

TRANSFORM CLARK COUNTY

MASTER PLAN



DRAFT - JULY 2021



Acknowledgements

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Lawrence Weekly (2020)

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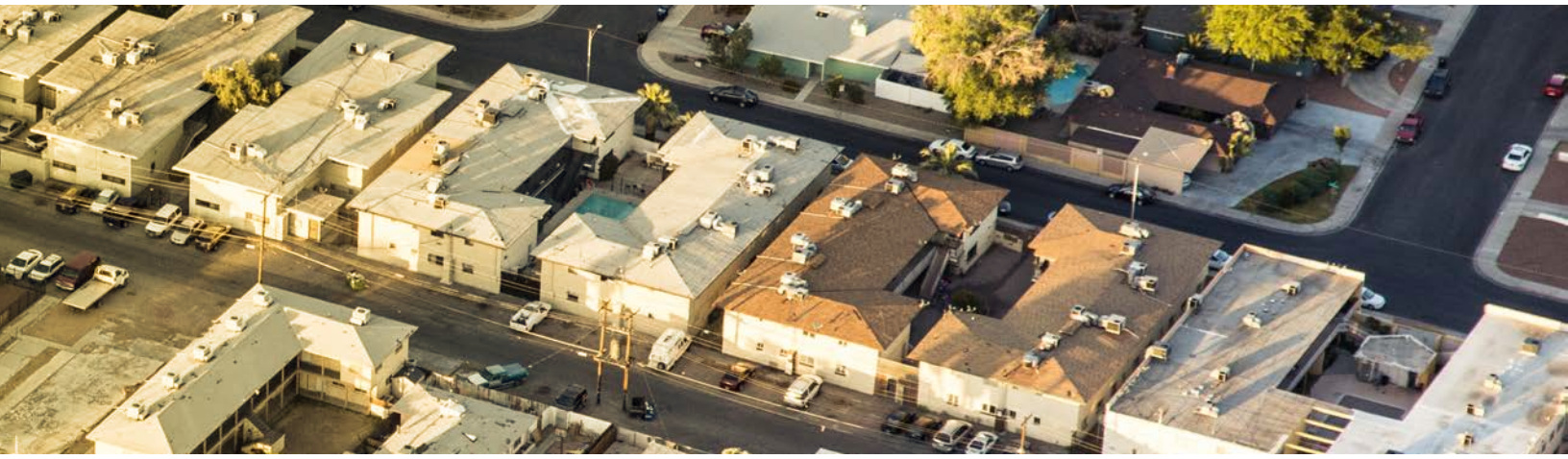
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Other County Departments

Administrative Services
Aviation
Building and Fire Prevention
Business License
Clark County Water Reclamation
Community and Economic Development
District Attorney
Environment & Sustainability
Fire (Suppression)
Parks & Recreation
Public Communications
Public Works
Real Property Management
Social Services

Town Advisory Board (TAB) and Citizen Advisory Council (CAC) Representatives

Bunkerville Town Advisory Board
Enterprise Town Advisory Board
Goodsprings Citizens Advisory Council
Indian Springs Town Advisory Board
Laughlin Town Advisory Board
Lone Mountain Citizens Advisory Council
Lower Kyle Canyon Citizens Advisory Council
Moapa Town Advisory Board
Moapa Valley Town Advisory Board
Mountain Springs Citizens Advisory Council
Mt. Charleston Town Advisory Board
Paradise Town Advisory Board
Red Rock Citizens Advisory Council
Sandy Valley Citizens Advisory Council
Searchlight Town Advisory Board
Spring Valley Town Advisory Board
Sunrise Manor Town Advisory Board
Whitney Town Advisory Board
Winchester Town Advisory Board

Local and Regional Agencies

City of Boulder City
City of Henderson
City of Las Vegas
City of Mesquite
City of North Las Vegas
Clark County Regional Flood Control District
Clark County School District
Las Vegas Valley Water District
Nellis Air Force Base
Regional Transportation Commission of Southern Nevada
Southern Nevada Water Authority
University of Nevada, Las Vegas

