Pioneer Way. Medium 24 inch box trees planted 30 feet on center are located within the landscape area. A decorative, 6 foot high split-face CMU block wall is located adjacent to the 6 foot wide landscape area along Pioneer Way. Interior landscaping features large, 24 inch box trees equitably distributed throughout the parking lot. An 8 foot wide landscape area that includes large, 36 inch box trees is featured along the east and west property lines of the project site.

### Elevations

The approved plans for building A through building D feature a varying roofline measuring between 34 feet to 37 feet to the top of the parapet wall. The exterior of the buildings consists of concrete tilt-up paneling with overhead roll-up doors facing toward the interior of the project site. An aluminum storefront window system is featured at the principal entrance to each building in addition to a metal canopy located over the entrance doors. Wall mounted lighting is provided along the perimeter of the 4 buildings to ensure the pedestrian walkways surrounding the warehouses and storage yards are properly illuminated.

### Floor Plans

The approved plans depict the area of building A through building D range from 17,465 square feet to 18,226 square feet including incidental office uses. Building A and building D include second floor mezzanine levels measuring 2,028 square feet. Building B and building C include second floor mezzanine levels measuring 2,045 square feet.

### Previous Conditions of Approval

Listed below are the approved conditions for: ZC-18-0348

### 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.
- 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 waivers of development standards and design reviews must commence within 2 years of approval date or they will expire.

### Public Works - Development Review

- Drainage study and compliance.
- Traffic study and compliance.
- Full off-site improvements.
- Right-of-way dedication to include 35 feet to back of curb for Badura Avenue, 30 feet for Arby Avenue, 30 feet for Pioneer Way and associated spandrels.
- 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/emergency access must comply with the Fire Code as amended; that operational permits may be required for this facility; to show fire hydrant locations on-site and within 750 feet; and that fire protection may be required for this facility and to contact Fire Prevention for further information at (702) 455-7316.

### 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](mailto:sewerlocation@cleanwaterteam.com) and reference POC Tracking #0270-2018 to obtain your POC exhibit; and that flow contributions exceeding CCWRD estimates may require another POC analysis.

### Signage

Signage is not a part of this request.

### Applicant's Justification

The applicant states that they realize this hardship was created by themselves and apologize for not handling this prior to the time running out. The project has been caught up in Public Works

with the Civil Engineer and the applicant lost track of the expiration date. The project is awaiting permits and is progressing forward. With this in mind, the applicant respectfully requests an extension of time.

**Surrounding Land Use**

	<b>Planned Land Use Category</b>	<b>Zoning District</b>	<b>Existing Land Use</b>
North, South, East, & West	Business and Design/Research Park	C-2	Undeveloped

**Prior Land Use Requests**

<b>Application Number</b>	<b>Request</b>	<b>Action</b>	<b>Date</b>
VS-20-0583	Vacated and abandoned easements	Approved by PC	February 2021
ZC-18-0348	Reclassified 5 acres from R-E to M-D zoning; with waivers for reduced setbacks and to allow modified driveway design standards; and design review for office/warehouse and lighting	Approved by BCC	December 2018

**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.

Using the criteria set forth in Title 30, no substantial changes have occurred at the subject site since the original approval. This request is the first extension of time request and furthermore, staff finds that since the property owner is currently coordinating construction development with a new contractor the request for additional time is needed to proceed with the project. Currently, a review of property and permit records show progress is commencing with this project, and staff does not object to the applicant's request.

**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**

- 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.

**Public Works - Development Review**

- Compliance with previous conditions.

**Clark County Water Reclamation District (CCWRD)**

- No comment.

**TAB/CAC:**

**APPROVALS:**

**PROTEST:**

**APPLICANT:** SERGIO A. COMPARAN

**CONTACT:** SERGIO COMPARAN, SCA DESIGN, 2580 ST. ROSE PARKWAY, SUITE 305, HENDERSON, NV, 89074



05/18/21 PC AGENDA SHEET

COMMERCIAL DEVELOPMENT  
(TITLE 30)

RAINBOW BLVD/QUENDO RD

PUBLIC HEARING

APP. NUMBER/OWNER/DESCRIPTION OF REQUEST

**UC-21-0141-UTE INDIAN TRIBE:**

**USE PERMIT** for vehicle maintenance service bay doors facing the street.

**WAIVERS OF DEVELOPMENT STANDARDS** for the following: 1) reduced landscaping; and 2) alternative driveway geometrics.

**DESIGN REVIEW** for an in-line commercial development on 2.1 acres in a C-2 (General Commercial) (AE-60) Zone in the CMA Design Overlay District.

Generally located on the west side of Rainbow Boulevard, 330 feet south of Oquendo Road within Spring Valley. MN/nr/jd (For possible action)

RELATED INFORMATION:

**APN:**

163-34-601-010

**USE PERMIT:**

1. Permit vehicle maintenance service bay doors facing a street where prohibited per Table 30.44-1.

**WAIVERS OF DEVELOPMENT STANDARDS:**

1.
  - a. Reduce the number of landscape islands within the parking lot where 1 island per every 6 spaces is required per Figure 30.64-14.
  - b. Reduce the width of landscape islands to 4 feet where 6 feet is required per Figure 30.64-14 (a 33% reduction).
2. Reduce the throat depth to 13 feet 6 inches where 100 feet is required per Uniform Standard Drawing 222.1 (an 86.4% reduction).

**LAND USE PLAN:**

SPRING VALLEY - COMMERCIAL GENERAL

**BACKGROUND:**

**Project Description**

**General Summary**

- Site Address: N/A
- Site Acreage: 2.1
- Project Type: Commercial development
- Number of Stories: 1

- Building Height: 30 feet, 4 inches
- Square Feet: 11,100 (vehicle maintenance/retail)/3,000 (pad #1)/3,000 (pad #2)
- Parking Required/Provided: 97/115

#### Site Plan

The plans depict a proposed commercial development consisting of an 11,100 square foot in-line building with retail and vehicle maintenance located on the western side of the site. Two future pad sites are located on the north and south sides of the site in between the vehicle maintenance/retail building and Rainbow Boulevard. Parking is located on the north and the south sides of the vehicle maintenance/retail building, with the majority of the parking spaces located in the center of the site. Additional parking is located around the future pad sites. A small parking area is located on either side of the entrance to the site along Rainbow Boulevard. Future cross access with the property to the north is shown west of pad site #2 and the second cross access is shown on the south side of the site, west of pad site #1. Access to the site is from Rainbow Boulevard.

#### Landscaping

The plans show a 17 foot wide to 19 foot 4 inch wide landscape area with attached sidewalks along Rainbow Boulevard. The north and the south sides of the site have landscape strips ranging from 2 feet 3 inches on the north side adjacent to the drive-thru lane for pad site #2 and 4 feet 6 inches on the south side adjacent to the drive-thru lane. Parking lot landscaping consists of 16 landscape islands of varied widths. A 5 foot wide landscape strip is depicted along the west side of the site.

#### Elevations

The plans depict the vehicle maintenance/retail building with an overall height of 30 feet 4 inches at the highest parapet. The roofline is varied with parapets adding visual interest. The exterior of the building consists of a stucco exterior, with architectural pop-out features, aluminum storefronts, and metal awnings. There are 4 roll-up doors on the east side of the building facing Rainbow Boulevard.

#### Floor Plans

The plans show an open floor plan to meet future tenant's needs. The retail portion of the building shows 4 future suites and the vehicle maintenance side shows the northern portion of the building being accessory retail to the vehicle maintenance.

#### Signage

Signage is not a part of this request.

#### Applicant's Justification

The applicant indicates that the proposed commercial development will attract new business to the area and that the uses within the development will provide employment opportunities for the community. Although a parking lot landscape waiver is being requested, the proposal includes 4 more trees within the development and the development includes ample parking for future uses.



### Prior Land Use Requests

Application Number	Request	Action	Date
ZC-0575-05	Reclassified 2.2 acres from R-E to C-2 zoning	Approved by BCC	May 2005

### Surrounding Land Use

	Planned Land Use Category	Zoning District	Existing Land Use
North & West	Commercial General	C-2	Undeveloped
South	Commercial General	C-2	Commercial shopping center
East	Commercial Neighborhood	C-1	Office complex

### STANDARDS FOR APPROVAL:

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

#### Analysis

#### Current Planning

#### 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.

A vehicle maintenance facility is a conditional use in a C-2 zone as long as the use meets separation from residential and service bay doors that do not face the street unless a building or landscaping is a buffer. The design of the site reduces any potential negative impact from the service bay doors facing a street; therefore, staff can support this 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 #1a & #1b

Staff can support the reduction of the parking lot landscaping islands and reduced landscape island widths since the perimeter landscaping will provide an adequate buffer from the street view of the site. Without the reduction of the parking lot landscaping, the site would have reduced parking which staff would not support. Staff does not foresee any negative impacts to the area by the reduction of the landscape islands and their widths; therefore, staff can support the request.

### Design Review

The design of the building is similar to other uses within the area. The design of the site meets the intent of Goal 78 and Goal 79 of the Comprehensive Master Plan by providing architectural treatments to all sides of the building, along public rights-of-way, and areas visible to the general public to improve visual quality. The reduced parking lot landscaping and the proposed landscaping on the perimeter of the site, provides screening for possible visual incompatibilities in the area. Community Design Policies of the Comprehensive Master Plan state that design quality should be encouraged in all developments. Staff finds that the design of the site meets the intent of the Comprehensive Master Plan; therefore, staff can support the request.

### **Public Works - Development Review**

#### Waiver of Development Standards #2

Staff has no objection to the reduction in the throat depths for the Rainbow Boulevard commercial driveway. Staff worked with the applicant to remove some parking spaces adjacent to the driveway to prevent the drive-thru entrance vehicles from stacking adjacent to the driveway, mitigating the immediate conflicts with traffic trying to access the site. In addition, the applicant is providing additional landscaping on both sides of the driveways, particularly on the ingress side, to improve traffic flow.

### **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.

#### **Public Works - Development Review**

- Drainage study and compliance;
- Traffic study and compliance;
- Full off-site improvements;
- Right-of-way dedication to include 10 feet for Rainbow Boulevard.

- Applicant is advised that the sidewalk for the curb return driveways needs to extend into the site to be in compliance with Uniform Standard Drawing 222.1 and the Americans with Disabilities Act (ADA).

**Building Department - Fire Prevention**

- Applicant is advised that cross access easements will be required for Fire Lanes that travel between properties.

**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](mailto:sewerlocation@cleanwaterteam.com) and reference POC Tracking #0463-2020 to obtain your POC exhibit; and that flow contributions exceeding CCWRD estimates may require a new POC analysis.

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

**APPLICANT: REMINGTON NEVADA  
CONTACT: SHELDON COLEN, SCA DESIGN, 2580 ST. ROSE PARKWAY, SUITE 305,  
HENDERSON, NV 89074**

DRAFT



APR - 20 - 100705



# LAND USE APPLICATION

## CLARK COUNTY COMPREHENSIVE PLANNING DEPARTMENT

SEE SUBMITTAL REQUIREMENTS FORM FOR MORE INFORMATION

<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 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 #)	<b>STAFF</b> DATE FILED: <u>3/29/21</u> PLANNER ASSIGNED: <u>NR</u> ACCEPTED BY: _____ FEE: <u>1825</u> CHECK #: _____ COMMISSIONER: <u>MN</u> OVERLAY(S)? _____ PUBLIC HEARING? Y / N TRAILS? Y / N      PFNA? Y / N APPROVAL/DENIAL BY: _____	APP. NUMBER: <u>UC-21-0141</u> TAB/CAC: <u>Spring Valley</u> TAB/CAC MTG DATE: <u>5/27</u> TIME: <u>6:30</u> PC MEETING DATE: <u>5/18/21</u> BCC MEETING DATE: _____ ZONE / AE / RNP: _____ PLANNED LAND USE: _____ NOTIFICATION RADIUS: _____ SIGN? Y / N LETTER DUE DATE: _____ COMMENCE/COMPLETE: _____	
	<b>PROPERTY OWNER</b> NAME: <u>REMINGTON LITE, LLC</u> ADDRESS: <u>5920 S. RAINBOW BLVD. #11</u> CITY: <u>LAS VEGAS</u> STATE: <u>NV</u> ZIP: <u>89118</u> TELEPHONE: <u>(702) 232-1420</u> CELL: <u>(702) 239-8066</u> E-MAIL: <u>TOM@REMINGTONNEVADA.COM</u>	<b>APPLICANT</b> NAME: <u>REMINGTON NEVADA</u> ADDRESS: <u>5920 S. RAINBOW BLVD. #11</u> CITY: <u>LAS VEGAS</u> STATE: <u>NV</u> ZIP: <u>89118</u> TELEPHONE: <u>(702) 222-1420</u> CELL: <u>(702) 239-8066</u> E-MAIL: <u>TOM@REMINGTONNEVADA.COM</u> REF CONTACT ID #: _____	<b>CORRESPONDENT</b> NAME: <u>Sheldon Colen</u> ADDRESS: <u>2580 St. Rose Parkway, Suite 305</u> CITY: <u>Henderson</u> STATE: <u>NV</u> ZIP: <u>89074</u> TELEPHONE: <u>702-719-2020</u> CELL: _____ E-MAIL: <u>sheldon@scadesign.com</u> REF CONTACT ID #: _____

ASSESSOR'S PARCEL NUMBER(S): 163-34-601-010

PROPERTY ADDRESS and/or CROSS STREETS: S. Rainbow Blvd. & W Oquendo Rd.

PROJECT DESCRIPTION: Retail center with drive-thru restaurant and automotive shop.

(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.

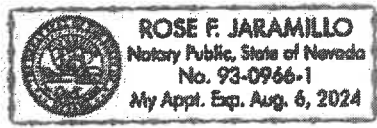
  
 Property Owner (Signature)\*

David DelZotto  
 Property Owner (Print)

STATE OF Nevada  
 COUNTY OF Clark

SUBSCRIBED AND SWORN BEFORE ME ON August 28, 2020 (DATE)  
 By David DelZotto

NOTARY PUBLIC: Rose F Jaramillo



\*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.





2580 St. Rose Parkway, Suite 305.  
Henderson, NV 89074  
Tel.: (702) 719-2020 Fax: (702) 269-9673  
Gary L. Carlson, Architect (License No. 1859)  
Sheldon Colen, Architect (License No. 7701)

December 17, 2020

Clark County Comprehensive Planning Department  
500 South Grand Central Parkway  
Las Vegas, NV 89102

Planner  
Copy  
UC-21-0141

**RE: Justification Letter for proposed Inline Retail and Automotive Shop Building, and future Restaurant Pads at S. Rainbow Blvd. & W. Oquendo Rd.**

Please accept this letter as justification for a Vehicle Maintenance Special Use Permit for the proposed construction of a new automotive shop and inline retail building, and future restaurant pads located on S. Rainbow Blvd (APN: 163-34-601-010) currently zoned as General Commercial (C-2). Through this design review, on behalf of our client we respectfully request for your approval of the following waivers of development standards:

- 1) Request Waiver of Condition of Vehicle Maintenance Conditional Use in C-2 #1, for no service bay door shall face a street unless screened from the street by landscaping or a building. The building is placed away from the street, which helps reduce the visual impact of the doors. There is also parking lot landscaping that helps with screening from the right of way.
- 2) Request Waiver of Development Standards of USDCCA 222.1 (Throat Depth) for a turn-in throat depth distance of 3'-6" and turn-out throat depth distance of 13'-6" where 100 feet is required on S. Rainbow Blvd. Providing the 100-foot throat depth would have a negative impact on the flow of traffic and required parking.
- 3) Request Waiver of Development Standards 30.64-14(C) for landscape fingers to be installed at every 17 parking spaces where it is required to be at every 6 parking spaces. To help mitigate this request, we are providing 4 more medium canopy trees than the minimum required.
- 4) Request Waiver of Development Standards 30.64-14 for a minimum landscape finger width to be 2'-5" where 6'-0" is required. To help mitigate this request, it is proposed to have larger landscape terminal islands where it is possible, as well as providing 4 more medium canopy trees than the minimum required.

The proposed inline retail and automotive shop building will be 11,100 sq. ft. and stands 30'-4" high. The future restaurant pads will be a maximum of 3,000 sq. ft. The design intent, color scheme, and finishes are to harmoniously blend with the existing developments in the surrounding area. The site is accessible from S. Rainbow Blvd. via a 39'-0" driveway, as well as an ADA compliant pedestrian walkway.





Where 97 parking spaces are required, a total of 115 spaces are provided including 4 car accessible and 2 van accessible spaces. A total of 12 bicycle spaces are provided within 100 feet of all building entrances. All parking can be easily accessed by customers and employees via walkways located at building entrances. As shown on site plan, all parking is to be illuminated by new 20-foot-tall shielded down-light posts to eliminate any light pollution outside of the site, to comply with Clark County regulations. Additional wall mounted lighting is provided along the perimeter of the building which will help illuminate the walkways surrounding the building, making this building a safe and illuminated environment.

Adequate landscape is being provided in the form of terminal islands and landscape buffers where parking occurs. All plants being used are low maintenance, low water, and native to Southern Nevada, complying with the regional SNRPC plant list.

There are 2 proposed trash enclosures. They will have 6-foot-high splitface CMU walls. A solid cover over the trash enclosure will be provided which consists of tube steel beams and columns with corrugated metal sheets to compliment the site and building. Landscaping will be provided surrounding the enclosures for screening purposes, although still illuminated by a light pole to keep it safe for employees and away from vandalism.

We feel that the inline retail and automotive shop building, and restaurant pads will attract new businesses to the area, which in return will create employment opportunities for the community. With these items in mind we respectfully ask for your approval recommendation for this project.

Thank you,

Sergio A. Comparan  
SCA Design



05/18/21 PC AGENDA SHEET

OUTSIDE DINING/DRINKING  
(TITLE 30)

FORT APACHE RD/RENO AVE

PUBLIC HEARING  
APP. NUMBER/OWNER/DESCRIPTION OF REQUEST  
**UC-21-0151-APACHE 3, LLC:**

**USE PERMITS** for the following: 1) reduced separation; and 2) eliminate the pedestrian access area.

**DESIGN REVIEW** for a proposed outside dining and drinking area in conjunction with an existing restaurant within an existing shopping center on a portion of 4.0 acres in a C-2 (General Commercial) Zone in the CMA Design Overlay District.

Generally located on the south side of Reno Avenue and the west side of Fort Apache Road within Spring Valley. JJ/jor/jo (For possible action)

---

**RELATED INFORMATION:**

**APN:**  
163-30-601-010 ptn

**USE PERMITS:**

1. Reduce the separation of a proposed outside dining and drinking area in conjunction with an existing restaurant to a residential use to 81 feet where 200 feet is required per Table 30.44-1 (a 60 % decrease).
2. Eliminate a 48 inch wide pedestrian access around the perimeter of the proposed outside dining and drinking area where required per Table 30.44-1.

**LAND USE PLAN:**  
SPRING VALLEY - COMMERCIAL GENERAL

**BACKGROUND:**  
**Project Description**  
General Summary

- Site Address: 5105 S. Fort Apache Road, Suite 195
- Site Acreage: 4 (portion)
- Project Type: Outside dining and drinking area in conjunction with an existing restaurant
- Number of Stories: 1
- Square Feet: 14,960 (Buildings A & B)/7,096 (Building C)/5,223 (Building D)/2,409 (lease space)/ 450 (proposed outside dining and drinking area north of Building B)
- Parking Required/Provided: 169/175

### Site Plan

The existing shopping center is located south of Reno Avenue and west of Fort Apache Road. Access to the shopping center is located via commercial driveways along the north property line (Reno Avenue) and the east property line (Fort Apache Road). The parcel was reclassified from R-E zoning to C-2 zoning on the north half of the parcel and to C-1 zoning on the south half of the site via ZC-1287-01. Buildings A and B are 2 in-line retail buildings along the west property line, that are oriented north to south with the front of the buildings facing east toward Fort Apache Road. In addition, the northeast and southeast corners of the shopping center have identical designed retail buildings (Buildings C and D). There is an existing drive aisle and landscape strip along the west property line in between the existing residences to the west and Buildings A and B.

The applicant is requesting approval of a proposed outside dining and drinking area in conjunction with an existing restaurant located on the north facing elevation of Building B. UC-0485-11 was previously approved for the same location related to this application. UC-0485-11 reduced the separation from a supper club to a residential use and reduced the separation from an outside dining area to a residential use for a proposed supper club, this application has since expired. The proposed outside dining and drinking area has an 81 foot separation distance, where 200 feet is required from the existing residential use to the west. Lastly, the applicant is requesting to eliminate the 48 inch wide pedestrian access area required around the proposed outside dining and drinking area.

### Landscaping

Landscaping is located throughout the site and changes to the landscaping are neither required nor a part of this request. The proposed outside dining and drinking area is directly adjacent to an existing landscape area which includes palm trees, medium size trees, shrubs, and groundcover. This landscape area provides a physical and visual buffer between the proposed outside dining and drinking area and the parking spaces and drive aisle to the north and east.

### Elevations

The submitted photos depict stucco exterior walls, stone veneer columns, and black aluminum storefront and window systems. The proposed outside dining and drinking area is located within an existing walkway adjacent to the north facing elevation of the lease space.

### Floor Plan

The floor plan depicts a proposed outside dining and drinking area with an overall area of 450 square feet. The applicant is proposing a 3 foot high black metal fence around the proposed outside dining and drinking area that includes an access gate on the southside of the outside dining and drinking area, in addition there is an entrance/exit door from the lease space (north facing elevation) into the proposed outside dining and drinking area.

### Signage

Signage is not a part of this request.

### Applicant's Justification

Per the applicant's justification letter, the separation reduction to 81 feet is warranted because there is an existing 6 foot wide landscape planter with trees and shrubs and a 32 foot wide drive aisle that serves a barrier between the proposed outside dining and drinking area and the existing residential use to the west. UC-0485-11 was previously approved for the same request but has since expired. Furthermore, the applicant is requesting to eliminate the required 48 inch wide pedestrian access area around the proposed outside dining and drinking area. The applicant does not want to eliminate any existing landscaping adjacent to the proposed area to accommodate a 48 inch wide pedestrian access area. This request is also warranted because the existing landscaping provides a barrier between patrons of the restaurant and the adjacent drive aisle and driveway. The applicant stated that the proposed outside dining and drinking area is harmonious to the site since there are existing outside dining and drinking areas in conjunction with existing restaurants within the shopping center. The applicant's requests should not compromise public health and safety.

### Prior Land Use Requests

<b>Application Number</b>	<b>Request</b>	<b>Action</b>	<b>Date</b>
UC-0320-16	Allowed on-premises consumption of alcohol (service bar) in conjunction with an existing restaurant (C-1 portion of the site)	Approved by PC	June 2016
UC-0378-12	Allowed on-premises consumption of alcohol (supper club) and a waiver to reduce the separation from on-premises consumption of alcohol (supper club) to a residential use (C-1 portion of the site)	Approved by PC	September 2012
UC-0485-11	Reduced the separation from on-premises consumption of alcohol (supper club) to a residential use, and reduced separation from outside dining to a residential use (C-2 portion of the site) - expired	Approved by PC	December 2011
UC-0107-09	Allowed on-premises consumption of alcohol (service bar) and reduced the separation of an outdoor dining area from a residential use (C-1 portion of the site)	Approved by PC	March 2009
UC-0203-08	Reduced the separation between a convenience store and a residential use (C-2 portion of the site)	Approved by PC	April 2008
VS-1098-06	Vacated and abandoned government patent easements - recorded	Approved by PC	September 2006
DR-0548-06	Design review for an office and retail center, and a waiver of conditions of a zone change (ZC-1287-01) requiring right-of-way dedication to include 25.5 feet for Ali Baba Lane	Approved by BCC	May 2006

**Prior Land Use Requests**

Application Number	Request	Action	Date
ZC-1287-01 (ET-0304-04)	First extension of time of a zone change from R-E to C-2 zoning for a proposed shopping center	Approved by BCC	November 2004
TM-0089-03	1 lot commercial subdivision	Approved by PC	April 2003
VS-0285-03	Vacated government patent easements - expired	Approved by PC	April 2003
ZC-1287-01	Reclassified the site from R-E to C-2 zoning for the northern portion of the site, and C-1 zoning for the southern half of site for a proposed shopping center	Approved by BCC	January 2002

**Surrounding Land Use**

	Planned Land Use Category	Zoning District	Existing Land Use
North	Commercial General	C-2	Retail building
South	Commercial General	U-V	Multiple family residential & commercial pad sites
East	Commercial General	C-2	Shopping center
West	Residential Suburban (up to 8 du/ac)	R-2	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**

**Use Permits**

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.

**Use Permit #1**

Staff does not oppose the separation reduction request to 81 feet where 200 feet is required for an outside dining and drinking area within an existing restaurant. The site plan depicts an existing 6 foot wide landscaping strip with ample trees and shrubs and a 32 foot wide drive aisle along the west property line of the site which provides a physical barrier between the proposed outside dining and drinking area and the residences to the west. Staff does not anticipate any negative ramification of reducing the proposed outside dining and drinking area; therefore, staff supports this request.

Use Permit #2

Staff does not normally support the elimination of a pedestrian access area around a proposed outside dining and drinking area. However, due to the location of the proposed outside dining and drinking area and the existing mature landscaping around the building, staff finds that eliminating the 48 inch wide pedestrian access area does not pose negative impacts to the overall shopping center. Staff supports this request.

Design Review

Staff supports the design review of the proposed outside dining and drinking area since the proposed area is compatible to the existing building and the overall shopping center. Since staff supports the use permits, staff also supports this request.

**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 2 years of approval date or it will expire.

**Public Works - Development Review**

- No comment.

**Building Department - Fire Prevention**

- No comment.

**TAB/CAC:**

**APPROVALS:**

**PROTESTS:**

**APPLICANT:** LUNAR ONE, LLC

**CONTACT:** ARGENTUM LAW, 6037 S. FORT APACHE ROAD, SUITE 130, LAS VEGAS, NV 89148







# LAND USE APPLICATION PLANNER COPY

DEPARTMENT OF COMPREHENSIVE PLANNING

APPLICATION PROCESS AND SUBMITTAL REQUIREMENTS ARE INCLUDED FOR REFERENCE

<b>APPLICATION TYPE</b>  <input type="checkbox"/> TEXT AMENDMENT (TA) <input type="checkbox"/> ZONE CHANGE <input type="checkbox"/> CONFORMING (ZC) <input type="checkbox"/> NONCONFORMING (ZNC) <input checked="" 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 type="checkbox"/> PUBLIC HEARING <input type="checkbox"/> ADMINISTRATIVE DESIGN REVIEW (ADR) <input type="checkbox"/> STREET NAME / NUMBERING CHANGE (SNC) <input type="checkbox"/> WAIVER OF CONDITIONS (WC) <input type="checkbox"/> ANNEXATION REQUEST (ANX) <input type="checkbox"/> EXTENSION OF TIME (ET) <input type="checkbox"/> APPLICATION REVIEW (AR)	<b>STAFF</b>	APP. NUMBER: <u>UC-21-0151</u> DATE FILED: <u>3/31/21</u> PLANNER ASSIGNED: <u>JOR</u> TAB/CAC: <u>SPRING VALLEY</u> TAB/CAC DATE: <u>4/27/21</u> PC MEETING DATE: <u>3/18/21</u> BCC MEETING DATE: _____ FEE: <u>UC-675 &amp; DR 675</u>
	<b>PROPERTY OWNER</b>	NAME: <u>Apache 3 LLC</u> ADDRESS: <u>550 S Hill St, #150</u> CITY: <u>Los Angeles</u> STATE: <u>CA</u> ZIP: <u>90014</u> TELEPHONE: _____      CELL: _____ E-MAIL: _____
	<b>APPLICANT</b>	NAME: <u>Lunar One, LLC c/o Chris Lowe</u> ADDRESS: <u>18124 Wedge Pkwy.</u> CITY: <u>Reno</u> STATE: <u>NV</u> ZIP: <u>89511</u> TELEPHONE: <u>(925) 819-2923</u> CELL: <u>(925) 819-2321</u> E-MAIL: <u>chris@squeazeinvegas.com</u> REF CONTACT ID #: _____
	<b>CORRESPONDENT</b>	NAME: <u>Argentum Law c/o Jeff Donato</u> ADDRESS: <u>6037 S. Fort Apache Rd. Suite 130</u> CITY: <u>Las Vegas</u> STATE: <u>Nv</u> ZIP: <u>89148</u> TELEPHONE: <u>(702) 997-0063</u> CELL: <u>(702) 610-9482</u> E-MAIL: <u>jeff@argentumnv.com</u> REF CONTACT ID #: <u>172156</u>

ASSESSOR'S PARCEL NUMBER(S): Ptn of 163-30-601-010

PROPERTY ADDRESS and/or CROSS STREETS: 6165 S. Fort Apache Rd., Ste 195, Las Vegas, NV 89148

PROJECT DESCRIPTION: SUP for Outside Dining and Drinking

I, We the undersigned owner and say that I am / We are the owners of record in the Tax Rolls of the \_\_\_\_\_ involved in this application, or I am / are otherwise qualified to initiate this application under Clark County Code, that the information on the attached legal description, at \_\_\_\_\_, is 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 to enter the information and make any required public notice for the purpose of advising the public of the proposed application.

Kaven Bral, Its Managing Member  
 \_\_\_\_\_  
 Property Owner (Signature)      Property Owner (Print)

STATE OF \_\_\_\_\_  
 COUNTY OF \_\_\_\_\_  
 \_\_\_\_\_ DATE \_\_\_\_\_  
 \_\_\_\_\_

NOTE: Check the \_\_\_\_\_ documentation is \_\_\_\_\_



## ACKNOWLEDGMENT

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

On JULY 17, 2020 before me MARK C. GLODE NOTARY PUBLIC  
(insert name and title of the officer)

personally appeared KAVEH BRAL  
who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s) or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal



Signature \_\_\_\_\_ (Seal)



# ARGENTUM LAW

**Jeff Donato**  
Director of Licensing & Regulatory Compliance  
Phone: (702) 997-0063  
Fax: (702) 997-0038  
Email: [jeff@argentumnv.com](mailto:jeff@argentumnv.com)

**Law Offices**  
Las Vegas (702) 997-0066  
Reno (775) 473-7444

February 20, 2021

PLANNER  
COPY

UC-21-0151

Clark County Comprehensive Planning  
500 S. Grand Central Pkwy., 1st Floor  
Las Vegas, Nevada 89030

Re: Justification Letter for Outside Dining and Drinking

To Whom It May Concern:

This law firm represents Lunar One, LLC, a Nevada limited liability company (the “Company”), with regard to its request for Special Use Permits (“SUPs”) and a Design Review related to Outside Dining and Drinking (the “Proposed Use”) for its business known as “Squeeze In” located at 5165 S. Fort Apache Rd., Las Vegas, Nevada and more particularly described as a portion of APN 163-30-601-010 (the “Property”). The Property is part of an existing shopping center on 4.1 acres in a C-2 (General Commercial) Zone.

## BACKGROUND

On December 6, 2011, the Clark County Planning Commission approved UC-0485-11, which included a use permit to reduce the separation from outside dining to a residential use for a proposed supper club on the Property.

## REQUEST FOR OUTSIDE DINING AND DRINKING AREA

The Company currently operates a restaurant use known as “Squeeze In” on a portion of the Property and holds active Clark County Business Licenses for the same, which includes a restaurant license and liquor license. The Clark County Business License Numbers are: 2001889.072-101 (Food Services – Restaurant), and 2003695.LIQ-143 (Liquor – Restaurant – Service Bar Only). The current hours of operation for the restaurant are daily from 7:00 am to 2:00 pm. In conjunction with the restaurant, the Company now desires to offer outside dining and drinking for its customers. Accordingly, the Company is proposing to install a new three foot high fence on the exterior of the restaurant to serve as the protective barrier between the outside dining area and any sidewalk and parking areas. In addition, the primary means of access to the outside dining and drinking area shall be through the interior of the restaurant and as shown on



the plans. There will be one emergency gate installed for the outside dining and drinking area and it will be adjacent to the front doors of the restaurant. The emergency gate is being proposed adjacent to the front doors of the restaurant so the host has a direct line of sight of the gate to ensure no customers exit the outside dining and drinking area with any alcoholic beverages.

Since this is an existing shopping center, the Proposed Use does not increase the parking requirement for the complex. Other than installing the protective barrier for the outside dining and drinking area as shown on the plans, there are no proposed changes to the exterior of the shopping center building and no proposed changes to the landscaping. Furthermore, there is no additional signage being proposed for this application.

### **SPECIAL USE PERMITS**

Pursuant to Clark County Code, an Outside Dining and Drinking use is a conditional use in a C-2 zoning district, subject to certain conditions. Since the proposed outside dining and drinking area doesn't meet certain conditions, the Company is requesting Special Use Permits to: (1) reduce the minimum separation to residential uses; and (2) reduce the minimum pedestrian access around the perimeter of the outside dining area.

As shown on the plans submitted herewith, the distance from the outside dining and drinking area is approximately 81 feet to the nearest residential use; therefore, the Company is requesting a Special Use Permit to reduce the minimum separation to residential use to 81 feet where 200 feet is required. As indicated above, however, the Clark County Planning Commission previously approved UC-0485-11 that reduced the separation from an outside dining area to a residential use to 77 feet where 200 feet was required on the Property. Accordingly, this request to reduce the minimum separation to a residential use is not and would not be setting any precedent as a similar request for the Property was previously approved by the Clark County Planning Commission.

Also as shown on the plans, there is a landscaped area between the parking lot and proposed outside dining and drinking area. The landscaped area acts as a barrier and causes those parking on the north side of the building to walk around to the front of the building to access the restaurant. Furthermore, the drive lane behind the building is not for parking but rather loading and unloading. As a result, there is no need to maintain a minimum pedestrian access around the perimeter of the outside dining area; therefore, the Company is requesting a Special Use Permit to reduce the minimum pedestrian access to zero "0" inches where 48 inches is required.

### **DESIGN REVIEW**

In conjunction with an existing restaurant (Squeeze In), the Company is requesting a Design Review for a proposed outside dining and drinking area as described above.





**ARGENTUM  LAW**

Clark County Comprehensive Planning  
February 20, 2021  
Page 3

Based upon the foregoing, the Proposed Use can be conducted in a harmonious manner with surrounding land uses and will not compromise the public health, safety and welfare. Therefore, the Company hereby respectfully requests the approval of its Design Review for a proposed outside dining and drinking area in conjunction with an existing restaurant, and SUPs to: (1) reduce the minimum separation to residential use to 81 feet where 200 feet is required; and (2) reduce the minimum pedestrian access to zero "0" inches where 48 inches is required.

If you should have any questions, please do not hesitate to contact me.

Sincerely,

ARGENTUM LAW



Jeff Donato

JDON/jjd

Enclosures



5

05/18/21 PC AGENDA SHEET

EASEMENT  
(TITLE 30)

RUSSELL RD/EDMOND ST

PUBLIC HEARING  
APP. NUMBER/OWNER/DESCRIPTION OF REQUEST  
**VS-21-0148-EDMOND RUSSELL TRIANGLE, LLC:**

**VACATE AND ABANDON** easement of interest to Clark County located between Edmond Street and Decatur Boulevard and between Russell Road and Oquendo Road within Spring Valley (description on file). MN/sd/jd (For possible action)

RELATED INFORMATION:

APN:  
163-36-501-034

LAND USE PLAN:  
SPRING VALLEY - BUSINESS AND DESIGN/RESEARCH PARK

**BACKGROUND:**

**Project Description**

The site plan depicts a 15,063 square foot public drainage easement along the south property line of APN: 163-36-501-034. The applicant is requesting to vacate the public drainage easement and replace it with a storm drain reinforced concrete box that outlets at the existing Lower Flamingo Diversion Channel. The construction of the storm drainage system associated with this development will require a new drainage easement that will follow the new alignment. This easement was directed by the Public Works Department drainage study approval letter (PW20-18602).

**Prior Land Use Requests**

Application Number	Request	Action	Date
ZC-19-0214	Reclassified 5.1 acres from C-2 to M-D zoning, waivers for reduced throat depth, and design review for office/warehouse complex, and increased finished grade	Approved by BCC	June 2019
WS-0761-08	Waiver to increase retaining wall height - expired	Approved by PC	September 2008
ZC-0234-08	Reclassified 5.1 acres from M-D to C-2 zoning for a professional office complex	Approved by BCC	April 2008

**Prior Land Use Requests**

Application Number	Request	Action	Date
ZC-2012-05	Reclassified 29 acres from R-E to M-1 zoning for an allowed shopping center	Approved by BCC	February 2006

**Surrounding Land Use**

	Planned Land Use Category	Zoning District	Existing Land Use
North & East	Business and Design/Research Park	C-2	Undeveloped
South	Business and Design/Research Park	R-E	Undeveloped
West	Commercial Neighborhood & Office Professional	R-E	Undeveloped

**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 has no objection to the vacation of a public drainage easement that is not necessary for site, drainage, or roadway development.

**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**

- 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**

- Drainage study and compliance;
- 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:** EDMOND RUSSELL TRIANGLE, LLC

**CONTACT:** JULIA IZZOLO, ZENITH ENGINEERING, 1980 FESTIVAL PLAZA DRIVE,  
SUITE 450, LAS VEGAS, NV 89135

DRAFT





# VACATION APPLICATION

## DEPARTMENT OF COMPREHENSIVE PLANNING

APPLICATION PROCESS AND SUBMITTAL REQUIREMENTS ARE INCLUDED FOR REFERENCE

<b>APPLICATION TYPE</b>	<b>DEPARTMENT USE</b>	APP. NUMBER: <u>VS-21-0148</u>	DATE FILED: <u>3/30/21</u>
<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 #): _____		PLANNER ASSIGNED: <u>SWD</u> TAB/CAC: <u>Spring Valley</u> PC MEETING DATE: <u>5/18/21</u> BCC MEETING DATE: _____ FEE: <u>\$875</u>	TAB/CAC DATE: <u>4/27/21</u>

<b>PROPERTY OWNER</b>	NAME: <u>Edmond Russell Triangle LLC</u> ADDRESS: <u>7115 Bermuda Rd</u> CITY: <u>Las Vegas</u> STATE: <u>NV</u> ZIP: <u>89119</u> TELEPHONE: <u>702-262-6032</u> CELL: _____ E-MAIL: <u>Larry@lmconstructionco.com</u>
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<b>APPLICANT</b>	NAME: <u>Edmond Russell Triangle LLC</u> ADDRESS: <u>7115 Bermuda Rd</u> CITY: <u>Las Vegas</u> STATE: <u>NV</u> ZIP: <u>89119</u> TELEPHONE: <u>702-262-6032</u> CELL: _____ E-MAIL: <u>Larry@LMConstructionco.com</u> REF CONTACT ID #: _____
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<b>CORRESPONDENT</b>	NAME: <u>Zenith Engineering - Julia Izzolo</u> ADDRESS: <u>1980 Festival Plaza Drive Suite 450</u> CITY: <u>Las Vegas</u> STATE: <u>NV</u> ZIP: <u>89135</u> TELEPHONE: <u>702-835-3496</u> CELL: <u>702-835-3496</u> E-MAIL: <u>julia@zenith-lv.com</u> REF CONTACT ID #: _____
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ASSESSOR'S PARCEL NUMBER(S): 163-36-501-034

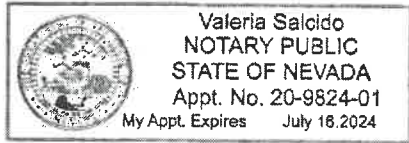
PROPERTY ADDRESS and/or CROSS STREETS: Edmond and Russell

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)\*

Larry Monkarsh  
Property Owner (Print)

STATE OF NEVADA  
COUNTY OF Clark  
SUBSCRIBED AND SWORN BEFORE ME ON February 4, 2021 (DATE)  
By Larry Monkarsh  
NOTARY PUBLIC: Valeria Salcido



\*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.







February 4, 2021

Clark County  
Department of Planning  
500 S. Grand Central Pkwy.  
Las Vegas, NV 89155

**Re: Edmond Russell Triangle, Zenith Project No. 191047  
Drainage Easement Vacation Justification Letter**

Dear Sir or Madam:

Zenith Engineering has been retained by Edmond Russell Triangle LLC to file a vacation application to vacate an existing Drainage Easement associated with property located on the southeast corner of Edmond Street and Russell Road (Assessor's Parcel Number 163-36-501-033).

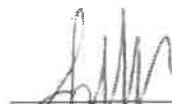
On this parcel is an existing drainage easement that was dedicated as part of a previous project that was never constructed. There is now a new development planned for this site (ZC-19-0214) for a 79,664 square foot office/warehouse. As part of this proposed development, we are proposing to construct a storm drain reinforced concrete box through the site that outlets at the existing Lower Flamingo Diversion Channel. The construction of this storm drain will require a new drainage easement that follows the alignment of the storm drain. The previous drainage easement is no longer needed and is required to be vacated per our drainage study approval letter (PW20-18602).

We respectfully request to vacate the existing drainage easement that is no longer needed.

Please feel free to contact me with any questions or comments at (702) 866-9535. Thank you.

Sincerely,

ZENITH ENGINEERING



---

Julia Izzolo, PE  
Principal



6

05/18/21 PC AGENDA SHEET

SETBACKS  
(TITLE 30)

MONTE CRISTO WAY/COLEY AVE

PUBLIC HEARING

APP. NUMBER/OWNER/DESCRIPTION OF REQUEST

**WS-21-0153-JOHNSON, RICKEY L. LIVING TRUST, ET AL:**

**WAIVERS OF DEVELOPMENT STANDARDS** for the following: 1) reduced setbacks; and 2) allow alternative screening in conjunction with an existing single family residence on 0.5 acres in an R-E (Rural Estates Residential) (RNP-I) Zone.

Generally located on the northwest corner of Monte Cristo Way and Coley Avenue within Spring Valley. JJ/jor/jd (For possible action)

**RELATED INFORMATION:**

**APN:**

163-10-303-007

**WAIVERS OF DEVELOPMENT STANDARDS:**

1. a. Reduce the front setback for an accessory structure (chicken coop) to 8 feet 6 inches where 40 feet is required per Table 30.40-1 (a 79% decrease).
- b. Reduce the rear setback of a principal structure building addition to 15 feet where 30 feet is required per Table 30.40-1 (a 50% decrease).
2. Allow a 6 foot high solid block wall (with a stucco finish) within 15 feet of the front property line where a 6 foot high decorative fence is permitted per Table 30.64-1.

**LAND USE PLAN:**

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

**BACKGROUND:**

**Project Description**

**General Summary**

- Site Address: 7440 Coley Avenue
- Site Acreage: 0.5
- Project Type: Reduced setbacks and allow an existing block wall
- Number of Stories: 2
- Building Height (feet): 14 (main residence)/19 feet, 6 inches (garage addition)
- Square Feet: 3,244 (main residence)/2,768 (proposed addition)/64 (existing chicken coop)/200 (existing playhouse)

### Site Plan

The site plan depicts an existing residence built in the 1980's on the northwest corner of Monte Cristo Way and Coley Avenue. The front of the residence and the main driveway face south toward Coley Avenue. Currently, the main residence is set back 56 feet from the north property line, 30 feet from the east property line (adjacent to Monte Cristo Way), 54 feet from the south property line (Coley Avenue), and 21 feet from the west property line. The site also has 2 sheds on the northwest corner of the site, which will be removed once the garage addition is built. The site plan depicts a proposed garage addition on the north side (rear) of the existing residence, which will reduce the rear setback to 15 feet where 30 feet is required per Title 30. There is also an existing second driveway (circular in design) along the east property line. The applicant utilizes the entrance on the west side of the residence as the main entrance to the home.

In addition, there is an existing playhouse on the west side of the residence that is set back 7 feet from the west property line, 19 feet from front the south property line, also there is an existing chicken coop set back 8 feet from the south property line, but located behind the existing solid block wall. The applicant is requesting to waive the front setback for the existing chicken coop within the front yard to 8 feet where 40 feet is required per Title 30.

Lastly, there is an existing decorative fence with stucco columns along the east property line which wraps around to a portion of the south property line. There is an existing 6 foot high solid block wall with a stucco finish along the remainder of the south property line which extends north along the west side of the main driveway (adjacent to Coley Avenue). In addition, there is an existing 8 foot high (2 foot retaining/6 foot screening) solid block wall with a stucco finish along the west property line, and a 6 foot high solid block wall with a stucco finish along the north property line. The applicant is requesting to waive the existing screening along the south property line (front yard), because Title 30 does not allow a 6 foot high solid screen wall but does allow a 6 foot high decorative fence within 15 feet of the front property line.

### Landscaping

The plans and submitted photos depict mature trees along the east, south, and west property lines. There are also existing shrubs, medium size trees, decorative rock, and ample amounts of desert style landscaping surrounding the entire property. Changes to the existing landscaping are not a part of this request.

### Elevations

The submitted elevations show the existing residence has neutral colored stucco walls with a single story design and a shingled roof. The garage addition along the north side of the residence will match the exterior finishes and roofing material of the existing residence and the overall proposed height of the addition is 19 feet, 6 inches. The east facing elevation of the garage addition consists of an entrance, windows, and a garage door.

### Floor Plan

The floor plan depicts a garage addition which includes RV parking, storage/work area, office, and closet.

**Applicant's Justification**

The applicant purchased the home 7 years ago, and due to the site's peculiar lay out the waivers are requested in order to build a garage addition and ensure that the entire site complies with Title 30 standards. Over the years, the interior of the home was redesigned by previous owners, so the main entrance faces Monte Cristo Way (east property line), even though the home is addressed from Coley Avenue (south property line). The applicant is requesting to waive the rear setback (north property line) for a garage addition and reduce the interior side setback of an existing playhouse and the front setback of an existing chicken coop located in the front yard. The site is well maintained, fully landscaped, has no current zoning violations, and is harmonious in design with the surrounding neighborhood.

**Prior Land Use Requests**

<b>Application Number</b>	<b>Request</b>	<b>Action</b>	<b>Date</b>
ZC-0613-10	Reclassified portions of Section 9 thru Section 13 generally located between Cimarron Road and Decatur Boulevard, and between Spring Mountain Road and Sahara Avenue from R-E to R-E (RNP-I) zoning	Approved by BCC	February 2011

**Surrounding Land Use**

	<b>Planned Land Use Category</b>	<b>Zoning District</b>	<b>Existing Land Use</b>
North, South, East, & West	Rural Estates Residential (up to 2 du/ac)	R-E (RNP-I)	Residential

**STANDARDS FOR APPROVAL:**

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

**Analysis**

**Current Planning**

**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 #1a**

Staff does not normally recommend approval of setback reduction requests; however, this situation is unique since the design of the site is uncommon. The current property owner added improvements and accessory structures (chicken coop and play house) to the site not knowing that the true rear yard of the home is the north portion of the parcel (not the west portion), and the front yard of the home is the south portion of the site (not the east portion). The existing chicken coop location does not negatively impact the site, and it does not impact the harmonious streetscape of the surrounding neighborhood. The plans show that the chicken coop is located

behind the existing solid block wall and cannot be seen from the right-of-way; and the existing landscaping adjacent to the wall provides another visual buffer. Staff supports this request.

#### Waiver of Development Standards #1b

The proposed garage addition will reduce the rear setback to 15 feet where 30 feet is required per Title 30. The plans show that the proposed garage addition is architecturally compatible to the site and is set back appropriately from the right-of-way to the east in order to continue the harmonious streetscape. Furthermore, the garage addition will improve the rear yard, because the property owner will remove the existing sheds and will continue to maintain the existing landscaping within the rear yard. The neighbor's residence to the north has an interior side setback of approximately 6 feet to 8 feet from the applicant's north property line (rear yard); therefore, reducing the rear setback to 15 feet still provides ample clearance between the applicant's garage addition and the neighbor's residence to the north. Mature landscaping around the majority of the perimeter of the subject property also supports the setback reduction request; however, staff recommends a condition that requires planting 3 Mondell pine trees 20 feet on center along the western half of the north property line. Staff is in support of this waiver with conditions.

#### Waiver of Development Standards #2

Photos show that the existing decorative fence along the east property line and a portion of the south property line, and the existing solid block wall with the stucco finish enhances the overall design of the site. Furthermore, the ample amounts of trees, shrubs, groundcover, and decorative rocks are aesthetically pleasing to the site, and complements the solid block wall with a stucco finish along the front property line (south). Code allows a 6 foot high decorative fence within 15 feet of the front yard. Although the existing solid block wall is not a decorative fence, the existing wall has a painted stucco finish to match the residence, and is also aesthetically pleasing; therefore, staff supports this request.

#### **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**

- Plant 3, 24 inch box Mondell pine trees, 20 feet on center along the western half of the north property line;
- 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.

**Public Works - Development Review**

- Execute a Restrictive Covenant Agreement (deed restrictions).
- Applicant is advised that signs, structures, and landscaping shall not encroach into public right-of-way, easements, or sight-visibility zones.

**Building Department - Fire Prevention**

- No comment.

**Clark County Water Reclamation District (CCWRD)**

- No comment.

**TAB/CAC:**

**APPROVALS:**

**PROTESTS:**

**APPLICANT: RICK JOHNSON**

**CONTACT: RICK JOHNSON, 7440 COLEY AVENUE, LAS VEGAS, NV 89117**

DRAFT





APR - 20 - 100809



# LAND USE APPLICATION **PLANNER COPY**

DEPARTMENT OF COMPREHENSIVE PLANNING

APPLICATION PROCESS AND SUBMITTAL REQUIREMENTS ARE INCLUDED FOR REFERENCE

<b>APPLICATION TYPE</b>  <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 checked="" 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 type="checkbox"/> APPLICATION REVIEW (AR)  (ORIGINAL APPLICATION #)	<b>STAFF</b>  APP. NUMBER: <u>WS-21-0153</u> DATE FILED: <u>3/31/21</u> PLANNER ASSIGNED: <u>JOR</u> TAB/CAC: <u>SPRING VALLEY</u> TAB/CAC DATE: <u>4/27/21</u> PC MEETING DATE: <u>5-18-21</u> BCC MEETING DATE: _____ FEE: <u>\$475</u>
	<b>PROPERTY OWNER</b>  NAME: <u>RICKY L. JOHNSON</u> ADDRESS: <u>7440 COLEY AVENUE</u> CITY: <u>LAS VEGAS</u> STATE: <u>NV</u> ZIP: <u>89117</u> TELEPHONE: <u>702-878-8595</u> CELL: _____ E-MAIL: <u>RICKJ@FUTURESBUILDINGCOMPANY.COM</u>
	<b>APPLICANT</b>  NAME: <u>RICKY L. JOHNSON</u> ADDRESS: <u>7440 COLEY AVENUE</u> CITY: <u>LAS VEGAS</u> STATE: <u>NV</u> ZIP: <u>89117</u> TELEPHONE: <u>702-878-8595</u> CELL: _____ E-MAIL: <u>RICKJ@FUTURESBUILD</u> REF CONTACT ID #: _____
<b>CORRESPONDENT</b>  NAME: <u>RICKY L. JOHNSON</u> ADDRESS: <u>7440 COLEY AVENUE</u> CITY: <u>LAS VEGAS</u> STATE: <u>NV</u> ZIP: <u>89117</u> TELEPHONE: <u>702-878-8595</u> CELL: _____ E-MAIL: <u>RICKJ@FUTURESBUILD</u> REF CONTACT ID #: _____	

ASSESSOR'S PARCEL NUMBER(S): 163-10-303-007

PROPERTY ADDRESS and/or CROSS STREETS: CORNER OF COLEY AVENUE AND S. MONTE CRISTO WAY

PROJECT DESCRIPTION: NEW ATTACHED GARAGE

(I, We) the undersigned owner 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 assessments 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.

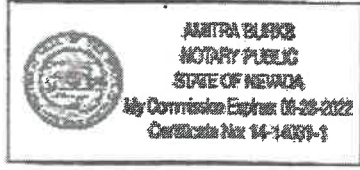
Ricky L. Johnson  
 Property Owner (Signature)\*

RICKY L. JOHNSON  
 Property Owner (Print)

STATE OF NEVADA  
 COUNTY OF CLARK

SUBSCRIBED AND SWORN BEFORE ME ON 21/1/2021 (DATE)  
 by RICKY L. JOHNSON

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.



WS-21-0153

12/9/20 – 3/18/21

JUSTIFICATION LETTER  
For 7440 Coley Ave, Las Vegas, NV. 89117

PLANNER  
COPY

To Whom It May Concern:

My name is Rickey L. Johnson, I live at 7440 Coley Avenue. I bought my home 7 years ago. My goal is to place a large garage on the north side of my home. The house has a very peculiar layout. It is facing Monte Cristo, but the address is on Coley. I have a lot of area on the north side for the garage. The north should be the side yard but, due to the unusual placement it is actually the backyard which is confusing.

So, I only have one issue, which would be placing the structure within 15' of the rear yard setback from the Monte Cristo street. It would look and be the same as most of the other home structures with large garages. My address front adds complications to the aesthetics of my home.

Per Clark County emails the wall out front was here when I purchased the home. It looks to be in perfect order. I have added stucco and painted the existing fence 3 years ago. I wish to keep as is.

I would like to keep the chicken coop as is. There are no neighbors on that side to annoy, opposite of coop. There is a street that it backs up to. If it becomes a big issue, I can move it.

We are applying for the following waivers of development standards:

1. Reduced front yard setback for an accessory structure to 8 feet, 6 inches where 40 feet is required per Table 30.40-1.
2. Reduced rear setback to 15 feet where 30 feet is the maximum allowed per Table 30.40-1.
3. Allow a solid CMU block wall within 15 feet of the front yard where a decorative fence is allowed per Table 30.64-1.

Thank you,

Rickey L. Johnson  
702-563-9331  
7440 Coley Avenue  
Las Vegas, NV 89117



05/19/21 BCC AGENDA SHEET

OFFICE BUILDING  
(TITLE 30)

POST RD/JIM ROGERS WAY

PUBLIC HEARING  
APP. NUMBER/OWNER/DESCRIPTION OF REQUEST  
**UC-21-0145-UNLV RESEARCH FOUNDATION:**

**USE PERMIT** for offices as a principal use.

**WAIVERS OF DEVELOPMENT STANDARDS** for the following: **1)** building orientation; **2)** eliminate cross access; and **3)** allow modified driveway design standards.

**DESIGN REVIEWS** for the following: **1)** office building; **2)** alternative parking lot landscaping; and **3)** finished grade on 9.8 acres in an M-D (Designed Manufacturing) Zone in the CMA Design Overlay District.

Generally located on the south side of Post Road, 350 feet west of Jim Rogers Way within Spring Valley. MN/md/jd (For possible action)

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**RELATED INFORMATION:**

**APN:**

163-33-401-003; 163-33-401-010; 163-33-401-027

**WAIVERS OF DEVELOPMENT STANDARDS:**

1. Allow an office building which is not oriented to a street, does not occupy a minimum of 10% of the property frontage, and is set back greater than 100 feet from the front property line where required per Section 30.48.040 (CMA Design Overlay District Standards).
2. Eliminate cross access where cross access shall be provided through the recording of perpetual cross access, ingress/egress easements or agreements with adjacent lots per Table 30.56-2.
3.
  - a. Reduce throat depth to 39 feet where a minimum depth of 150 feet is required per Uniform Standard Drawing 222.1 (a 74% reduction).
  - b. Permit a nonstandard curb return driveway on Teco Avenue where a commercial driveway with curb returns is required per Uniform Standard Drawing 222.1 (a 74% reduction).

**DESIGN REVIEWS:**

1. Office building.
2. Alternative parking lot landscaping.
3. Increase finished grade to 48 inches where a maximum of 18 inches is the standard per Section 30.32.040 (a 167% increase).

**LAND USE PLAN:**

SPRING VALLEY - BUSINESS AND DESIGN/RESEARCH PARK

## **BACKGROUND:**

### **Project Description**

#### **General Summary**

- Site Address: N/A
- Site Acreage: 9.8
- Project Type: Office building
- Number of Stories: 1
- Building Height (feet): 32
- Square Feet: 80,908
- Parking Required/Provided: 324/624

#### Site Plans

The plans depict a proposed office building centrally located on a 9.8 acre site. The office building is set back 190 feet from the north property line along Post Road, 175 feet from the east property line, and 95 feet from the west property line. The office building is set back 326 feet and 157 feet from the southwest and southeast property lines, respectively. A waiver of development standards is required as the centrally located office building is not located within 100 feet of the front (north) property line adjacent to Post Road. Cross access is not provided to the adjacent parcels, along the south, east, and west property lines, necessitating a waiver of development standards request. Parking is located on all 4 sides of the building, with covered parking located south of the building, oriented away and not visible from the public right-of-way. The project site requires 324 parking spaces where 624 parking spaces are provided. Approximately 144 parking spaces will be covered by carports. Access to the project site is granted via 2 commercial driveways along Post Road and 1 commercial driveway along Teco Avenue which ends in a cul-de-sac on the south side of the site. A waiver of development standards is required to reduce the throat depth to 39 feet along Teco Avenue and a 112 feet along Post Road. A waiver to permit a nonstandard curb return is requested for the driveway along Teco Avenue. Five foot wide pedestrian connections are provided from the proposed detached sidewalk along Post Road and the proposed attached sidewalk along Teco Avenue that connect to the principal entrance of the building. An enclosed employee patio area is located at the southeast corner of the building, in addition to the required bicycle spaces. A second employee patio area is located at the southwest corner of the building, in addition to an emergency generator enclosure. There is a 12 foot grade difference across the project site with the north side of the building slab approximately 4 feet above the elevation at the north property line and 8 feet below the elevation at the south property line, necessitating a design review to increase finished grade. Cross access is provided at the southeast corner of the project site via a private drive however, a waiver of development standards is requested to the cross access requirement at the southwest and east property lines of the project site.

#### Landscaping

The plans depict a proposed 15 foot wide landscape area with a 5 foot wide detached sidewalk along Post Road. An existing 15 foot wide landscape area with a 5 foot wide detached sidewalk is located along a 600 foot linear portion of Jim Rogers Way; however, a 200 foot linear portion of Jim Rogers Way does not include a sidewalk. A proposed 5 foot wide attached sidewalk is located along Teco Avenue, with a minimum 15 foot wide street landscape area. Twenty-four inch box trees, with shrubs and groundcover, are located within the street landscape areas long



Post Road, Jim Rogers Way, and Teco Avenue. In lieu of providing the required amount of landscape finger islands within the interior of the site, specifically within the south parking lot featuring the carports, the required trees have been distributed throughout the interior and perimeter of the project site. The development requires 176 trees within the interior parking lot and street landscape areas. The plans depict a total of 225 medium and large trees equitably distributed throughout the interior and perimeter of the project site.

#### Elevations

The plans depict a 1 story, 32 foot high office building with a flat roof with parapet walls around the roofline. The office building consists of painted concrete tilt-up panels, aluminum storefront window systems, decorative metal panel accents, an EIFS exterior, and an employee patio located at the southwest corner of the building. The building will consist of neutral, earth tone colors matching the existing and proposed office buildings within the Research and Technology Park.

The emergency generator enclosure has a maximum height of 16 feet and will be screened with concrete tilt-up panels. The metal carports will have a maximum height of 12 feet, and will be painted with neutral, earth tone colors matching the office building.

#### Floor Plans

The plans depict an open floor plan (shell space) consisting of 80,908 square feet that will be utilized as an office building.

#### Signage

Signage is not a part of this request.

#### Applicant's Justification

According to the applicant, an office building is an appropriate and compatible use within the UNLV Technology Park and will enhance the area and site. The design of the proposed building allows for parking at all 4 sides of the building. Although, this design aesthetic deviates from the requirement of the Development Code it is, however, compatible with the overall design aesthetics of the Park and is appropriate for the site, Technology Park, and area. Providing cross access to the site to the south is not possible because the site plans for the approved project to the south (ZC-19-0853) did not show or provide cross access to the subject site and no waivers of development standards were requested or approved to waive cross access to the subject site. Therefore, there is no area on the site to the south that has an opening to provide access/connectivity between the 2 sites. Additionally, the parcel to the south is zoned C-2 and the subject site is zoned M-D, therefore, the sites may be incompatible. The cross access to the parcels on the east and west sides of the site can also not be provided because of the existing open drainage channels/easements along the east and west sides of the site which makes it impossible to provide the required cross access. An existing private drive does provide a connectivity to a portion of the site to the east side and creates an appropriate connection to another project in the area. The applicant states the requested throat depth waiver is justified and will not create an impact on the adjacent streets because 4 driveways are provided to the site. Additionally, the entrance to the site along Teco Avenue is at the end of a cul-de-sac which does not have any through traffic. The disbursement of the entry drives will allow vehicles to enter

and exit the site from 3 sides. According to the applicant, the nonstandard curb return is justified as the curb return is located at the end of a cul-de-sac and will allow for delivery vehicles to enter and exit the site from Teco Avenue. Being at the end of a cul-de-sac this will not impede the flow of traffic on the street. Due to the size of this building (80,000 square feet) and the 12 foot grade difference across the site, the north side of the building slab will be approximately 4 feet above the elevation at the north property line and 8 feet below the elevation at the south property line. The building is located 190 feet from the north property line and 326 feet from the south property line to allow for a gradual slope across the site and proper drainage. The layout of the site requires that 176 trees be provided, the current landscape plans provide 225 trees. Trees are not provided at the islands between the covered parking stalls as they will not do well in these locations. Additional trees have been added around the site to compensate for the 30 trees that are not placed at the covered parking stalls.

#### Prior Land Use Requests

Application Number	Request	Action	Date
VS-19-0171	Vacated patent easements - recorded	Approved by PC	May 2019
VS-0959-14	Vacated and abandoned a portion of a cul-de-sac which was part of Jim Rogers Way - recorded	Approved by PC	February 2014
DR-0894-14	Parking lot expansion in conjunction with a previously approved office building and pharmacy	Approved by BCC	January 2015
UC-0556-14	Offices as a principal use with a pharmacy	Approved by BCC	August 2014
UC-0448-08 (ET-0095-10)	First extension of time for public/quasi-public buildings and facilities for offices, laboratories, manufacturing (pharmaceutical), university related facilities, and ancillary uses with a reduction in parking and allow alternative screening and buffering on a portion of 122 acres in CMA - expired	Approved by BCC	August 2010
VS-1398-07 (ET-0356-09)	First extension of time to vacate patent easements and right-of-way for Gagnier Street and Sobb Avenue - recorded	Approved by PC	February 2010
UC-0448-08	Public/quasi-public buildings and facilities for offices, laboratories, manufacturing (pharmaceutical), university related facilities, and ancillary uses with a reduction in parking and allow alternative screening and buffering on a portion of 122 acres in CMA	Approved by BCC	June 2008
TM-0103-08	UNLV Harry Reid Research and Technology campus - expired	Approved by PC	June 2008
VS-1398-07	Vacated patent easements and right-of-way for Gagnier Street and Sobb Avenue	Approved by PC	June 2008
ZC-1715-05	Reclassified 122 acres from R-E, R-2 & R-3 zoning to M-D zoning	Approved by BCC	December 2005



### **Surrounding Land Use**

	<b>Planned Land Use Category</b>	<b>Zoning District</b>	<b>Existing Land Use</b>
North & West	Business and Design/Research Park	M-D	Undeveloped
South	Commercial General and Business and Design/Research Park	C-2 & M-D	Office building & undeveloped
East	Business and Design/Research Park	M-D	Office building & undeveloped

### **STANDARDS FOR APPROVAL:**

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

#### **Analysis**

#### **Current Planning**

#### **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.

The intent of the Business and Design/Research Park category is to designate areas where commercial, professional, or manufacturing developments are designed to assure minimal impact on surrounding areas. Major uses in the category include research and development, incubator businesses, data processing centers, and general non-hazardous warehousing. The UNLV Research and Technology Park, which includes this parcel and the surrounding area, is intended to provide a suitable location for the construction of a research park and technology center that will provide opportunities for education and research in the field of high technology and economic development. An office building is consistent with the intent of the Technology Park and will further the technology oriented office uses planned for the development; therefore, staff can support this 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**

Staff can support the request to orient the proposed office building towards the center of the project site. The proposed location of the office building is consistent with the orientation of other buildings within the Park, and should not have a negative or detrimental impact on the surrounding land uses and properties. Therefore, staff can support this request.

### Waiver of Development Standards #2

The intent of providing cross access is to promote public safety, efficient on-site circulation, and shared parking, in addition to minimizing curb returns along streets. Staff typically does not support requests to waive cross access with adjacent parcels. The C-2 zoned parcel, located to the southwest of the project site, was approved for a hotel in December 2019 via ZC-19-0853. The site plan for the approved hotel did not provide for cross access to the project site, as the commercial land use is not similar or complementary with the planned land use of Business and Design/Research Park. The approved site plans for the office building and pharmacy to the east of the subject property do not depict cross access. Providing cross access along the east property line of the project site is impractical and not feasible due to the existing north/south drainage conduit for stormwater. Therefore, staff recommends approval.

### Design Review #1

The proposed office building will be carefully integrated and reinforce the anticipated pattern of development within the Technology Park complementing the proposed research and technology uses. The building height proposed by the applicant is consistent and compatible with the building heights within the immediate area and complies with Business and Design/Research Park Policy 99 of the Comprehensive Master Plan which encourages Business and research park developments to be compatible with abutting uses. Staff finds the project satisfies the following criteria for a design review: 1) the proposed development is compatible with adjacent development; 2) the proposed development is consistent with the applicable land use plan and Title 30; 3) building elevations, design characteristics, and other architectural and aesthetic features are not unsightly or undesirable in appearance; and 4) are harmonious and compatible with development in the area; therefore, staff can support the design review request.

### Design Review #2

Staff finds the proposed alternative parking lot landscaping, including the distribution of the trees and landscape finger islands, is appropriate for the project site and complies with Business and Design/Research Park Policy 96 that encourages screened parking areas and extensive landscaping. The office building requires 176 trees for the street landscape and interior parking lot areas. The site has been designed to include an additional 49 trees (225 trees overall) that will be distributed throughout the street landscape and interior parking lot areas. Staff finds the proposed landscaping will reduce the "heat island" effect, and improve the aesthetics of the project site and the surrounding area.

### **Public Works - Development Review**

#### Waiver of Development Standards #3

Staff has no objection to the non-standard curb return commercial driveway and reduction in throat depth for Teco Avenue. Teco Avenue terminates in a public cul-de-sac adjacent to the entrance to the site and should see a low volume of traffic.

### Design Review #3

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**

- 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.

#### **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 including any required improvements along the Jim Rogers Way frontage.
- 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**

- No comment.

#### **Clark County Water Reclamation District (CCWRD)**

- Applicant is advised that a Point of Connection (POC) request has been completed for this project; email [sewerlocation@cleanwaterteam.com](mailto:sewerlocation@cleanwaterteam.com) and reference POC Tracking #0142-2021 to obtain your POC exhibit; and that flow contributions exceeding CCWRD estimates may require a new POC analysis.

**TAB/CAC:**

**APPROVALS:**

**PROTESTS:**

**APPLICANT: U N L V RESEARCH FOUNDATION**

**CONTACT: MATT BURNS, E V & A ARCHITECTS, 1160 N. TOWN CENTER DRIVE,  
SUITE 170, LAS VEGAS, NV 89144**

**DRAFT**



# LAND USE APPLICATION

## DEPARTMENT OF COMPREHENSIVE PLANNING

APPLICATION PROCESS AND SUBMITTAL REQUIREMENTS ARE INCLUDED FOR REFERENCE


<b>APPLICATION TYPE</b>  <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 checked="" 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 #)	<b>STAFF</b>  APP. NUMBER: <u>UC-21-0145</u> DATE FILED: <u>3/30/21</u> PLANNER ASSIGNED: <u>MHO</u> TAB/CAC: <u>SPRING VALLEY</u> TAB/CAC DATE: <u>4/27/21</u> PC MEETING DATE: _____ BCC MEETING DATE: <u>5/19/21</u> FEE: <u>11,950.<sup>00</sup></u>
	<b>PROPERTY OWNER</b>  NAME: <u>UNLV Research Foundation - Bo Bernhard</u> ADDRESS: <u>8400 W. Sunset Rd., Suite 400</u> CITY: <u>Las Vegas</u> STATE: <u>NV</u> ZIP: <u>89113</u> TELEPHONE: <u>(702) 895-5598</u> CELL: _____ E-MAIL: <u>bo.bernhard@unlv.edu</u>
	<b>APPLICANT</b>  NAME: <u>UNLV Research Foundation - Bo Bernhard</u> ADDRESS: <u>8400 W. Sunset Rd., Suite 400</u> CITY: <u>Las Vegas</u> STATE: <u>NV</u> ZIP: <u>89113</u> TELEPHONE: <u>(702) 895-5598</u> CELL: _____ E-MAIL: <u>bo.bernhard@unlv.edu</u> REF CONTACT ID #: _____
	<b>CORRESPONDENT</b>  NAME: <u>EV&amp;A Architects - Matt Burns</u> ADDRESS: <u>1160 N. Town Center Drive, Suite 170</u> CITY: <u>Las Vegas</u> STATE: <u>NV</u> ZIP: <u>89144</u> TELEPHONE: <u>702-946-8195</u> CELL: <u>702-946-8196</u> E-MAIL: <u>mburns@advanceassociates.com</u> REF CONTACT ID #: <u>133741</u>

ASSESSOR'S PARCEL NUMBER(S): 163-33-401-003, 163-33-401-027 & 163-33-401-010  
 PROPERTY ADDRESS and/or CROSS STREETS: South side of Post Road between Durango and Jim Rogers Way  
 PROJECT DESCRIPTION: New single story 80,000 sf office building

(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.

[Signature]      Bo Bernhard  
 Property Owner (Signature)\*      Property Owner (Print)

STATE OF NEVADA  
 COUNTY OF CLARK  
 SUBSCRIBED AND SWORN BEFORE ME ON JANUARY 25, 2021 (DATE)  
 By MEGAN SVARZ  
 NOTARY PUBLIC: [Signature]

 **MEGAN SVARZ**  
 Notary Public-State of Nevada  
 APPT. NO. 15-3175-1  
 My Appt. Expires 08-15-2023

\*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.







ARCHITECTURE  
 PLANNING  
 INTERIORS

February 26, 2021

UC-21-0145

Clark County Department of Comprehensive Planning  
 500 S. Grand Central Parkway  
 Las Vegas, Nevada 89153

PLANNER  
 COPY

RE: **Justification Letter – UNLV Tech Park TMO Building**  
 Parcel Numbers: 163-33-401-027, 163-33-401-003 & 163-33-401-010

To Whom it May Concern,

**Principals**

Edward A. Vance, FAIA  
 Matthew F Burns, AIA  
 Kullie Warbaugh, PID

**Associates**

Nic Niccum, AIA  
 Theresa Grayson, AIA  
 Erik Swendsid, AIA  
 Stephan Winfield, AIA  
 Andrew Martin, AIA  
 Ana Fimbres, Assoc. AIA  
 Kurt Walden, Assoc. AIA  
 Humberto Lopez, Assoc. AIA  
 Kim Galbe, Assoc. AIA  
 Destanee Cook, Assoc. AIA  
 Carina Gaytan  
 Alexander Vance

**Administration**

Jennifer Blanchard  
 Janice Arvo  
 Sarah Robles

On behalf of our client, Gardner Company, the following details a proposed single-story office building along the south side of Post Road (between Durango Drive and Jim Rogers Way) located within the UNLV Harry Reid Research and Technology Park.

**Project Overview**

This is a request for a single-story office building with approximately 80,800 sf of leasable space. The current zoning classification of the site is Designed Manufacturing (M-D) with a planned land use of Business Design and Research Park (BDRP). The total building height is proposed to be 32'-0" where 50' is allowed (table 30.40-5). Parking will be provided in compliance with Clark County Table 30.60-1, with office parking provided at a ratio of 4 parking stalls per 1,000 gross floor area. Total of 624 parking stalls are provided on the site where 324 parking stalls are required. 14 accessible parking stalls are provided where 13 are required by Table 30.60-5. One loading areas (minimum 25' x 10') is provided where one loading stall is required by Table 30.60-6. Four Bicycle parking stalls are also provided as required by Table 30.60-2.

Access to the site will be provided with two entrances along Post Road, one entrance at the end of the cul-de-sac on Teco Ave. and one entrance from the private drive to the east. Throat depths at each entrance from a public drive have been provided on the site plan and a waiver of development standards is requested where the minimum distance is not maintained (see below). Required cross access with adjacent sites/parcels (south, east and west) will be waived and justified, refer to Waiver of Development standards item number 4 below.

**Special Use Permit**

A special use permit is requested to allow an office building as a principal use in a Designed Manufacturing (M-D) zoning.

**Justification:** An office building is an appropriate and compatible use within the UNLV Technology Park and will enhance the area and site.

**EV&A Architects**  
 1160 N. Town Center Dr. Ste 170  
 Las Vegas, NV 89144

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ARCHITECTURE  
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**Waiver of Development Standards**

1. A waiver of development standards is requested to reduce the throat depths at the entry drives along Post Road and the entry drive at the end of the cul-de-sac at Teco Ave. Throat depths at the entry drives along Post Road are 129', 122' and 112' where 150' is required. The throat depth at the Teco Ave entry drive is 99' at the incoming lane and 39' at the outgoing lane where 150' is required.

**Justification:** This request is justified and will not create an impact on the adjacent streets because four driveways are provided to the site. Additionally, the entrance to the site along Teco Ave is at the end of a cul-de-sac which does not have any thru traffic. The disbursement of the entry drives will allow vehicles to enter and exit the site from three sides

2. A waiver of development standards is requested to allow the building as designed, not oriented closer to the perimeter streets or the street frontage to screen parking in the interior of the site; and a minimum of ten percent of the total property frontage being within 100 feet of the property line.

**Justification:** The design of the proposed building allows for parking at all four sides of the building. Although, this design aesthetic deviates from Code requirements it is, however, compatible with the overall design aesthetics of the Park and is appropriate for the site, Technology Park, and area.

3. A waiver of development standards is requested waive the required cross access to the adjacent parcels approved to the south, east and west of this site.

**Justification:** Providing cross access to the site to the south is not possible because the site plans for the approved project to the south (ZC-19-0853) did not show or provided cross access to the subject site to the north and no waiver were requested or approved to waive cross access to the subject site. Therefore, there is no area on the site to the south that has an opening to provide access/connectivity between the two sites. Additionally, the parcel to the south is zoned C-2 and the subject site is zoned M-D, therefore, the sites may be incompatible. The cross access to the parcels on the east and west side of the site can also not be provided because of the existing open drainage channels/easements along the east and west sides of the site which makes it impossible to provide the required cross access. An existing private does provide a connectivity to a portion of the site to the east side and creates an appropriate connection to another project in the area.

4. A waiver of development standards is requested allow for a non-standard curb return at the south drive entrance at Teco Ave.

**Justification:** This request is justified as the curb return is located at the end of a cul-de-sac and will allow for delivery vehicles to enter and exit the site from Teco





ARCHITECTURE  
 PLANNING  
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 Carina Cowtan  
 Alexander Vance

**Administration**

Jennifer Blanchard  
 Janice Arvo  
 Sarah Rubler

Road. Being at the end of a cul-de-sac this will not impede the flow of traffic on the street.

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**Design Review**

The building materials consist of painted concrete tilt panels with glass, EIFS and metal panel accents. All finishes will be similar and complimentary to other buildings within the Park. The site will also include a new fully screened generator and trash enclosure on the south side of the building. The design of these enclosures will be similar to other enclosures within the Park. 144 covered parking stalls shall be provided as part of this application and complementary to other covered parking structures within the Park.

A design review is also requested to allow for the finish floor of the building to be 4' above the grade elevation at the north property line where 18" is allowed. This is being requested per Clark County Title 30.32.040(a)(9)(b).

A design review is also requested for alternative parking lot landscaping where more than 6 or 12 stalls are provided between landscape islands in the south east corner of the site. This request shall also include the trees that were not placed at the islands between the covered parking stalls.

**Justification:** The design of the proposed office building will complement the UNLV Technology Park and area with no change to the current zoning. The building is appropriate and compatible of the adjacent uses and the planned development of the Technology Park.

Due to the size of this building (80,000 sf) and the 12' grade difference across the site, the north side of the building slab will be approximately 4' above the elevation at the north property line and 8' below the elevation at the south property line. The building is located 190' from the north property line and 326' from the south property line to allow for a gradual slope across the site and proper drainage.

The layout of the site requires that 176 trees be provided, the current landscape plans provide 225 trees. Trees are not provided at the islands between the covered parking stalls as they will not do well in these locations. 59 additional trees have been added around the site to compensate for the 30 trees that are not placed at the covered parking stalls.

**TREE COUNTS:**

PERIMETER	INTERIOR	STREET
• 40 REQUIRED	• 123 REQUIRED (PARKING LOT)	• 19 REQUIRED
• 43 PROVIDED	• 152 PROVIDED	• 30 PROVIDED
	- 93 (PARKING LOT)	
	- 59 ADDITIONAL INTERIOR	
+3	+29	+11

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 Alexander Vance

**Administration**

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 Janice Arvo  
 Sarah Roblin

**Site Landscape**


Landscape will be provided and request a design review for alternative parking lot landscaping. Refer to Design Review section above for additional information.

**Site Lighting and Signage**

Site lighting and signage is not included in this application and will be submitted separately. All site lighting and signage will conform with Clark County Title 30 standards.

We appreciate any comments you may have with this proposed development, please let me know if you have any questions or need anything additional to complete your review of this project.

Thank you,

  
 Matt Burns, AIA  
 Senior Vice President

Digitally signed by Matt Burns  
 DN: C=US  
 E=mburns@edvanceassociates.com,  
 O=EV&A Architects, CN=Matt Burns  
 Date: 2021.02.25 13:00:20-08'07'

**PLANNER  
 COPY**

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 Las Vegas, NV 89144

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**TOWN ADVISORY BOARD**  
**ZONING / SUBDIVISIONS / LAND USE**  
**AGENDA ITEM**

---

**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-envision 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.

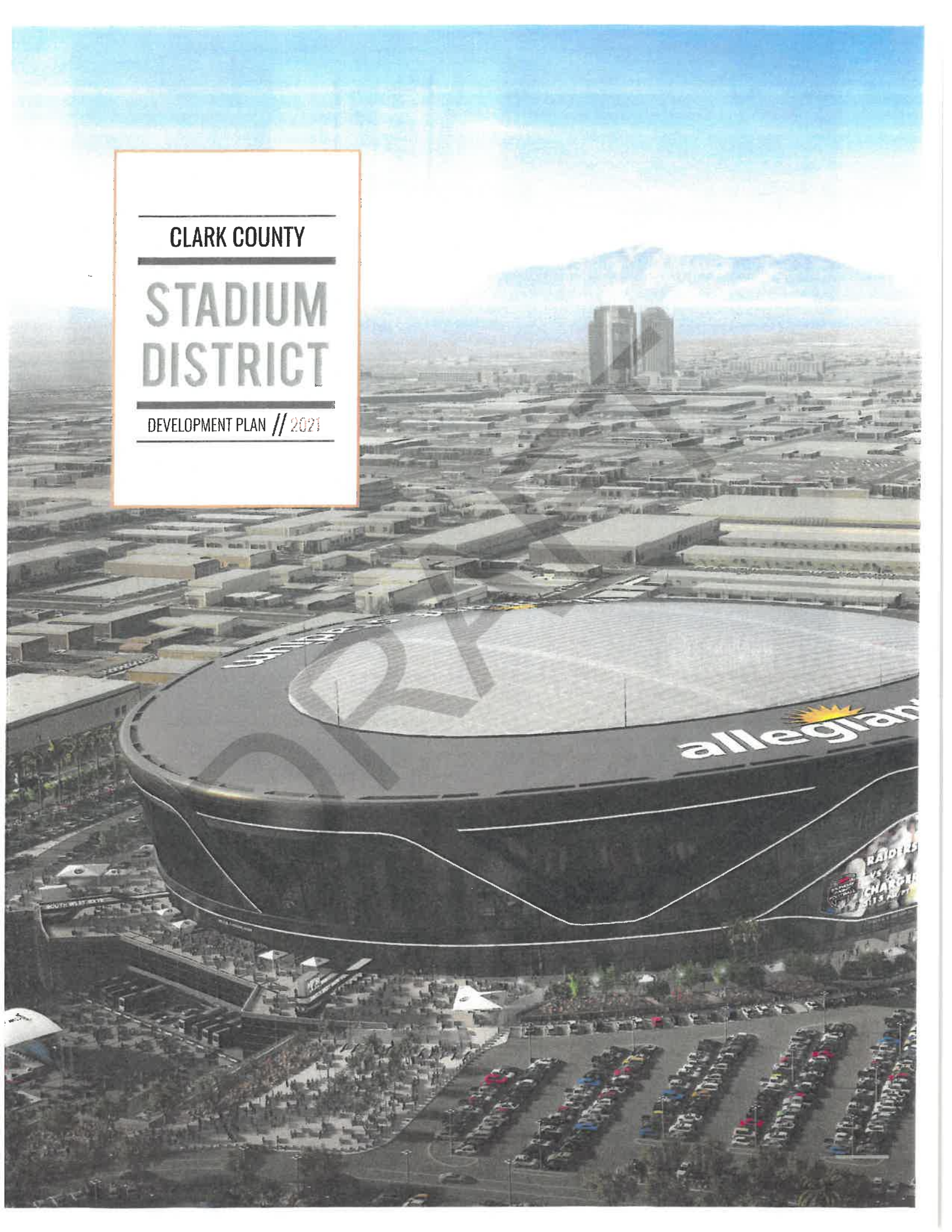




CLARK COUNTY

# STADIUM DISTRICT

DEVELOPMENT PLAN // 2021



CLARK COUNTY

STADIUM  
DISTRICT

DEVELOPMENT PLAN // 2021

LEAFLET



#### Office of County Manager

Yolanda King, Manager  
Paula Tate, Assistant Manager  
Jeff Wells, Assistant Manager  
Kevin Schmitt, Assistant Manager

#### Leading Agencies

##### Clark County Department of Comprehensive Planning

Janey Anderson, Director  
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Sam Reed  
Shane Armstrong  
Terry Glicko  
Terry Corven  
Philip Slavovick

##### Regional Transportation Commission of Southern Nevada

Paul Wilson

##### Stakeholder/Technical Advisory Committee

Eric Fuchsberg  
Michael Spartz  
Theresa Wambach  
Yar Dobi  
Randy Job  
Benjamin Capital Six  
Steve Lusk  
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##### Atkins North America

Frank Pierno  
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Jennifer Baggett  
Lorilyn Grubb

##### Kimley-Horn and Associates

Timothy Suter  
John Anderson

##### Paraline Consulting

Leah Stone

##### Erica Aviles Consulting

Erica Avila

This plan is jointly influenced by the Clark County Comprehensive Planning Department and Regional Transportation Commission of Southern Nevada (RTC). The plan is the result of collaboration and input from many stakeholders. Through their support, the plan would not have been possible. Clark County conducted a number of meetings to gather public participation and would like to thank the individuals who contributed to the plan. The plan is jointly influenced by the Clark County Comprehensive Planning Department and Regional Transportation Commission of Southern Nevada (RTC). The plan is the result of collaboration and input from many stakeholders. Through their support, the plan would not have been possible. Clark County conducted a number of meetings to gather public participation and would like to thank the individuals who contributed to the plan. The plan is jointly influenced by the Clark County Comprehensive Planning Department and Regional Transportation Commission of Southern Nevada (RTC). The plan is the result of collaboration and input from many stakeholders. Through their support, the plan would not have been possible. Clark County conducted a number of meetings to gather public participation and would like to thank the individuals who contributed to the plan.

A special thank to Clark County's 2014 Summer Internship Program Students: Lindsey Green, Dorian John, Corey and Amanda, Members of the Legislature of Nevada, Las Vegas. The interns' creativity and contributions helped shape the plan both through photographic documentation of the district as well as through evaluations, interviews, and the plan.

# ACKNOWLEDGEMENTS



The Stadium District Plan was prepared from 2018- 2021 for Clark County Comprehensive Planning, by a consultant team comprised of Atkins Global, RAH Architecture and Planning, Kimley-Horn, and Paceline 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 configurational 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 pivot 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
CEPTED	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
HOV	Highway Capacity Manual
HOV	High Occupancy Vehicle
ITS	Intelligent Transportation Systems
IJS	Level of Service
LTS	Level of Traffic Stress
MDOT	Nevada Department of Transportation
RBPT	Regional Bicycle and Pedestrian Plan for Southern Nevada
RTC	Regional Transportation Commission of Southern Nevada
TNC	Transportation Network Company
TRE	Transportation Research Board
TWLTL	Two Way Left Turn Lane
UPRR	Union Pacific Railroad

APPENDIX

DRAFT

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**Plan Area**

introduction to the location and context of the plan

**Purpose:**

overview of the history and context of the plan

**Planning Process**

overview of the overall process from beginning to end  
the public engagement events, including their frequency,  
internal meeting, and work to address ongoing issues and

**Organization of the Report**

how the plan is organized and what to expect from  
sections

# APPENDIX

## INTRODUCTION

---

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## 1.1 plan area

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, with a total economic impact of \$34.5 billion; with a total economic impact of \$57.6 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.

### Where is the District?

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.

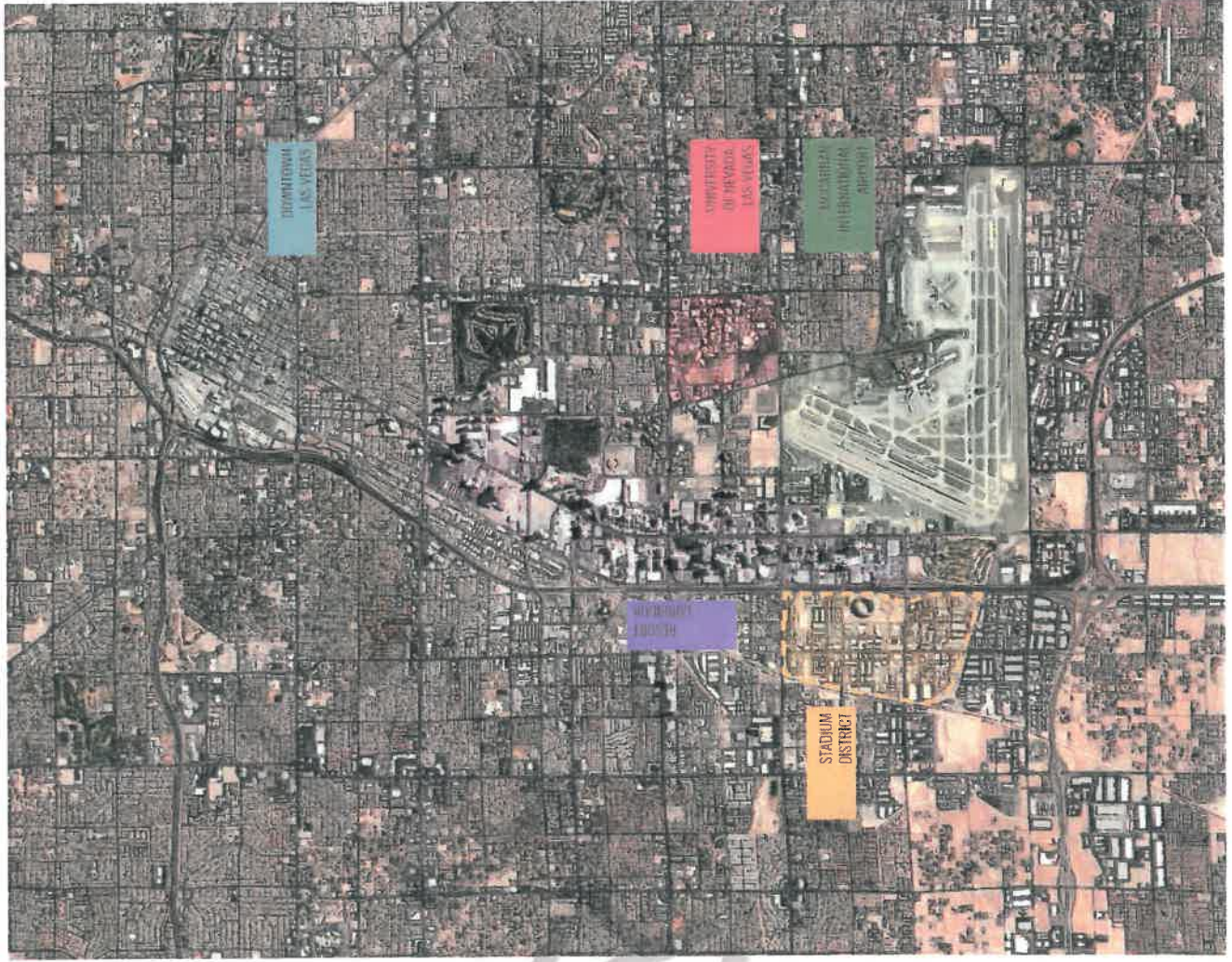


Fig. 1 - Context Map





Fig. 2 - Allegiant Stadium



Fig. 3 - Allegiant Stadium

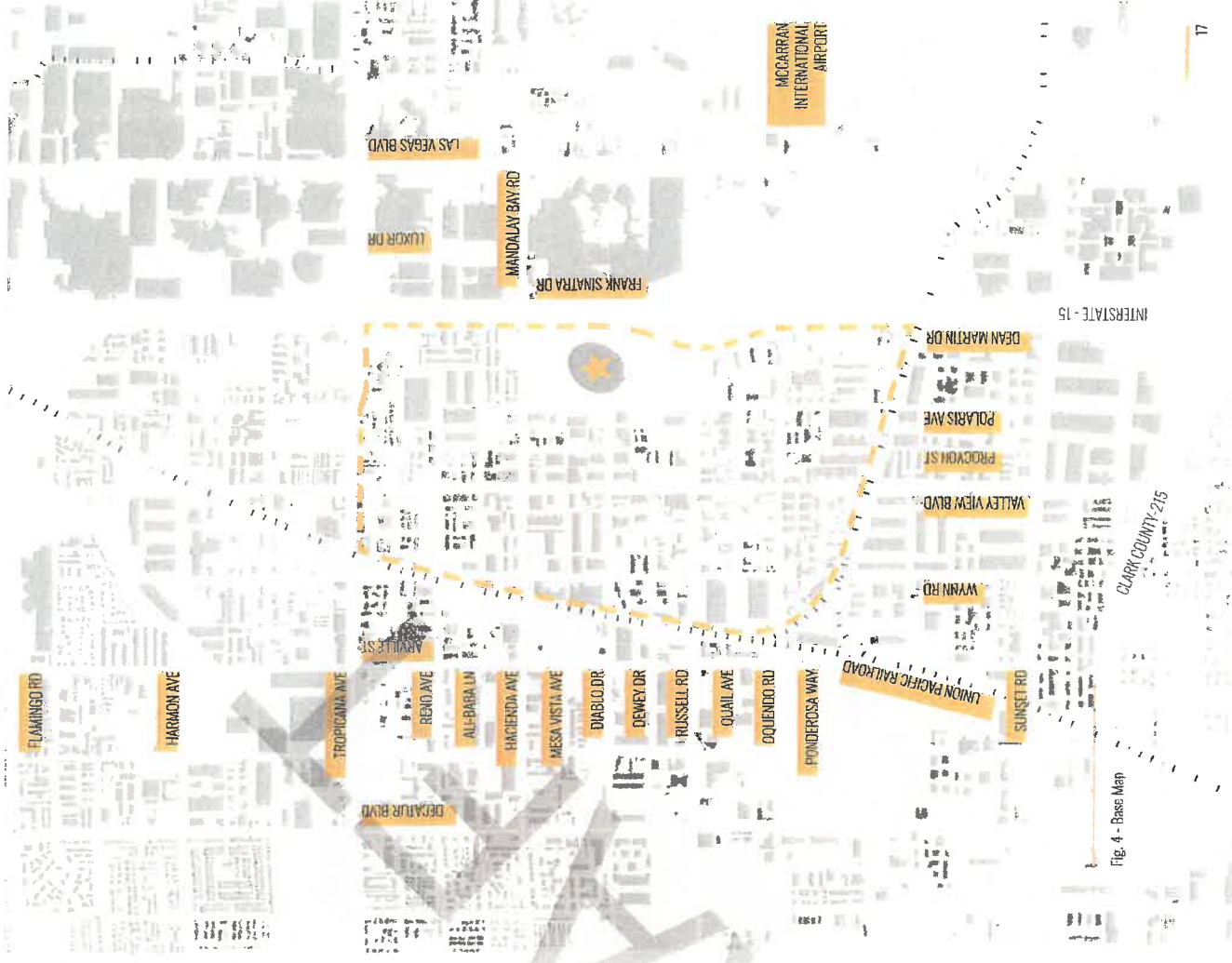


Fig. 4 - Base Map

## 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 developments 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 change in the Stadium District and to provide tools that support this transformation and unleash potential

### Creating a Healthy, Walkable Environment

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.

### Enhancing 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.

### Supporting 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."

### Providing Environmental Benefits

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."