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List of Maps

Clark County Trail Map - Las Vegas Valley 31
Proposed Southern Nevada High-Capacity Transit System 46
Planned for Employment Areas 56
Countywide Planned Land Use Map 72
Federally Administered Lands in Clark County 106
Special Management Land Use Designations in Clark County 108
Proposed Areas of Environmental Concern in Clark County [Placeholder] 112
Planning Areas in Clark County 117
Enterprise Planned Land Use Map 120
Laughlin Planned Land Use Map 125
Lone Mountain Planned Land Use Map 130
Northeast County Planned Land Use Map 134
Northwest County Planned Land Use Map 139
South County Planned Land Use Map 145
Spring Valley Planned Land Use Map 149
Summerlin South Planned Land Use Map 155
Sunrise Manor Planned Land Use Map 159
Whitney Planned Land Use Map 164
Winchester/Paradise Planned Land Use Map 168
Northwest Valley Transportation 190
Northeast Valley Transportation 191
Blue Diamond Transportation 194
Bunkerville Transportation 195
Glendale Transportation 196
Goodsprings Transportation 197
Indian Springs Transportation 198
Jean Transportation 199
Laughlin Transportation 200
Logandale/Overton Transportation 201
Primm Transportation 202
Sandy Valley Transportation 203
Searchlight Transportation 204
Public Pedestrian Grade Separations and Transit Stations (Sahara to Warm Springs) [Placeholder] 205
Public Pedestrian Grade Separations and Transit Stations (Warm Springs to St. Rose) [Placeholder] 206
BLM and Clark County Parcels to Reserve for Park and Ride/Pool and Other Future RTC Facilities [Placeholder] 207
South County Transportation [Placeholder] 208
Clark County Urban Parks [Placeholder] 211
Clark County Rural Parks [Placeholder] 215
Clark County Parks Districts [Placeholder] 217
Clark County Trails Map 219
Proposed MSHCP Mountain Ranges [Placeholder] 224
Unique Geological Features [Placeholder] 225
Soil Guidelines [Placeholder] 227
Known Geological Faults [Placeholder] 228
Floodplains [Placeholder] 230
Surface Water and Major Washes [Placeholder] 231
Clark County Wetlands [Placeholder] 233
Groundwater Wells[Placeholder] 234
Section 303(d) Waters [Placeholder] 237
Ecosystems [Placeholder] 239
Proposed MSHCP Reserve Systems [Placeholder] 240
Air Quality Basins [Placeholder] 245
Active Solid Waste Disposal Sites [Placeholder] 249
Grazing Allotments [Placeholder] 251
Summerlin South Land Use and Development Guide 297

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Acronyms

208 WQMP	Clark County 208 Area-Wide Water Quality Management Plan
AAO	Airport Airspace Overlay District
ACEC	Areas of Critical Environmental Concern
ADA	Americans with Disabilities Act of 1990
ADU	Accessory Dwelling Unit
AEO	Airport Environs Overlay District
BBWD	Clark County Board of County Commissioners
BIA	Bureau of Indian Affairs
BLM	U.S. Bureau of Land Management
BMP	Best Management Practices
BRT	Bus Rapid Transit
CAC	Citizen's Advisory Council
CCFD	Clark County Fire Department
CCC	Civilian Conservation Corps
CCCP	Clark County Comprehensive Planning Department
CCPW	Clark County Public Works Department
CCSD	Clark County School District
CCSS	Clark County Social Service Department
CCWRD	Clark County Water Reclamation District
CDSN	Conservation District of Southern Nevada
CIP	Capital Improvement Plan
CMA	Cooperative Management Area
COVID-19	Coronavirus Disease of 2019
CRC	Colorado River Commission of Nevada
CWA	Clean Water Act of 1972
CWPP	Community Wildfire Protection Plan
DHHS	Nevada Division of Health and Human Services
DOA	Clark County Department of Aviation
DOD	U.S. Department of Defense
DOE	U.S. Department of Energy
EMS	Emergency Medical Services
EPA	U.S. Environmental Protection Agency
ESA	Endangered Species Act of 1973
FAST	Freeway and Arterial System of Transportation
FEMA	Federal Emergency Management Agency
FLPMA	Federal Land Policy and Management Act of 1976
FWS	U.S. Fish and Wildlife Service
GHG	Greenhouse Gas Emissions
GOED	Governor's Office of Economic Development
HMP	Clark County Multi-Jurisdiction Hazard Mitigation Plan
LAS	McCarran International Airport
LVCCLD	Las Vegas-Clark County Library District
LVCVA	Las Vegas Convention and Visitors Authority
LVGEA	Las Vegas Global Economic Alliance
METRO	Las Vegas Metropolitan Police Department
MSA	Metropolitan Statistical Area
MVWD	Moapa Valley Water District (MVWD)
MPO	Metropolitan Planning Organization
MS4	Municipal Separate Storm Sewer System
MSHCP	Multiple Species Habitat Conservation Program
NCA	National Conservation Area
NDEP	Nevada Division of Environmental Protection
NDF	Nevada Division of Forestry
NDOM	Nevada Division of Minerals
NDOT	Nevada Department of Transportation
NDOW	Nevada Division of Wildlife
NDSP	Nevada Division of State Parks
NDWR	Nevada Division of Water Resources
NPDES	National Pollutant Discharge Elimination System
NPS	U.S. National Park Service
NRA	National Recreation Area
NRS	Nevada Revised Statutes
NTTR	Nevada Test and Training Range
NWR	National Wildlife Refuge
OHV	Off-Highway Vehicle
PFNA	Public Facilities Needs Assessment
RFCD	Clark County Regional Flood Control District
RMP	Resource Management Plan
RNP	Rural Neighborhood Preservation
RTC	Regional Transportation Commission of Southern Nevada
SHPO	Nevada State Historic Preservation Office
SNHD	Southern Nevada Health District
SNPLMA	Southern Nevada Public Lands Management Act of 1998
SNRHA	Southern Nevada Regional Housing Authority

SNRPC	Southern Nevada Regional Planning Coalition
SNS	Southern Nevada Strong Regional Plan
SNSA	Southern Nevada Supplemental Airport
SNTC	Southern Nevada Transit Coalition
SNWA	Southern Nevada Water Authority
TAB	Town Advisory Board
TOD	Transit-Oriented Development
UNLV	University of Nevada, Las Vegas
USACE	U.S. Army Corps of Engineers
USAF	U.S. Air Force
USBR	U.S. Bureau of Reclamation
USFS	U.S. Forest Service
USGS	U.S. Geological Survey
VMT	Vehicle Miles Traveled
VVWD	Virgin Valley Water District
WPA	Works Progress Administration
WSA	Wilderness Study Area
WUI	Wildland Urban Interface

Contents

Acknowledgements i
List of Maps iii
Photo Credits iii
Acronyms iv

Section 1: Introduction 1

About the Master Plan 3
Opportunities for Input 4
Core Values 8
Relationship to NRS Requirements 9
Amending and Updating the Plan 12
Related Plans and Studies 14

Section 2: Countywide Goals and Policies 15

About this Section 16
Core Value 1: Unique Communities, Neighborhoods, and Lifestyles 18
Core Value 2: Equitable Access to Programs, Services, and Amenities 28
Core Value 3: A Healthy and Sustainable Natural and Built Environment 36
Core Value 4: A More Connected Clark County 44
Core Value 5: A Diverse and Resilient Economy 52
Core Value 6: Sustainable and Resilient Growth and Development 60

Section 3 : Growth Framework 69

About this Section 70
Planned Land Use 71
Neighborhoods 73
Commercial and Mixed-Use Areas 85
Employment 92
Infrastructure and Services 102
Water Resources 104
Natural and Manmade Hazards 105
Federal Lands 107
Airport Environs 114

Section 4: Area-Specific Goals and Policies 115

About This Section 116
Enterprise 118
Laughlin 123
Lone Mountain 128
Northeast County 132
Northwest County 137
South County 143
Spring Valley 148
Summerlin South 153
Sunrise Manor 157
Whitney 162
Winchester/Paradise 166

Section 5: Implementation 171

About this Section 172
Partner Organizations 173
How to Use this Section 174
Core Value 1: Unique Communities, Neighborhoods, and Lifestyles 175
Core Value 2: Equitable Access to Programs, Services, and Amenities 177
Core Value 3: A Healthy and Sustainable Natural Environment 179
Core Value 4: A More Connected Clark County 181
Core Value 5: A Diverse and Resilient Economy 182
Core Value 6: Predictable Growth and Development 183