### Creating Multimodal Travel Choices

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

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

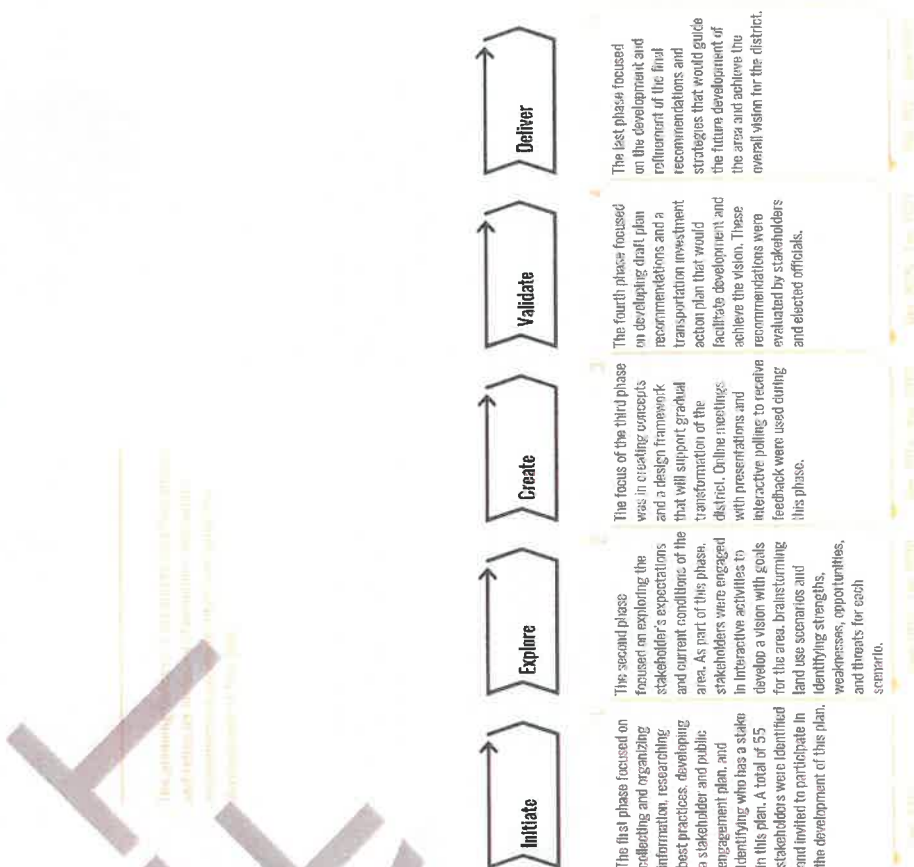
A Technical Advisory Committee (TAC) was created at the initiation of the plan development process to guide and assist in the effort. This committee comprised a diverse group of stakeholders representing Clark County, the Regional Transportation Commission of Southern Nevada, property and business owners, 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

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 the [Public Outreach Report](#).

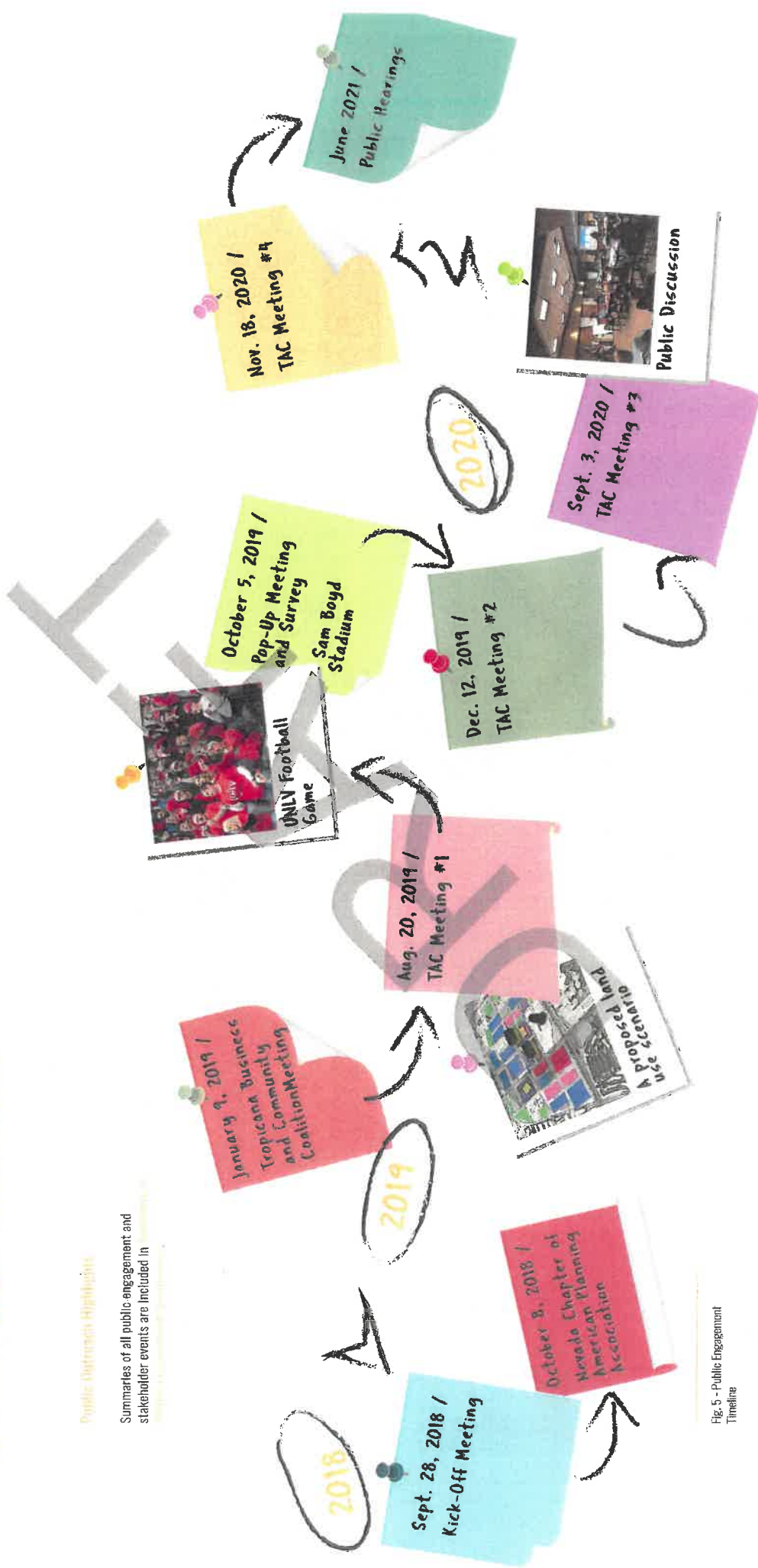


Fig. 5 - Public Engagement Timeline

## 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 HDV 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 Create 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 both 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.



# FORWARD

## WHERE WE ARE TODAY

### Regional + Neighborhood Context

Provides context for the location and circumstances surrounding this plan

### Land Use Patterns

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

### Walkability

A summary of key factors and influences that shape walkability

### Multimodal Network Evaluation

A review of relationships among streets and other modes throughout the district

### Event Day Transportation Plan

How some key events and alignment stakeholders may interact with the district

### Opportunities + Challenges

A summary of perspectives about the opportunities and challenges to this district

2.1	Regional + Neighborhood Context	30
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2.3	Walkability	48
2.4	Multimodal Network Evaluation	52
2.5	Event Day Transportation Plan	76
2.6	Opportunities + Challenges	84



## 2.1

# regional + neighborhood context

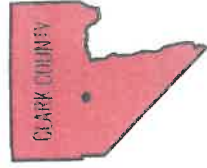
### About the Region

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.



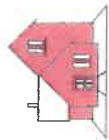
2.26 million residents<sup>11</sup>

7891.43 sq. miles

287.2 people/sq. mile

median property value<sup>6</sup>

\$233,700



national avg: \$205,000

non-english speakers<sup>7</sup>

34.6%



national avg: 21.9%

population with no health insurance<sup>8</sup>

13.7%



national avg: 10.6%

poverty rate<sup>9</sup>

14.1%



national avg: 14.7%

unemployment rate<sup>9</sup>

4.7%



national avg: 3.9%

median income<sup>10</sup>

\$56,802



national avg: \$49,888

median age<sup>12</sup>

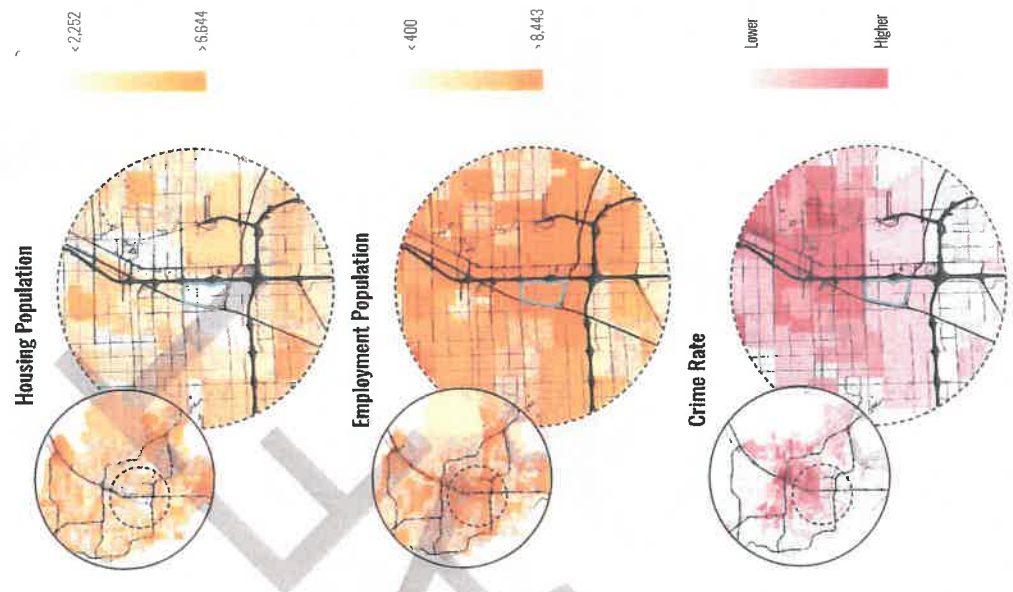
37.7 years



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.



As evidenced in the map to the left, the overall population of residents during nighttime is not concentrated in the Stadium District because there is no residential occupancy in the area. Generally, housing is concentrated less in the towards the Strip and instead grows in density outwards.

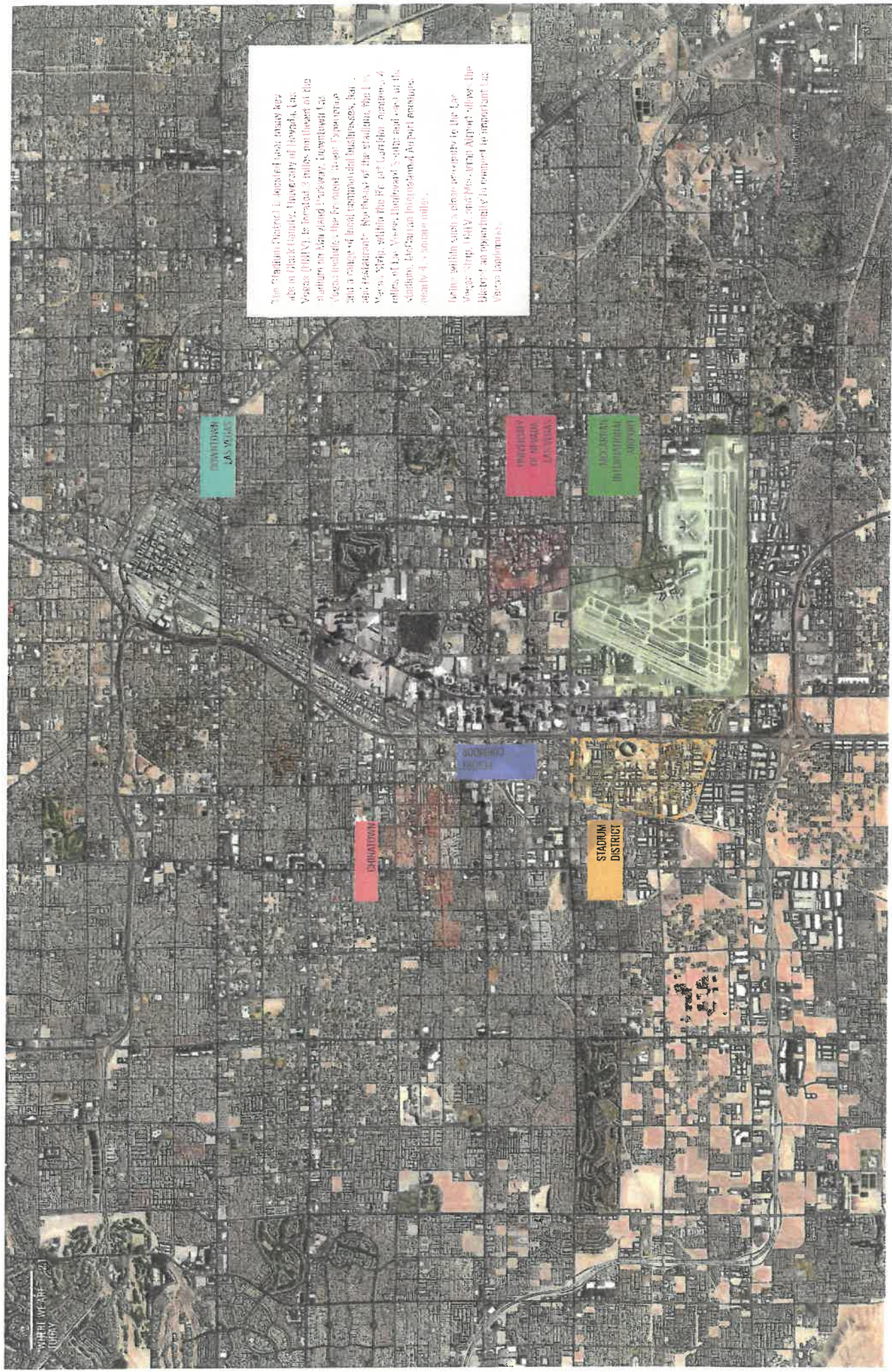
However, the Stadium District and the surrounding areas—particularly the Las Vegas Strip—are large employment centers in Las Vegas and are far more populated during the day. The contrast between these two maps can help us understand how the uses differ during the average day and where in the district people spend time.

Crime is high in the Stadium District and surrounding area. While it is lower in relation to adjacent areas like the Strip, it still remains an important concern as the area develops. It's important to implement strategies that combat crime and encourage a safe and comfortable area for pedestrians and visitors. Total crime within the County as a whole is 11,453 per 100,000 – this is 300% higher than the national average.<sup>12</sup>

Fig. 6 - Total Population Map<sup>14</sup>  
 Fig. 7 - Daytime Population Map<sup>15</sup>  
 Fig. 8 - Crime Rate Map<sup>16</sup>



WHERE WE ARE  
COPY



DOWNTOWN  
LOS ANGELES

CHINATOWN

HOLLYWOOD

STADIUM  
DISTRICT

HOLLYWOOD  
BOULEVARD

HOLLYWOOD  
INTERNATIONAL  
AIRPORT

The Stadium District is located just away from the city center. University of Nevada, Las Vegas (UNLV) is located 2 miles northwest of the stadium on Mountain Parkway. Unemployment is high in this area. The former Vegas Psychiatric and a couple of local restaurants businesses, but are not profitable. Because of the stadium, the UNLV is still within the city limits. The stadium is the only stadium in the city and each of the stadium. UNLV can be reached by airport entrance, nearly 4 x 300000 miles.

Being within such a close proximity to the Las Vegas Strip, UNLV and Mountain Parkway allow the stadium an opportunity to expand to important Las Vegas landmarks.

UNLV - University of Nevada, Las Vegas



## »»» 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

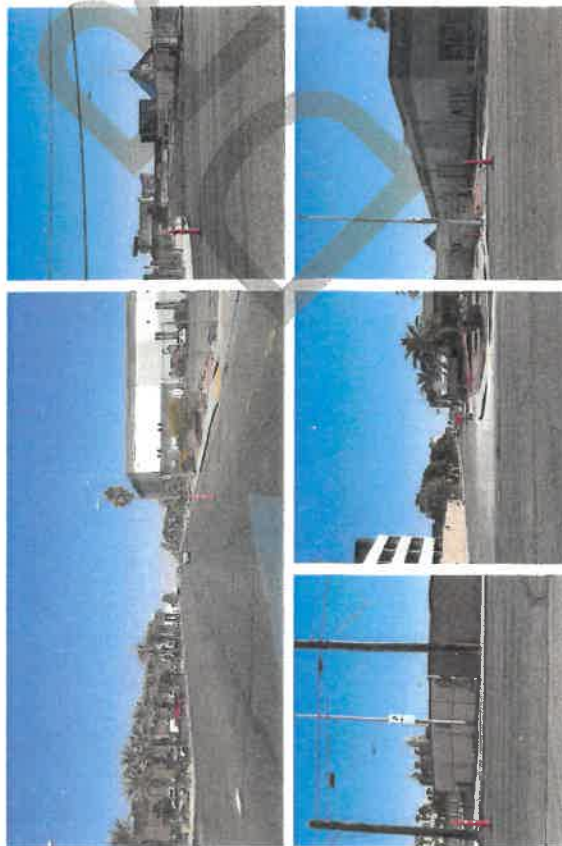
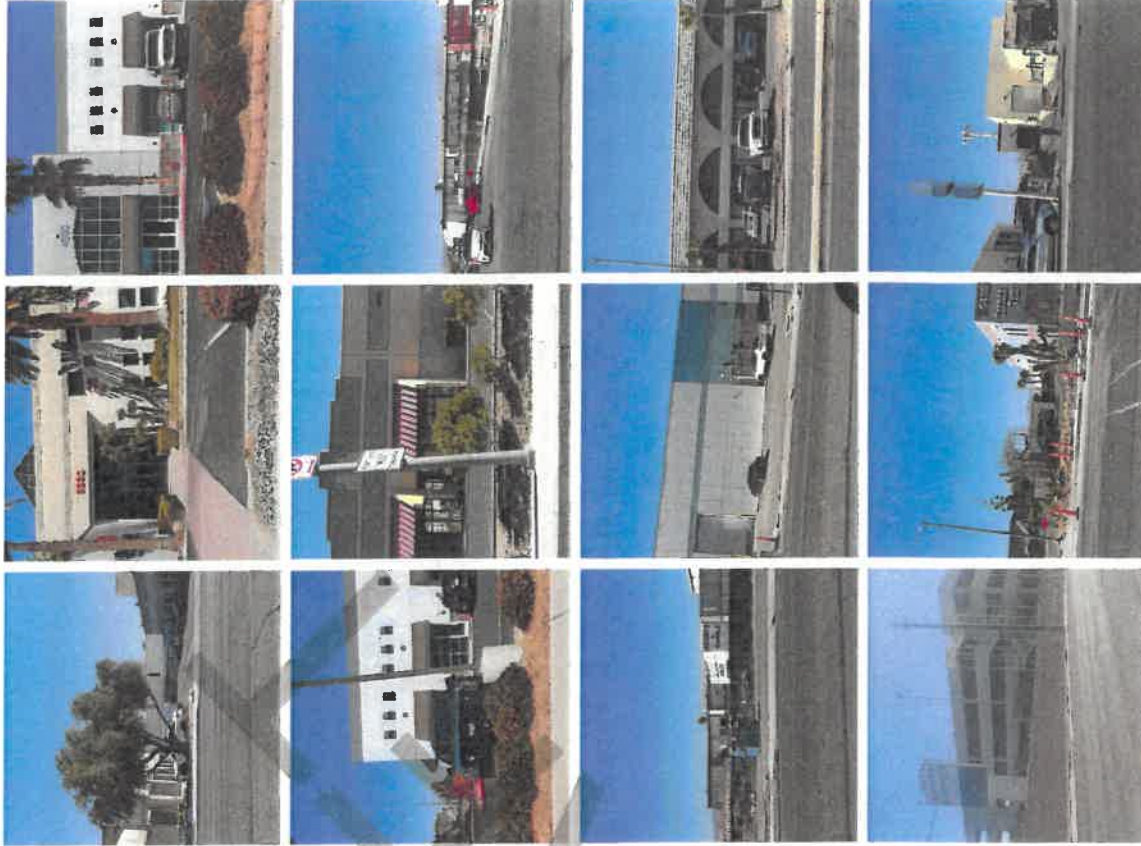
a matter of scale and purpose: a shift in both will increase vibrancy via human-scale urban design. This section offers images of properties in the district to create an overall impression of the sense of place. Most streets contain similar land uses, versus a mix of land uses along one corridor. Each 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

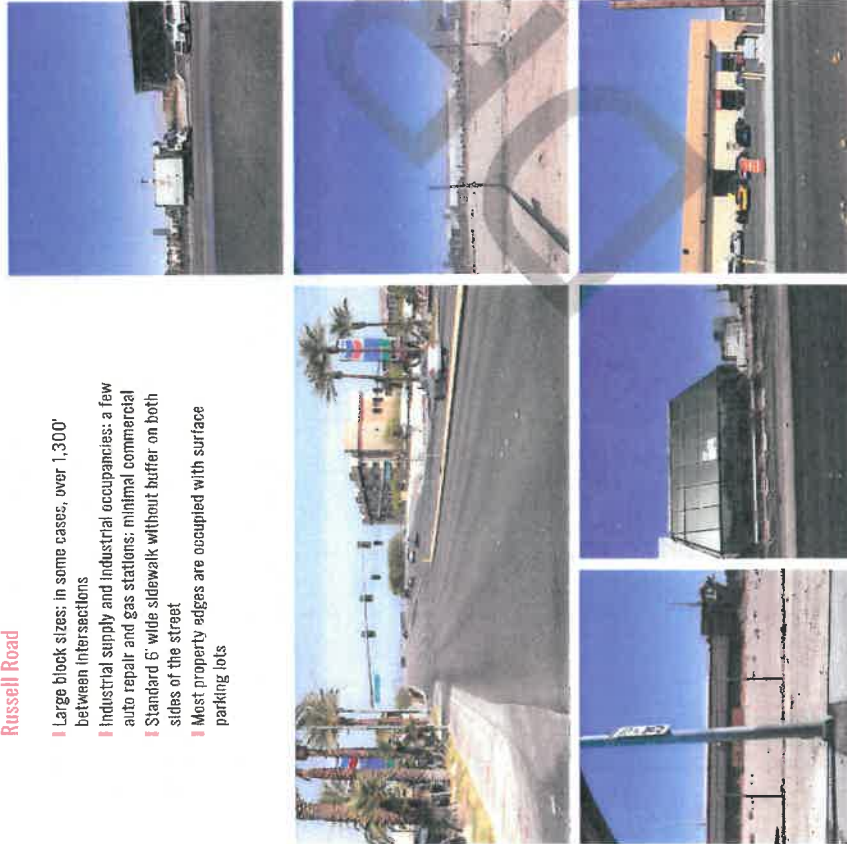




## ▶▶▶ character of the district

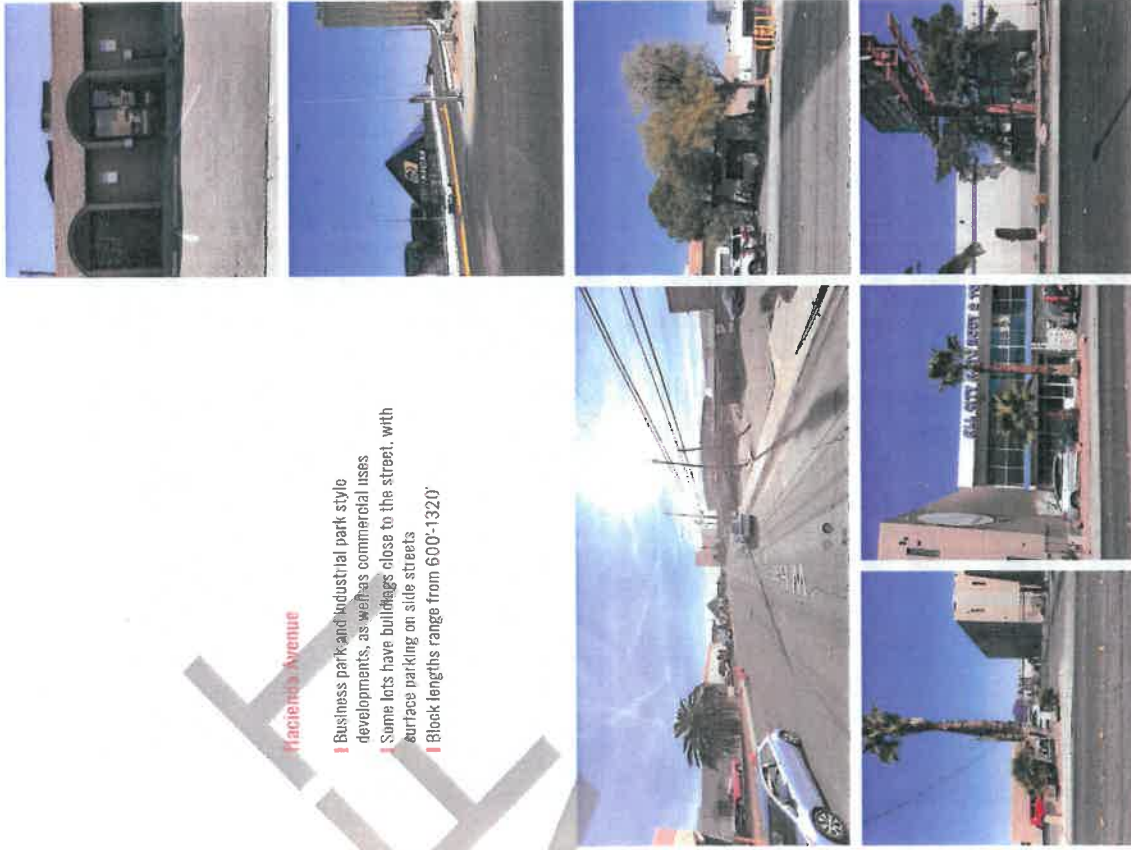
### Russell Road

- 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

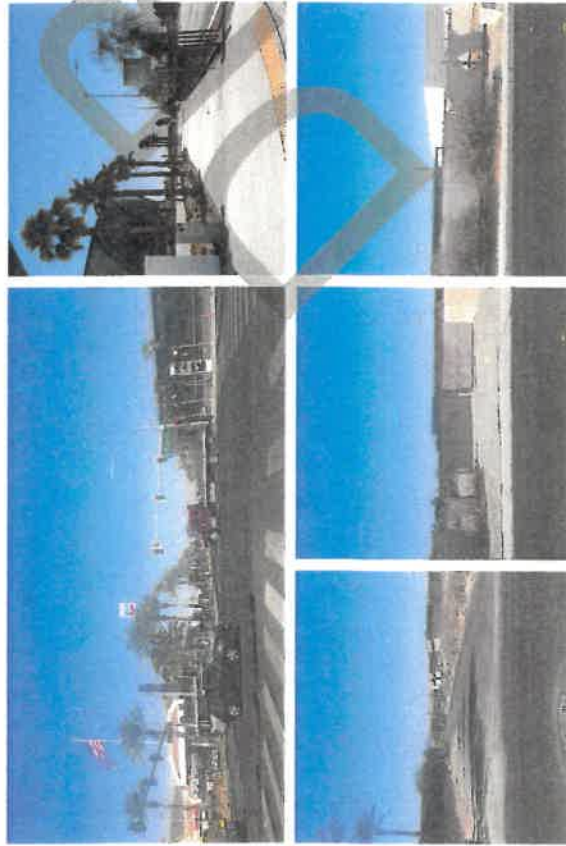
- Business park and industrial park style developments, as well as commercial uses
- Some lots have buildings close to the street, with surface parking on side streets
- Block lengths range from 600'-1320'



## ▶▶▶ 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

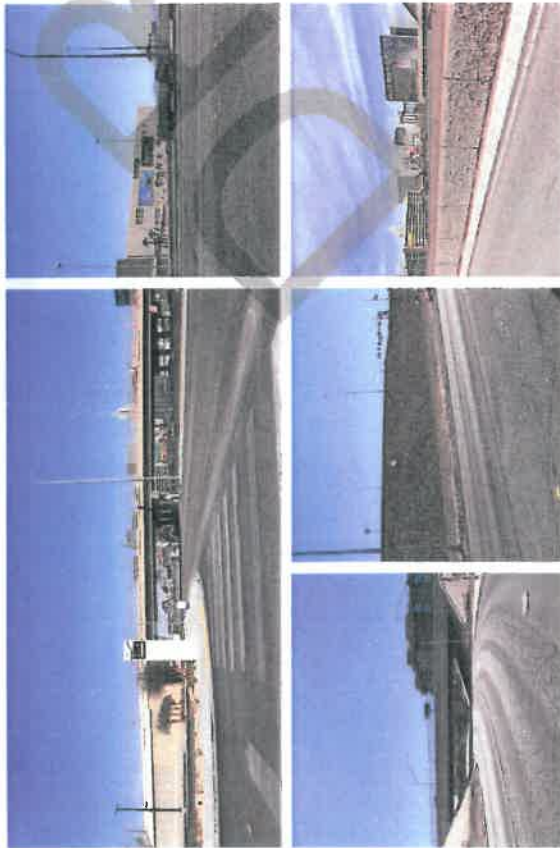
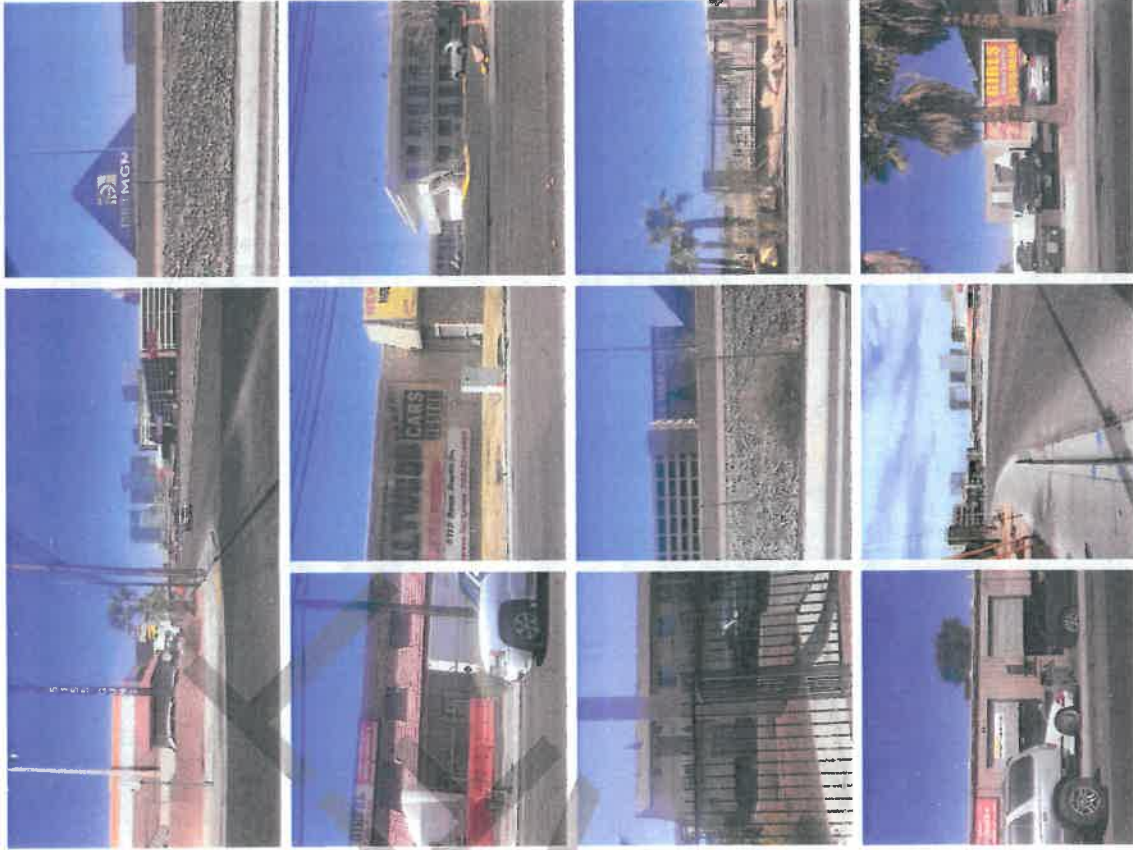




## ››› character of the district

### 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

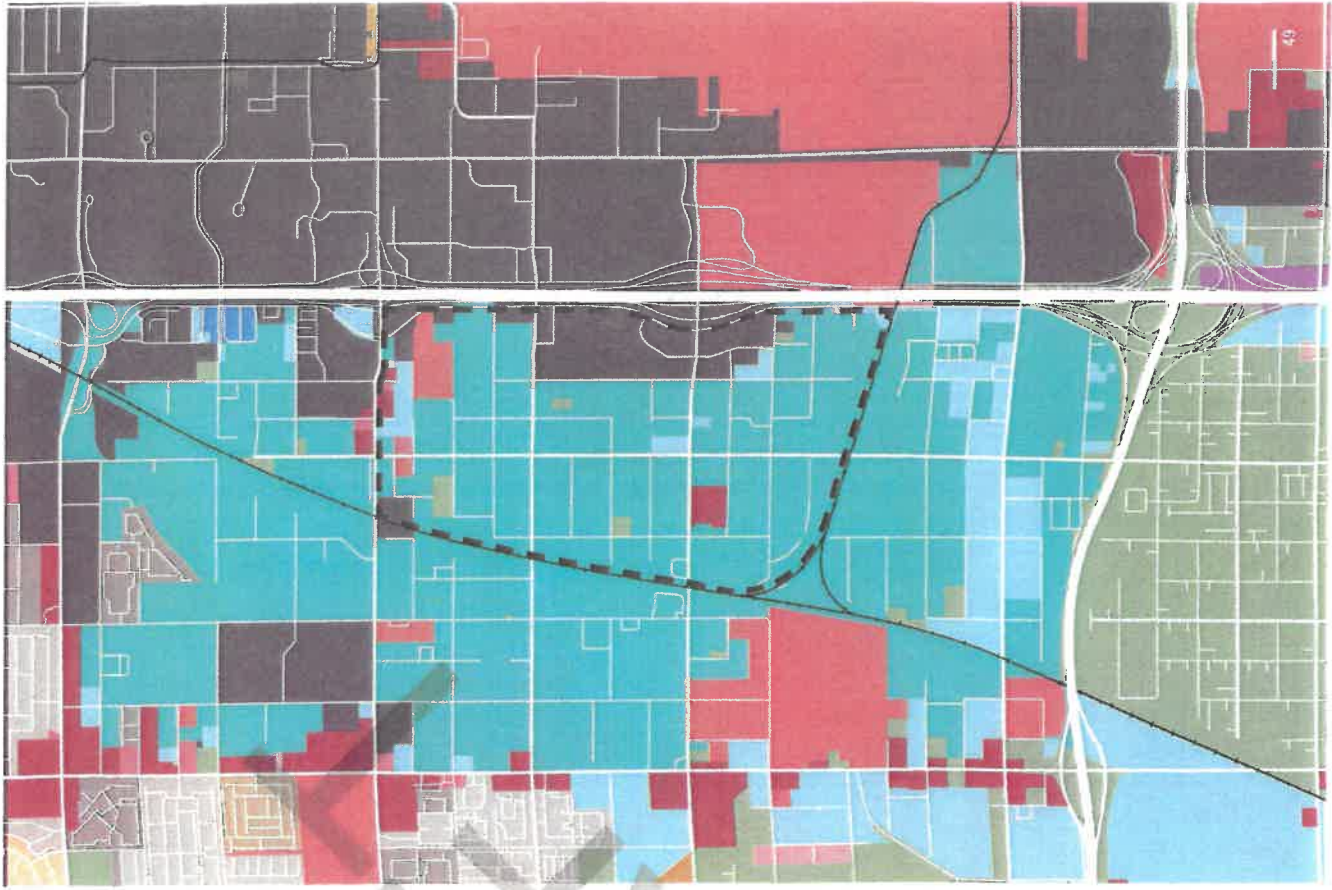
The total acreage is 1.25 square miles. In this area, 7 percent of the district is occupied by the Allegiant Stadium site. Approximately 87 percent of the parcels are zoned for industrial and manufacturing use as of 2020. The complete list of current zoning classifications includes: M-1 Light Manufacturing, M-D 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	574.78	8%
M-D	12	< 1
P-F	15	< 1
C-1	11	< 1
C-2	21	< 1
H-1	421	8%



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

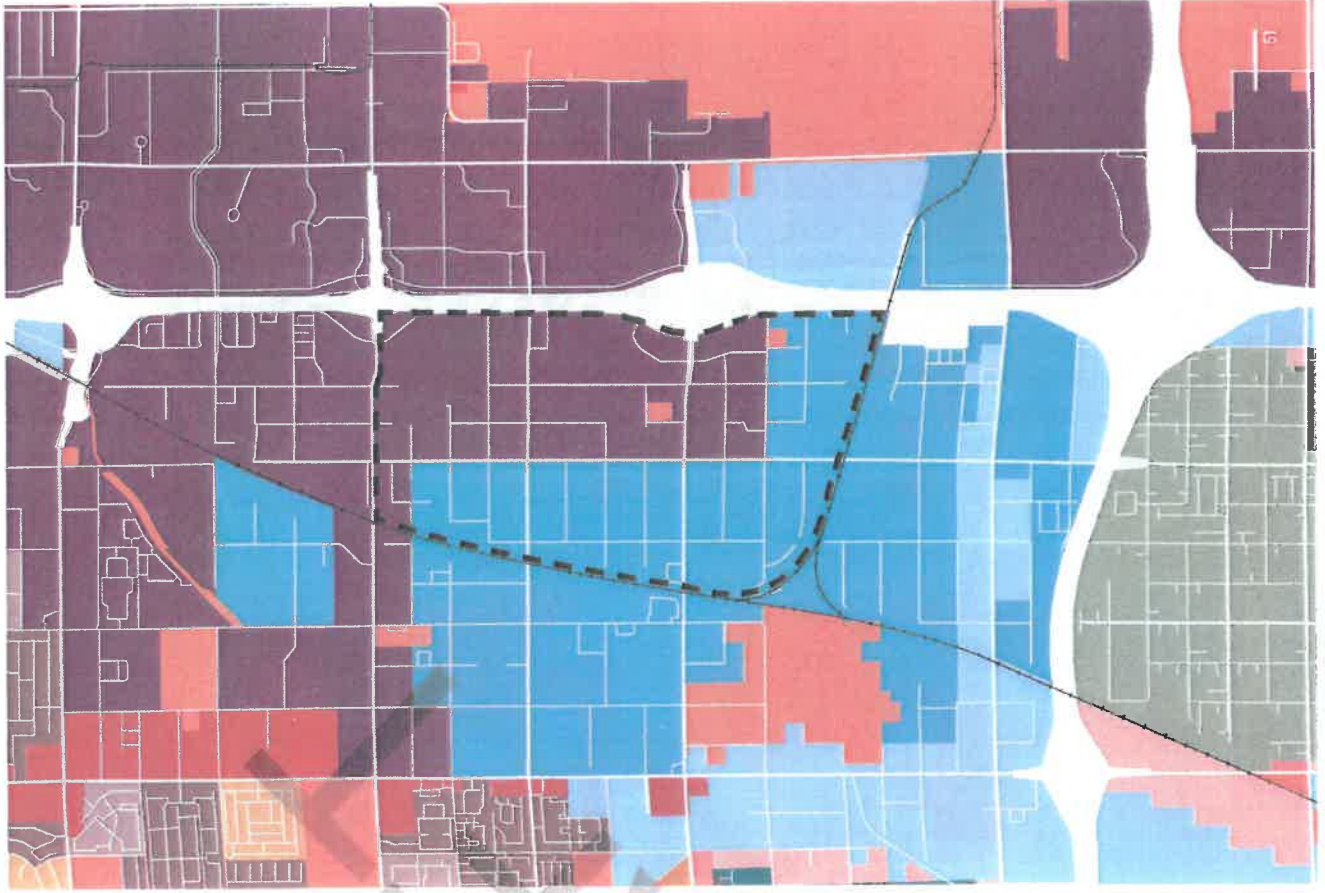


## planned land use

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.

Allegheny 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.<sup>20</sup>

#### 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 complicates 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 practices in urban design for commercial and pedestrian-friendly districts generally situate 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 interfacing 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.



Most building, lighting, roadway, and parking locations all cater to vehicular mobility and support the existing industrial zoning. With the changes expected to evolve in the area, these design features will need to shift over time to suit the new pedestrian needs and provide a safe and desirable locale for residents.

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 Design<sup>27</sup>







# »» 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.

## Legend

- Existing Medium Block (660' X 660')
- Existing Large Block (1320' X 660')
- Stadium District
- Allegiant Stadium

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

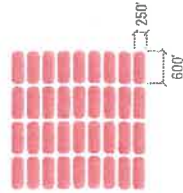
- Crosswalk Frequency**
  - creates more opportunities for pedestrians to cross safely
- More Perimeter**
  - allows for more development for retail, public space, entertainment, or other land uses.
- Permeability**
  - allows pedestrians efficient access with multiple routes to meander throughout the district.

Fig. 16 - Block Comparison Diagrams



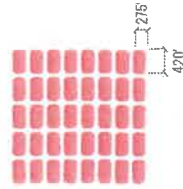
## Most Walkable City Grids

### Manhattan, NY



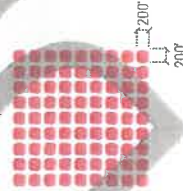
Laid out in 1811, the Manhattan grid has historically proven optimal for pedestrian activity due to the permeability and number of destinations easily available.

### San Francisco, CA



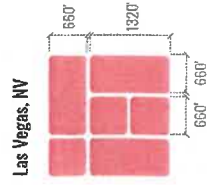
At only 7 square miles, San Francisco is a dense grid packed with small blocks, public transportation, and a mix of uses that create walkable environments across the city.

### 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



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 Circulation

The development pattern has resulted in a non-connected grid network and pedestrian routes with cul-de-sacs. This lack of pedestrian connectivity could prevent pedestrians from efficiently accessing many places. As demonstrated in Figure 17, the travel time from Polaris Avenue to Procyon Street is more than 15 minutes. If Diablo Drive was connected to Polaris Avenue this travel time would be reduced to less than 4 minutes. The level of connectivity for the existing network is evaluated using two indicators: Connectivity Ratio and Node/Intersection Ratio.

#### Connectivity Ratio

A connectivity ratio of 1.34 indicates that there are several streets terminating in either a stub or a cul-de-sac. The roadway map confirms this to be true within the Stadium District. Several of these streets dead end into the Union Pacific Railroad along the west and south side of the study area.

Connectivity Ratio = Link / Nodes

- Fragmented
- Some Connectivity
- More Connected

#### Node / Intersection Ratio

A higher number of nodes than intersections is an indication of terminating streets where the user must turn around to reach a destination.

- High Connectivity
- Low Connectivity



Dead Ends in the District

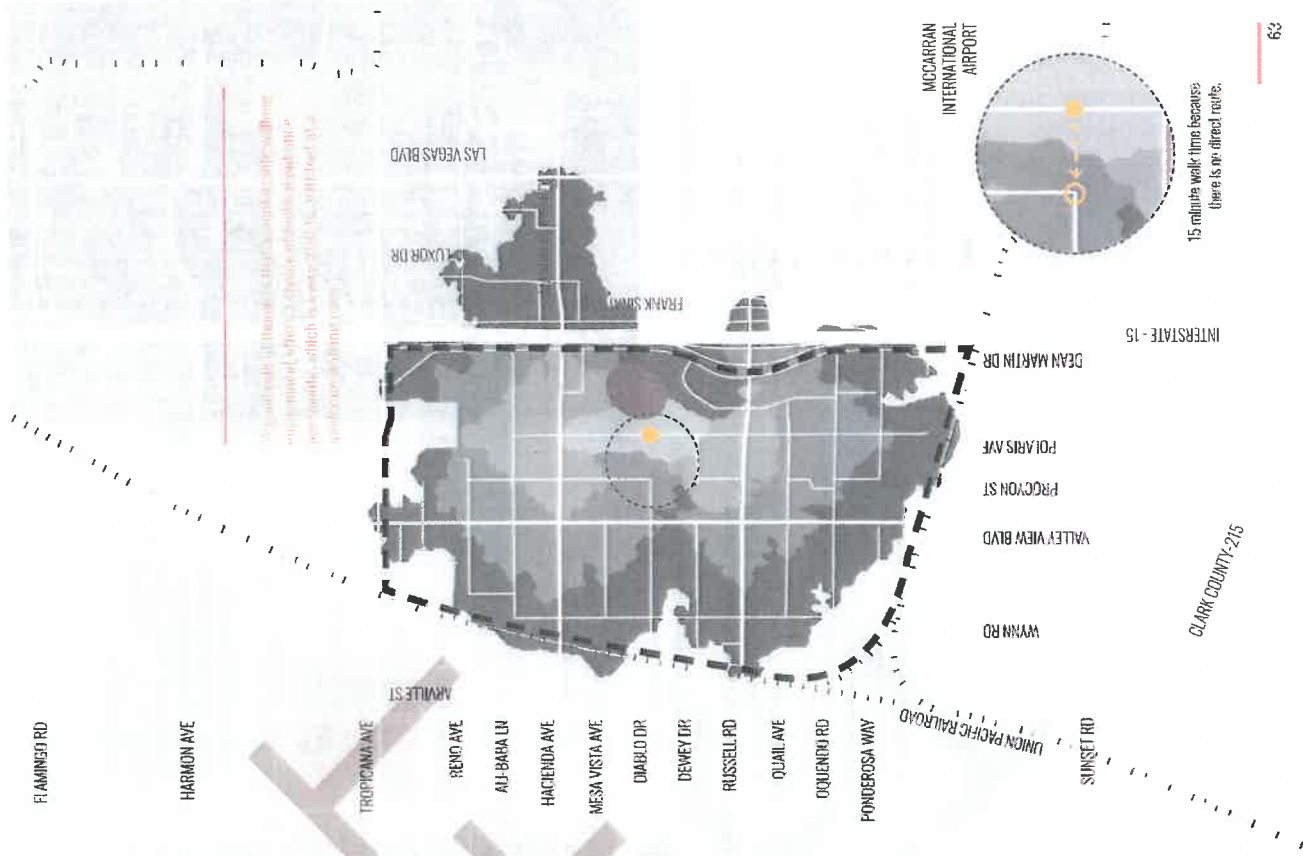
#### Pedestrian Travel Distances

The map on the right shows walking times less than 20 minutes from the Stadium District.

- 5 minutes
- 10 minutes
- 15 minutes
- 20 minutes
- Starting Point

- Stadium District
- Allegiant Stadium

Fig. 17 - Pedestrian Travel Distance Map



As indicated in the map, the lack of pedestrian connectivity could prevent pedestrians from efficiently accessing many places. As demonstrated in Figure 17, the travel time from Polaris Avenue to Procyon Street is more than 15 minutes. If Diablo Drive was connected to Polaris Avenue this travel time would be reduced to less than 4 minutes. The level of connectivity for the existing network is evaluated using two indicators: Connectivity Ratio and Node/Intersection Ratio.

15 minutes walk time because there is no direct route.



## 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

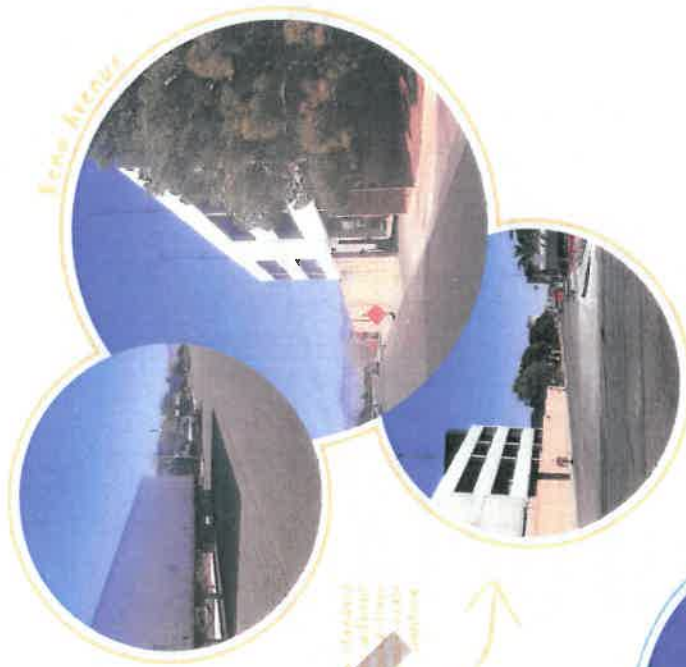
Fig. 18 - Sidewalk Widths Map



### Pedestrian Routes

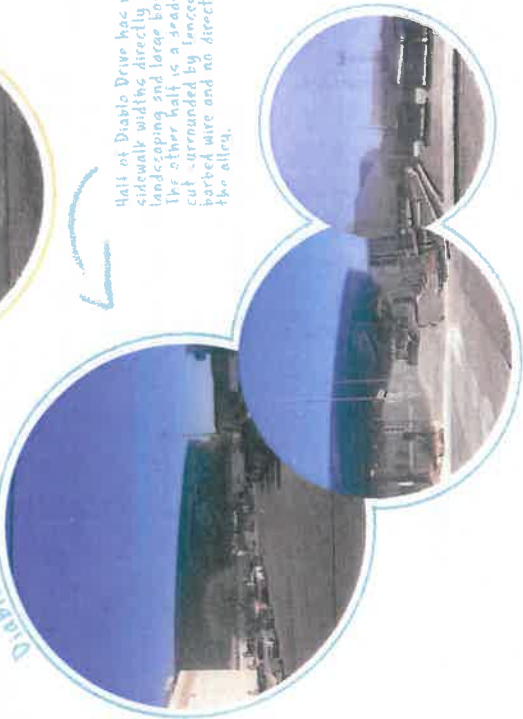
The groups of photos in this section are intended to visualize the quality of pedestrian routes available currently within the District. The selected streets are important for how near the Stadium they are and how likely they are to be used in the near future. Most of the routes are lacking amenities,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

# KEY



Irena Avenue

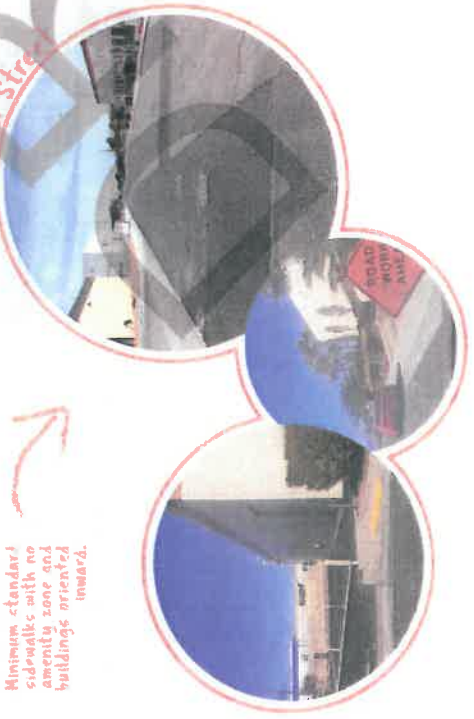
Diablo Drive



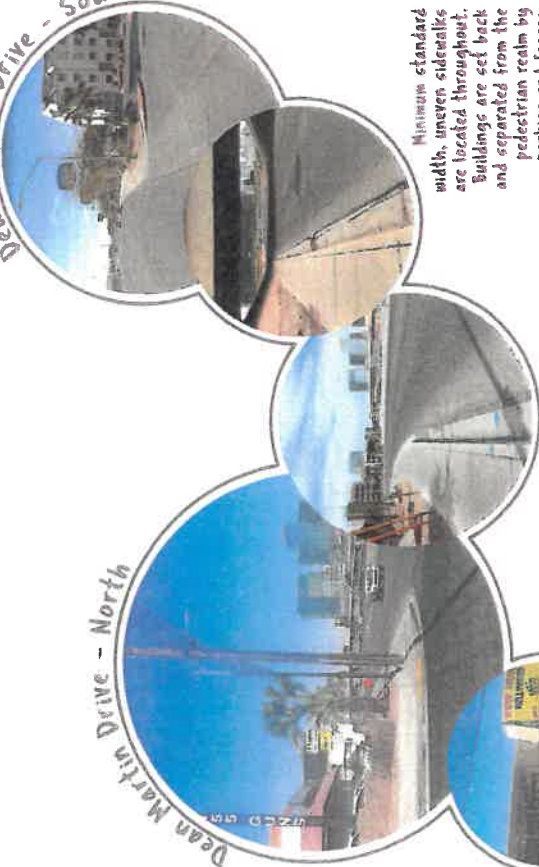
Half of Diablo Drive has minimum sidewalk widths directly adjacent to landscaping and large box buildings. The other half is a dead-end path cut surrounded by fences with barbed wire and no direct lighting on the alley.

Procyon Street

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



Dean Martin Drive - South

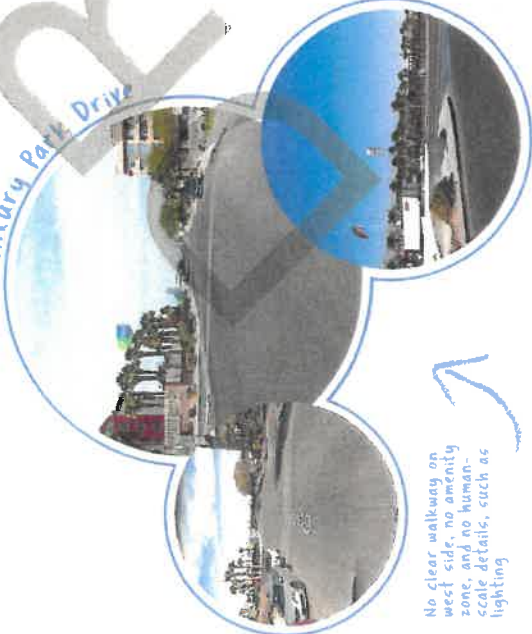


Dean Martin Drive - North



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

Century Park Drive

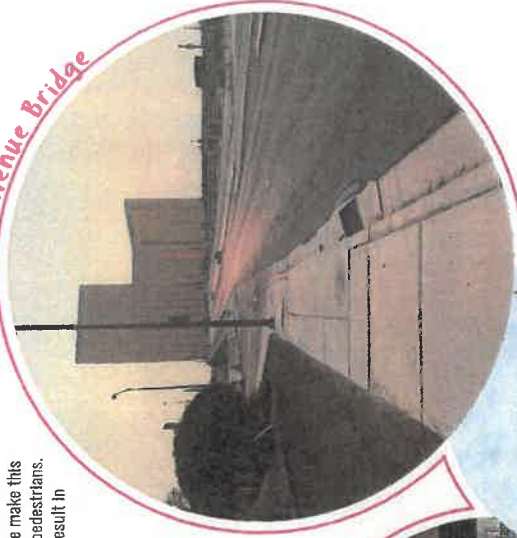


No clear walkway on west side, no amenity zone, and no human-scale details, such as lighting

**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, width of 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





# »»» 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.

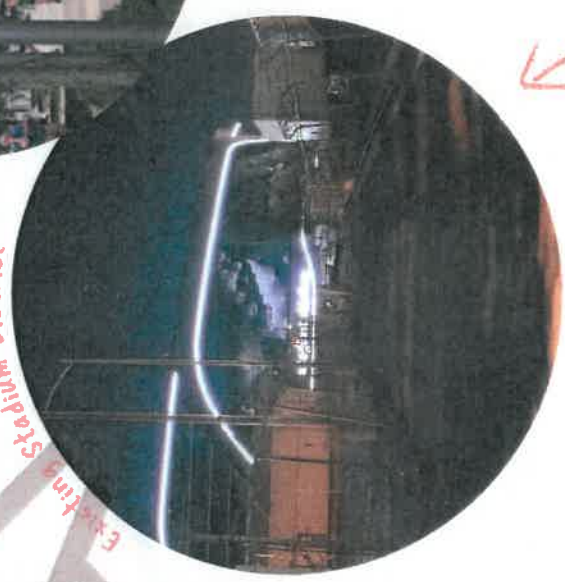
Territorial Reinforcement is implemented by using and maintaining architectural, structural, and landscape elements to express ownership and define public, semi-public, and private space. Using buildings, fences, pavement materials, public art, signs, lighting, vegetation, and more, non-users are notified 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.



CPTED Design Example

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.

Eastman 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 Example<sup>28</sup>

## 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. Each of the analysis elements shown on this map have an underlying relationship with CPTED strategies.

### 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 unlit 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. This is especially relevant since the district's intended pedestrian circulation plan overlaps with non-dark areas and potentially unsafe routes.

### 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 rate<sup>26</sup>  
2,755.6/100K



national avg: 1,673.9

violent crime rate<sup>27</sup>  
757/100K



national avg: 204.6

### Streetlights in the District

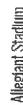
60 ft. Right of Way



Streetlight



Stadium District



Allegiant Stadium

Fig. 20 - Streetlight Map



Street lighting and pole heights are not designed for pedestrian activity, but for vehicular traffic. Poles are located only on one side of the street. This results in non-uniform lighting levels with dark spots, creating safety and security concerns.



## 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

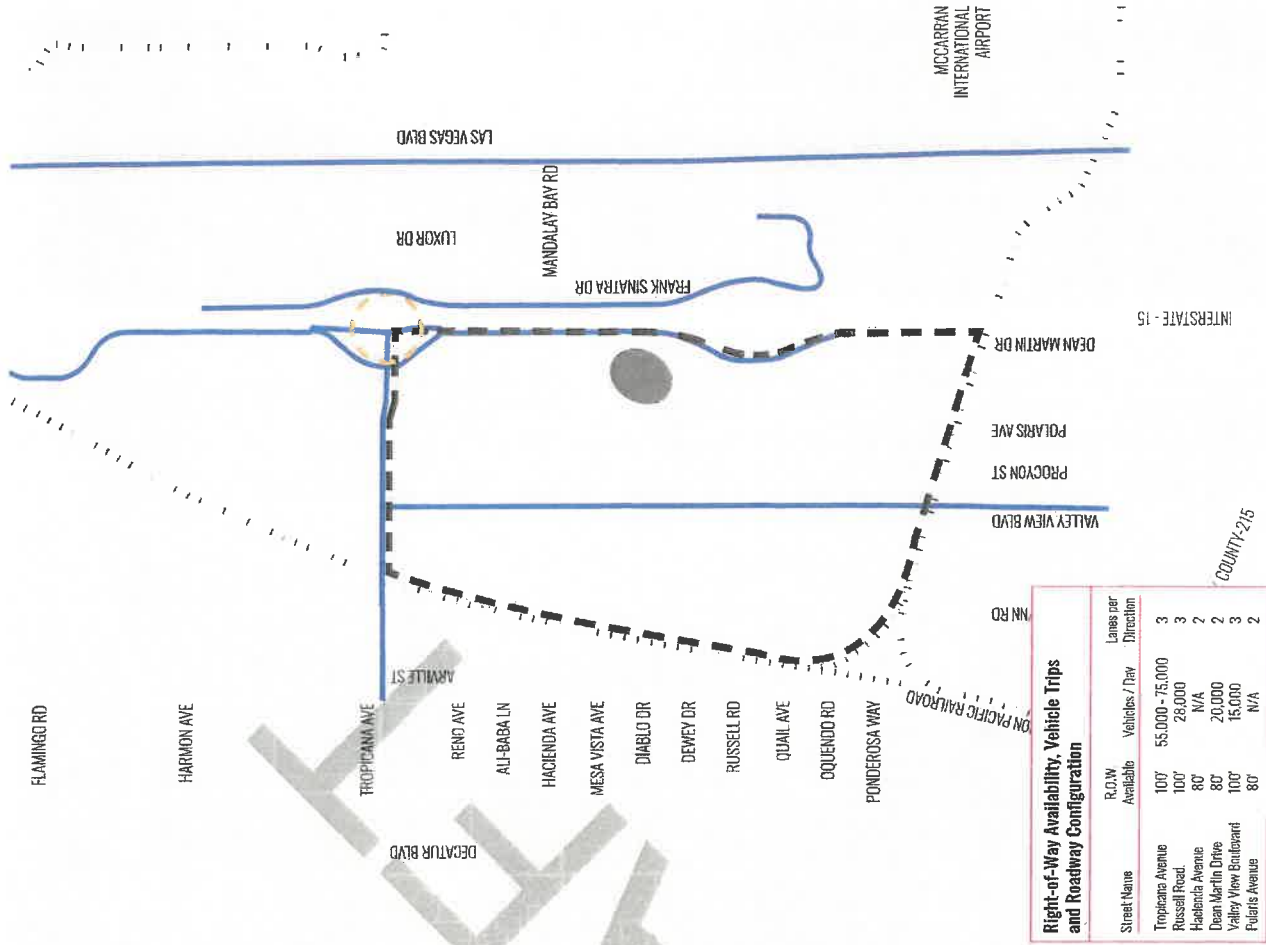
The current and proposed roadway resurfacing projects in the vicinity of the Stadium District as shown in Figure 22.

- Tropicana Ave., Decatur Blvd. to I-15
- Las Vegas Blvd., Sunset Rd. to Sahara Ave.
- Dean Martin Dr., Quendo 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 and Roadway Configuration  
Fig. 22 - Current and Proposed Resurfacing Projects Map





## »»» bicycle network

The arterial network and local roadway network currently do not contain any bicycle facilities. Bicycle travel in the area typically occurs by road with motor vehicle. Major physical constraints along Hacienda Avenue, at Mandalay Bay underpass, bridge over I-15, and UPRR overpass provide limitations to accommodating bicycle facilities with the current roadway configuration.

The Regional Bicycle and Pedestrian Plan for Southern Nevada (April 2017) and the Regional Bicycle Network Gap Analysis (2014), identified the needs for high priority bicycle facilities shown in Figure 23 in the Stadium District area. Bicycle facilities are proposed on Hacienda Avenue, Somers Road, and Valley View Boulevard, among other streets throughout the study area.

As shown in Figure 23, a bicyclist would be able to travel to and from the adjacent residential areas within 20 minutes to reach the District and have access from the District to the key transit stations and the Strip within 5 to 10 minutes. This proximity makes bicycles an attractive mode to accessing the District.

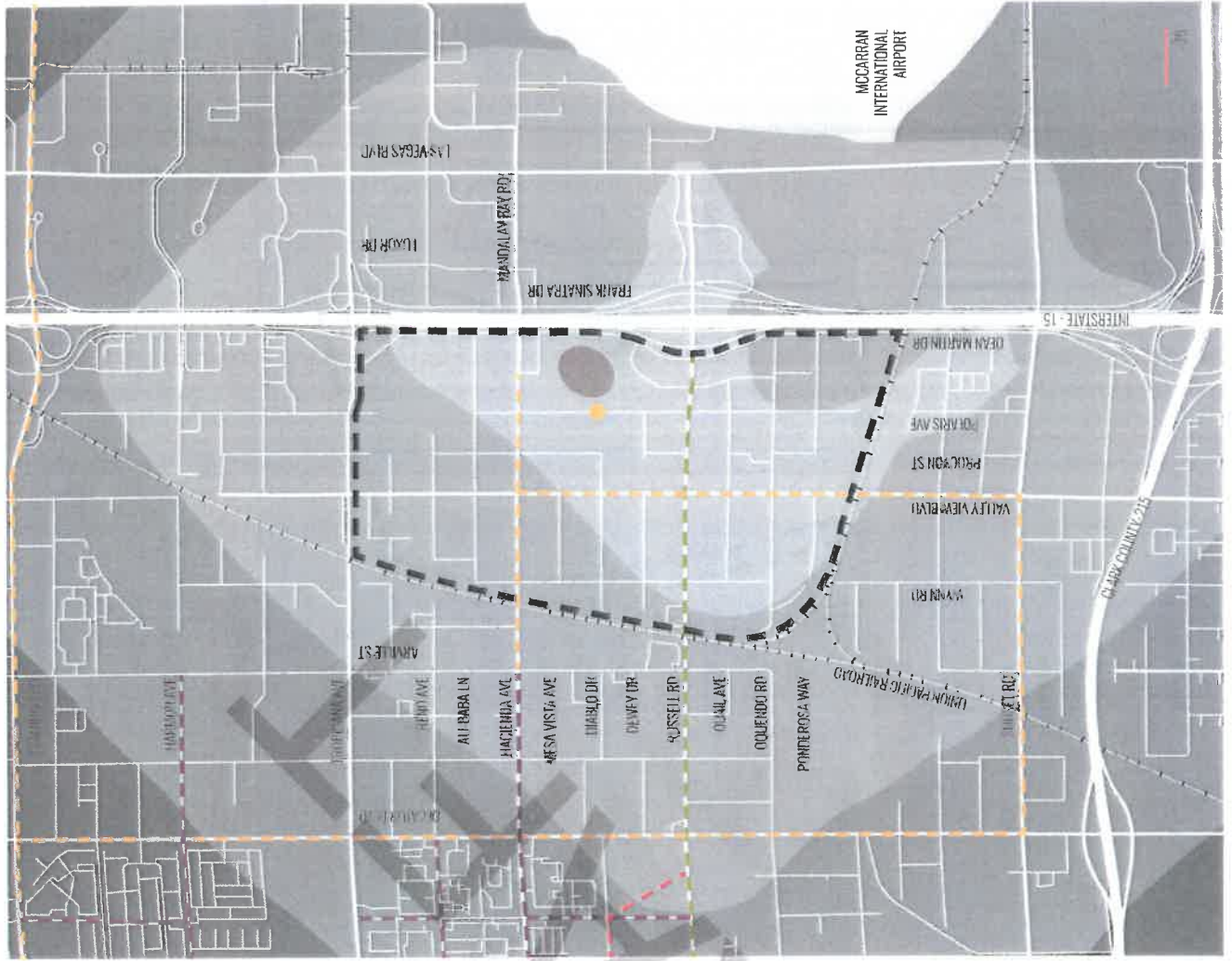


Fig. 23 - Bicycle Travel Distances and Facilities



# 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, 14 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

- 0 - 150
- 150 - 800
- 800 - 1,500
- 1,500 - 2,775
- Existing Bus Route
- Reallocated Bus Route 104
- Proposed Rapid Bus Line
- Proposed High Capacity Transit Line
- Proposed Vegas Loop Tunnel
- Proposed Vegas Loop Station



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 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.

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 not complete grids 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.

Therefore, bicycles currently share the lane with motor vehicles. The large block lengths in the study area indicate that there are missing connections between interactions.



Pedestrian: ◐



Bicycle: ◐



### 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.



Pedestrian: ◐



Bicycle: ◐



### Directness

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



Pedestrian: ◐



Bicycle: ◐



### 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 times 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.



Pedestrian: ◐



Bicycle: ◐



### Safety and Security

Streetslights 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 27, 2020, and March 4, 2020, within the Stadium District area.



Pedestrian: ◐



Bicycle: ◐



### 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.



Pedestrian: ◐



Bicycle: ◐

# 2.5

## event day transportation plan

### Event Day Plan

Alliant 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.

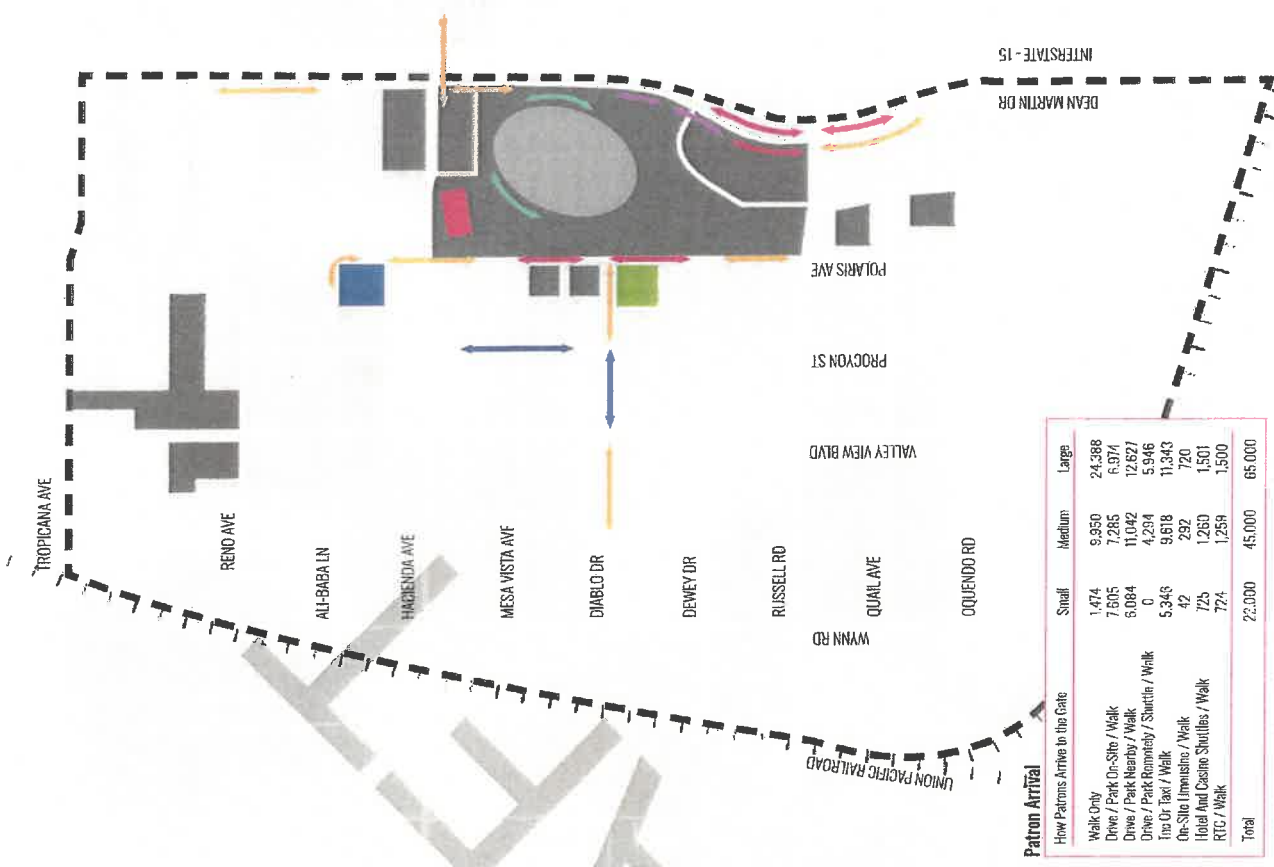
### Bus + Shuttle

Many patrons and employees will arrive at the stadium via RTC buses; stadium-operated shuttles from remote parking facilities; and credentialled 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
- Alliant Stadium

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



Patron Arrival		Small	Medium	Large
How Patrons Arrive to the Gate				
Walk Only		1,474	9,350	24,388
Drive / Park On-Site / Walk		7,605	7,285	6,974
Drive / Park Nearby / Walk		6,084	11,042	12,627
Drive / Park Remotely / Shuttle / Walk		0	4,204	5,946
Taxi / Taxi / Walk		5,343	9,518	11,343
On-Site Limousine / Walk		42	292	720
Hotel And Casino Shuttles / Walk		725	1,260	1,501
RTC / Walk		724	1,258	1,500
<b>Total</b>		<b>22,000</b>	<b>45,000</b>	<b>65,000</b>

## 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 what kind of offerings to provide throughout 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.

Potential for Redevelopment: Relatively Undeveloped

Diversity of Attractions

Proximity to the Airport and the Strip

Easy Vehicular Access

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.

Lack of Human-Scale Design

Not Pedestrian Friendly

Lack of Public Transportation

Lack of Infrastructure

Primarily Industrial Zoning

Lacks Amenities within Walking Distance

Challenges



**Vision + Goals**  
Four main goals to support the economic development  
vision for the district

**Land Use**  
Multi-segmented recommendations from large-scale  
planning, public programs, private mobility strategies

**Mobility**  
Recommendations on use of all forms of mobility for  
different areas and by population group

**Quality of Life**  
New recommendations regarding the District's  
community, environment, and public art — sets  
stage for creating a  
cohesive area

**Vibrant Economy**  
Recommendations to support and utilize high-  
quality property

# THE FUTURE FRAMEWORK FOR THE FUTURE

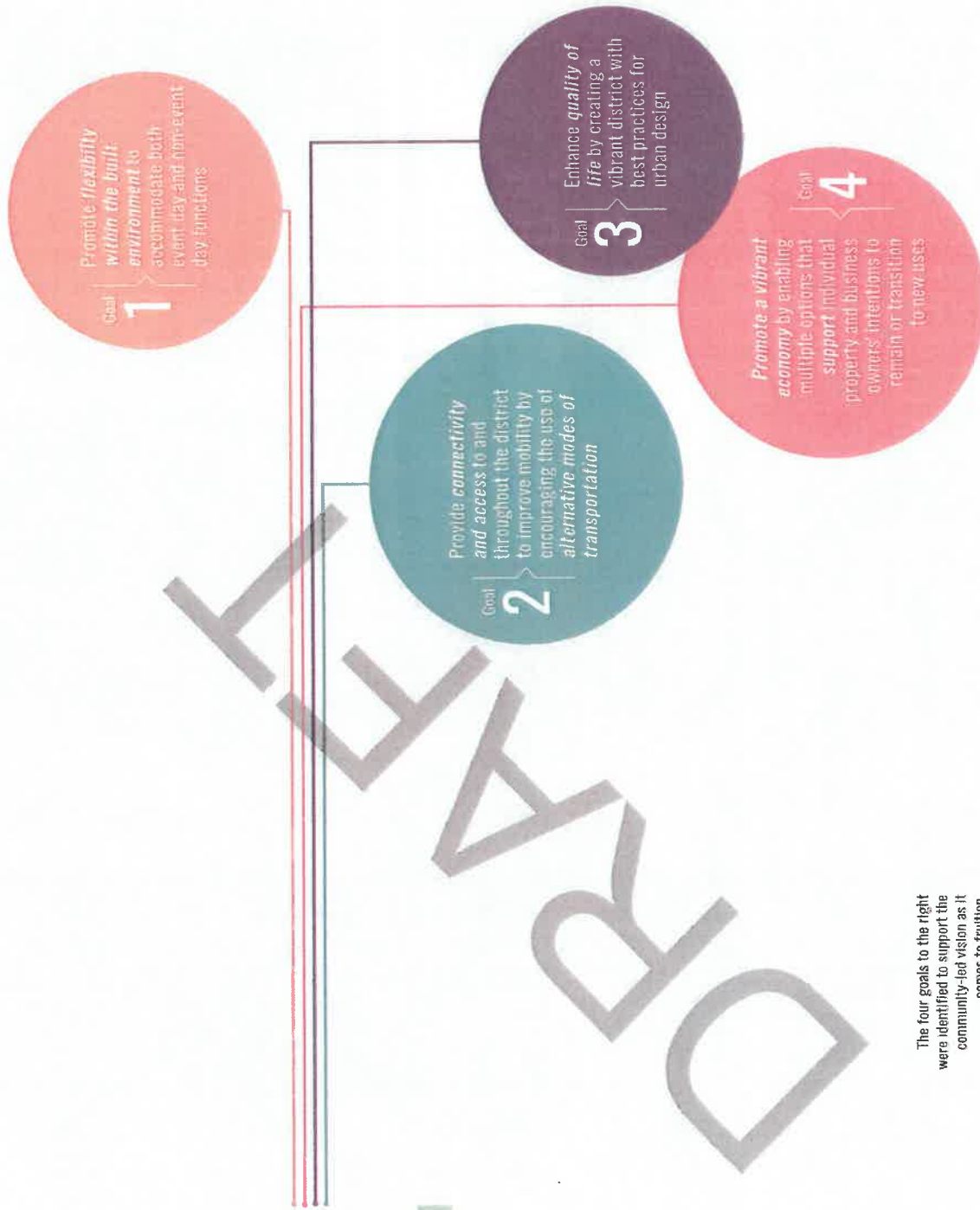
3.1 Vision + Goals  
3.2 Land Use  
3.3 Mobility  
3.4 Quality of Life  
3.5 Vibrant Economy

88  
90  
92  
104  
166  
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.



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

## Goal

# 1

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

*Projects that promote flexibility within the built environment throughout the District:*

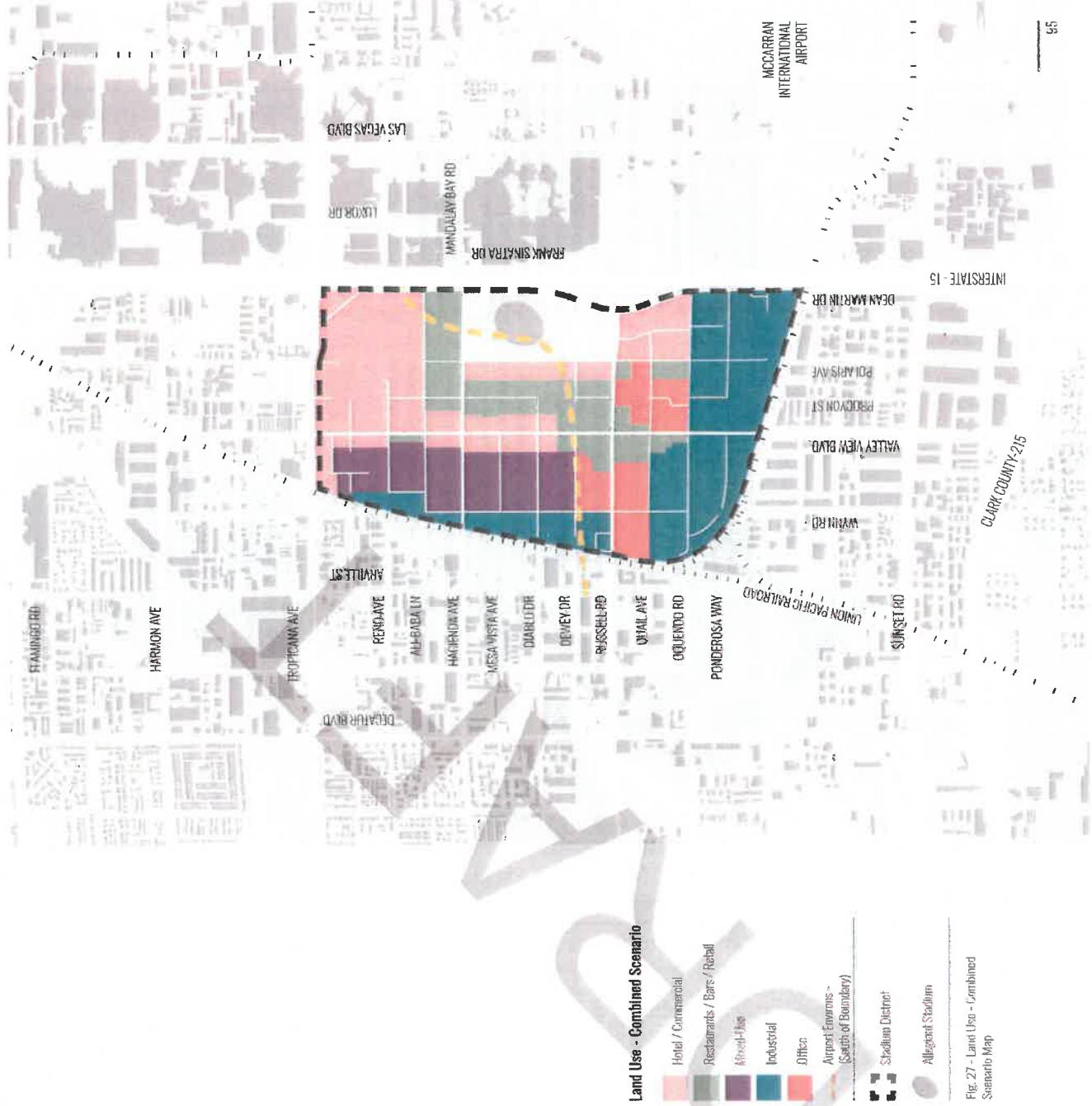
- ▶ Parcels should be allowed to transition to a mix of uses: commercial, tourism, entertainment, office space, and, if approved, residential use. The future of the District is envisioned to be comprised mostly of this mix of uses.
- ▶ Some portion of land will remain dedicated to industrial land use: Industrial use should stay in the Stadium District—near the Union Pacific Railroad Line and Spur—is 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.

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.

## 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 K, 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.

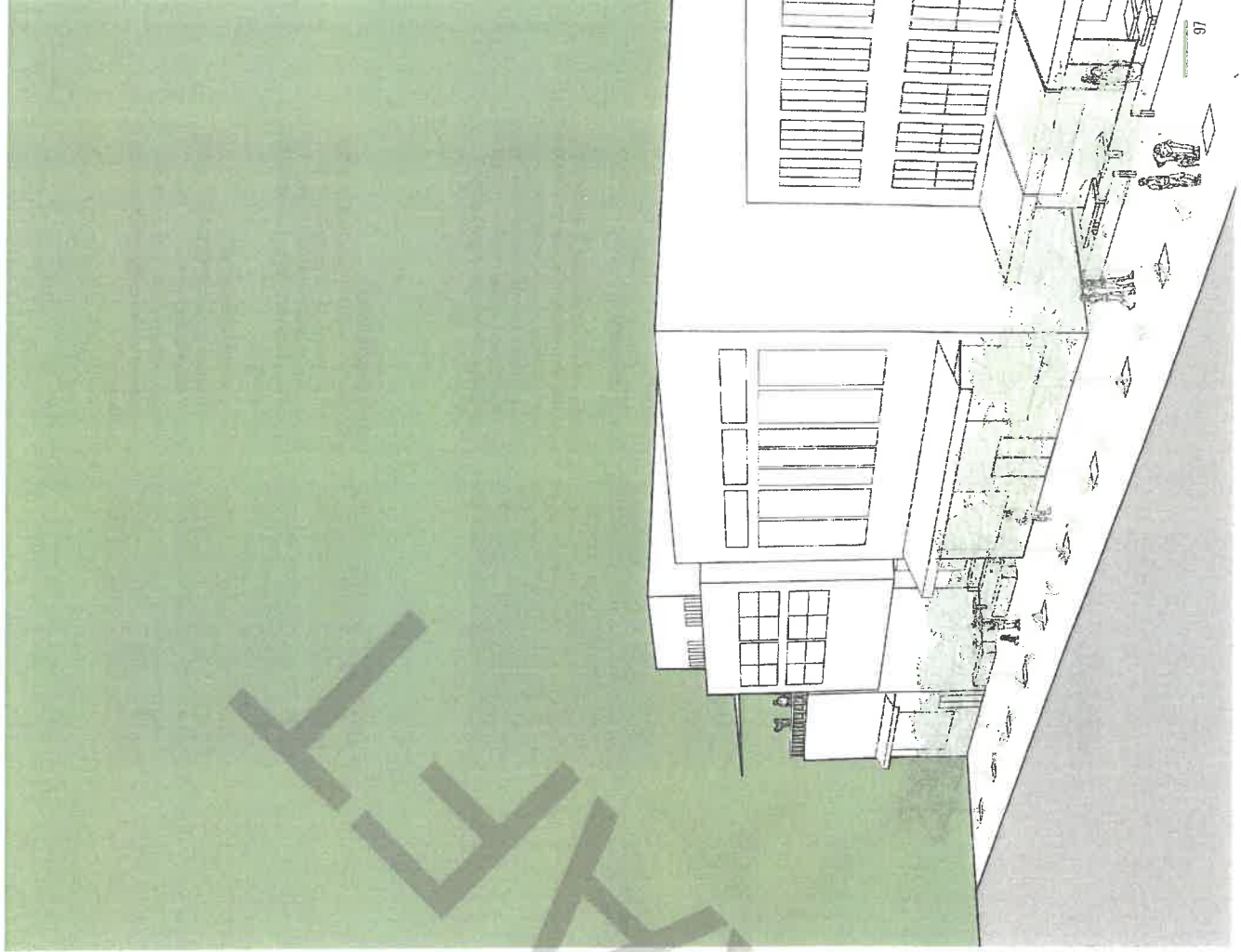


Fig. 28 - Massing Perspective

## 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 sections provide examples of possible block designs for the District.

### Key Elements

- ! Sidewalks + Setbacks
- ! Built Form
- ! Driveways + Parking
- ! Pedestrian Pathways
- ! Open Space

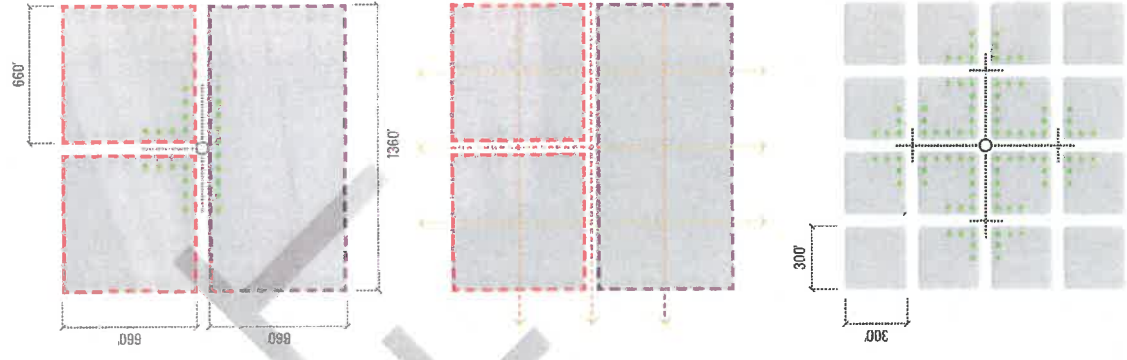
To illustrate the general urban design principles discussed, these examples are shown in two different contexts: a completely new, undeveloped block and an adaptive re-use option.

### 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.



### 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.

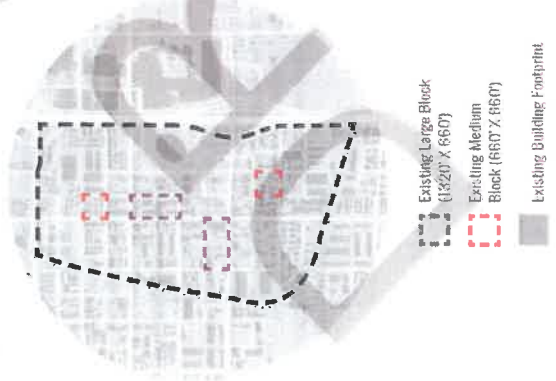


Fig. 29 - Block Types, Pathlength Diagrams



# 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

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

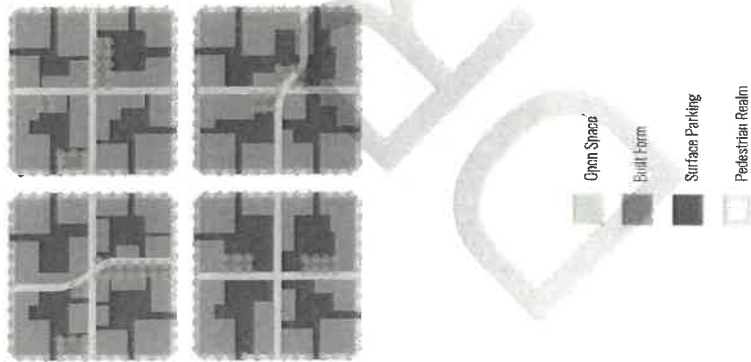
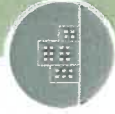


Fig. 30 - New Development Block Conceptual Diagrams



**Sidewalk + Sidewalk**  
Use an overlay for an additional safety zone standards.



**Built Form**  
New buildings and additions are aligned with pedestrian scale and street edge.



**Driveways + Parking**  
Share surface parking behind buildings and off-site for door-to-door service. Reduce driveway shift to use by a double concrete strip.



**Pedestrian Pathways**  
Improve the walkability and management for allowing pedestrian access to multiple blocks in large blocks.



**Open Space**  
Public space and amenity that adds enjoyment and connects different blocks.





## 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

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

Promote 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 transit 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

- enhancing safety and connectivity
- providing better connectivity to transit
- supporting access to nearby transit
- improving overall walkability and bicycling
- increasing access to destinations

### Legend

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

Proposed Streets

Pedestrian Pathways

FLAMINGO RD

HARMON AVE

TROPICANA AVE

ARVILLE ST

RENO AVE

ALFABARA LN

TIJACIENDA AVE

AMESA VISTA AVE

DIABLO DR

DRWEY DR

RUSSELL RD

QUAIL AVE

EDUENDO RD

PONDEROSA WAY

UNION PACIFIC RAILROAD

SUNSET RD

WYNN RD

VALLEY VIEW BLVD

PROGYON ST

POLARIS AVE

DEAN MARTIN DR

INTERSTATE - 15

FRANK SINATRA DR

MANDALAY BAY PD

LUXOR DR

LAS VEGAS BLVD

MCCARRAN INTERNATIONAL AIRPORT

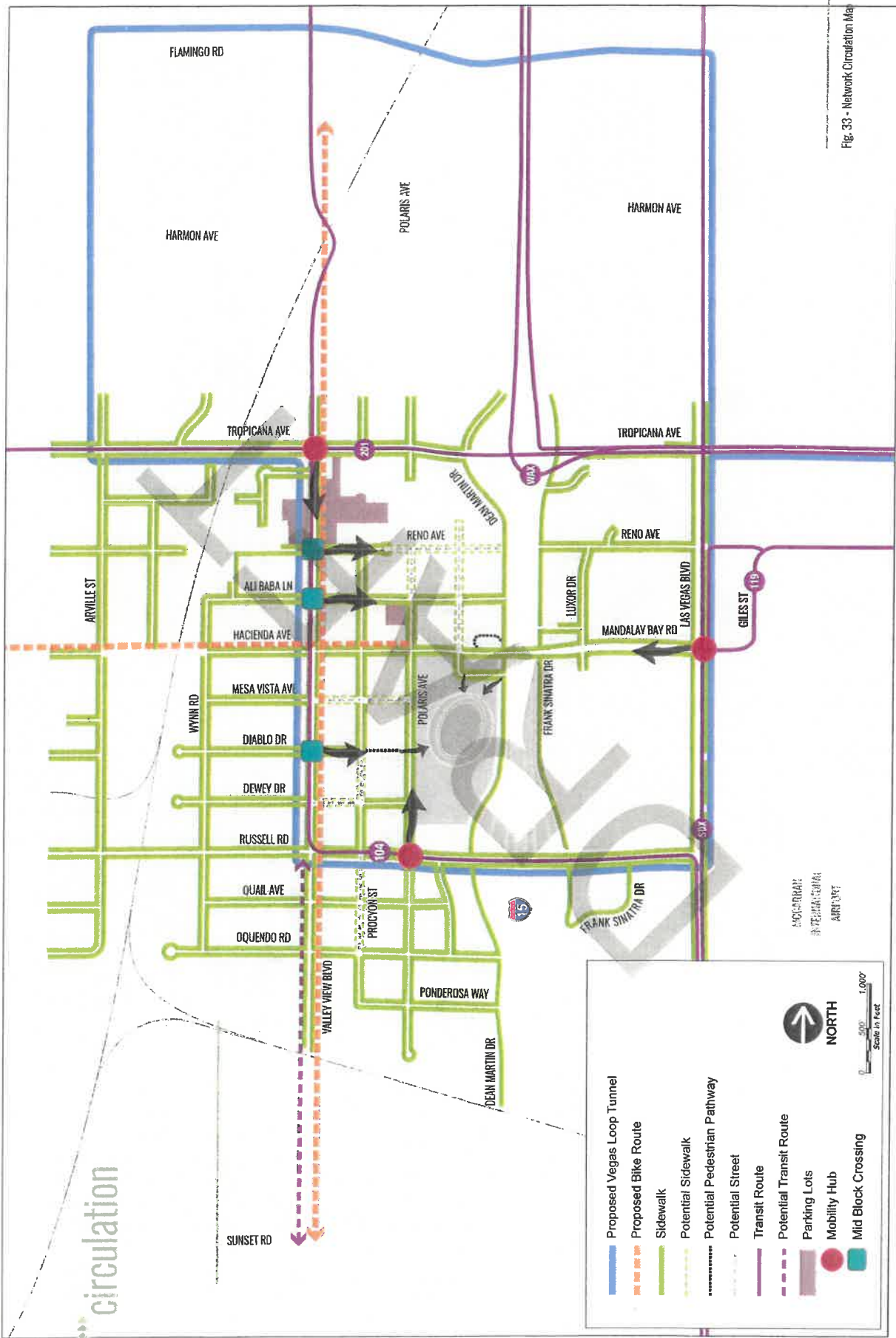


Fig. 33 - Network Circulation Map

# 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.

Under the principles of a Complete Network the future pedestrian and bicycle infrastructure in study areas will be designed to be mutually supportive. The table below outlines a rating of the pedestrian and bicycle infrastructure against each of the 6 complete network principles, with the ratings 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 distances between destinations, such as the parking facilities and mobility hubs. Bicycle lanes are included in the future street designs and the inclusion of them will increase the perception of a cohesive network.

Project Date:

Project:

## 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 out-of-use is anticipated to be connected to the network by a pedestrian pathway creating a more efficient connection to the adjacent roads.