Appendix A: Supplemental Information (Countywide) 185

Appendix B: Supplemental Information (Area-Specific) 252

Appendix C: State of the County 315

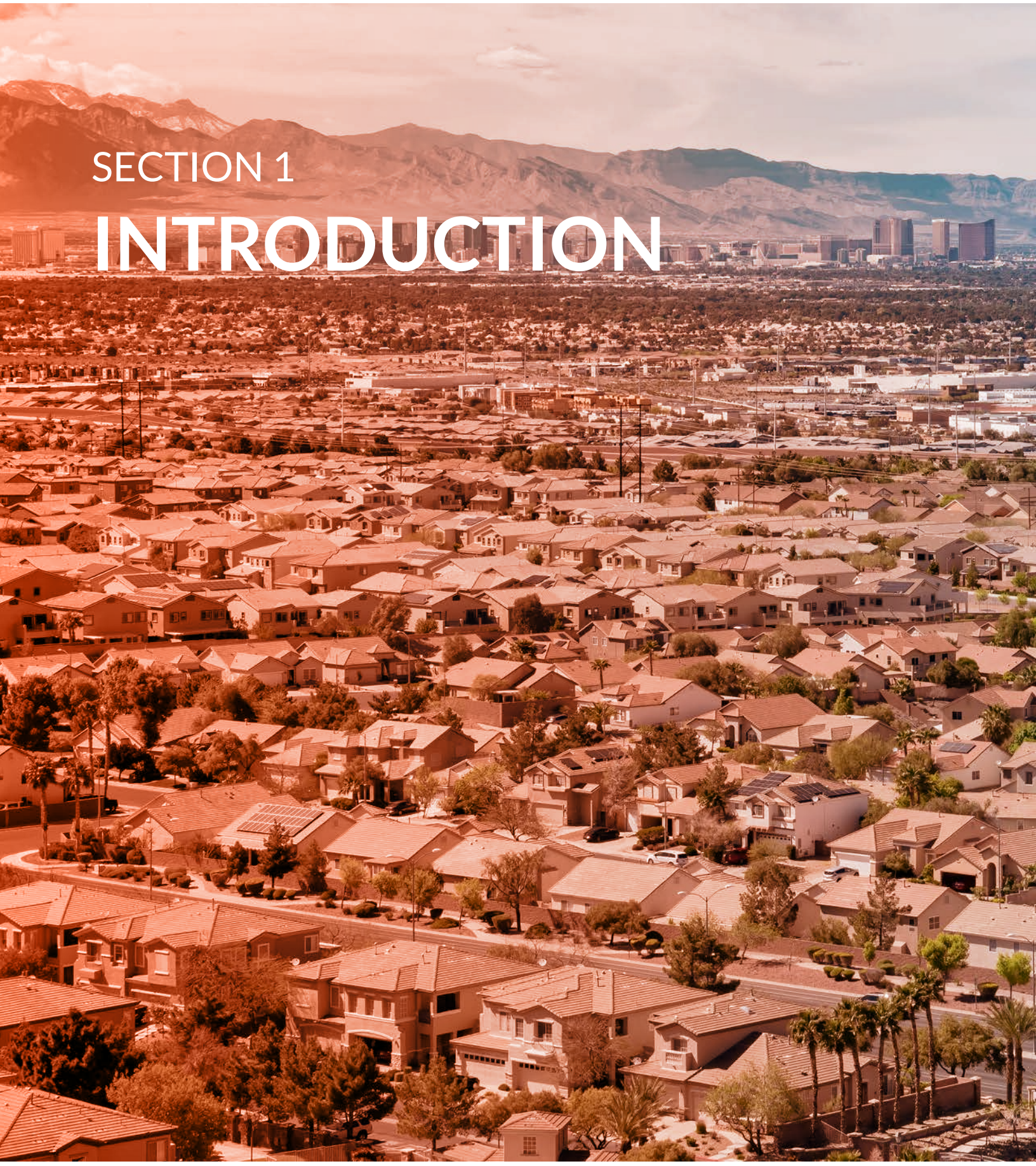
Appendix D: Glossary of Terms 316

Community Outreach Summary 319

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SECTION 1

INTRODUCTION





The Clark County Master Plan (the Master Plan) is the result of a multi-year effort—Transform Clark County—to establish a cohesive, countywide vision for the future and a defined strategy to achieve that vision. The updated Master Plan is one of two major outcomes from Transform Clark County. The other is a rewrite of Clark County's key regulatory document—the Unified Development Code (Title 30). The updated Master Plan serves as the policy guide for the growth and physical development of Clark County and informs updates and interpretations of the Title 30.