Project Date:

Project:

## 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.

Project Date:

Project:

## 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.

Project Date:

Project:

## Safety and Security

Streetslights are identified for the streets inside the District. The addition of pedestrian scale lighting or even additional standard streetlights will improve nighttime visibility and the sense of comfort felt by visitors to the District.

Project Date:

Project:

## Comfort

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.

Project Date:

Project:



## 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)

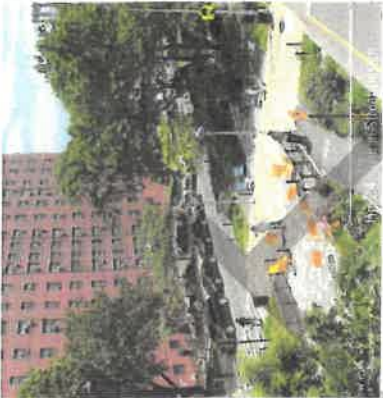
#### Integrate Public and Private Right-of-Way

- 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.



# street typologies

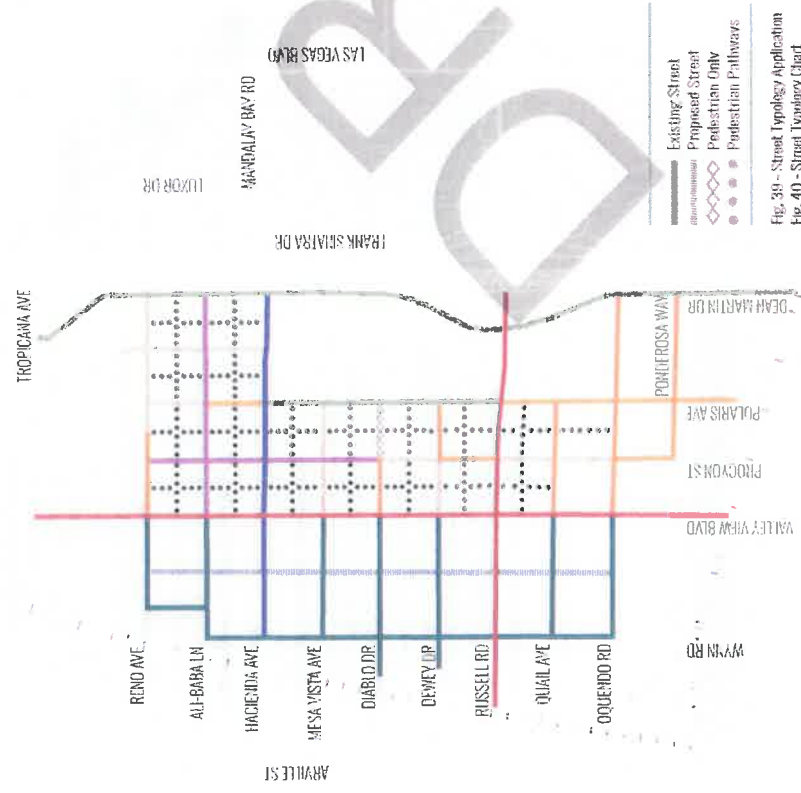
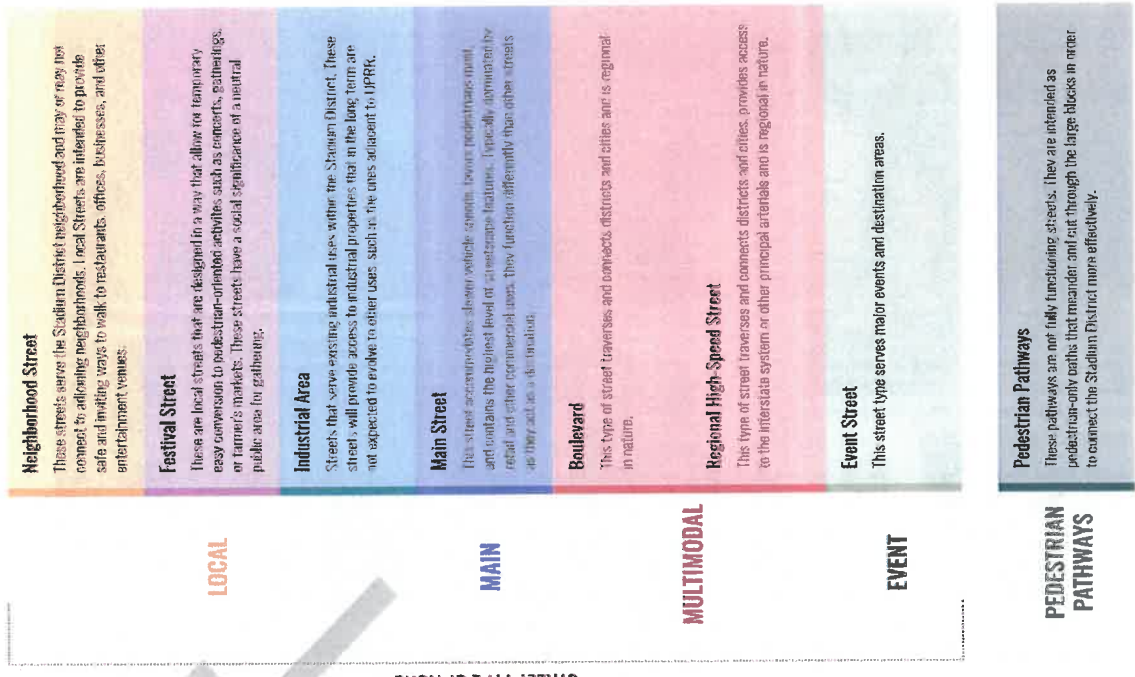


Fig. 39 - Street Typology Application  
Fig. 40 - Street Typology Chart





# 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

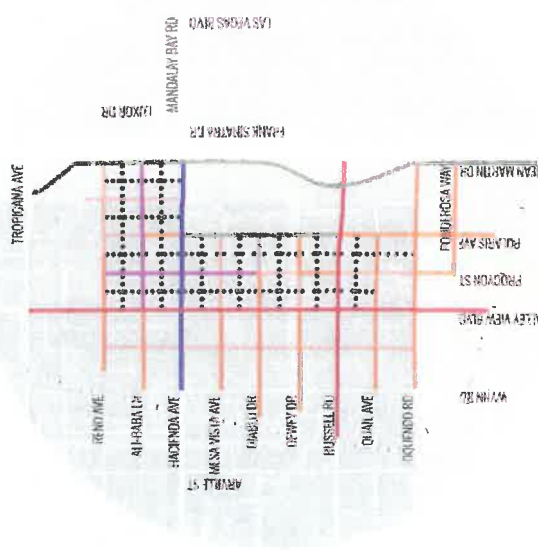
Curb extensions are encouraged to calm traffic and shorten the crossing distance at intersections.

### Parking Options

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

### Proposed Streets

- 25 mph Speed Limit
- Wide Sidewalks
- Amenities
- Raised Crosswalks
- Safety Features
- Bike Lanes
- Curb Extensions
- Parking Options





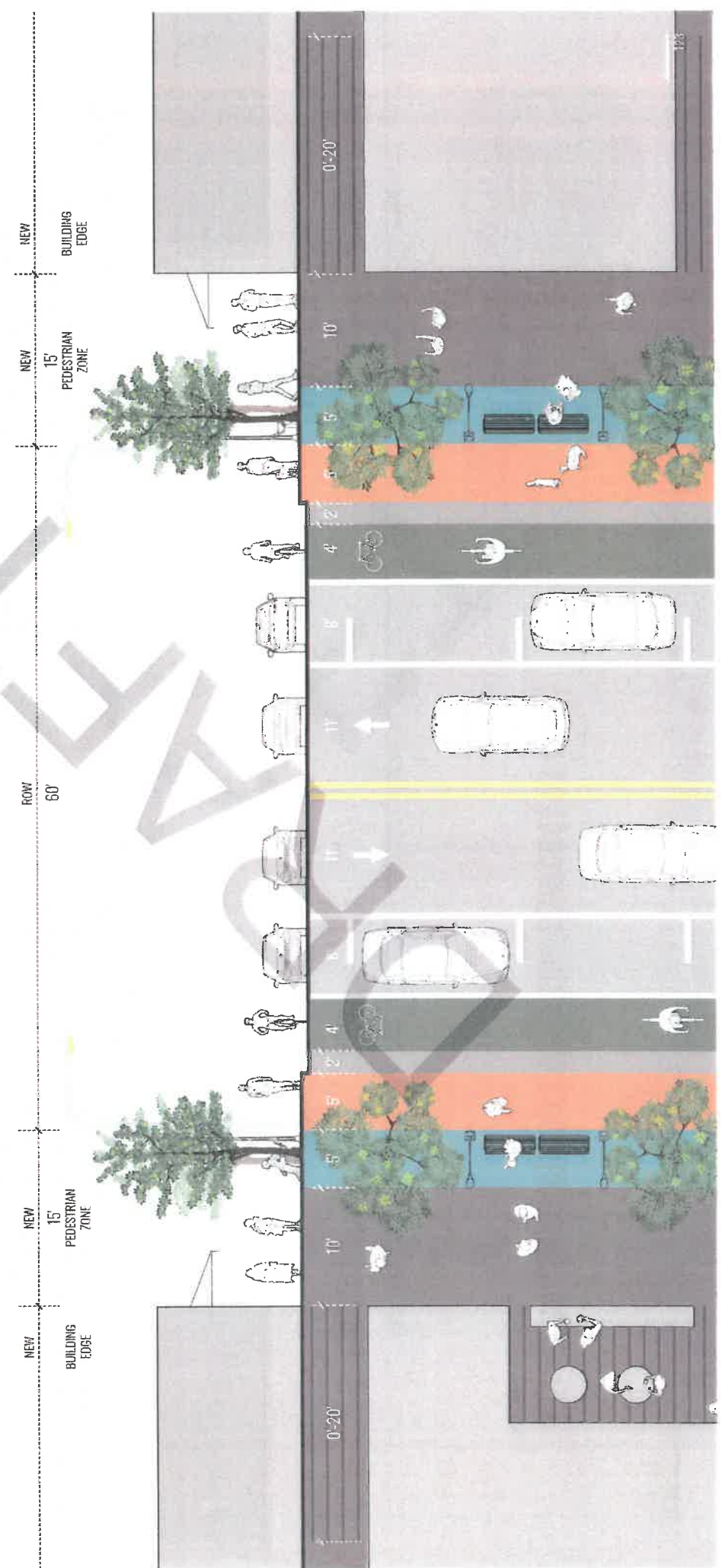


**Proposed Streets**  
 River Ave  
 1st St  
 2nd St  
 3rd St  
 4th St  
 5th St  
 6th St  
 7th St  
 8th St  
 9th St  
 10th St  
 11th St  
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 96th St  
 97th St  
 98th St  
 99th St  
 100th St

**Design Elements**  
 Street Curb  
 20' Sidewalk  
 10' Buffer  
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 100' Buffer

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

> Option 2









**Proposed Streets**

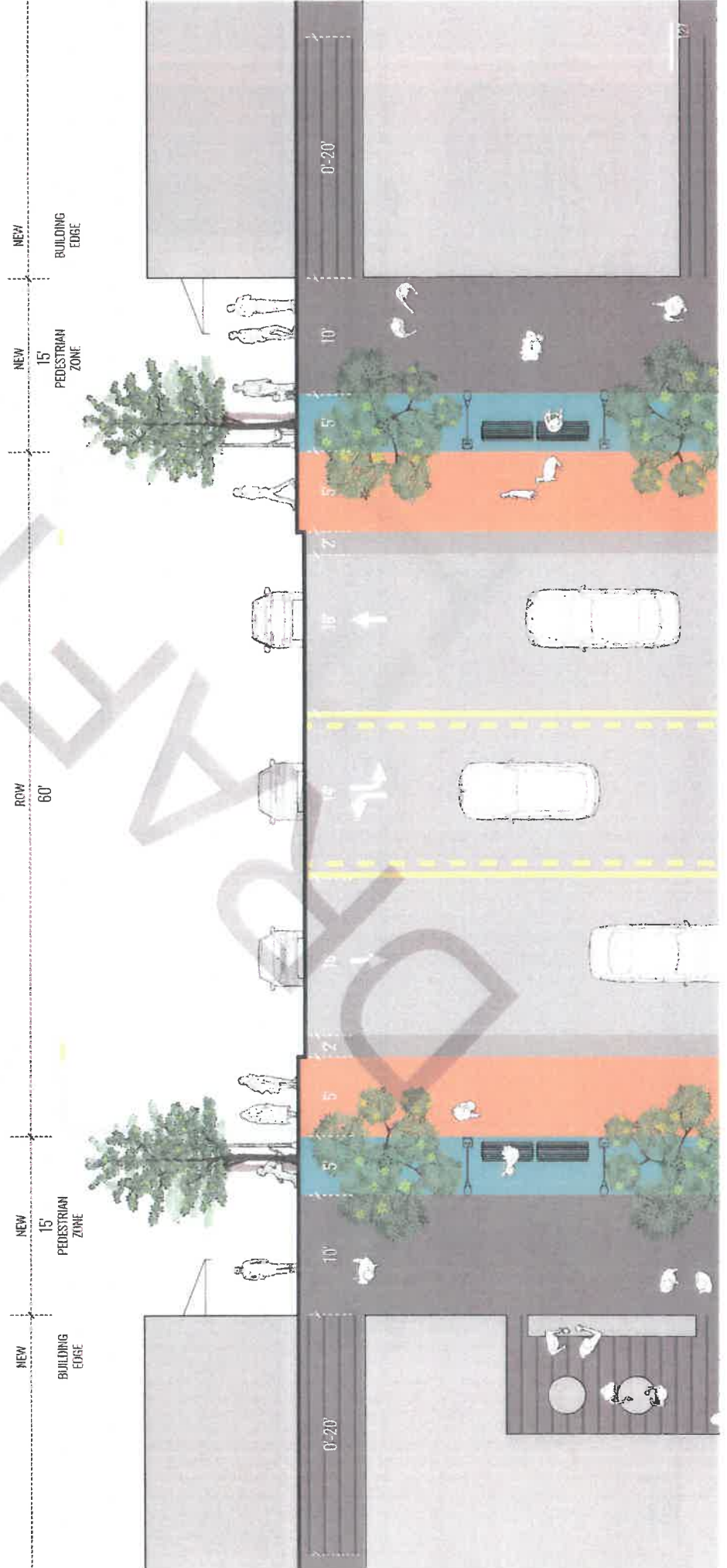
- Reno Ave
- Hill St
- Main Street
- Dublin Dr
- Drury Dr
- ...

**Design Elements**

- Speed Limit
- 15 MPH
- 20 MPH
- ...

# two-way left turn lane

> Option 4



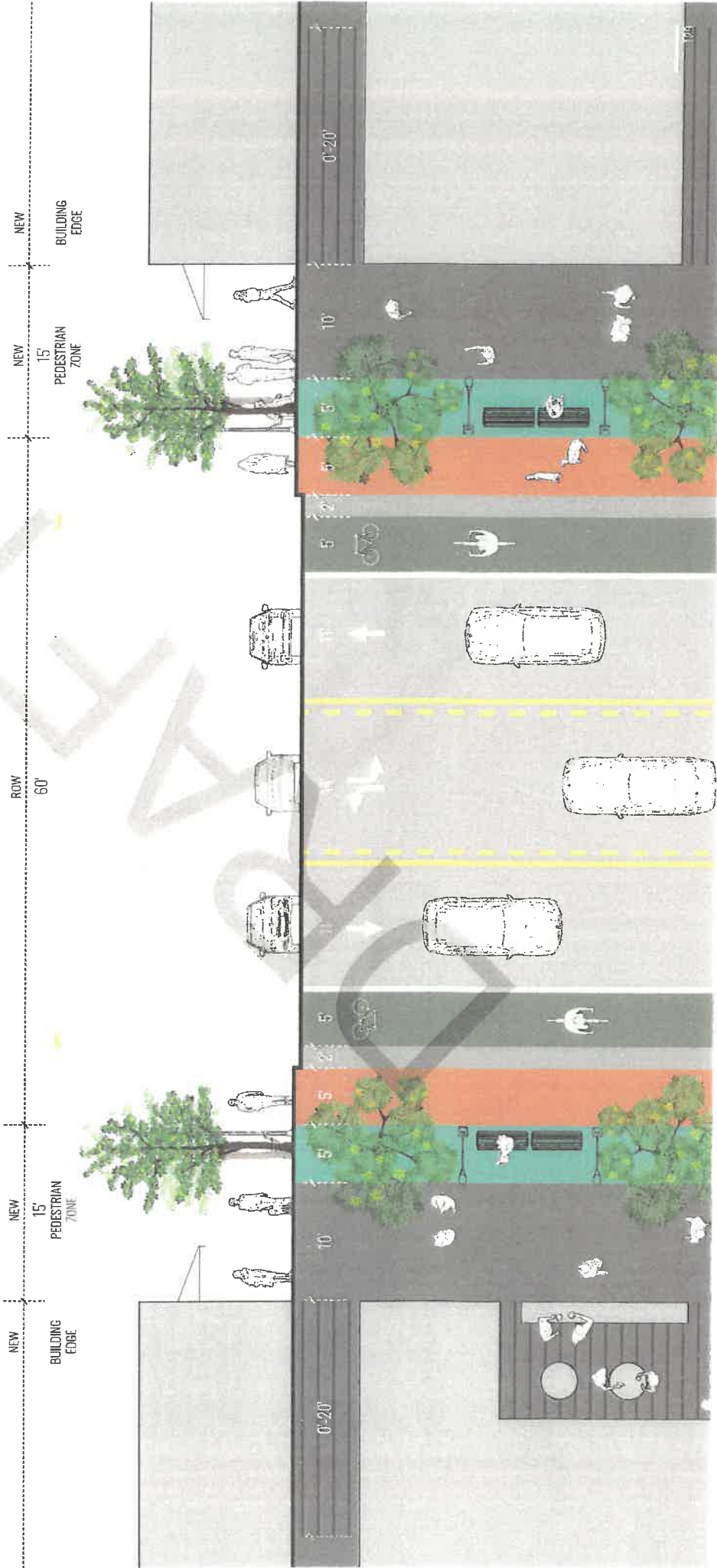


# '''bike lanes and two-way left turn lanes

> Option 5

Proposed Streets

Design Elements



## »» festival street

### Purpose + Elements

The Festival Street type is located in the area where the land use is expected to evolve to commercial, retail, and a mix of uses. The function of this street type is to accommodate pedestrian-only activities on specific days, such as festivals and farmer's markets. During these activities or events, these streets, or portions of, will be closed to vehicular traffic.

The proposed configuration of Festival Streets is the same as Neighborhood Streets, with the exception that a flush curb is proposed. Festival Streets will require reconstruction of the current roadway and the use of aesthetic pavement materials based on a defined neighborhood theme and character. Parking and landscaping will serve as a barrier for pedestrians during non-event days. However, to protect pedestrians, bollards are recommended to be installed at the separation of the pedestrian area from the vehicular area.

Two streets are proposed for this type: Procyon Street and All Baba Lane. Procyon Street runs north/south and is located at the core of the Stadium District where it intersects with Hacienda Avenue. All Baba Lane runs east/west, and it is easier to access from properties along Tropicana Avenue. Both streets have connectivity to the stadium and designated parking locations.

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 other uses.

### Proposed Streets

All Baba Lane  
Procyon St

### 25 MPH Speed Limit

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

### No Curb

No curb between pedestrian zones and travel-ways is intended to be pedestrian-oriented by design, allowing for a shared space between vehicles and pedestrians designated by different materials, colors, textures, to improve the pedestrian experience.

### Median Integrated Public Space

Designed to provide greater pedestrian-oriented experience by allowing for public space to be built into the medians and provide greater activation of the streetscape.

### 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.

### Safety Features

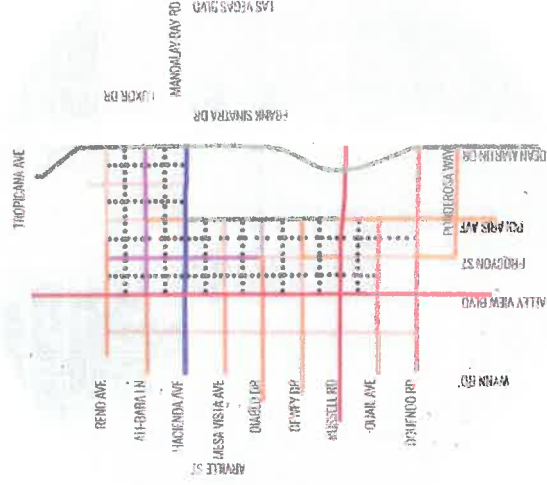
Among other safety features, such as lighting, wayfinding, and landscaping, decorative and safety bollards are included on this street type.

### Bike Lanes

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

### Parking Options

Various parking options are offered for use on non-event days when the street is under normal use.







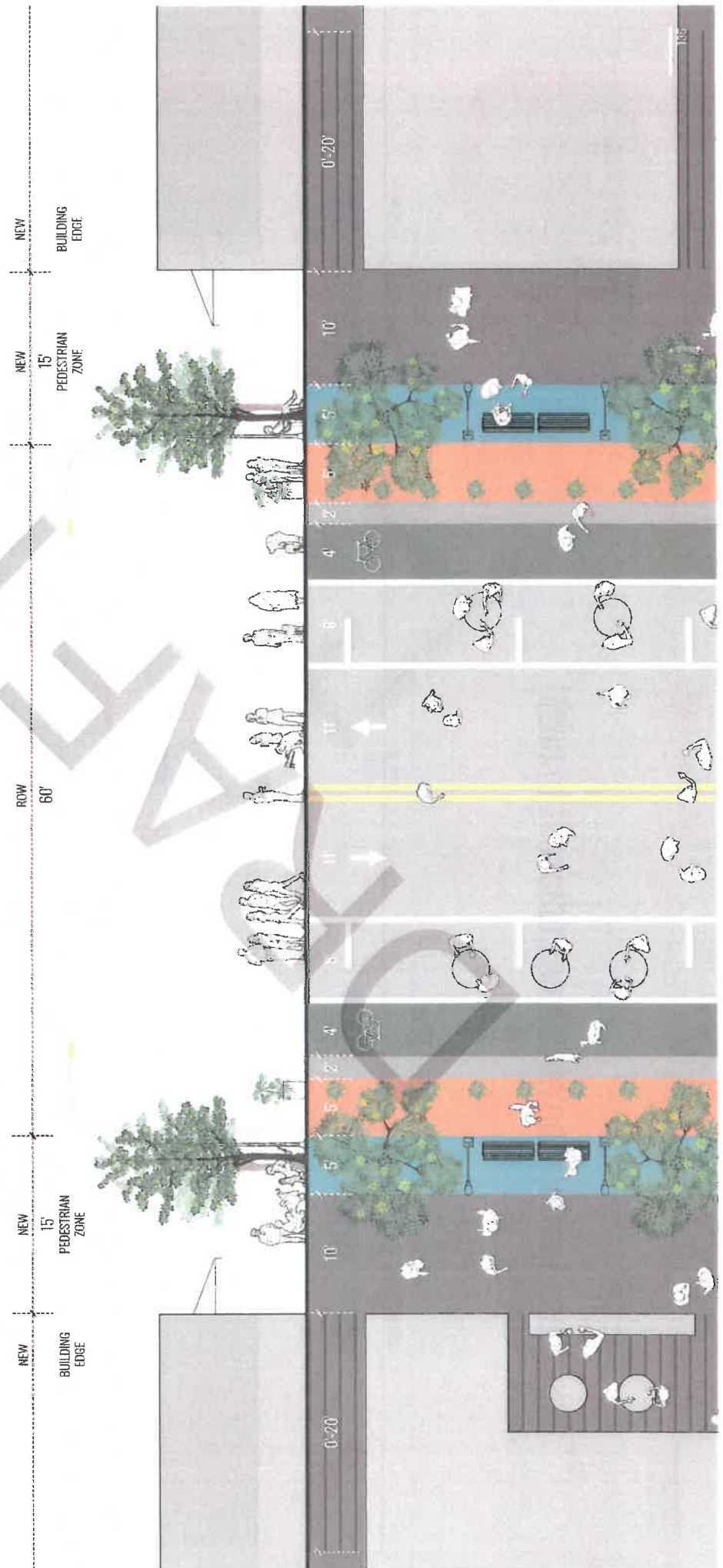


**Proposed Streets**  
Al-Babai Ln  
Franklin St

**Design Elements**  
Street Light 25' high  
ROW 60' wide  
Travel Lane 11' (1-1)  
Bike Lane 4' (1-1)  
Planting Lane 8' (1-1)  
No On-street  
Parking  
Prohibition of driving  
street furniture

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

> Option 2



**Proposed Streets**

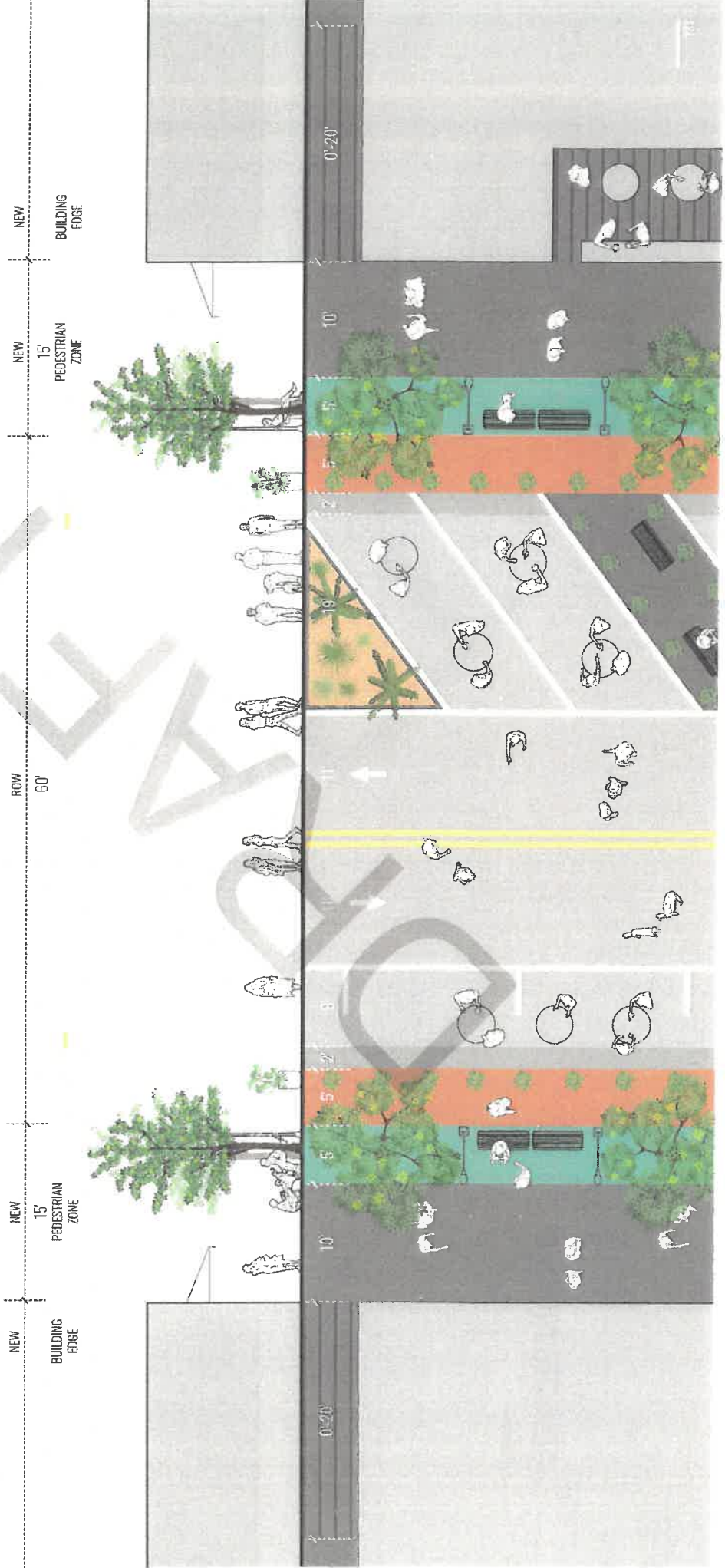
34-Baker in  
Providence St

**Design Elements**

- Special Road 12' (road)
- ROW 60' (road)
- Level Base 11 feet
- Median Lane 12 feet
- 10' Curbcut
- Pedestrian Curbline
- Street Lighting
- Public Amenities

▶▶▶ **street parking**

> Option 3





**Proposed Streets**

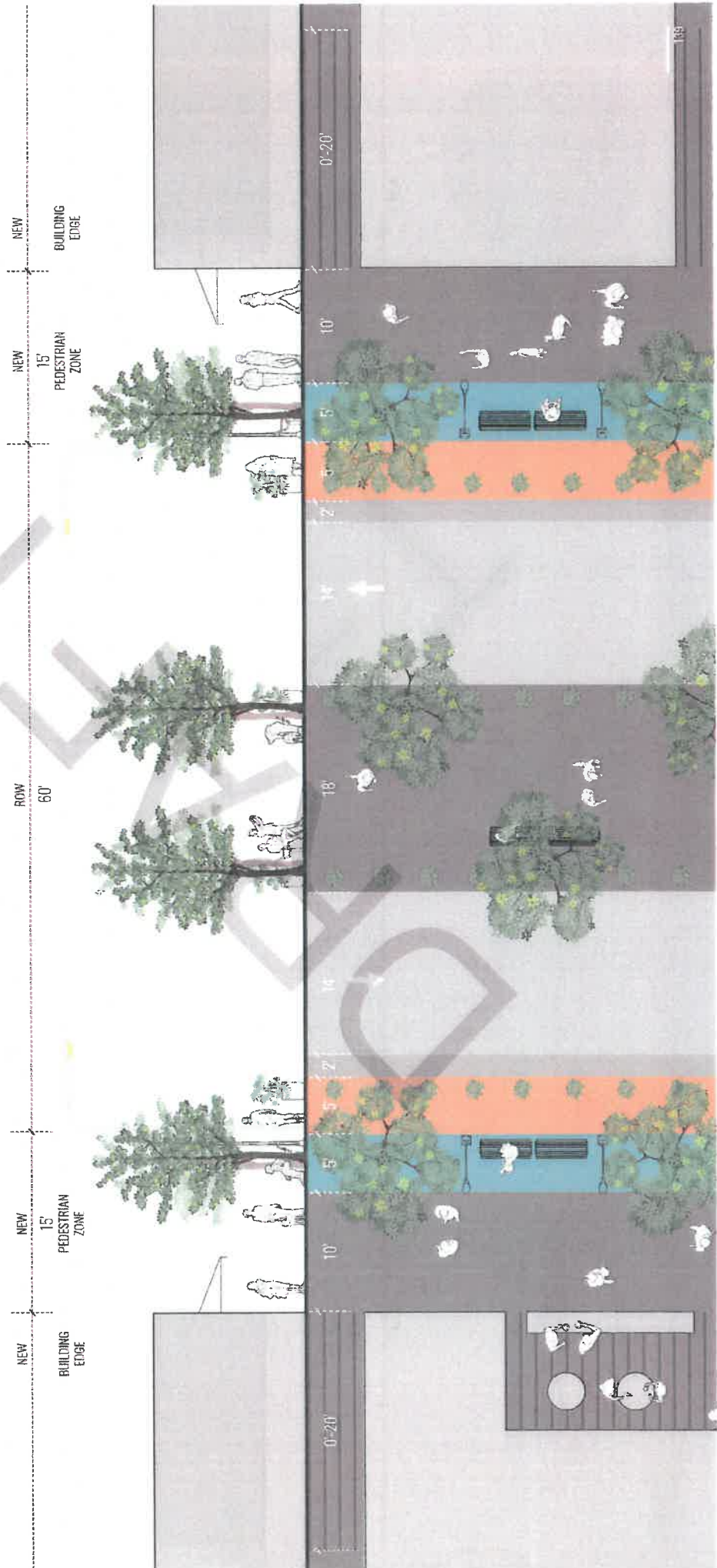
- Ali-Baba Ln
- Princeton St

**Design Elements**

- Sloped Limit 2.5%
- ROW 100'-0"
- Travel Lane 14'-0"
- Activated Median
- Proposition Lighting
- Tree Lighting

▶▶▶ **activated median**

> Option 4







## main street

### Purpose + Elements

Hacienda Avenue is the only street within the Main Street type. The land uses along Hacienda Avenue between Valley View Boulevard and I-15 are expected to evolve to retail and commercial, changing the character of Hacienda Avenue, making it comparable to a Main Street. The development of design guidelines for this type of street need to align with the current improvements around the Allegiant Stadium, as well as the Hacienda Avenue bridge over I-15. Hacienda Avenue has an 80-foot wide right-of-way.

The proposed design concepts for this type of street take into consideration the importance of Hacienda Avenue providing connectivity for vehicles, bicycles, and pedestrians to and from the west side of the Las Vegas Valley, Las Vegas Boulevard, and the resort corridor. Additionally, the RBPP—developed prior to the decision to build a stadium along Dean Martin Drive and Hacienda Avenue—recommends bicycle lanes along Hacienda Avenue. The implementation of

bike lanes along the entire length of Hacienda Avenue while still maintaining four travel lanes might face challenges due to physical constraints at the Union Pacific Railroad crossing west of the district, and at the Hacienda Avenue bridge and the Shoppes at the Mandalay Place, east of the district. Considering the importance of bicycle regional connectivity, it is proposed that Hacienda Avenue be designated as a Bike Route facility west of the stadium, which would allow appropriate signing and bike lanes where feasible.

### 35 MPH Speed Limit

The features on this street are designed to support a 35 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.

### Designated Bicycle Route

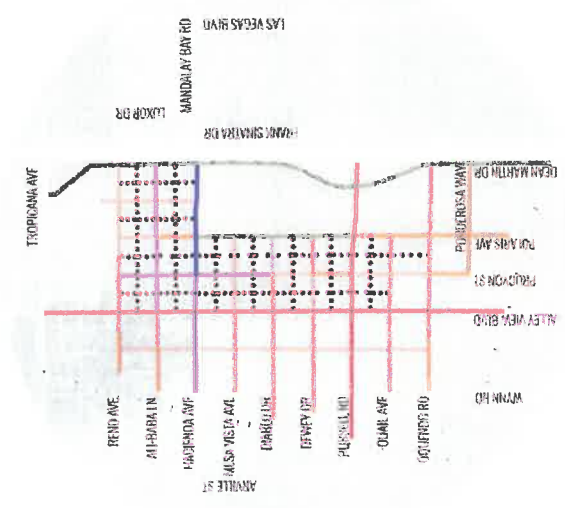
A bicycle route intended to connect to the larger network adjacent to the District.

### Safety Features

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

### Proposed Streets

Hacienda Ave.









# ►►► bike lanes and raised median

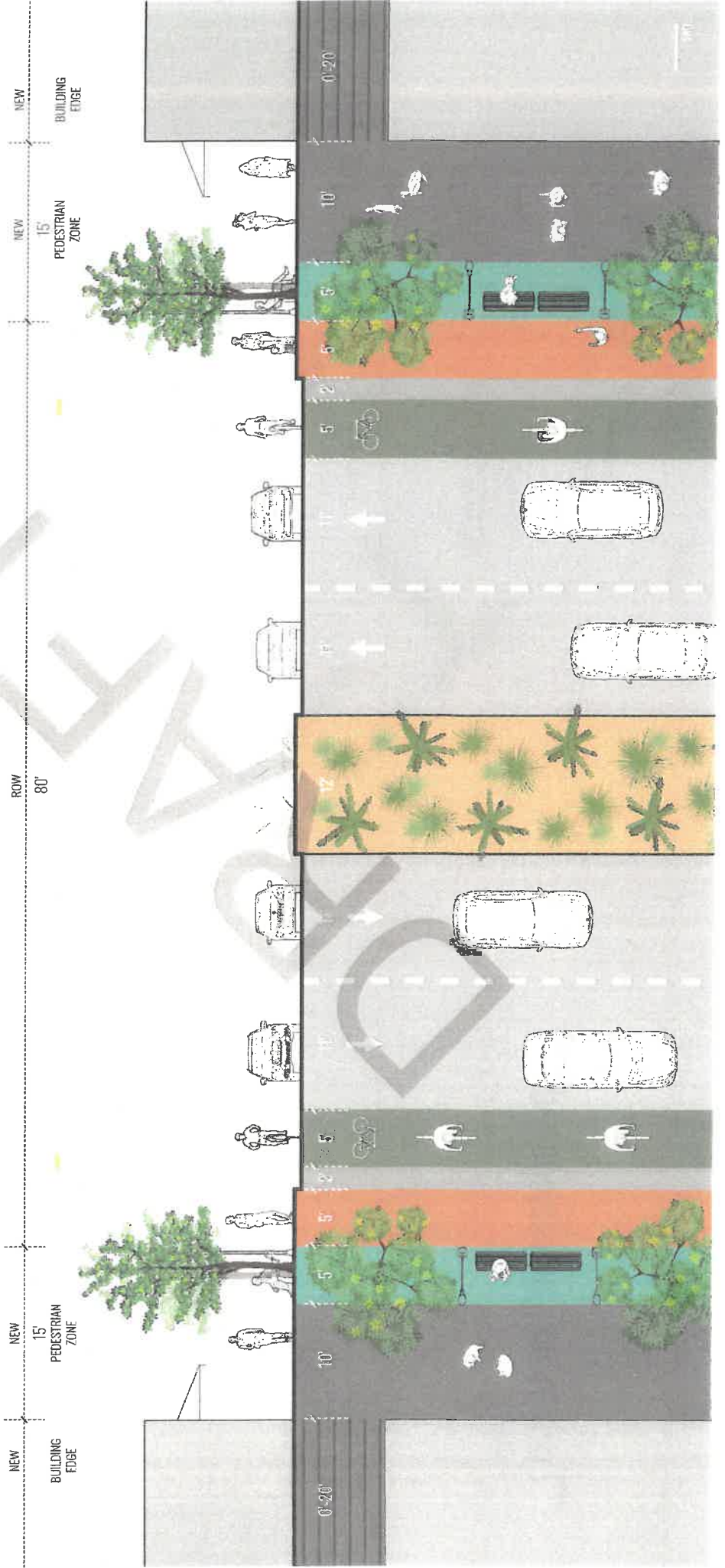
> Option 3

## Proposed Streets

Hacienda Ave.

## Design Elements

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





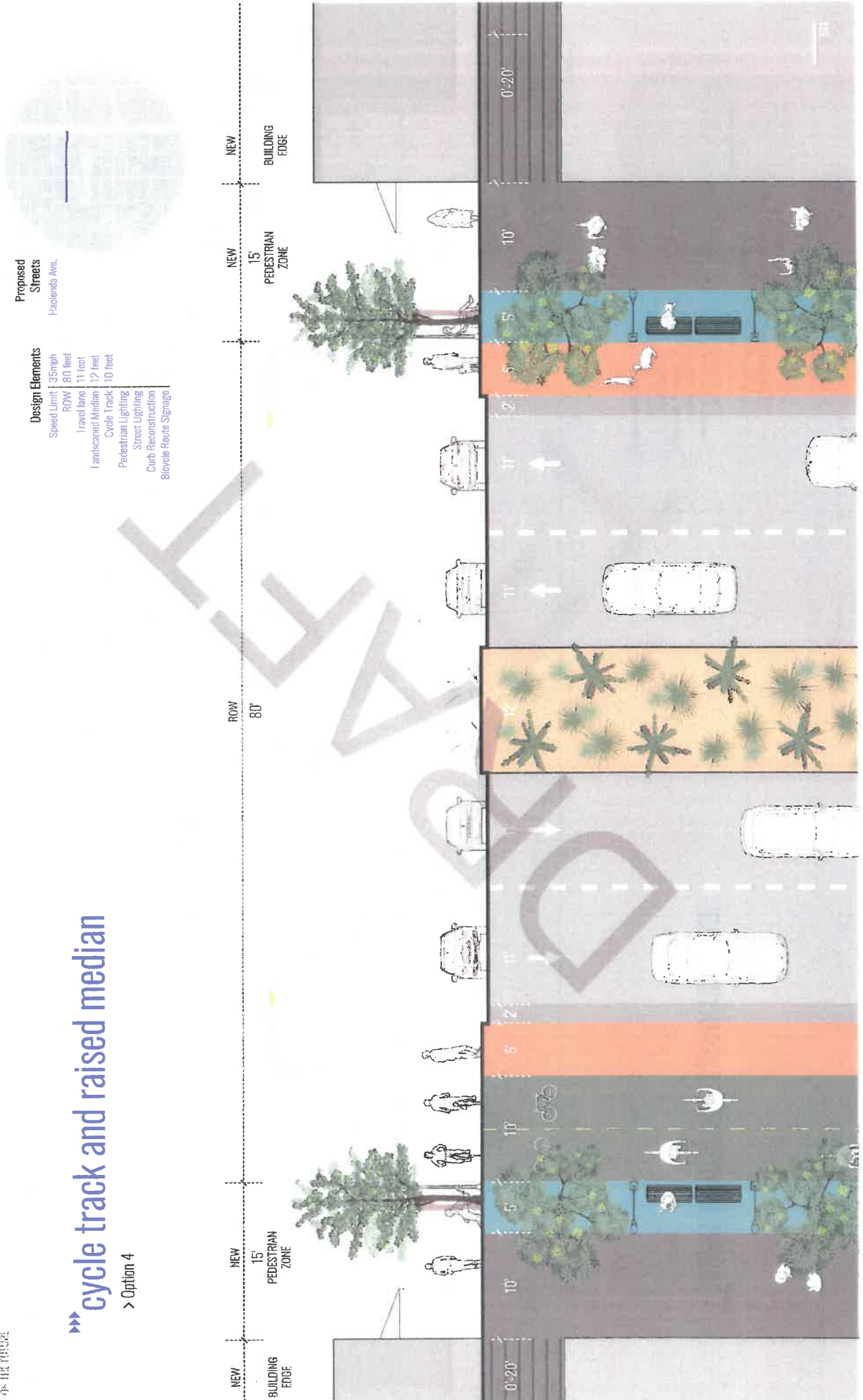
**Proposed Streets**  
 Hacienda Ave.

**Design Elements**

- Speed Limit: 35 mph
- ROW: 80 feet
- Travel Lane: 11 feet
- Landscaped Median: 12 feet
- Cycle Track: 10 feet
- Pedestrian Lighting
- Street Lighting
- Curb Reconstruction
- Bicycle Route Signage

►►► **cycle track and raised median**

> Option 4



## ►►► 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.

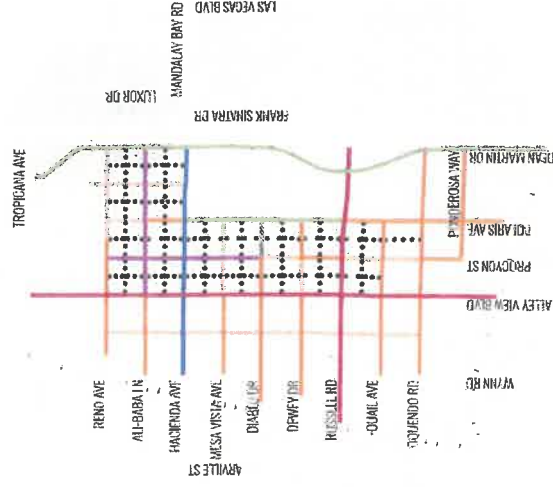
#### Transit Opportunities

- 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.
  - Alli Baba Ln.



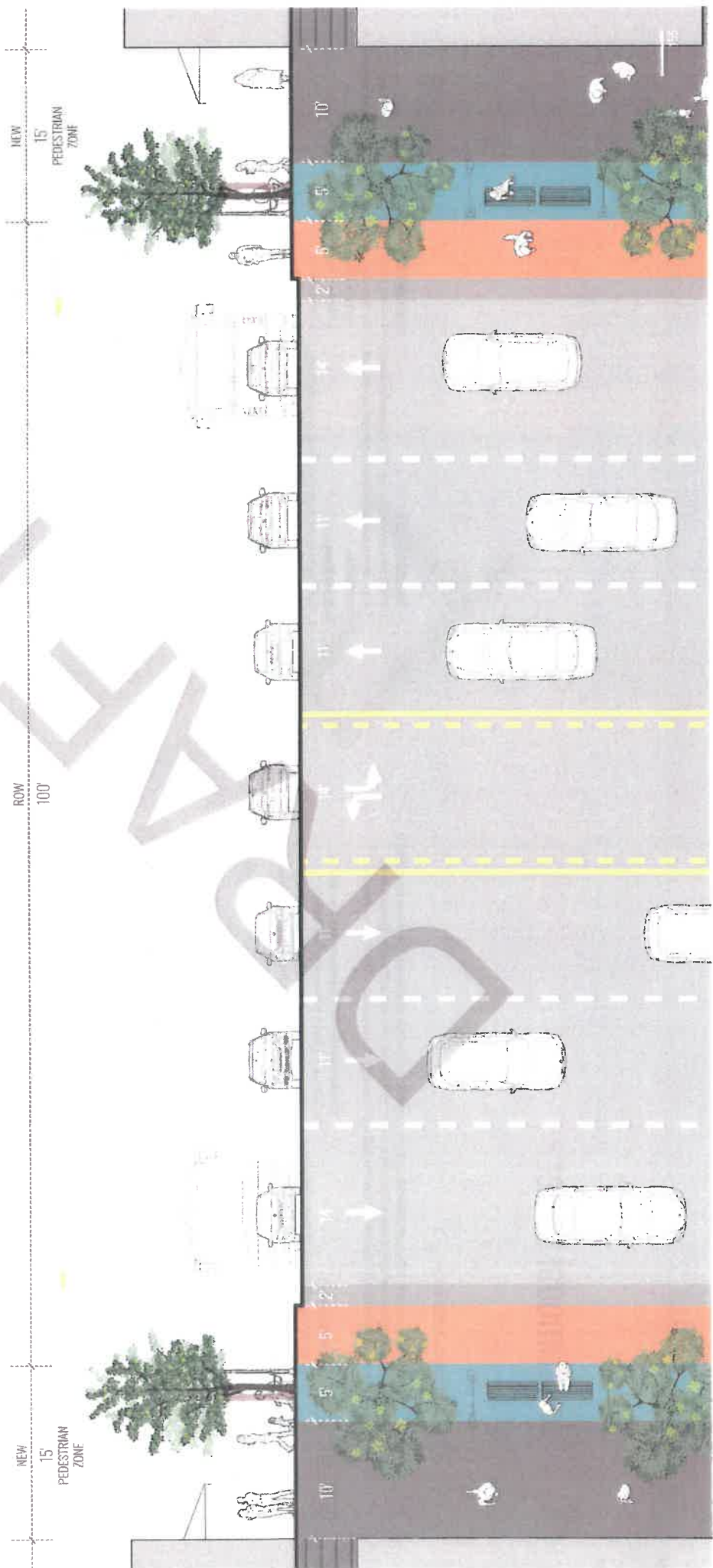
**Proposed Streets**  
Valley View Blvd.

**Design Elements**

- Speed Limit: 35mph
- ROW: 100 feet
- Lane Width: 11/14 feet
- Turn-Only Left Turn Lane: 14 feet
- Bike Lane: No
- Parking Lane: No
- Tree-Plant Location: No
- Street Lighting: Standard
- Transect: Standard
- Mid-Block Crosswalks: No

▶▶▶ **two-way left turn lane**

> Option 1



**Proposed Streets**

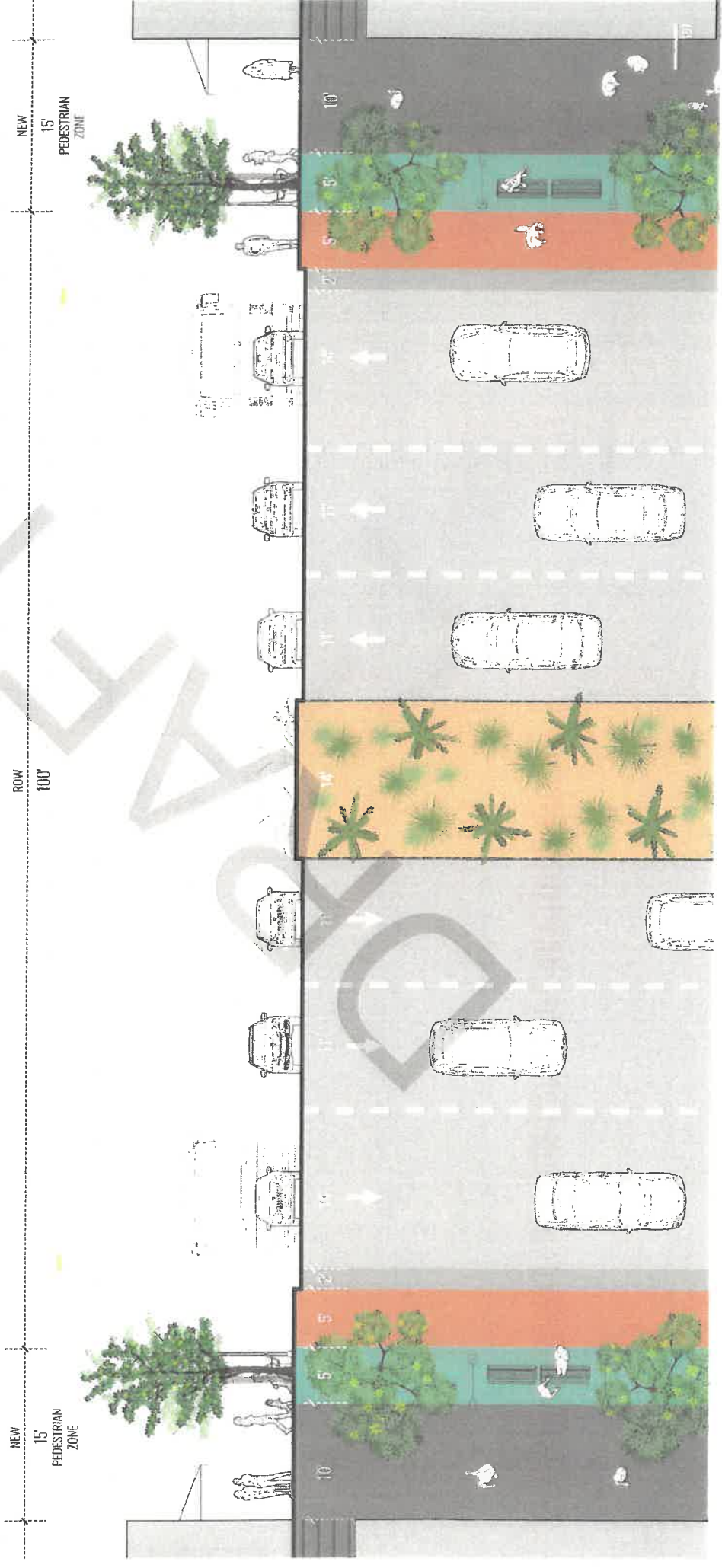
Valley View Blvd

**Design Elements**

- Speed Limit | 35mph
- ROW | 100 feet
- Travel Lane | 11 1/4 feet
- Median | 14 feet
- Bike Lane | No
- Parking Lane | No
- Pedestrian Lighting | Street Lighting
- Transit Route | Transit Route
- Mid-Block Crossings | Mid-Block Crossings

▶▶ raised median

> Option 2



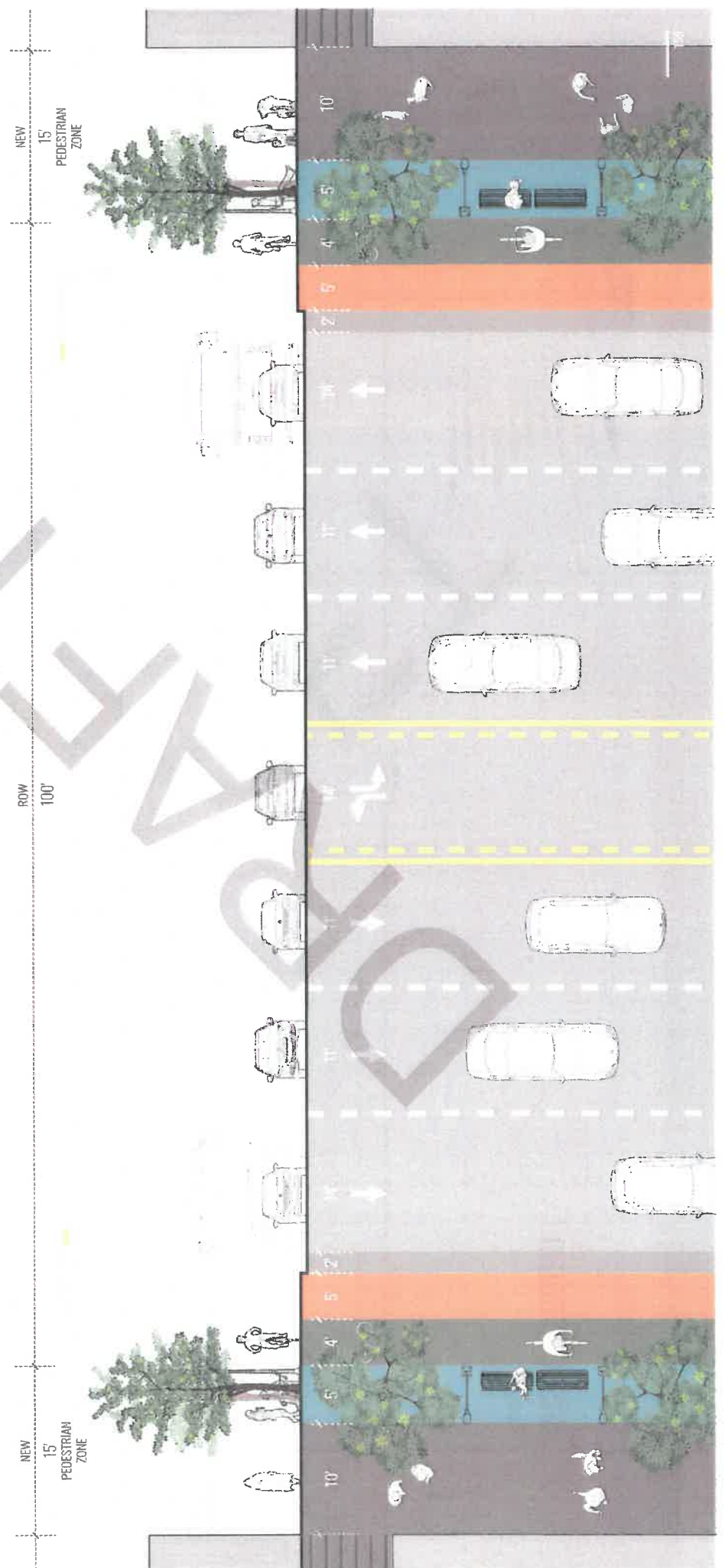




- Proposed Streets**  
Valley View Blvd.
- Design Elements**
- Speed Limit: 35mph
  - ROW: 100 feet
  - Travel Lane: 11/11 feet
  - Two-Way Turn Lane: 14 feet
  - Bike Lane: 5 feet
  - Parking Lane: No
  - Pedestrian Lighting: Street Lighting
  - Transit Route: No
  - Mid-Block Crossings: No

## ▶▶▶ elevated bike lanes and two-way left turn lane

> Option 3





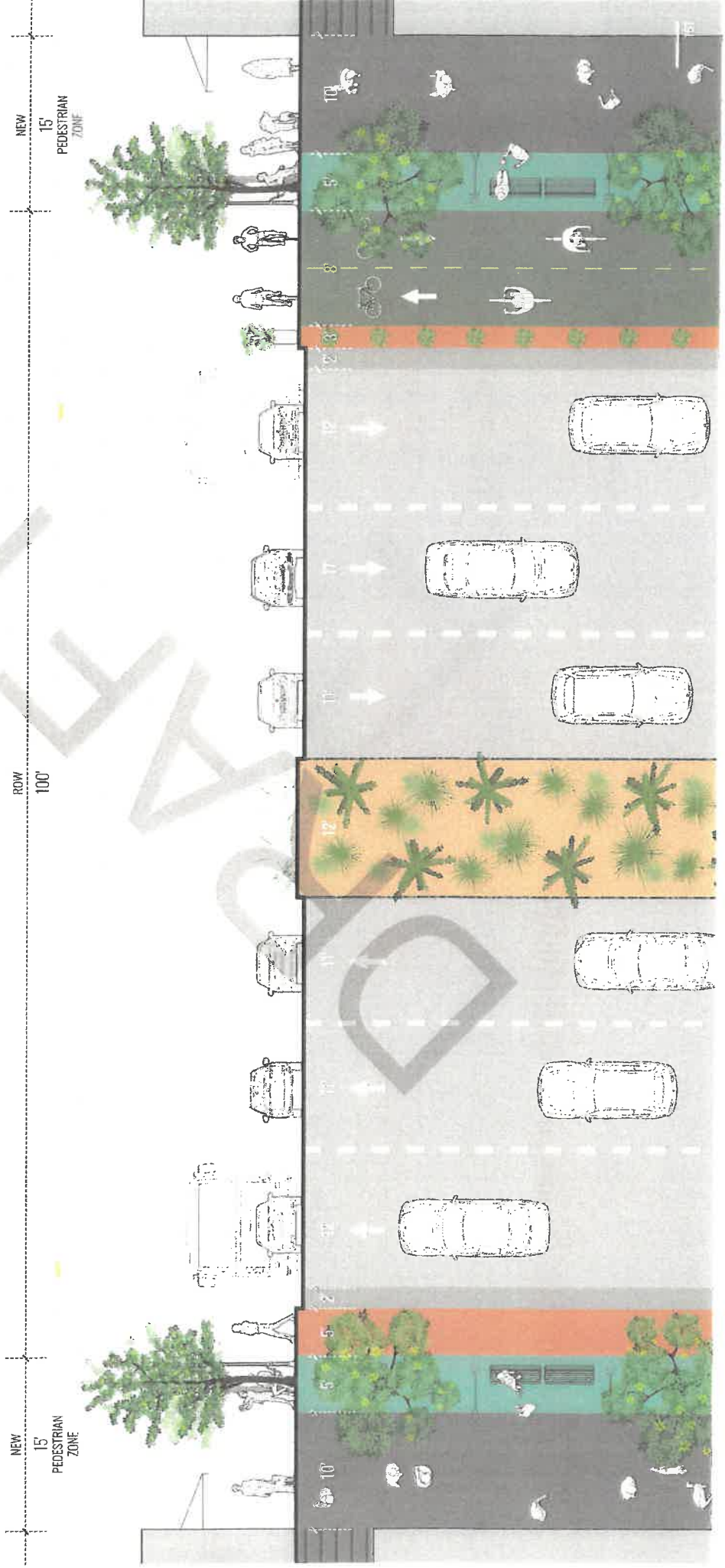
**Proposed Streets**  
Valley View Blvd.

**Design Elements**

- Speed Limit | 35mph
- ROW | 100 feet
- Lane Lane | 11/12 foot
- Landscaped Median | 12 feet
- Cycle Track with Buffer | 8 feet
- Parking Lane | No
- Handicapped Lighting | Street Lighting
- Transit Route | Mid-Block Crossings

►►► **elevated cycle track and raised median**

> Option 4





**Proposed Streets**

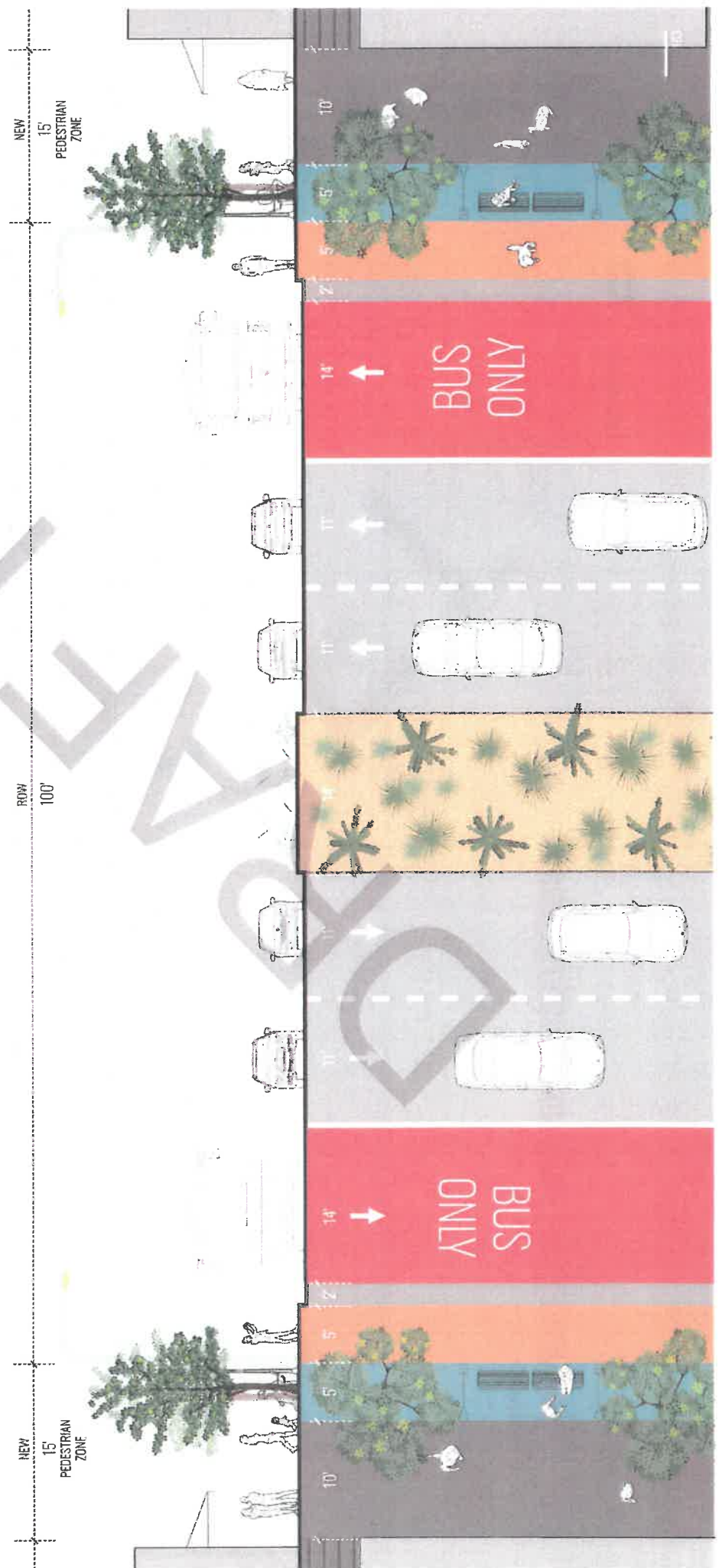
Valley View Blvd.

**Design Elements**

- Speed Limit: 35 mph
- ROW: 100 feet
- Travel Lane: 11 feet
- Transit Lane: 14 feet
- Duplicated Transit Lane: 14 feet
- Parking Lane: 6 feet
- Pedestrian Lighting
- Street Lighting
- Transit Hours
- Multi-Block Transceiver

dedicated transit lane and raised median

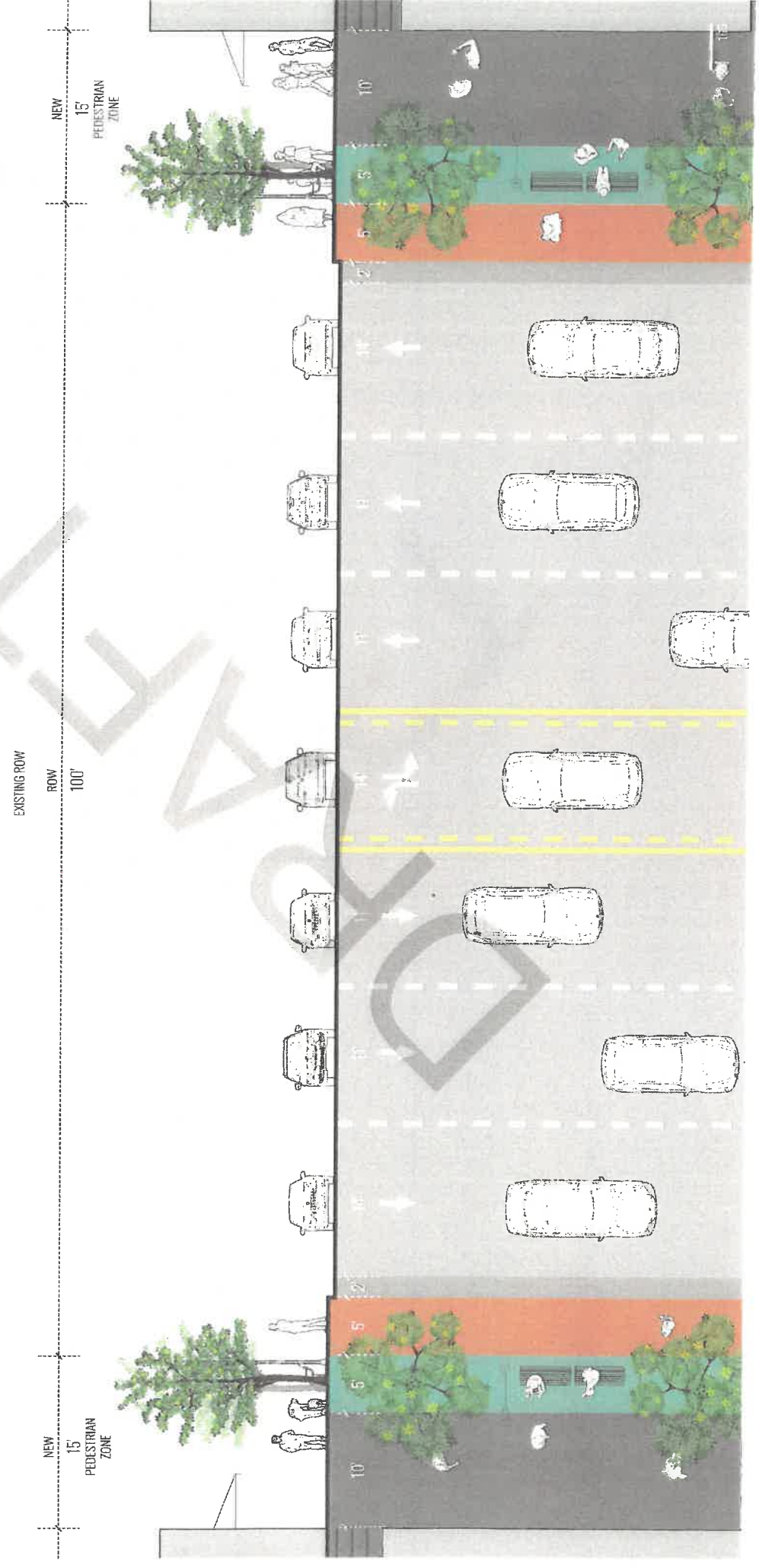
> Option 5



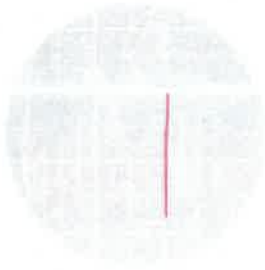
# two-way left turn lane

> Option 1

- Proposed Streets**  
Russell Rd.
- Design Elements**  
 Speed Limit | 45mph  
 ROW | 100 feet  
 Travel Lane | 11 feet  
 Two-Way Turn Lane | 14 feet  
 Pedestrian Lighting  
 Street Lighting  
 Sidewalk Enclosure on Streetway Side





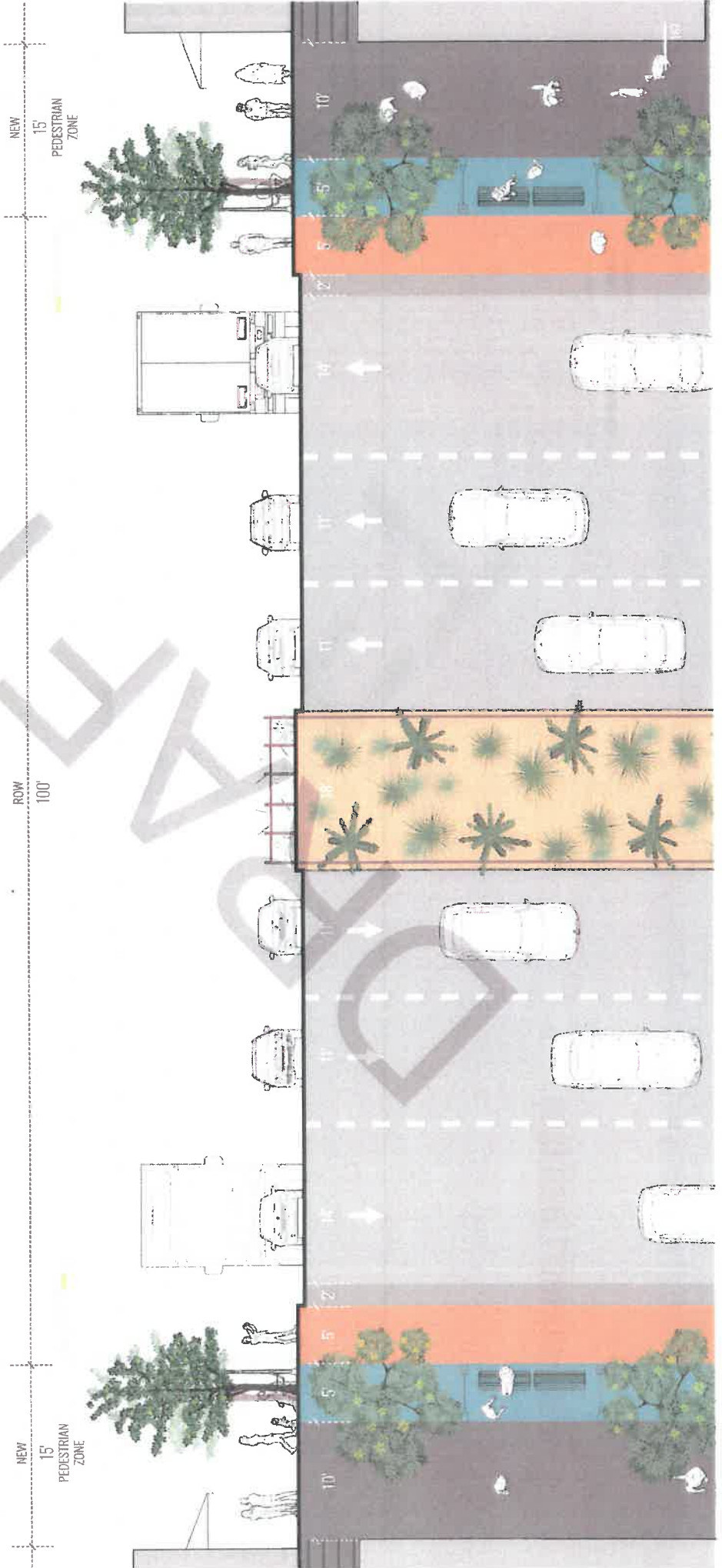


**Proposed Streets**  
 Railroad Rd.

**Design Elements**

- Speed Limit | 45 mph
- ROW | 100 feet
- Level Lane | 11 feet
- Landscaped Median | 18 feet
- Pad-mounted Lighting
- Street Lighting
- Median Lane

▶▶▶ **raised median**  
 > Option 2



## event street

### Purpose + Elements

This category includes two streets: Dean Martin Drive and Polaris Avenue. Both these streets will be temporarily closed to accommodate event traffic and are adjacent to Allegiant Stadium.

#### Dean Martin Drive

Dean Martin Drive runs on the west side of I-15, facilitating access and connecting many destinations such as the new stadium, Fashion Show Mall, industrial areas along I-15, and several destinations near downtown Las Vegas. During major events, Dean Martin Drive will be closed to non-event traffic. Within the District, Dean Martin Drive from Patrick Lane to just south of Tropicana Avenue has only one sidewalk on the west side of the road. This sidewalk is intended to serve pedestrian movements coming from hotel properties on the north and south boundaries of the District to planned events.

#### Polaris Avenue

This street has the same character as the local streets, with the distinction that it provides direct access and is adjacent to the west side of the Stadium. This road, similar to Dean Martin Drive, will be closed to non-event traffic. The sidewalk adjacent to Allegiant Stadium is a 15-foot wide detached sidewalk that is separated from the public ROW by a 5-foot wide landscape strip and decorative fencing.

The street cross section and design criteria below are intended to guide the developers and Clark County in determining street layout as the area evolves to other uses.

#### 35 MPH Speed Limit

The features on this street are designed to support a 35 mph speed limit.

#### Wide Sidewalks

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

#### Amenities

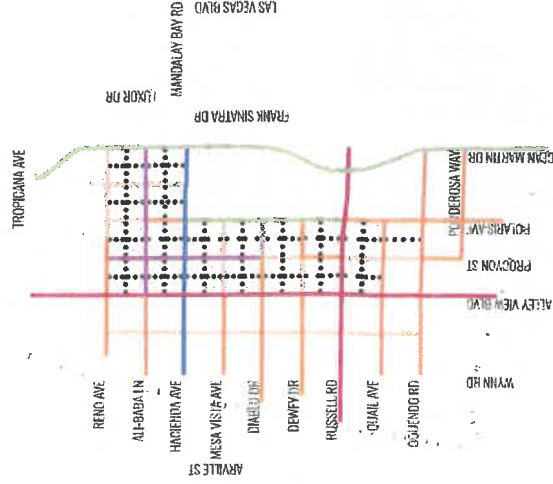
An area separate from the pedestrian walkway, intended for streetscape elements, landscaping, and street trees, including trash receptacles, lighting, and design elements to support pedestrian-oriented design.

#### Safety Features

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

#### Proposed Streets

Dean Martin Dr.  
Polaris Ave.







# dean martin drive

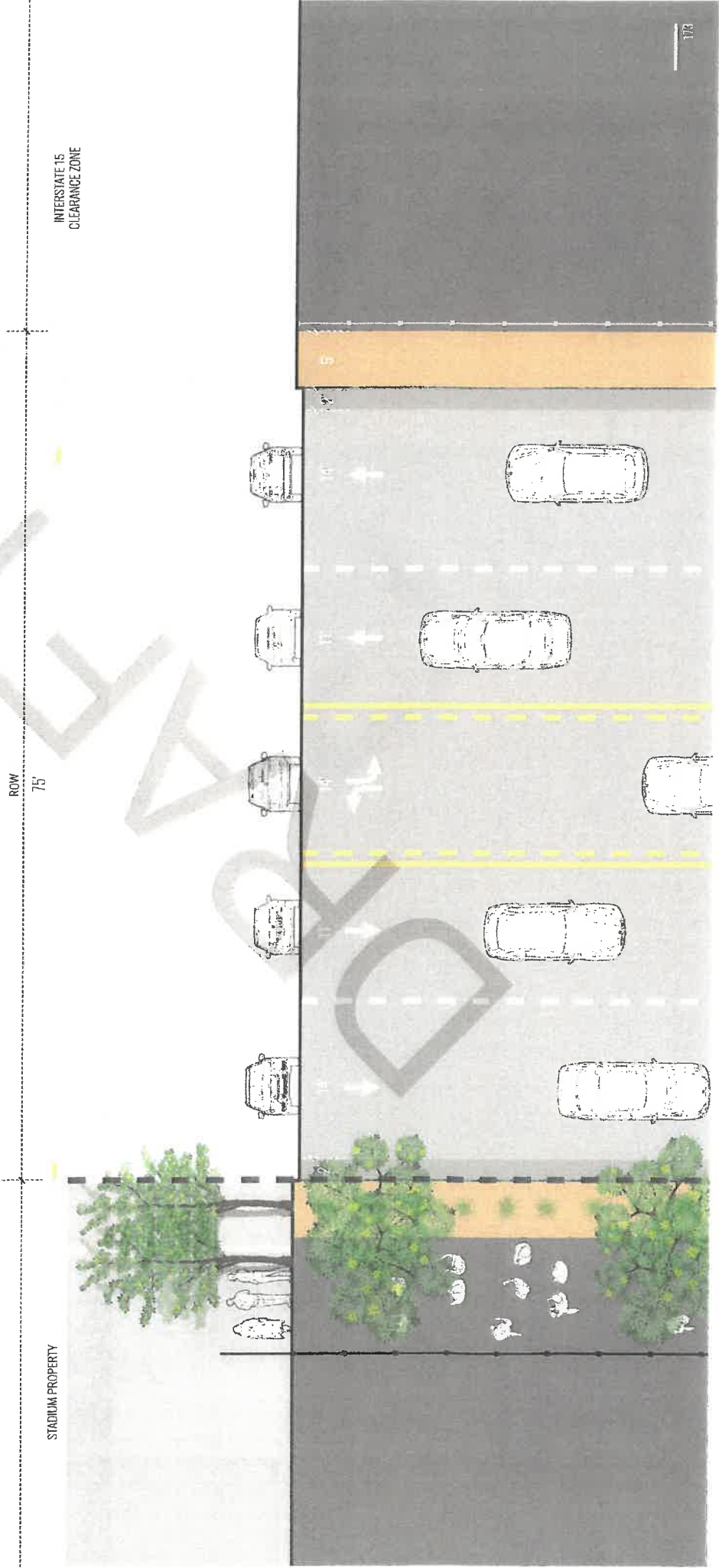
> Adjacent to Stadium Site

## Proposed Streets

Dean Martin Dr.

## Design Elements

- Concrete
- Asphalt
- Grass
- Light
- Plant
- Tree
- Signage
- Streetlights
- Utility
- Water
- Waste





## pedestrian pathways

### Purpose + Elements

Pedestrian-only pathways are a way to break down the large blocks and create a smaller and more manageable network for pedestrians. There is variety and flexibility with this type of passageway depending on the context and the needs of the network within each block, creates a safer, more efficient public space. It creates opportunities for people to explore their surroundings and for the community to develop an identity at multiple scales. Because it is important for urban spaces to offer and facilitate different types of social interaction, pedestrian pathways offer a chance to create private and semi-private spaces inside of the larger District.

### Pedestrian-Only

- The pathways are intended for pedestrians and bicycle use to encourage a safe environment.

### Versatility

- Uses will vary as pedestrian paths should meet the needs of their surroundings. Variety will also help keep pathways active at different times of day and throughout the year while appealing to different types of users.

### Amenities

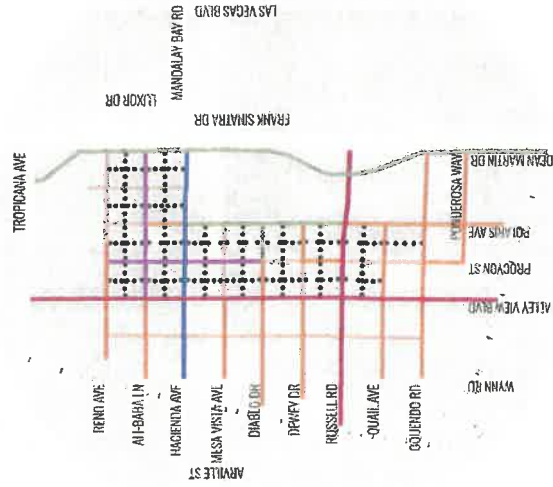
- Baseline amenities are necessary to creating safe environments such as: lighting, shade, wayfinding details, and seating.

### Safety Features

- There should be a material change to differentiate the pedestrian-only area from vehicular areas. Pedestrian scale lighting and wayfinding features are crucial to creating a safe pedestrian environment. It's also important that vision is not obscured and dark spots are avoided to prevent opportunities for crime.

### Architectural Orientation

- Pathways allow for more perimeter of buildings to be utilized and encouraging pedestrian interaction.





## »» pedestrian pathways

### Benefits

There are many opportunities the Stadium District can capitalize on by creating a denser network of pedestrian pathways <sup>101</sup>.

#### Increased Connectivity

▮ Pedestrian Pathways create a new level of connectivity throughout the District and improve the walkability through safer and more efficient routes with greater variety and interest.

#### Expand Commercial Frontage

▮ Orienting commercial spaces towards pedestrian pathways activates the groundfloor and encourages higher density commercial areas and pedestrian interaction.

#### Intimate Public Space

▮ These pathways are a great opportunity for visitors to find a more personal and relaxing space among a busy district. It provides an opportunity to facilitate private and semi-private social interactions within personalized spaces.

#### Safety + Security

▮ Implementing well-lit, pedestrian pathways will encourage use by the public, which will increase the density of the area and allow for higher visibility, reducing secluded dark areas.

#### Interesting Spaces + Experiences

▮ These spaces have the unique opportunity to offer interesting and meaningful experiences to the community developing in the District. Public Art installations, green spaces, a community garden, outdoor dining, and a quiet space to sit are among the many uses that can be created.



Fig. 43 - Outdoor Dining in Alleyway



Fig. 42 - Public Art Installation in Alleyway



Fig. 45 - Outdoor Dining in Alleyway



Fig. 46 - Alleyway



Fig. 47 - Public Art Installation



Fig. 49 - Outdoor Dining in Alleyway

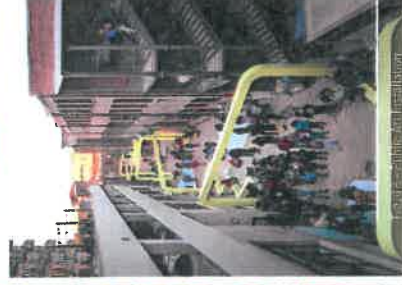


Fig. 48 - Public Art Installation



Fig. 44 - Public Art Installation in Alleyway



# pedestrian pathways

## Important Features

While there are no strict guidelines for pedestrian pathways due to their organic nature, there are key features that are necessary in some aspect to ensure their success and pedestrian safety.<sup>34</sup>

### Lighting

- ▮ Pedestrian-scale lighting is necessary to creating a well-lit and safe environment comfortable for visitors. A mix of creativity and function can help develop thoughtful and unique spaces.

### Materials

- ▮ There should be a change in pavement to designate pedestrian areas and create a safe and welcoming environment.

### Shade

- ▮ Shade structures in some facet should be provided. This could be through canopies, stand-alone structures, or trees.

### Seating

- ▮ Flexible seating should be incorporated where necessary. Seating may not be appropriate in every pathway, but should be considered for public use.

### Active Entrances

- ▮ Creating a clear entryway at the pathway entrances or at public spaces that are connected to pathways can help create an identity to the area and help pedestrians orient themselves.

### Signage + Wayfinding

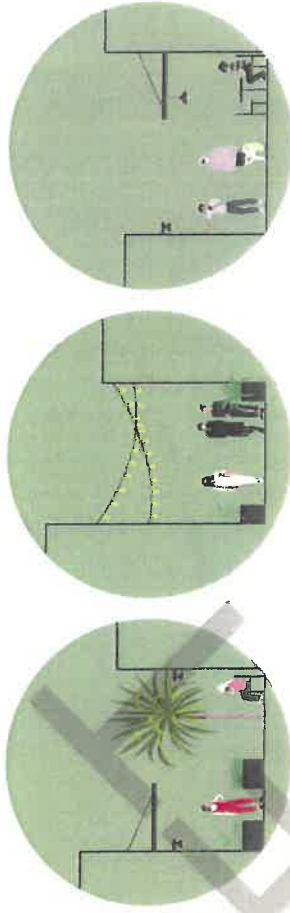
- ▮ Include illuminated signs for commercial use and for District use. This is a key opportunity for public art to find creative solutions.

### Landscaping

- ▮ Landscaping is encouraged where space allows to soften hard edges and create a welcoming environment.

### Art

- ▮ Public Art can be incorporated at varying scales (murals, installations, functional pieces etc.) with varying uses. Ideally, there are creative solutions to many of these features that offer opportunity to create interesting and unique spaces.



## SNAPSHOTS OF HOW PEDESTRIAN PATHWAYS CAN CHANGE SHAPE, MEANDER, AND WEAVE THROUGH BUILDINGS, PLAZAS, AND OTHER SPACES.

These drawings represent various uses that could be created within these pedestrian zones. Dimensions, uses, and needs will vary throughout the District and can lead to some interesting, useful, and creative spaces. Since these spaces are intended to cut through blocks,

there are endless opportunities for the types of spaces that can be injected into the District. Public art, commercial, plazas, nightlife, gardens, cafes, and bicycle paths are among some of the choices to choose from as the area develops.

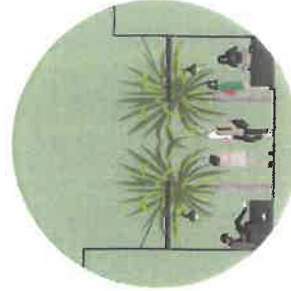
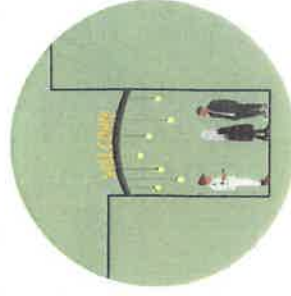


Fig. 50 - Pedestrian Pathway Uses

## suggested street improvements

### Valley View Boulevard

- Valley View Pedestrian and roadway improvements from Ponderosa Way to Tompkins Avenue.
- Construct High Visibility Pedestrian Crossings at Reno Ave, Alibabo Dr., Ali Baba Ln.
- Improve sidewalks to meet ADA and PROWAG standards
- Construct median to shorten pedestrian crossing distances, control access.
- Restripe roadway to provide 11-foot travel lanes
- Create and install Stadium District guide signs
- Install fiber and ITS infrastructure including CCTV cameras at Hacienda Avenue

### Russell Road

- Russell Road pedestrian and roadway improvements from I-15 interchange to Arville Street.
- Construct a median
- Install a decorative barrier in the median
- Restripe roadway to provide 11-foot travel lanes
- Improve and repair sidewalks to meet ADA and PROWAG standards
- Provide LED lighting to increase visibility of pedestrians at night
- Create and install stadium district guide signs

### Dean Martin Drive

- Dean Martin Drive pedestrian and roadway improvements from Patrick Lane to Tompkins Avenue.
- Mill and overlay roadway pavement
- Restriping to accommodate 11-foot lanes
- Provide wider sidewalks under Russell Rd. Bridge
- Provide LED lighting to increase visibility of pedestrians at night
- Create and install Stadium District guide signs
- Improve and repair sidewalks to meet ADA and PROWAG standards

### Hacienda Avenue

- Hacienda Avenue pedestrian and roadway improvements from Hacienda Bridge to Arville Street.
- Construct a median from Polaris Avenue to Arville Street
- Restripe roadway to accommodate bike facilities from Polaris Avenue to Arville Street and 11-foot travel lanes
- Improve and repair sidewalks to meet ADA and PROWAG standards
- Provide LED lighting to increase visibility of Pedestrians at night
- Create and install Stadium District guide signs
- Install fiber and ITS infrastructure including CCTV cameras at Polaris Avenue

### Neighborhood Streets

- Polaris Avenue (Hacienda to Alibaba)
- Ali-Baba Lane (Dean Martin to Valley View)
- Procyon Street (Diablo to Reno)
- Diablo Drive (Procyon to Valley View)
- Reno Avenue (east of Procyon St. to west of Valley View Blvd./parking driveway)
- Phase 1 Improvements will include:
  - Roadway restriping
  - Install additional lighting poles
  - Install crosswalks at intersections and pedestrian signage
  - Improve and repair sidewalks to meet ADA and PROWAG standards
  - Provide LED lighting to increase visibility of pedestrians at night

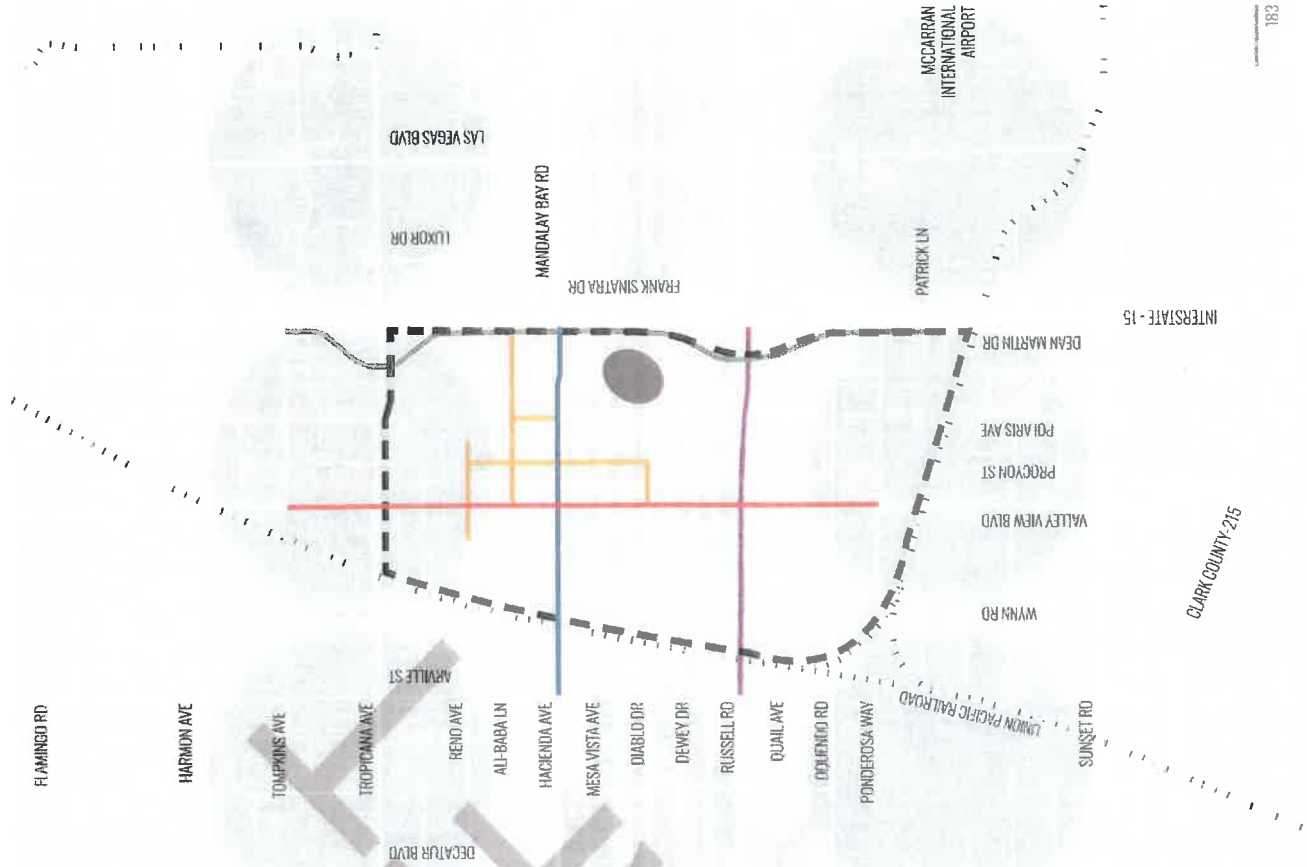


Fig. 51 - Suggested Street Improvements

# pedestrian realms

## What is a Pedestrian Realm?

The pedestrian realm refers to the area between the street's curb to the building edge and encompasses all elements affecting pedestrian safety and comfort. The four main areas are the existing attached sidewalk, amenity zone, pedestrian walkway, and the building frontage and setback.

It is crucial that the pedestrian realm reflects the needs of pedestrians, while considering the unique street conditions and how each area interacts. Because each street has a unique environment, including or excluding parking, transportation types, vehicular speeds, and pedestrian behaviors, the pedestrian realms must respond in kind; meaning *pedestrian realms must be designed for the expected types of uses and context.*

A pedestrian realm standard is provided that considers the presence of the currently existing standard sidewalks (attached) and those where the existing sidewalk is removed (detached).

### Attached Sidewalk Pedestrian Realm Option

Used where existing sidewalks are to remain. The existing attached sidewalks are immediately adjacent to the street and maintained by Clark County.

### Detached Sidewalk Pedestrian Realm Option

If a property owner opts not to keep the existing attached sidewalk, the owner shall provide a detached sidewalk, buffered from the street traffic by landscaping and amenities.

## Pedestrian Realm Zone

### Attached Sidewalk

Existing sidewalk within the right-of-way. Standard width in the District is between 5'-6'.

### Amenity Zone

Primary buffer space between roadway and pedestrian pathway. Consists of varying elements depending on type.

- Street Furniture: benches and seating, pedestrian-scale lighting, waste receptacles, bus stops, bicycle racks, water fountains, public art, kiosks, parklets, signage, cafe seating, and shade structures
- Utilities: street lighting, parking meters, bollards - should be located closer to street edge and not obstruct pedestrian usage
- Landscaping: buffer zones along street edge, trees, and shrubs

### Walkway + Clear Zone

Obstacle-free space for clear pedestrian through travel. This is the primary walking space within the pedestrian realm.

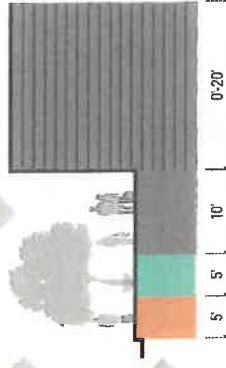
- Special Paving: change in material and texture to designate pedestrian usage

### Building Edge + Setback

Where the building facade and walkway meet. Allowable setback distance depends on design type.