Although the Master Plan has been amended and revised over time, it has not been comprehensively updated since 1983. Since that time, Clark County has grown by more than 427 percent—from an estimated 530,195 residents to approximately 2,266,715 in 2020. During that time Clark County has transformed by almost every measure. The population boom has resulted in a corresponding increase in development, often at a fast pace and increasingly without updated guidance from the Master Plan about the desired form, location, or character of that development.

Alongside the surge in population and development has been the growth of new and old industries—the Las Vegas Valley has grown into the gaming and entertainment capital of the world and has become a popular tourist destination. Other major industries and employers are tied to the many military facilities in Clark County, and the growth of federal, state, and local government agencies to serve the growing population. Increasingly, Southern Nevada has seen economic growth from technology firms, the cannabis industry, professional sports, and recreation-related business. These shifts necessitate a fresh look at how to comprehensively plan for the future of Clark County.

Over time, the Southern Nevada Public Lands Management Act (SNPLMA) disposal boundary has been expanded to allow for additional development and growth in the Las Vegas Valley. At the same time, land for development is finite, so efficient use of available land is important. Recent changes to the landscape of Clark County include the periodic establishment or expansion of land designated for wildlife habitat, scenic preservation, and recreational use; plans for transit-oriented development (TOD) and future expansion of high-frequency transit service along major roadways in the Las Vegas Valley. These efforts indicate a need for revitalization and investment in older neighborhoods, a desire for more sustainable development practices, and recognition of alternative approaches needed to accommodate growth.

About the Master Plan

The Master Plan is required by NRS §278.170 to serve as the comprehensive master plan for Clark County. The Master Plan is an important tool for identifying the community's core values and desired quality of life in the next ten to20 years. The Master Plan also establishes the goals and policies that are used by Clark County to achieve the community's vision for the future, alongside regional partners and the residents of Clark County. While the Master Plan addresses issues of regional significance, this Master Plan applies specifically to *unincorporated* portions of Clark County. Incorporated cities within Clark County are responsible for preparing and implementing their own plans.

While the previous plan for Clark County was organized into elements to cover each of the required topics of NRS §278.160, this Master Plan modernizes that approach by focusing on a series of themes—or core values—that cover each of the required topic areas. This approach recognizes the interrelated nature of each topic area and the need for the Master Plan to inspire the community and spur action toward achieving a common vision.



Opportunities for Input

During the Transform Clark County project, outreach efforts were used to gather ideas from stakeholders in the community and to ensure the Master Plan was headed in the right direction. Each phase of the project provided opportunities for elected and appointed officials, County staff, regional service providers and partners, business-owners, representatives from Town Advisory Boards (TABs) and Citizens Advisory Councils (CACs), and residents to weigh-in on how feedback from the previous phase was incorporated and how each deliverable informs the next phase.

The Clark County Public Communications Office played an integral role throughout the process by sharing information, news, and updates on the project to local media outlets and through social media (Twitter, Facebook, Instagram, etc.) to tens of thousands of followers. Information was also posted to the project website and distributed via e-blast directly to individuals who signed up to receive regular updates.

Engagement at Each Phase

The master planning process was divided into six phases with opportunities at each stage for input. A summary of of these opportunities is provided below. A detailed summary of community comments and survey results is provided in the Community Outreach Summaries. Results will be updated prior to adoption of this Master Plan.

As noted previously, this process included a rewrite of both the Master Plan and Development Code. As a result, opportunities for input on both documents were provided at strategic points during the Master Plan portion of the process to ensure recommendations were aligned.

Project Kick-Off

A series of initial stakeholder interviews and online meetings were held in July 2020 with elected and appointed officials, staff from relevant County departments, representatives from other communities and agencies in Clark County (e.g., city representatives, the Regional Transportation Commission of Southern Nevada, Clark County School District, and Southern Nevada Water Authority), TAB and CAC representatives, and the public at-large—including the development community, environmental advocates, business owners, and residents. The purpose of these initial meetings was to introduce the purpose and scope of the project and begin to gather ideas from key stakeholders about issues and opportunities to be addressed as part of the Master Plan and Title 30 rewrites.