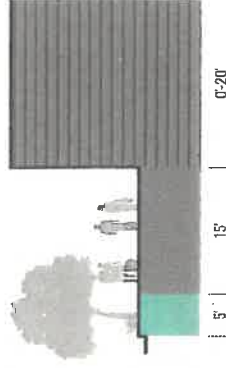
- Setback: Includes furnishings, outdoor dining, plantings, plazas, pocket parks, commercial displays, and other private features
- Can not impede walkway / clear zone

## > Attached Sidewalk Pedestrian Realm



In situations where the property owner opts to keep the attached sidewalk, these are the basic dimensions recommended - although the property owner is encouraged to expand the amenity zone and/or walkway.

## > Detached Sidewalk Pedestrian Realm



In situations where the property owner opts to remove the attached sidewalk, these are the basic dimensions recommended - although the property owner is encouraged to expand the amenity zone and/or walkway.

Fig. 52 - Pedestrian Realm Diagrams

## 3.4 quality of life

A positive quality of life is critical to community health and well-being. A range of aspects can influence quality of life, including available resources and activities, pedestrian infrastructure, urban design, public art, and open space. Creating places for people to enjoy life and move easily are a part of an improved quality of life. Open space can allow communities to gather in plazas or outdoor entertainment areas to congregate or listen to a community performance. It can also create room for natural environments, such as incorporating desert-appropriate landscaping and features. Relief can also be found in public art displays, which bring visitors and the local community together to observe or experience something unique. A few examples of what this can include are murals, sculptures, and artist-influenced infrastructure. Public art can also improve the aesthetics of wayfinding and placemaking to create a unique identity. All of this contributes to the quality of life within a neighborhood.

Safety and health are also a consideration in supporting a positive quality of life. Features include lighting, signage, natural features, provisions for hand-washing, drinking water and restrooms - as well as providing pedestrian spaces that are protected from vehicular traffic to reduce the likelihood of accidents. This series of recommendations incorporates best practice considerations for improved quality of life and offers ideas for consideration as the Stadium District grows.

### Goal

## 3

Enhance *quality of life* by creating a vibrant district with best practices for urban design.

Projects and programs to enhance the District's quality of life:

- ▶ Integrate mobility and infrastructure - open spaces, natural landscaping, public art, trees, seating, shade structures, etc. - to enhance the user experience throughout the District
- ▶ Install pedestrian scale lighting and enhanced roadway lighting, where necessary, to enhance the feeling of safety.
- ▶ Future development includes CPTD and security principles to establish the feeling of comfort and safety for users.
- ▶ Identify key locations for open space at multiple scales and create a network throughout the District.
- ▶ Develop standards for implementing a minimum percentage of open space to be implemented as parcels develop.
- ▶ Integrate public art into infrastructure elements, such as lighting, seating, waste receptacles etc., to help create a consistent identity with the District.



## wayfinding

Wayfinding is an important element to developing a successful district. It provides an opportunity to unify Stadium District branding and image while also utilizing design elements such as architecture, landscaping, and public art.

### Festival Street

The signage for the Festival Streets would potentially include directional signage, Stadium District identity signage, and would follow the design guidelines for the District for street furnishings, barriers, and signage.

### Primary Intersection

A primary intersection would potentially include gateway or iconic signage, vehicular directional signage to and from major attractions, parking locations, and for pedestrian use: directional signage, kiosks, and maps of the District.

### Secondary Intersection

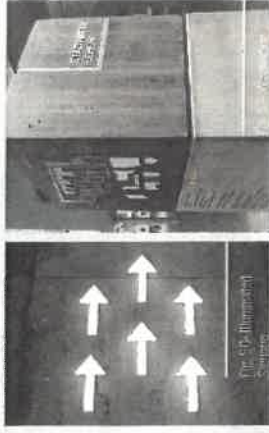
A secondary intersection would potentially include vehicular directional signage to and from major attractions, parking locations, and for pedestrian use: signage, kiosks, and maps of the District.

### Stadium District Identity

The signage for the Stadium District identity would potentially include monument signage at key locations, branding banners on street lights that give the District unique character. The Stadium District also provides an opportunity for public art.



Fig. 5-4 Illuminated Signage



The City of Denver Signage



Fig. 5-5 Wayfinding with Public Art

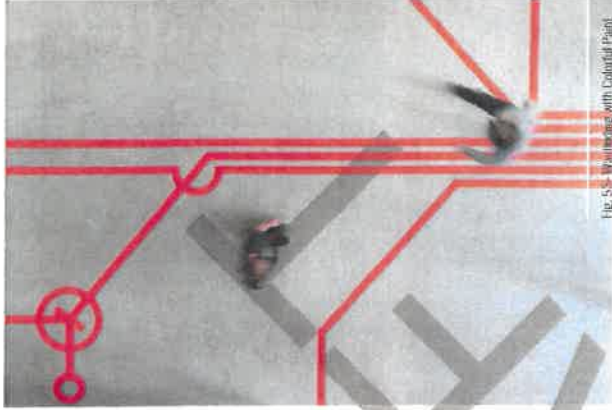


Fig. 5-6 Wayfinding with Colorful Paint



Fig. 5-7 Illuminated Signage



# WAYFINDING PLAN

**Wayfinding Legend**

- I-15
- CC-215
- Major Streets
- Festival Streets
- Directional Signage
- District Identity Signage
- Wayfinding District / Design Guidelines
- General Street Specific

**Parking Lots and Structures**

- Primary Intersections
  - Gateway / Icon Signage
  - On-Street Signage
  - To From Stadium
  - Major Attractions
  - Parking / Pickup
  - Direct Map Signage / Kiosk
- Secondary Intersections
  - Directional Signage
  - To From Stadium
  - Major Attractions
  - Parking / Pickup
  - Direct Map Signage / Kiosk

**Stadium District Identity**  
(Personal Elements on Streetlight Poles)

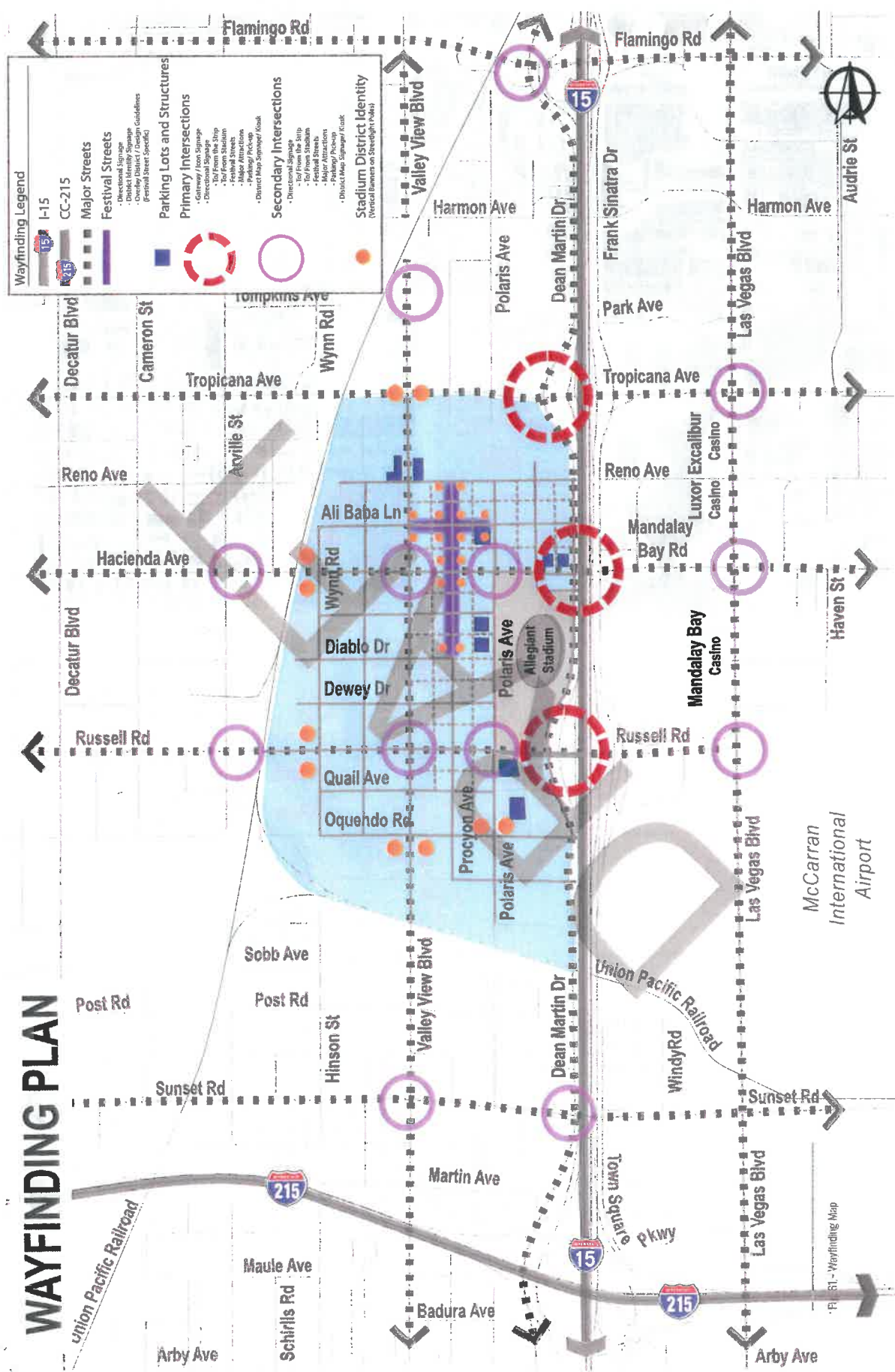


FIG. 61 - Wayfinding Map

## public art

Successful public art projects have the ability to infuse new development with a strong connection to the community, giving both residents and visitors a vibrant sense of place, and helping to both express and forge local identity. The Strip in recent years has invested in public art to create unique areas of interest. Such properties as the LINQ Promenade with sculptures and murals throughout and MGM Park with Dancer Sculpture and additional artwork throughout the property are just a few examples of how public art attracts consumers.

The support of public arts programs through private development can facilitate civic and economic engagement, pride, and placemaking; enhancing the aesthetic quality of daily life by providing a sense of place, encouraging creative expression, and stimulating the local economy.

Public Art and open space are invaluable in connecting spaces, creating interest and activity areas and allowing pedestrians a chance to spend time around the District. When designed with forethought, public art and open space should blend seamlessly into the public realm. Including sidewalks, streetscapes, and crosswalks to name a few - in addition to creating an opportunity to brand the area in a cohesive aesthetic.





## open space

Open space can range from parks, community gardens, playgrounds, public seating areas, courtyards to plazas, and provides many uses to the public. Urban areas rely on open space to create safe, comfortable, and engaging spaces for people to congregate, relax, meet with friends, and use for community events.

### Benefits

- Improve physical health
- Improve mental health
- Increases value of surrounding land
- Enhances the appearance and beauty of areas
- Provides sustainable benefits
- Increase sense of community and engagement
- Establish place-making potential

### Post-Pandemic Considerations

Covid provided cities everywhere the opportunity to experiment and rethink urbanism and particularly, the importance of open space in cities.

After the entire world experienced the effects of a global pandemic, the importance of open space becomes even more evident to both the physical and mental health of the population. During a period where the only way to experience the world was on the condition of social-distancing, nature and open areas were the only options available.

As a result, rethinking open space - its necessity, importance, and how to create or where to find it - is helpful in understanding what types of spaces should be considered moving forward. One of the most evident results, was how quickly people began taking over streets, parking lots and spaces, and sidewalks for public use, with many government jurisdictions creating regulations to maintain the change. Developing flexible public spaces should be considered as the District evolves.

### What Makes a Great Public Space?

According to Project for Public Spaces, they found after studying thousands of open spaces around the world, that there are four main qualities that makes a great space.<sup>38</sup>

#### Accessibility - Network

An interconnected network of open spaces at different scales is necessary to link the overall area through open spaces. They need to be easy to get in and navigate through - urban furniture, creative wayfinding, lighting, and convenient access to transit systems are all important factors.

#### People are expected to stay

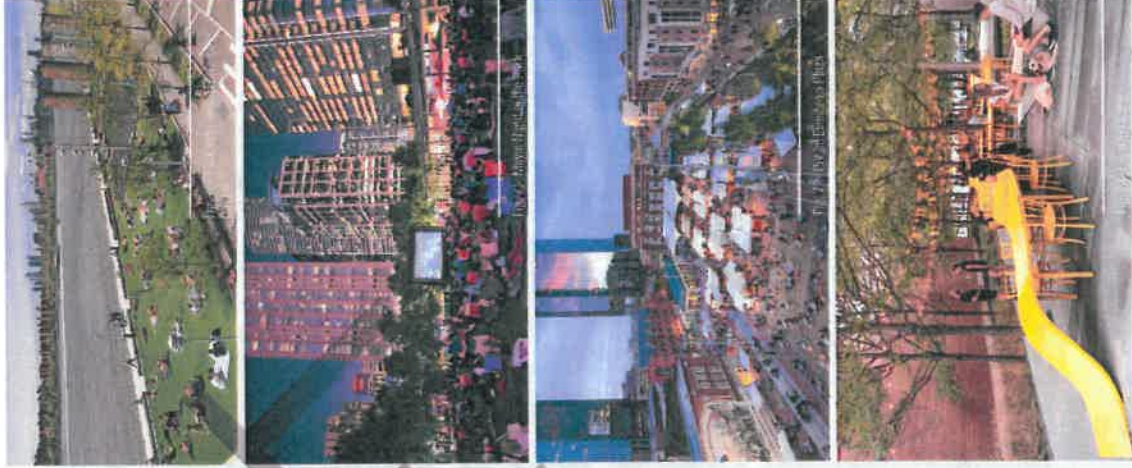
There should be a constant and diverse array of activities available to the public. They provide a reason for locals and visitors to visit at different times of day and throughout the year and seasons. Without something to draw people, it will likely remain empty.

#### People who expect to stay

Feeling comfortable is inherently reliant on how well a space looks - the appearance and perception of safety and pleasantness, available seating, considerations for weather, etc. all impact how comfortable people feel in a space.

#### People who expect to stay

A strong indicator of a successful place is the connection to the community. When a public space becomes the go-to spot for bringing out-of-state visitors or a courtyard to meet friends, it is important that people feel a sense of belonging and community.



## 3.5 vibrant economy

The process of cultivating a vibrant economy will unfold over time. This could happen in phases, which will have direct relationships to the pace and nature of redevelopment.

Initially, it is plausible that event days may attract significantly more people to the District than non-event days. For this reason, tactical urbanism techniques or temporary installations such as pop-up food and retail, food trucks, outdoor markets, and alley or street festivals can help attract people to the District. Over time, in addition to these temporary events, establishing cultural destinations such as galleries and museums are imperative to incorporate within the District. Combining these efforts helps to provide a diverse range of choices for locals and tourists that will encourage daily activity in the area.

If a considerable number of properties are redeveloped and dedicated to bars, restaurants, entertainment, or hotel operations, the activities of these properties will allow for new elements of a vibrant economy to emerge and grow.

The Stadium District is located across Interstate 15 from the Las Vegas Strip; the Strip operates its own vibrant economy which could have spillover effects for the district, as well as other considerations. Supporting the existing local economy on the Strip and elsewhere is also a purpose of the stadium development; this vibrancy will come to life based on how the property owners and business owners throughout the district choose to use their properties. Collaboration among property owners could inform productive efforts toward creating unity in the vibrancy of

Goal

4

*Promote a vibrant economy by enabling multiple options that support individual property and business owners' intentions to repurpose or transition to new uses.*

Projects and programs to promote a vibrant economy throughout the District.

- ▶ Consider allowing properties to make sales or operate uses which are not currently common, on event days, such as temporary patios, cook-outs with food and drink sales, retail vendors, or entertainment such as local bands playing on temporary outdoor stages, where it's feasible to set up and accommodate an audience
- ▶ Develop a strategy to determine how infrastructure needs will be implemented.

the aspects that shape the economy of the district including marketing, signage, logo creation or other branded details.

## public initiatives

Often, the success of an entertainment area can ultimately come down to how well the area is able to keep people visiting and socializing year-round, and not just limited to major event days. Not only that, the quality of the experiences offered can also impact how the area is perceived.

It is likely that the District will need to experiment and gather input from the community regarding types of activities and events that locals and visitors would be interested in to develop activities that will consistently draw people to the area.

There are endless options available to choose from; however, there are a few factors that are important to keep in mind regarding planning community events and initiatives.

### Year-Round Activities

Events should be available regularly to encourage use all year. Seasonal events and a variety of options helps keep people visiting the area.

### Place-Making Potential

Choosing events that are unique to the District or that help promote a specific image can help an identity emerge. One local example is the Arts District in Downtown Las Vegas. Consistent events, like First Friday and the Life is Beautiful Festival, have helped the area develop a strong sense of community and support the District's identity.

### Types of Activities

- Community Movie Nights
- Outdoor Fitness Gatherings
- Food Truck Events
- Local Vendor Sales
- Public Art Walks
- Outdoor Music Events or Festivals
- Temporary Dining / Food Events

As the District develops, the community can provide feedback on the types of events that interest them most.





Public Engagement Services  
provided by the public participation of all stakeholders in the  
management, control and implementation.

Existing Conditions Report  
is completed with the information and knowledge of  
the project team and the project site to provide a report.

UNLV Study - NFL Stadium/ Arena Plan  
is completed with the information and knowledge of  
the project team and the project site to provide a report.

# APPENDIX

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





## 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](mailto: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](http://www.transformclarkcounty.com)



# Area-Specific Policies

Draft: 03.23.2021

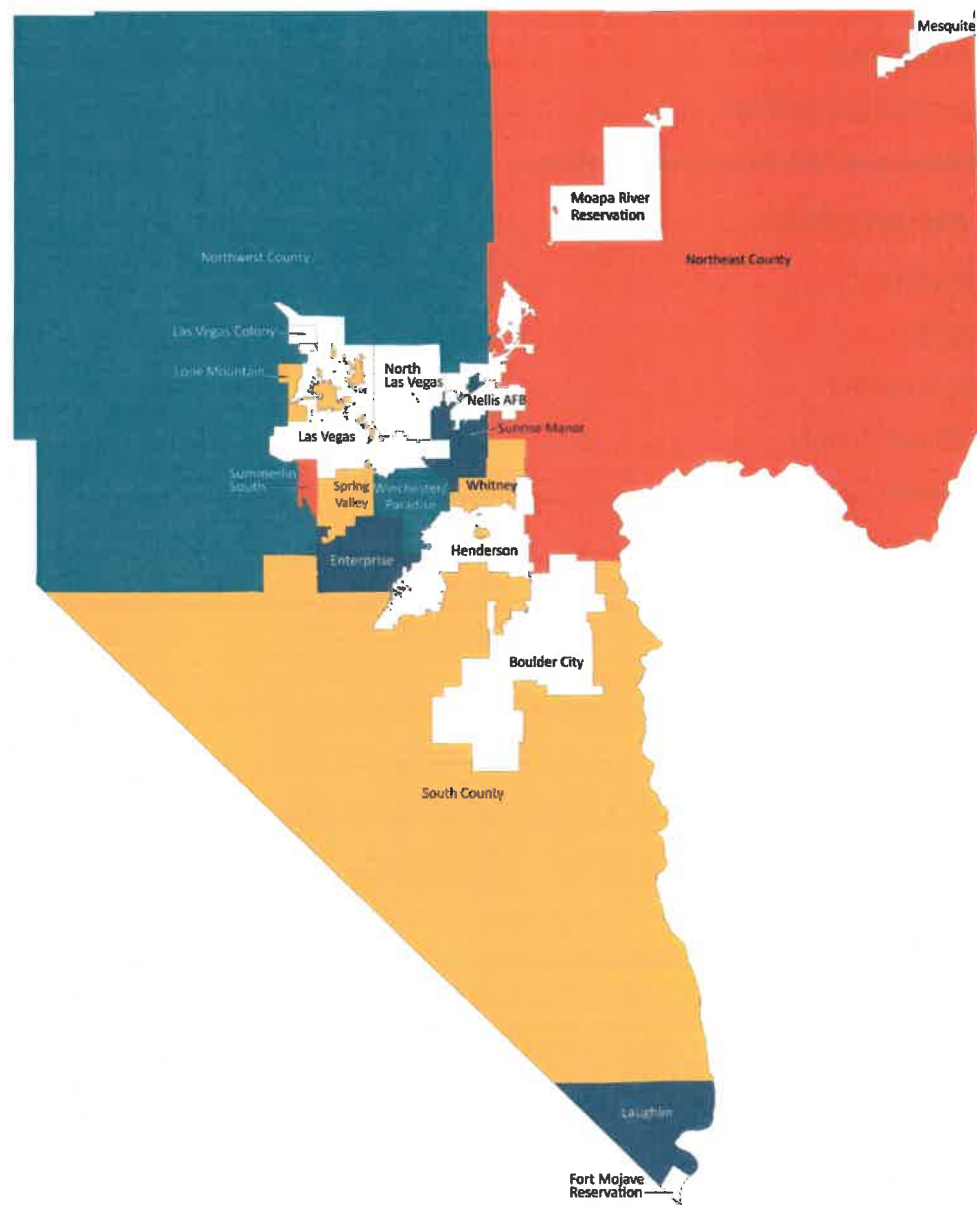
<b>About the Area-Specific Policies .....</b>	<b>2</b>
Planning Areas.....	2
Objectives and Process .....	3
<b>Relationship to the Countywide Policies.....</b>	<b>4</b>
<b>Area-Specific Policies .....</b>	<b>5</b>
Enterprise .....	5
Laughlin .....	10
Lone Mountain.....	15
Northeast County .....	19
Northwest County .....	25
South County.....	30
Spring Valley.....	36
Summerlin South .....	40
Sunrise Manor.....	43
Whitney.....	48
Winchester/Paradise.....	52



## 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 icons<sup>1</sup>, 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**

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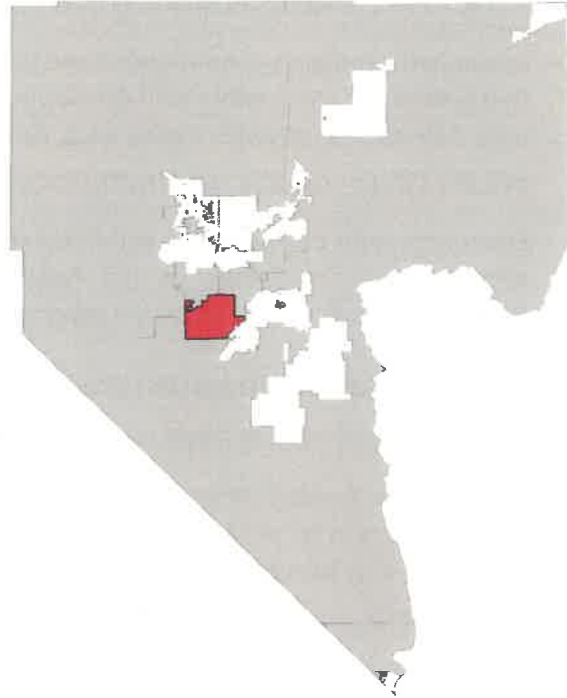
<sup>1</sup> To be added as part of consolidated draft Master Plan.

## 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 Policies<sup>2</sup>

### 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 Enterprise<sup>3</sup>

#### 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 DRAINAGEWAYS<sup>4</sup>

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 SPACE<sup>5</sup>

Seek opportunities to protect distinctive topographic features for parks and open space through purchase, preservation, or dedication.

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<sup>2</sup> 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.

<sup>3</sup> New.

<sup>4</sup> New.

<sup>5</sup> New.



**POLICY EN-3.3: ACCESS TO PUBLIC LANDS<sup>6</sup>**

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 FACILITIES<sup>7</sup>**

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 STREETS<sup>8</sup>**

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 ACCESS<sup>9</sup>**

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 CROSSINGS<sup>10</sup>**

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 EMPLOYMENT<sup>11</sup>**

Support the retention and expansion of light-industrial and employment uses in the Arden area of Enterprise.

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<sup>6</sup> New.

<sup>7</sup> New.

<sup>8</sup> New. Connectivity is a major issue raised.

<sup>9</sup> New.

<sup>10</sup> New policy carries forward themes from existing Enterprise-Specific Policy 6 in the Land Use Element of the current Master Plan.

<sup>11</sup> 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 EMPLOYMENT<sup>12</sup>**

Encourage light-industrial and employment uses to establish and operate along Bruce Woodbury 215 Beltway and Interstate 15.

**POLICY EN-5.3: DESIGNATED EMPLOYMENT AREAS<sup>13</sup>**

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 USES<sup>14</sup>**

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 Enterprise<sup>15</sup>**

**POLICY EN-6.1: AIRPORT ENVIRONS OVERLAY DISTRICT<sup>16</sup>**

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 BOULEVARD<sup>17</sup>**

Encourage the expansion of tourism-focused commercial uses along Las Vegas Boulevard South and Interstate-15 where appropriate.

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<sup>12</sup> New.

<sup>13</sup> New policy carries forward themes from existing Enterprise-Specific Policies 2, 4 and 7 in the Land Use Element of the current Master Plan.

<sup>14</sup> 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.

<sup>15</sup> New.

<sup>16</sup> 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.

<sup>17</sup> New.

**POLICY EN-6.5: CONTIGUOUS DEVELOPMENT<sup>18</sup>**

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 GROWTH<sup>19</sup>**

Encourage development in areas already served by the County and service providers to the maximum extent feasible.

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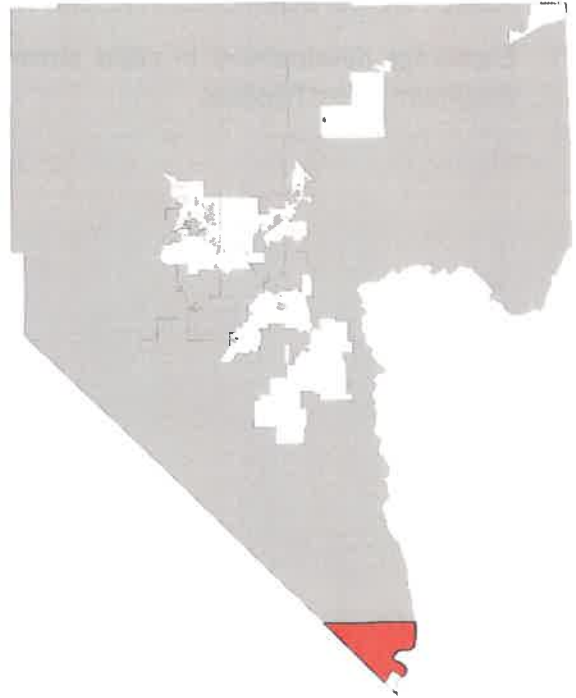
<sup>18</sup> Adapted from existing policy.

<sup>19</sup> 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 AMENITIES<sup>20</sup>**

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 COORDINATION<sup>21</sup>**

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.

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<sup>20</sup> New. Residents raised the need of a grocery store, medical clinic, and basic services without traveling to Bullhead City, AZ.

<sup>21</sup> 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 SITE<sup>22</sup>**

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.

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<sup>22</sup> New.

**POLICY LA-5.4: WATER CONSERVATION**

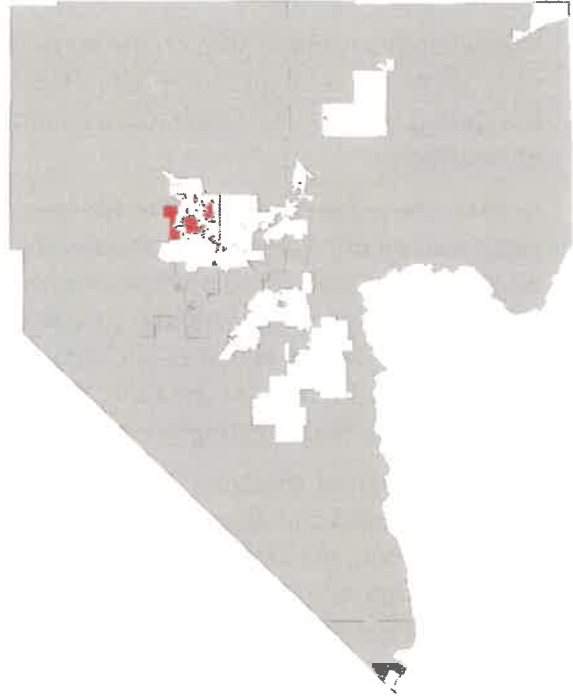
Adopt and implement water conservation measures for existing and future development to help maximize Laughlin's current potable water allocation.

## 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 Mountain<sup>23</sup>**

#### **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*.

<sup>23</sup> 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 CHARACTER<sup>24</sup>**

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 PLANNING<sup>25</sup>**

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 ACCESS<sup>26</sup>**

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 AMENITIES<sup>27</sup>**

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: WASTEWATER<sup>28</sup>**

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.

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<sup>24</sup>Intended to carry forward purpose of existing detailed policy that intends to maintain half-acre lots and encourage 18,500 sf lots after subdivision.

<sup>25</sup> New. Reflects Las Vegas 2050 Master Plan direction to expand services to County islands.

<sup>26</sup> 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.

<sup>27</sup> New. Reflects Las Vegas 2050 Master Plan direction to improve/expand City services to County islands within the City.

<sup>28</sup> 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 HABITAT<sup>29</sup>**

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 DRAINAGEWAYS<sup>30</sup>**

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.

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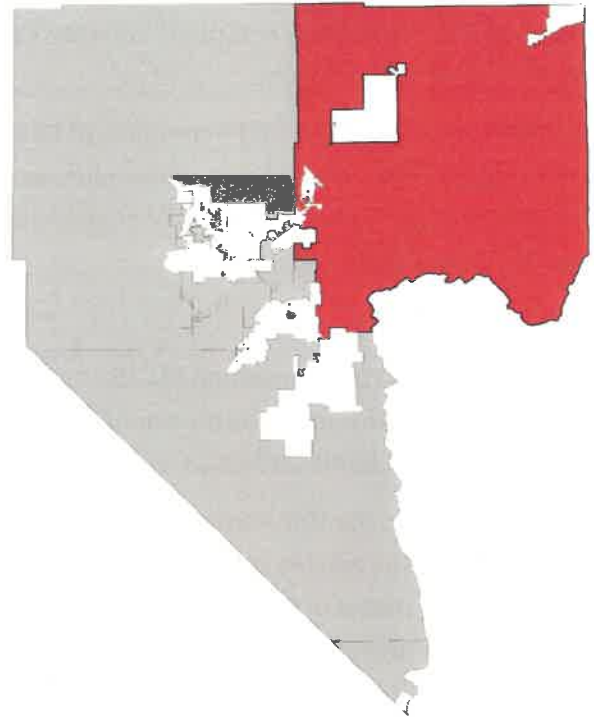
<sup>29</sup> New.

<sup>30</sup> New. Reflects Las Vegas 2050 Master Plan direction to restore Las Vegas Wash.

## Northeast County<sup>31</sup>

### 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).

<sup>31</sup> 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 RESOURCES<sup>32</sup>

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 CENTERS<sup>33</sup>

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 PROTECTION<sup>34</sup>

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 CONTROL<sup>35</sup>

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 PROTECTION<sup>36</sup>

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 PROTECTION<sup>37</sup>

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

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<sup>32</sup> Existing policy 31.4 of the Northeast County Land Use Plan is modified to detail resources.

<sup>33</sup> 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.

<sup>34</sup> Adapted from existing policy.

<sup>35</sup> Adapted from existing Goal 33 of the Northwest County Land Use Plan.

<sup>36</sup> Adapted from existing Goal 30 of the Northwest County Land Use Plan. Consider for countywide policy.

<sup>37</sup> 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 PRESERVATION<sup>38</sup>**

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 SPACE<sup>39</sup>**

Work to preserve open space and encourage trail connectivity along the Muddy River Flood Control Channel.

**POLICY NE-2.8: MOAPA VALLEY EQUESTRIAN TRAILS<sup>40</sup>**

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 NETWORK<sup>41</sup>**

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 AIRPORT<sup>42</sup>**

Encourage development patterns and standards compatible with the continuing operation of Perkins Field – Overton Airport.

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<sup>38</sup> Adapted from existing policies 31.1 and 31.2 of the Northeast County Land Use Plan.

<sup>39</sup> Adapted from existing policy 32.6 of the Northeast County Land Use Plan.

<sup>40</sup> Adapted from existing policy 32.7 of the Northeast County Land Use Plan.

<sup>41</sup> Adapted from existing policy 30.1 of the Northeast County Land Use Plan.

<sup>42</sup> Adapted from existing policies 23.1 and 23.2 of the Northeast County Land Use Plan.

**POLICY NE-4.2: MOAPA VALLEY NON-RESTRICTED GAMING<sup>43</sup>**

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 ACCESS<sup>44</sup>**

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 WASTEWATER<sup>45</sup>**

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.

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<sup>43</sup> Adapted from existing policy 32.8 of the Northeast County Land Use Plan.

<sup>44</sup> Adapted from existing goals 30 and 32 of the Northeast County Land Use Plan.

<sup>45</sup> Adapted from existing policy 30.2 of the Northeast County Land Use Plan.

**POLICY NE-5.6: MOAPA VALLEY GATED SUBDIVISIONS<sup>46</sup>**

Discourage the establishment of gated residential subdivisions in Moapa Valley.

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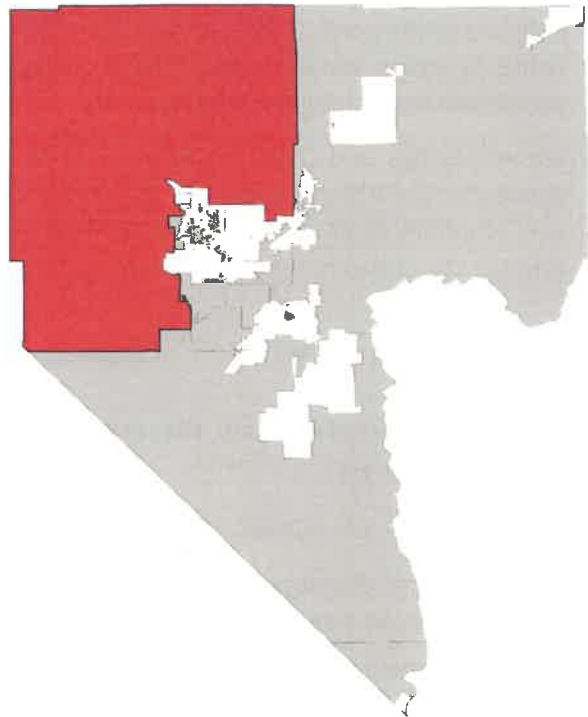
<sup>46</sup> Adapted from existing policy 32.9 of the Northeast County Land Use Plan.

## Northwest County<sup>47</sup>

### 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.

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<sup>47</sup> 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 ACCESS<sup>48</sup>**

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 PROTECTION<sup>49</sup>**

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 CONTROL<sup>50</sup>**

Explore development standards and enforcement techniques that stabilize roads, parking areas, and land to reduce dust particulates and improve air quality.

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<sup>48</sup> Adapted from existing goals 30 and 32 of the Northwest County Land Use Plan.

<sup>49</sup> New. Based on community feedback.

<sup>50</sup> Adapted from existing Goal 33 of the Northwest County Land Use Plan.

**POLICY NW 3.3: GROUNDWATER PROTECTION<sup>51</sup>**

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 PROTECTION<sup>52</sup>**

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 LANDS<sup>53</sup>**

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 hazards<sup>54</sup>****POLICY NW 4.1: HAZARD PRONE AREAS<sup>55</sup>**

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 MITIGATION<sup>56</sup>**

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 MOUNTAIN<sup>57</sup>**

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.

<sup>51</sup> Adapted from existing Goal 30 of the Northwest County Land Use Plan. Consider for countywide policy.

<sup>52</sup> Adapted from existing Goal 31 of the Northwest County Land Use Plan. Consider for countywide policy.

<sup>53</sup> Adapted from existing Goal 27 of the Northwest County Land Use Plan.

<sup>54</sup> See also: Countywide Goal 6.3 and associated policies.

<sup>55</sup> Adapted from existing Goal 28 of the Northwest County Land Use Plan.

<sup>56</sup> NEW. <https://www.rci-nv.com/reports/clark/toc.html>

<sup>57</sup> 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 ACCESS<sup>58</sup>**

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 BASE<sup>59</sup>**

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.

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<sup>58</sup> Adapted from existing Goal 28 of the Northwest County Land Use Plan. Consider for countywide policy.

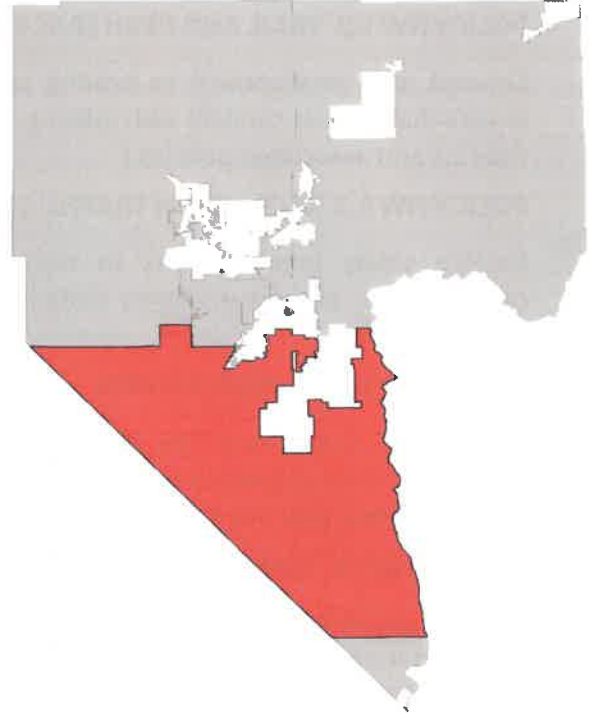
<sup>59</sup> Adapted from existing Goal 26 of the Northwest County Land Use Plan.

## 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 PROTECTION<sup>60</sup>**

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.

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<sup>60</sup> 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 COORDINATION<sup>61</sup>**

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 WALKABILITY<sup>62</sup>**

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.

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<sup>61</sup> New.

<sup>62</sup> 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 HELIPORT<sup>63</sup>**

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.

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<sup>63</sup> 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.

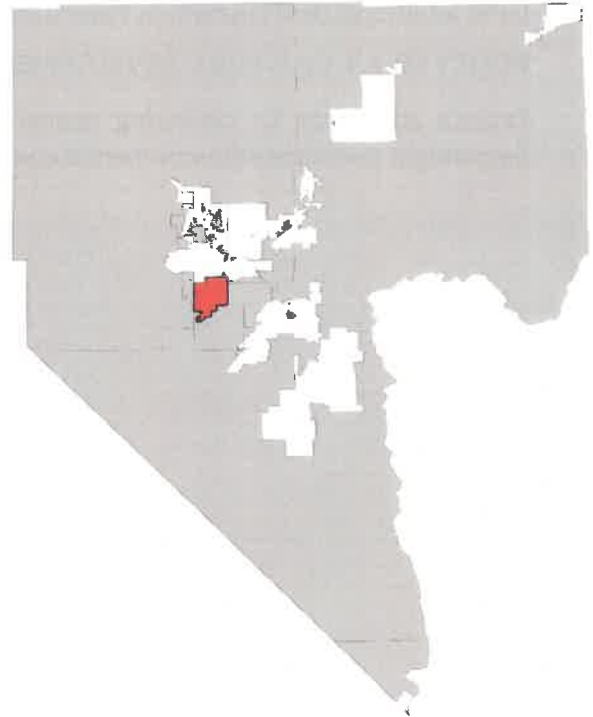
**POLICY SO-6.4: CLUSTERED DEVELOPMENT**

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 uses<sup>64</sup>

#### 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 REVITALIZATION<sup>65</sup>

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 OPTIONS<sup>66</sup>

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 AMENITIES<sup>67</sup>

Prioritize the extension of water, wastewater, and community recreation services to established neighborhoods in Spring Valley that lack such services.

<sup>64</sup> Adapted from vision in current Spring Valley Land Use Plan.

<sup>65</sup> New. Reflects need for reinvestment in some older neighborhoods of Spring Valley.

<sup>66</sup> New. Reflects comments raised in public survey.

<sup>67</sup> New. Reflects issue raised in Spring Valley Plan.

**POLICY SV-2.3: FACILITIES MAINTENANCE AND IMPROVEMENTS<sup>68</sup>**

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 DRAINAGEWAYS<sup>69</sup>**

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 AREAS<sup>70</sup>**

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 ACCESS<sup>71</sup>**

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 STRIP<sup>72</sup>**

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.

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<sup>68</sup> New. Reflects comments raised in public survey.

<sup>69</sup> New. Reflects Las Vegas 2050 Master Plan direction to restore Las Vegas Wash and extends to major wash network in Spring Valley.

<sup>70</sup> New. Reflects existing conditions of Spring Valley.

<sup>71</sup> New. Reflects RTC and Las Vegas 2050 Master Plan direction.

<sup>72</sup> 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 DISTRICT<sup>73</sup>**

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 RECLAMATION<sup>74</sup>**

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.

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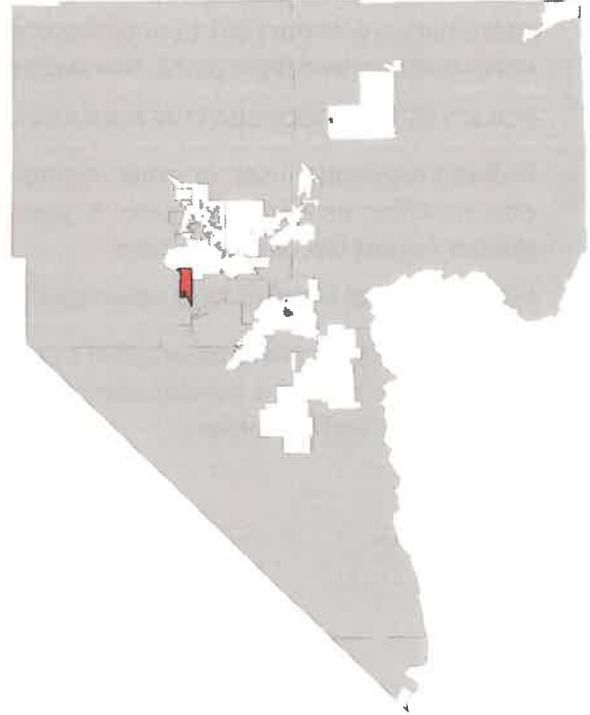
<sup>73</sup> New. Policy to ensure future changes to noise contours (noise impacts change with technology and flight patterns) are reflected in the CMA and land use policy.

<sup>74</sup> 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 Policies<sup>75</sup>

### 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 DIVERSITY<sup>76</sup>

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 RECLAMATION<sup>77</sup>

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 TRANSPORTATION<sup>78</sup>

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

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<sup>75</sup> 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.

<sup>76</sup> Consolidated and updated existing policies.

<sup>77</sup> Adapted from existing policy.

<sup>78</sup> Adapted from existing policy.



South, that encourage getting around the community by walking, biking, transit, or other alternative modes.

**POLICY SS-2.2: TRANSIT ACCESS<sup>79</sup>**

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.

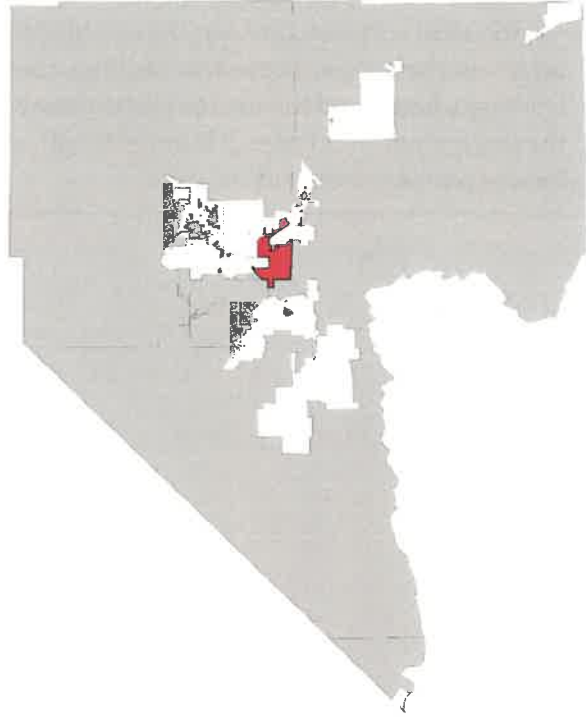
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<sup>79</sup> New. Reflects RTC and Las Vegas 2050 Master Plan direction.

## 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 Policies<sup>80</sup>

### 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 REUSE<sup>81</sup>

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.

<sup>80</sup> New. All policies new and based on public survey responses, issues raised in existing Sunrise Manor Plan, and existing conditions.

<sup>81</sup> 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 DRAINAGEWAYS<sup>82</sup>**

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 ACCESS<sup>83</sup>**

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.

<sup>82</sup> 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.

<sup>83</sup> 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.

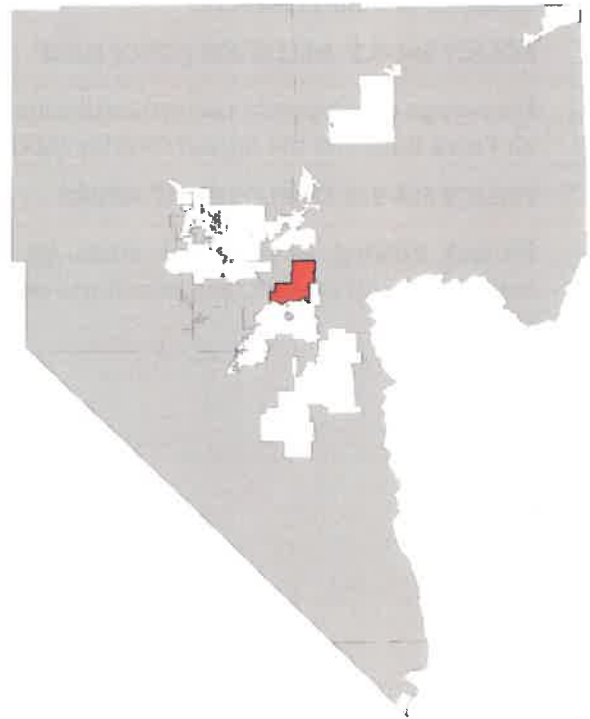
**POLICY SM-5.3: EMPLOYMENT AREAS**

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 SERVICES<sup>84</sup>**

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.

<sup>84</sup> New. Residents raised the need for economic development and childcare in survey results.

**POLICY WH-1.4: SAM BOYD STADIUM AREA<sup>85</sup>**

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 SPACE<sup>86</sup>**

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 DRAINAGES<sup>87</sup>**

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 PRACTICES<sup>88</sup>**

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 ACCESS<sup>89</sup>**

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 CONNECTIVITY<sup>90</sup>**

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

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<sup>85</sup>Adapted from Land Use Element, Whitney-specific policies.

<sup>86</sup> New.

<sup>87</sup> Adapted from existing policy.

<sup>88</sup> New.

<sup>89</sup> 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.

<sup>90</sup> 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: BARRIERS<sup>91</sup>**

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.

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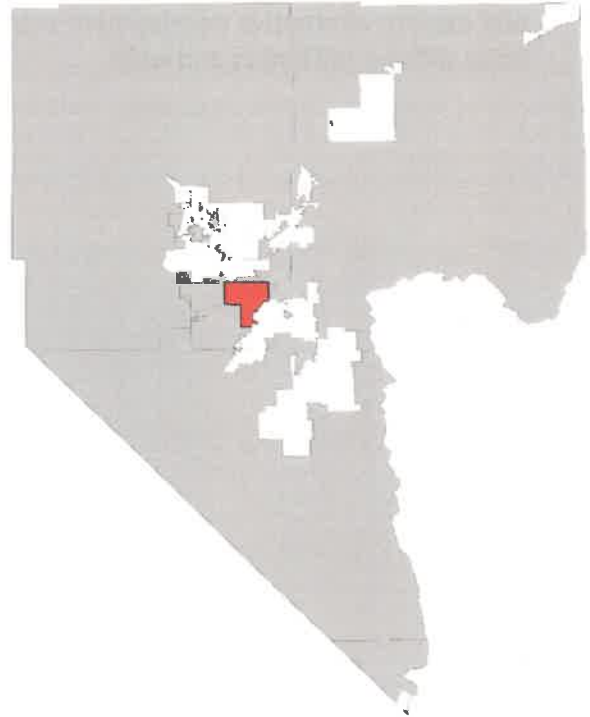
<sup>91</sup> New. Policy to address issues raised by Whitney Town Board.



## 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 DEVELOPMENT<sup>92</sup>**

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 RESIDENTIAL<sup>93</sup>**

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 HERITAGE<sup>94</sup>**

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.

<sup>92</sup> Existing policies modified.

<sup>93</sup> Existing policy modified.

<sup>94</sup> 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 INFILL<sup>95</sup>**

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 TRANSIT<sup>96</sup>**

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 PARKWAY<sup>97</sup>**

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 BRIDGES<sup>98</sup>**

Encourage the preservation of rights-of-way for pedestrian bridges at arterial intersections in the Resort Corridor.

**POLICY WP-2.4: RESORT CORRIDOR TRANSIT SERVICE<sup>99</sup>**

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.

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<sup>95</sup> New. To reflect intended transition of areas now designated as Low-Suburban Neighborhood.

<sup>96</sup> 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.

<sup>97</sup> New.

<sup>98</sup> Existing policy modified.

<sup>99</sup> Existing policy modified.

### **Goal WP-3: Encourage the revitalization of established employment centers and commercial corridors in Winchester/Paradise**

#### **POLICY WP-3.1: ADAPTIVE REUSE<sup>100</sup>**

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 DISTRICT<sup>101</sup>**

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 DISTRICT<sup>102</sup>**

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 COORDINATION<sup>103</sup>**

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.

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<sup>100</sup> New.

<sup>101</sup> 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.

<sup>102</sup> New goal with existing policies incorporated.

<sup>103</sup> Adapted from existing policy.

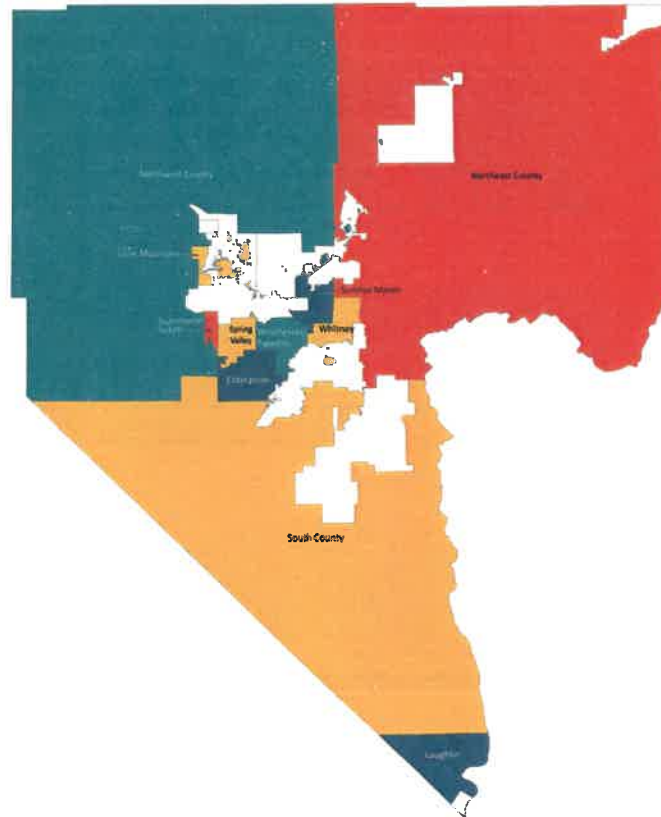




# About the Land Use Planning Process

## 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)	<p>range land, single-family detached, agriculture</p>		Placeholder Character area photo
Residential Agricultural (RA)				
Rural Neighborhood Preservation (RNP)	Estate Neighborhood (EN)	<p>executive mansions, single-family detached, public lawn</p>		Placeholder Character area photo
Rural Neighborhood (RN)				
Residential Low (RL)	Low-Suburban Neighborhood (LN)	<p>large-family detached, lots, single-family detached, large lots</p>		Placeholder Character area photo
Residential Suburban (RS)	Mid-Suburban Neighborhood (MN)	<p>single-family detached, lots, single-family detached</p>		Placeholder Character area photo
Residential Medium (RM)				
Residential High (RH)	Compact Neighborhood (CN)	<p>fourplex, townhomes, multi-family, lots, duplex, duplex</p>		Placeholder Character area photo
Residential Urban Center (RUC)	Urban Neighborhood (UN)	<p>townhomes, multi-family, lots, active ground floor retail, multi-family</p>		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.



### MID-SUBURBAN NEIGHBORHOOD (MN)

#### 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.



### 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.



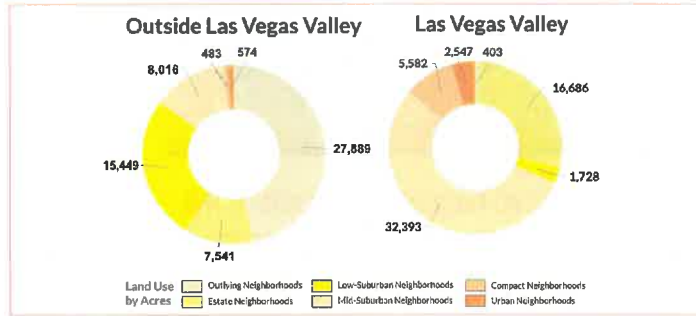
# NEIGHBORHOODS

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)
1. Incorporate smaller pods of different housing types with varied lot and unit sizes to offer variety while still supporting higher densities where appropriate
1. Concentrate higher density housing types along major transportation corridors where high-frequency transit service exists or is planned
1. 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. However, 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 4.3 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)

**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.

### CORRIDOR MIXED-USE (CM)

**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.

### ENTERTAINMENT MIXED-USE (EM)

**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.



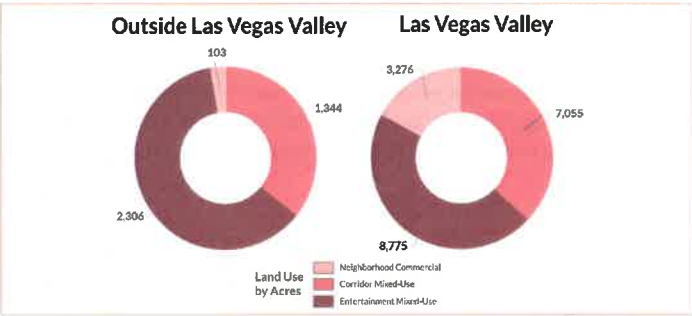


# COMMERCIAL AND MIXED-USE

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

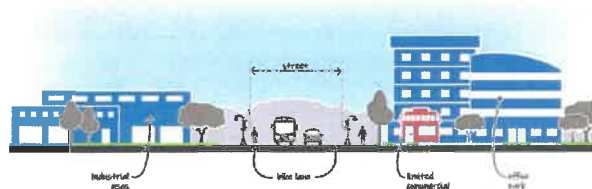
Integrate low maintenance and drought-tolerant trees and green infrastructure in new and established commercial and mixed-use corridors and centers to provide shade, reduce urban heat islands, improve air quality, reduce outdoor water usage, and provide stormwater management benefits.

# Current and Proposed Land Use Categories

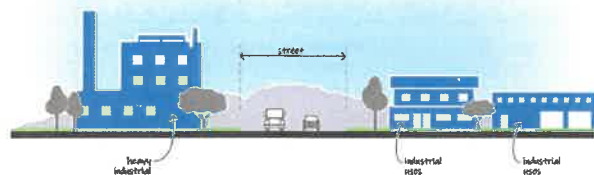
## EMPLOYMENT

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)		
Industrial (IND)			
Heavy Industrial (HI)	Industrial Employment (IE)		
			



**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.

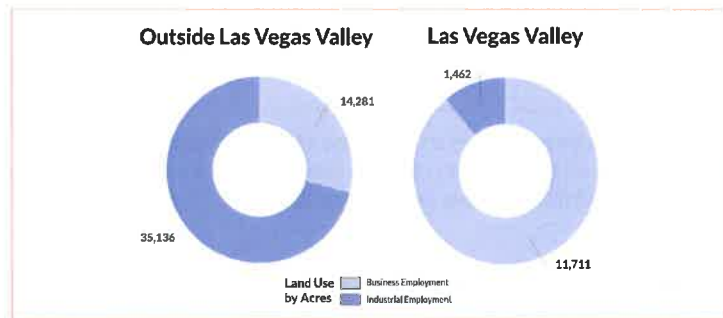


# EMPLOYMENT

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

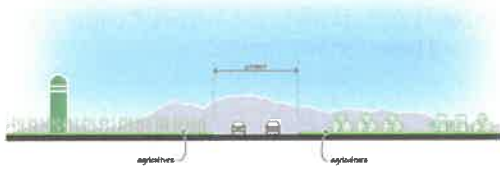

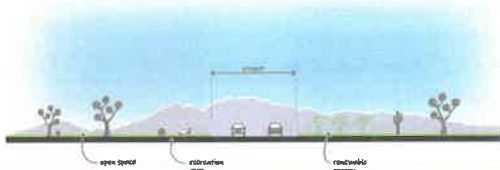

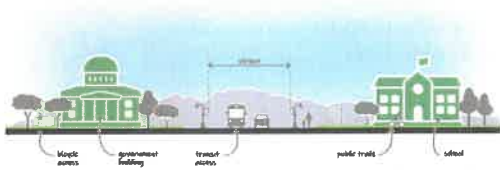

Integrate low maintenance and drought-tolerant trees and green infrastructure in new and established employment areas to provide shade, reduce urban heat islands, improve air quality, reduce outdoor water usage, and provide stormwater management benefits.

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)			Placeholder Character area photo
Open Lands (OL)	Open Lands (OL)			Placeholder Character area photo
Public Facilities (PF)	Public Facilities (PF)			Placeholder Character area photo
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

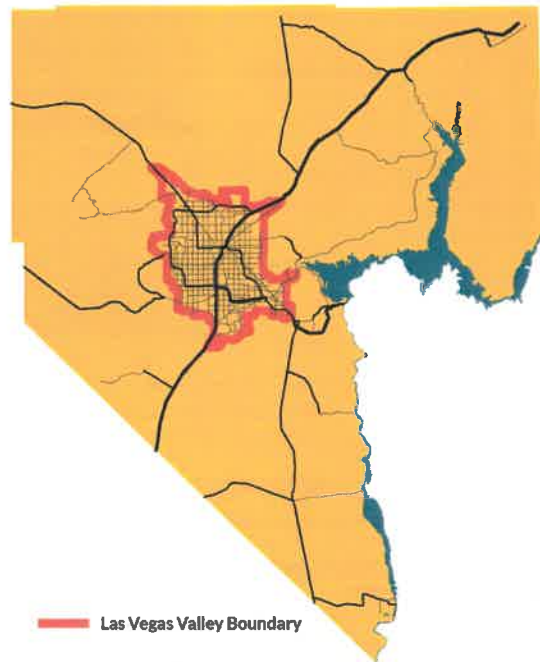
One of the overarching themes that has emerged from Transform Clark County discussions to date is the need to reflect the many different development contexts that exist in Clark County. For the purposes of discussion, distinctions are proposed to be addressed based on two factors:

### 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 <b>Designed Manufacturing</b>	IT <b>Industrial Transition</b>	<b>Carry forward.</b> Explore use permission changes and new standards to better transition to nonindustrial areas.
M-1 <b>Light Manufacturing</b>	IL <b>Industrial Light</b>	<b>Carry forward.</b> Identify M-D areas that make sense here.
M-2 <b>Industrial</b>	IH <b>Industrial Heavy</b>	<b>Carry forward.</b> Carry forward this district to differentiate from other less intensive/impactful industrial uses.
--	IM <b>Industrial Mixed</b>	<b>New.</b> Proposed to provide flexibility for offices, limited retail, artisan manufacturing, and unique commercial uses in targeted areas.
--	IA <b>Industrial Airport</b>	<b>New.</b> 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	<b>New/Consolidate.</b> 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	<b>Carry forward/Consolidate.</b> 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	<b>Carry forward.</b> 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	<b>Replace.</b> 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	<b>Carry forward.</b> Feedback from stakeholders is to maintain standards and ensure compliance with NRS.
Red Rock Design	RRO Red Rock Overlay	<b>Carry forward.</b> 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	--	<b>Eliminate.</b> 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	<b>Carry forward.</b> Feedback from stakeholders is to maintain standards and ensure compliance with NRS.
Cooperative Management Agreement Area Design	--	<b>Eliminate.</b> Review existing standards and design themes for potential inclusion into base zoning districts or countywide standards.
Mixed-Use	--	<b>Eliminate.</b> Achieve mixed-use through base zoning districts. Review existing standards for potential inclusion into base zoning districts.
Asian Design	--	<b>Eliminate.</b> 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	--	<b>Eliminate.</b> Achieve desired site and building design through base zoning districts that apply to town centers in Moapa Valley.
Spring Mountain	--	<b>Eliminate.</b> Consider applying a Neighborhood Preservation Overlay to protect the character and environmental assets of the community.
Historic Neighborhood	HNO Historic Neighborhood Overlay	<b>Carry forward.</b> Maintain this overlay to accommodate any future historic designations.
Midtown Maryland Parkway	MPO Maryland Parkway Overlay	<b>Carry forward.</b> 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

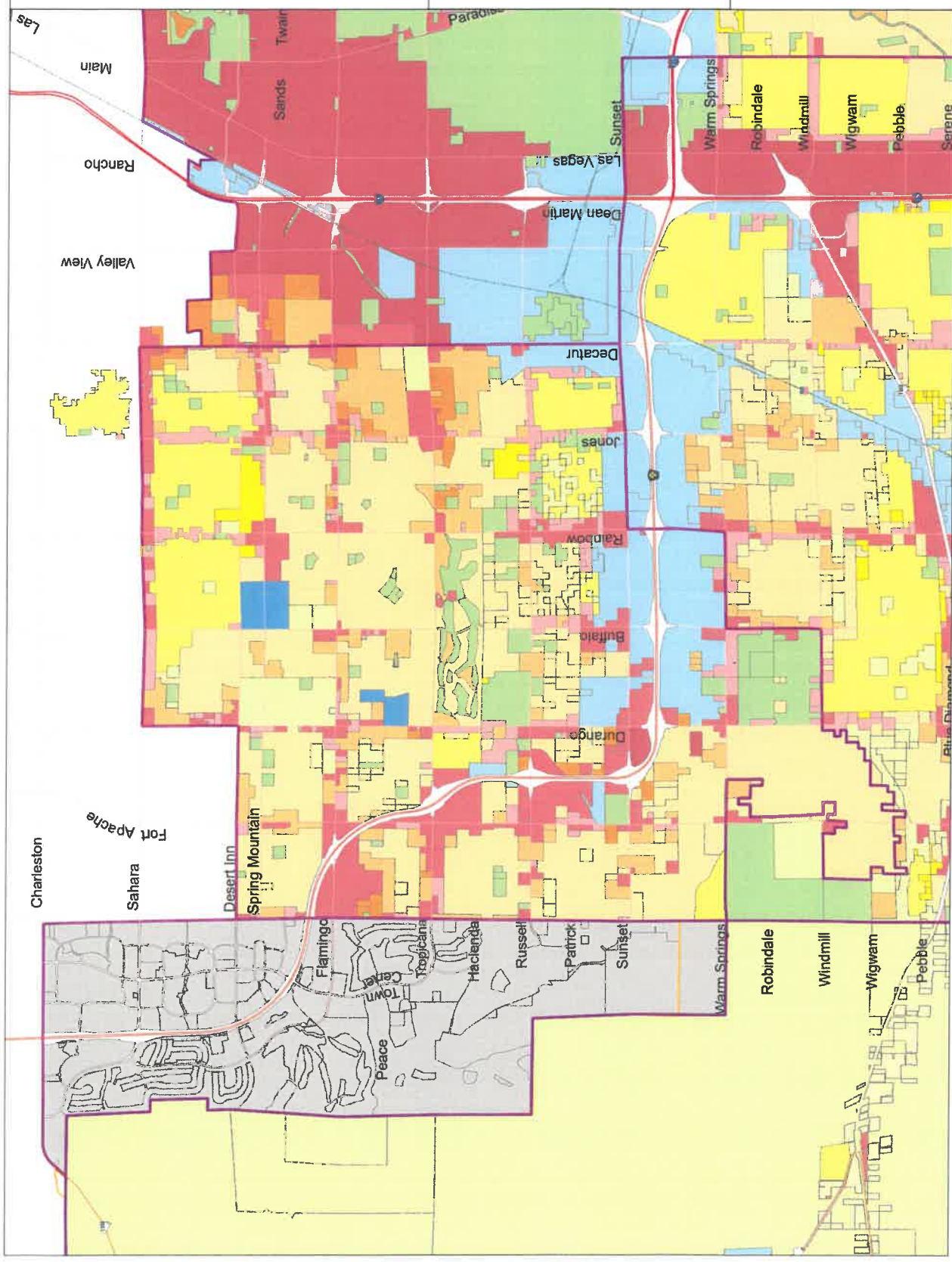
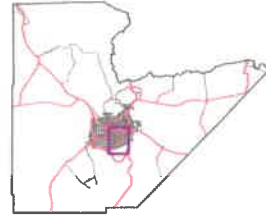
## Spring Valley Proposed Planned Land Use

- Neighborhoods**
- Country Neighborhood (CN)
  - Essex Neighborhood (ES)
  - Low-Density Suburban Neighborhood (LUS)
  - High-Density Suburban Neighborhood (HDS)
  - Compact Neighborhood (CP)
  - Urban Neighborhood (UR)

- Commercial and Mixed-Use**
- Neighborhood Commercial (NC)
  - Center Main/Use (CM)
  - Entertainment Mixed-Use (EM)

- Employment**
- Business Employment (BE)
  - Industrial Employment (IE)

- Other**
- Agriculture (AG)
  - Open Lands (OL)
  - Public Facilities (PF)
  - Major Highways (MH)



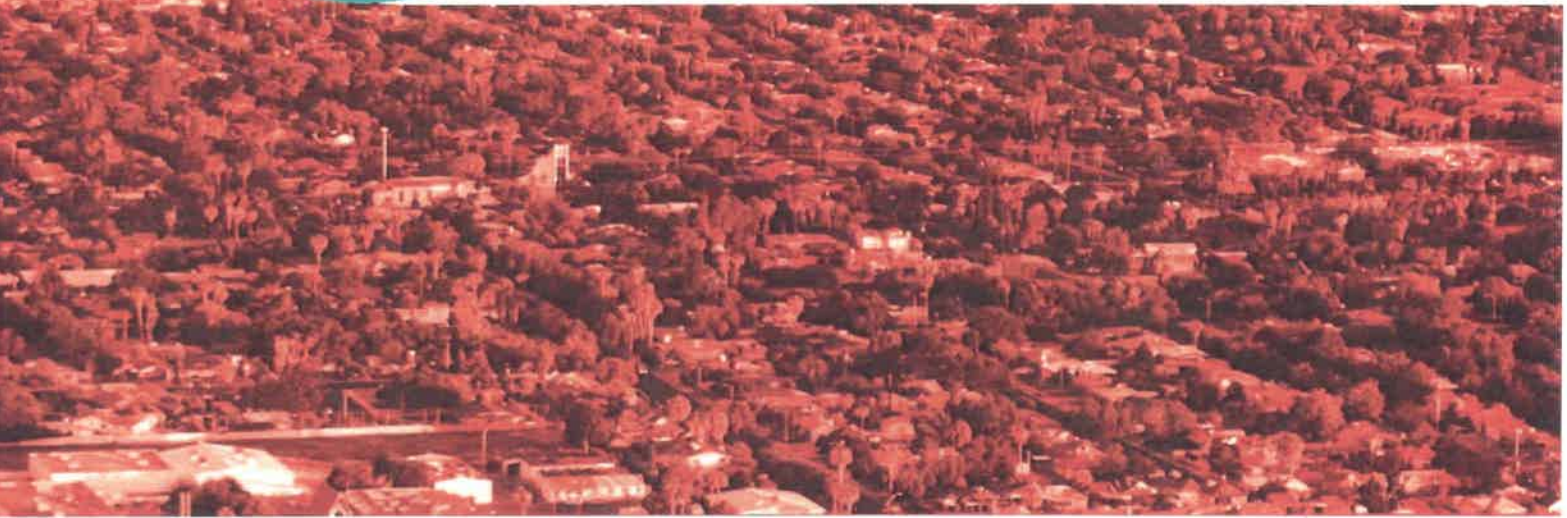






# Countywide Policies

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 Values<sup>1</sup>

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

---

<sup>1</sup> 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**

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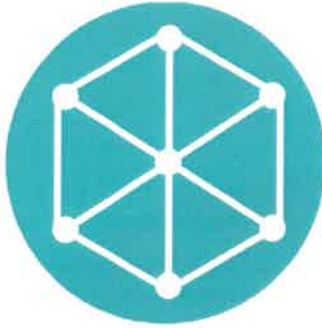
**TOPICS ADDRESSED**

- |   |  |   |
|---|--|---|
| <ul style="list-style-type: none"> <li>• Housing options/affordability</li> <li>• Complete neighborhoods (design of new neighborhoods)</li> <li>• Established neighborhoods</li> <li>• Outlying communities</li> <li>• Rural neighborhoods</li> <li>• Historic, cultural, and archaeological resources</li> </ul> | <ul style="list-style-type: none"> <li>• Parks, trails, and open space</li> <li>• Recreational, educational, and enrichment programs</li> <li>• Health and human services</li> <li>• Arts and culture</li> </ul> | <ul style="list-style-type: none"> <li>• Air quality</li> <li>• Clean energy</li> <li>• Water supply, quality, and conservation</li> <li>• Waste reduction</li> <li>• Natural areas</li> <li>• Built environment</li> </ul> |
|---|--|---|

---

**RELATIONSHIP TO NRS REQUIREMENTS**

- |   |  |   |
|---|--|---|
| <ul style="list-style-type: none"> <li>• Housing</li> <li>• Historic preservation</li> <li>• Land use (community design and development, master planned communities, rural neighborhoods preservation plan)</li> <li>• Federal lands</li> </ul> | <ul style="list-style-type: none"> <li>• Recreation and open space</li> <li>• Federal lands</li> </ul> | <ul style="list-style-type: none"> <li>• Conservation</li> <li>• Energy</li> <li>• Federal lands</li> </ul> |
|---|--|---|



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](http://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 abilities<sup>2</sup>**

#### **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 visitability<sup>3</sup> 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 POPULATIONS<sup>4</sup>**

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]*

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<sup>2</sup> This goal and policies 1-4 in this section build upon concepts addressed in the County’s current Housing Element, adopted in 2019.

<sup>3</sup> 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.

<sup>4</sup> 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 County<sup>5</sup>**

### **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 LAND<sup>6</sup>**

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.

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<sup>5</sup> 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.

<sup>6</sup> 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 IDENTITY<sup>7</sup>**

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 neighborhoods<sup>8</sup>**

#### **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

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<sup>7</sup> New. Neighborhood-related goals and policies are included based on stakeholder interview and survey results.

<sup>8</sup> 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 AREAS<sup>9</sup>**

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 DEVELOPMENT<sup>10</sup>**

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.

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<sup>9</sup>Updates to the land use categories are proposed to distinguish rural neighborhoods (as defined by NRS) from other large lot residential areas.

<sup>10</sup> 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 communities<sup>11</sup>**

**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.<sup>12</sup> 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 resources<sup>13</sup>**

**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.

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<sup>11</sup> Goal and supporting policies new. Added to reflect input received from TABs/CACs.

<sup>12</sup> Area-specific policies are forthcoming. Meetings on this topic tentatively planned for February 2021.

<sup>13</sup> 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 Amenities<sup>14</sup>

### 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

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<sup>14</sup> 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 sustainable<sup>15</sup>

#### 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 ACCESS<sup>16</sup>

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.<sup>17</sup>

#### POLICY 2.1.3: TRAIL SITING<sup>18</sup>

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 USES<sup>19</sup>

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.]*

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<sup>15</sup> 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.

<sup>16</sup> Expanded from existing.

<sup>17</sup> Regional Bicycle & Pedestrian Plan for Southern Nevada includes an assessment of gaps within the Las Vegas Valley.

<sup>18</sup> Consolidates a number of related policies.

<sup>19</sup> Existing. From draft 2020 Federal Lands Element. This topic is also addressed more generally under Goal 3.5.



**POLICY 2.1.5: DEVELOPMENT STANDARDS<sup>20</sup>**

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 amenities<sup>21</sup>**

**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 FACILITIES<sup>22</sup>**

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.

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<sup>20</sup> Updated to emphasize input received.

<sup>21</sup> 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.

<sup>22</sup> 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 ASSESSMENT<sup>23</sup>**

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 SHARING<sup>24</sup>**

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 SERVICES<sup>25</sup>**

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]*

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<sup>23</sup> 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.

<sup>24</sup> References [directory](#) maintained by Clark County Social Service and Senior Services.

<sup>25</sup> 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 entertainment<sup>26</sup>**

**POLICY 2.4.1: LOCAL ARTS & CULTURE<sup>27</sup>**

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 ART<sup>28</sup>**

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.

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<sup>26</sup> Goal updated to better reflect the County's robust programs and support for the arts.

<sup>27</sup> New. This policy and the ensuing one respond to resident input emphasizing the need for and priority of local art creation.

<sup>28</sup> 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 Environment<sup>29</sup>

### 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

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<sup>29</sup> 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 clarity<sup>30</sup>

#### 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*.<sup>31</sup>

#### POLICY 3.1.2: TRANSPORTATION-RELATED EMISSIONS<sup>32</sup>

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 ENERGY<sup>33</sup>

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 SITING<sup>34</sup>

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 reliability<sup>35</sup>

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<sup>30</sup>Goal and supporting policies carried forward with minor adaptations from Air Quality section of 2017 Conservation Element.

<sup>31</sup> The County's *Sustainability and Climate Action Plan* is currently under development and is anticipated for completion in spring 2021.

<sup>32</sup>Generalized from current policies; forthcoming *Sustainability and Climate Action Plan* will determine specifics.

<sup>33</sup>Policy 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.

<sup>34</sup> Carries forward and expands goal in the Resource Use and Development section of the draft Federal Lands Element.

<sup>35</sup> Adjusted wording to reflect input/questions on considerations re: supply.

### **POLICY 3.3.1: WATER RESOURCES PLAN<sup>36</sup>**

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 PROGRAMS<sup>37</sup>**

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.

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<sup>36</sup> Carried forward from goal in 2017 Conservation Element to reflect supply and demand considerations.

<sup>37</sup> Combines policies from the Water Resources section of the Conservation Element.

**POLICY 3.3.5: STORMWATER MANAGEMENT<sup>38</sup>**

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 ACTIVITY<sup>39</sup>**

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 RESOURCES<sup>40</sup>**

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 AVAILABILITY<sup>41</sup>**

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 County<sup>42</sup>**

**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 DIVERSION<sup>43</sup>**

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.

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<sup>38</sup> This policy combines two more general but related policies in the Water Resources section of the Conservation Element.

<sup>39</sup> Carried forward from Agriculture goals and policies in Conservation Element.

<sup>40</sup> Adapted from current policies in the Water Resources section of the Conservation Element.

<sup>41</sup> Combines two policies from the Water Resources section of the Conservation Element.

<sup>42</sup> 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*.

<sup>43</sup> 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 value<sup>44</sup>**

**POLICY 3.5.1: APPROPRIATE USES<sup>45</sup>**

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 LAWS<sup>46</sup>**

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 PROGRAM<sup>47</sup>**

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 SPECIES<sup>48</sup>**

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.]**

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<sup>44</sup> 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.

<sup>45</sup> 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.

<sup>46</sup> This policy combines Goals 1 and 2 from the Vegetation and Wildlife Resources section of the Conservation Element.

<sup>47</sup> Minor edits to existing policy in the Vegetation and Wildlife Resources section of the Conservation Element.

<sup>48</sup> 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 environment<sup>49</sup>**

**POLICY 3.6.1: URBAN HEAT ISLAND EFFECT<sup>50</sup>**

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 BUILDING<sup>51</sup>**

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 RECYCLING<sup>52</sup>**

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 LANDSCAPING<sup>53</sup>**

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]*

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<sup>49</sup>This 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.”

<sup>50</sup> 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.

<sup>51</sup> Policies 3.6.3 and 3.6.4 are placeholders for further discussion.

<sup>52</sup> Existing.

<sup>53</sup> 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 INFRASTRUCTURE<sup>54</sup>**

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.

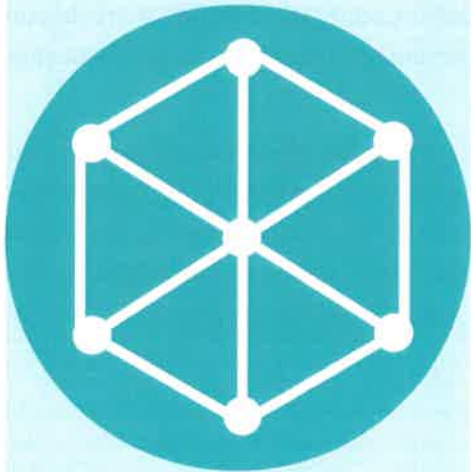
##### **Related efforts/initiatives**

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

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<sup>54</sup> 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 Policies<sup>55</sup>

### Goal 4.1: Promote the expansion and use of multimodal transportation options throughout Clark County<sup>56</sup>

#### 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 COMMUNITIES<sup>57</sup>

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 RAIL<sup>58</sup>

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

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<sup>55</sup> 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.

<sup>56</sup> Goal updated from Plan Framework.

<sup>57</sup> New. Supports recommendations in 2018 NDOT Transit Coordinated Human Services Transportation Plan and RTC Coordinated Transportation Plan.

<sup>58</sup> 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 SCHOOL<sup>59</sup>**

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.

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<sup>59</sup>Existing (expanded).

**Goal 4.2: Actively manage the transportation system to improve reliability, efficiency, and safety<sup>60</sup>**

**POLICY 4.2.1: FREEWAYS<sup>61</sup>**

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 CLASSIFICATION<sup>62</sup>**

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 PRESERVATION<sup>63</sup>**

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 MANAGEMENT<sup>64</sup>**

Limit driveway frequencies on arterial and collector streets in accordance with the *Clark County Area Access Management Plan*.

**POLICY 4.2.5: TRAFFIC CALMING<sup>65</sup>**

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

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<sup>60</sup>New 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.

<sup>61</sup>New to replace very specific goal and policy re: I-11 and Project Neon that will be relocated to implementation strategies.

<sup>62</sup>Existing. Descriptions of classifications and accompanying maps to be carried forward as part of Growth and Development Framework.

<sup>63</sup> Existing. Combined and updated for clarity.

<sup>64</sup> Existing. Updated to reference access management plan.

<sup>65</sup>Existing. 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 collaboration<sup>66</sup>**

#### **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 MANAGEMENT<sup>67</sup>**

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 government<sup>68</sup>**

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<sup>66</sup> 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.

<sup>67</sup> Carried forward and expanded from goal in Land Use Policy section of Federal Lands Element.

<sup>68</sup> 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 Economy<sup>69</sup>

### 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

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<sup>69</sup> 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.<sup>70</sup>

#### 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.

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<sup>70</sup> 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 County<sup>71</sup>**

### **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 forces<sup>72</sup>**

### **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.

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<sup>71</sup>This goal and accompanying policies reflect input from Airport Authority staff. General sidebar/textbox discussion of the economic importance of aviation to be added.

<sup>72</sup> 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 Development<sup>73</sup>

### 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

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<sup>73</sup>Wording updated to reflect input received.

## Countywide Goals and Policies

### Goal 6.1: A coordinated pattern of development in unincorporated Clark County<sup>74</sup>

#### 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

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<sup>74</sup> 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: CONNECTIVITY<sup>75</sup>**

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 operations<sup>76</sup>**

#### **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.

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<sup>75</sup>Existing.

<sup>76</sup> 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 SAFETY<sup>77</sup>**

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.

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<sup>77</sup> 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 SUPPRESSION<sup>78</sup>**

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 FACILITIES<sup>79</sup>**

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 FACILITIES<sup>80</sup>**

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.

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<sup>78</sup> 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.

<sup>79</sup> Carried forward from 2008 update to Police Element.

<sup>80</sup> 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





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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 Values<sup>1</sup>

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

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<sup>1</sup> 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**

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**TOPICS ADDRESSED**

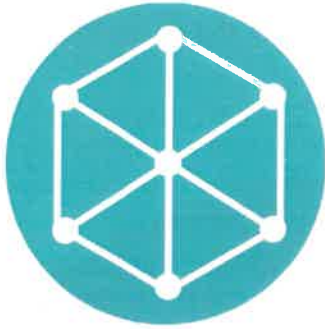
- |   |  |   |
|---|--|---|
| <ul style="list-style-type: none"> <li>• Housing options/affordability</li> <li>• Complete neighborhoods (design of new neighborhoods)</li> <li>• Established neighborhoods</li> <li>• Outlying communities</li> <li>• Rural neighborhoods</li> <li>• Historic, cultural, and archaeological resources</li> </ul> | <ul style="list-style-type: none"> <li>• Parks, trails, and open space</li> <li>• Recreational, educational, and enrichment programs</li> <li>• Health and human services</li> <li>• Arts and culture</li> </ul> | <ul style="list-style-type: none"> <li>• Air quality</li> <li>• Clean energy</li> <li>• Water supply, quality, and conservation</li> <li>• Waste reduction</li> <li>• Natural areas</li> <li>• Built environment</li> </ul> |
|---|--|---|

---

**RELATIONSHIP TO NRS REQUIREMENTS**

- |   |  |   |
|---|--|---|
| <ul style="list-style-type: none"> <li>• Housing</li> <li>• Historic preservation</li> <li>• Land use (community design and development, master planned communities, rural neighborhoods preservation plan)</li> <li>• Federal lands</li> </ul> | <ul style="list-style-type: none"> <li>• Recreation and open space</li> <li>• Federal lands</li> </ul> | <ul style="list-style-type: none"> <li>• Conservation</li> <li>• Energy</li> <li>• Federal lands</li> </ul> |
|---|--|---|





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**

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**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](http://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 abilities<sup>2</sup>

#### 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 visitability<sup>3</sup> 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 POPULATIONS<sup>4</sup>

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]*

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<sup>2</sup> This goal and policies 1-4 in this section build upon concepts addressed in the County’s current Housing Element, adopted in 2019.

<sup>3</sup> 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.

<sup>4</sup> 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 County<sup>5</sup>**

### **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 LAND<sup>6</sup>**

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.

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<sup>5</sup> 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.

<sup>6</sup> 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 IDENTITY<sup>7</sup>**

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 neighborhoods<sup>8</sup>**

#### **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

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<sup>7</sup> New. Neighborhood-related goals and policies are included based on stakeholder interview and survey results.

<sup>8</sup> 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 AREAS<sup>9</sup>**

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 DEVELOPMENT<sup>10</sup>**

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.

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<sup>9</sup>Updates to the land use categories are proposed to distinguish rural neighborhoods (as defined by NRS) from other large lot residential areas.

<sup>10</sup> 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 communities<sup>11</sup>**

**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.<sup>12</sup> 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 resources<sup>13</sup>**

**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.

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<sup>11</sup> Goal and supporting policies new. Added to reflect input received from TABs/CACs.

<sup>12</sup> Area-specific policies are forthcoming. Meetings on this topic tentatively planned for February 2021.

<sup>13</sup> 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 Amenities<sup>14</sup>

### 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

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<sup>14</sup> 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 sustainable<sup>15</sup>**

#### **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 ACCESS<sup>16</sup>**

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.<sup>17</sup>

#### **POLICY 2.1.3: TRAIL SITING<sup>18</sup>**

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 USES<sup>19</sup>**

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.]*

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<sup>15</sup> 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.

<sup>16</sup> Expanded from existing.

<sup>17</sup> Regional Bicycle & Pedestrian Plan for Southern Nevada includes an assessment of gaps within the Las Vegas Valley.

<sup>18</sup> Consolidates a number of related policies.

<sup>19</sup> Existing. From draft 2020 Federal Lands Element. This topic is also addressed more generally under Goal 3.5.

#### **POLICY 2.1.5: DEVELOPMENT STANDARDS<sup>20</sup>**

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 amenities<sup>21</sup>**

#### **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 FACILITIES<sup>22</sup>**

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.

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<sup>20</sup> Updated to emphasize input received.

<sup>21</sup> 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.

<sup>22</sup> 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 ASSESSMENT<sup>23</sup>**

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 SHARING<sup>24</sup>**

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 SERVICES<sup>25</sup>**

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]*

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<sup>23</sup> 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.

<sup>24</sup> References [directory](#) maintained by Clark County Social Service and Senior Services.

<sup>25</sup> 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 entertainment<sup>26</sup>**

**POLICY 2.4.1: LOCAL ARTS & CULTURE<sup>27</sup>**

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 ART<sup>28</sup>**

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.

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<sup>26</sup> Goal updated to better reflect the County's robust programs and support for the arts.

<sup>27</sup> New. This policy and the ensuing one respond to resident input emphasizing the need for and priority of local art creation.

<sup>28</sup> 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 Environment<sup>29</sup>

### 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

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<sup>29</sup> 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 clarity<sup>30</sup>

#### 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*.<sup>31</sup>

#### POLICY 3.1.2: TRANSPORTATION-RELATED EMISSIONS<sup>32</sup>

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 ENERGY<sup>33</sup>

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 SITING<sup>34</sup>

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 reliability<sup>35</sup>

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<sup>30</sup>Goal and supporting policies carried forward with minor adaptations from Air Quality section of 2017 Conservation Element.

<sup>31</sup>The County's *Sustainability and Climate Action Plan* is currently under development and is anticipated for completion in spring 2021.

<sup>32</sup>Generalized from current policies; forthcoming *Sustainability and Climate Action Plan* will determine specifics.

<sup>33</sup>Policy 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.

<sup>34</sup>Carries forward and expands goal in the Resource Use and Development section of the draft Federal Lands Element.

<sup>35</sup>Adjusted wording to reflect input/questions on considerations re: supply.

### **POLICY 3.3.1: WATER RESOURCES PLAN<sup>36</sup>**

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 PROGRAMS<sup>37</sup>**

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.

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<sup>36</sup> Carried forward from goal in 2017 Conservation Element to reflect supply and demand considerations.

<sup>37</sup> Combines policies from the Water Resources section of the Conservation Element.

**POLICY 3.3.5: STORMWATER MANAGEMENT<sup>38</sup>**

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 ACTIVITY<sup>39</sup>**

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 RESOURCES<sup>40</sup>**

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 AVAILABILITY<sup>41</sup>**

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 County<sup>42</sup>**

**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 DIVERSION<sup>43</sup>**

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.

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<sup>38</sup> This policy combines two more general but related policies in the Water Resources section of the Conservation Element.

<sup>39</sup> Carried forward from Agriculture goals and policies in Conservation Element.

<sup>40</sup> Adapted from current policies in the Water Resources section of the Conservation Element.

<sup>41</sup> Combines two policies from the Water Resources section of the Conservation Element.

<sup>42</sup> 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*.

<sup>43</sup> 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 value<sup>44</sup>**

**POLICY 3.5.1: APPROPRIATE USES<sup>45</sup>**

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 LAWS<sup>46</sup>**

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 PROGRAM<sup>47</sup>**

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 SPECIES<sup>48</sup>**

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.]**

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<sup>44</sup> 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.

<sup>45</sup> 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.

<sup>46</sup> This policy combines Goals 1 and 2 from the Vegetation and Wildlife Resources section of the Conservation Element.

<sup>47</sup> Minor edits to existing policy in the Vegetation and Wildlife Resources section of the Conservation Element.

<sup>48</sup> 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 environment<sup>49</sup>**

**POLICY 3.6.1: URBAN HEAT ISLAND EFFECT<sup>50</sup>**

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 BUILDING<sup>51</sup>**

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 RECYCLING<sup>52</sup>**

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 LANDSCAPING<sup>53</sup>**

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]*

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<sup>49</sup>This 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.”

<sup>50</sup> 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.

<sup>51</sup> Policies 3.6.3 and 3.6.4 are placeholders for further discussion.

<sup>52</sup>Existing.

<sup>53</sup> 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 INFRASTRUCTURE<sup>54</sup>**

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.

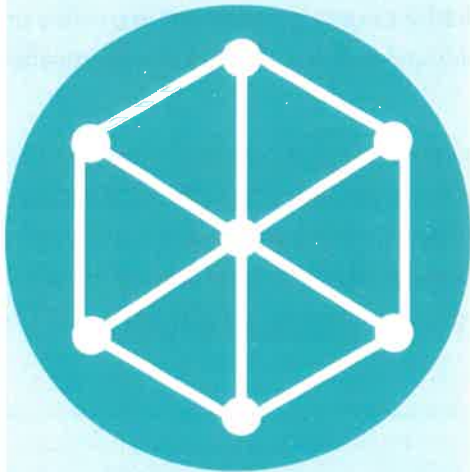
##### **Related efforts/initiatives**

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

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<sup>54</sup> 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 Policies<sup>55</sup>

### Goal 4.1: Promote the expansion and use of multimodal transportation options throughout Clark County<sup>56</sup>

#### 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 COMMUNITIES<sup>57</sup>

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 RAIL<sup>58</sup>

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

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<sup>55</sup> 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.

<sup>56</sup> Goal updated from Plan Framework.

<sup>57</sup> New. Supports recommendations in 2018 NDOT Transit Coordinated Human Services Transportation Plan and RTC Coordinated Transportation Plan.

<sup>58</sup> 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 SCHOOL<sup>59</sup>**

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.

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<sup>59</sup>Existing (expanded).

## **Goal 4.2: Actively manage the transportation system to improve reliability, efficiency, and safety<sup>60</sup>**

### **POLICY 4.2.1: FREEWAYS<sup>61</sup>**

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 CLASSIFICATION<sup>62</sup>**

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 PRESERVATION<sup>63</sup>**

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 MANAGEMENT<sup>64</sup>**

Limit driveway frequencies on arterial and collector streets in accordance with the *Clark County Area Access Management Plan*.

### **POLICY 4.2.5: TRAFFIC CALMING<sup>65</sup>**

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

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<sup>60</sup>New 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.

<sup>61</sup>New to replace very specific goal and policy re: I-11 and Project Neon that will be relocated to implementation strategies.

<sup>62</sup>Existing. Descriptions of classifications and accompanying maps to be carried forward as part of Growth and Development Framework.

<sup>63</sup> Existing. Combined and updated for clarity.

<sup>64</sup> Existing. Updated to reference access management plan.

<sup>65</sup>Existing. 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 collaboration<sup>66</sup>**

#### **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 MANAGEMENT<sup>67</sup>**

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 government<sup>68</sup>**

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<sup>66</sup> 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.

<sup>67</sup> Carried forward and expanded from goal in Land Use Policy section of Federal Lands Element.

<sup>68</sup> 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?

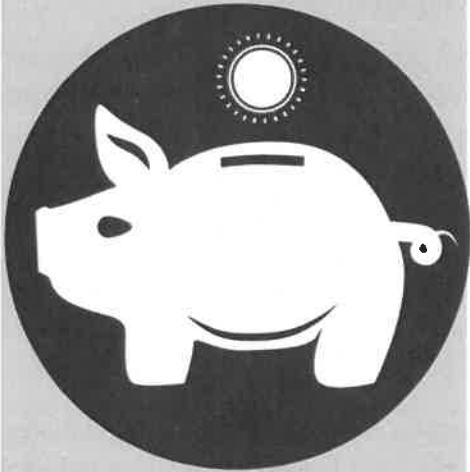
### County's role

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 Economy<sup>69</sup>

### 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

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<sup>69</sup> 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.<sup>70</sup>

#### 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.

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<sup>70</sup> 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 County<sup>71</sup>**

### **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 forces<sup>72</sup>**

### **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.

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<sup>71</sup>This goal and accompanying policies reflect input from Airport Authority staff. General sidebar/textbox discussion of the economic importance of aviation to be added.

<sup>72</sup> 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 Development<sup>73</sup>

### 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

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<sup>73</sup>Wording updated to reflect input received.

## Countywide Goals and Policies

### Goal 6.1: A coordinated pattern of development in unincorporated Clark County<sup>74</sup>

#### 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

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<sup>74</sup> 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: CONNECTIVITY<sup>75</sup>**

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 operations<sup>76</sup>**

#### **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.

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<sup>75</sup>Existing.

<sup>76</sup> 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 SAFETY<sup>77</sup>**

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.

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<sup>77</sup> 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 SUPPRESSION<sup>78</sup>**

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 FACILITIES<sup>79</sup>**

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 FACILITIES<sup>80</sup>**

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.

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<sup>78</sup> 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.

<sup>79</sup> Carried forward from 2008 update to Police Element.

<sup>80</sup> 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*