Vision and Goals

Building on the results of the initial stakeholder meetings, an online survey was developed to seek input from the community-at-large about current and future conditions in Clark County. The survey was offered in English and Spanish and was widely advertised through traditional and social media channels. More than 2,800 responses were received. The results provided insight into resident opinions on issues and opportunities in Clark County related to the built and natural environment, transportation, recreation, housing, the economy, and quality of life. The survey also provided insight into resident values and their vision for the future of Clark County.

The results of this initial survey were used to inform the development of the Preliminary Plan Framework, which identified six draft core values for Clark County, and proposed supporting goals and policy topics for consideration. The Preliminary Plan Framework was the focus of a second round of online meetings held in September 2020. A second online survey was also offered (in both English and Spanish) over more than a month in September and October 2020. Nearly 900 responses were received.

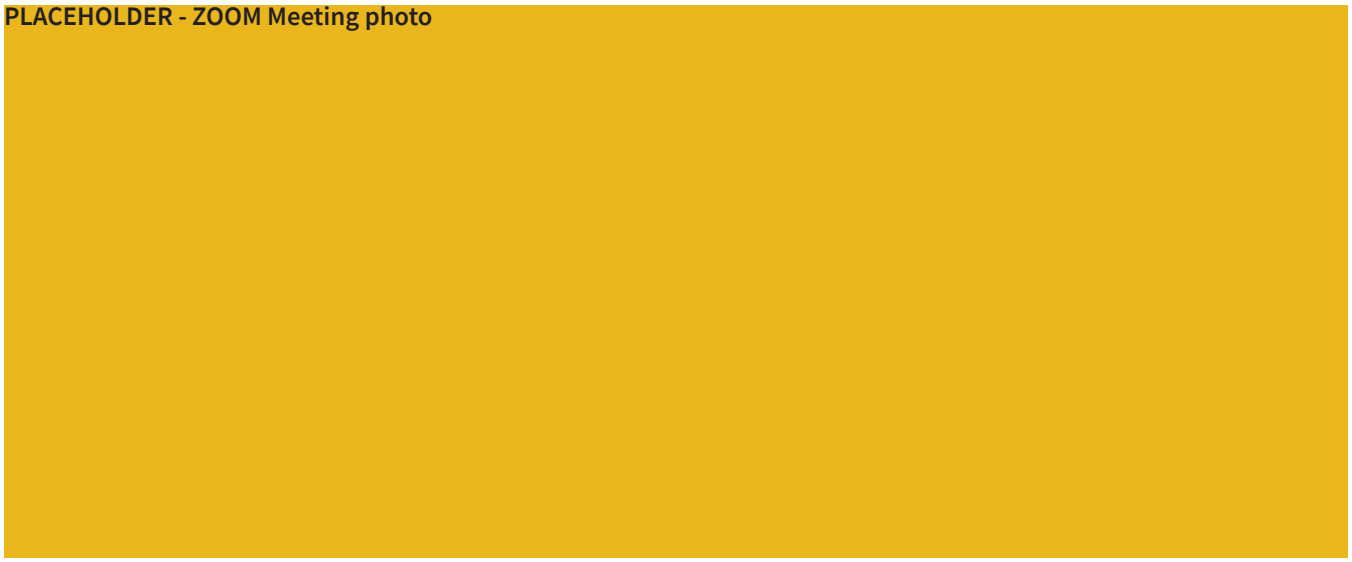
Policy Directions

Based on the input received on the Preliminary Plan Framework, the fourth phase of the project—Policy Directions—began to establish a more detailed framework of goals and policies. This phase included three rounds of public engagement— one to provide general input on the Title 30, one to review the Draft Countywide Policies, and one to review the draft Area-Specific Policies and Draft Land Use Categories.

An online survey to inform the Title 30 rewrite was launched in November 2020 to help inform kick-off meetings for that portion of the process that were held in January 2021. Over 500 people responded to the survey.

A third round of community and stakeholder meetings on the Master Plan was conducted in December 2020 to review the Draft Countywide Policies, followed by an online input opportunity that ran through the end of January 2021.

A fourth round of public engagement on the Master Plan—in April and May 2021—focused on the Draft Area-Specific Policies, Draft Land Use Categories, and Preliminary Zoning Districts (to provide direction and ensure alignment with the Title 30). A virtual open house allowed the public to review the full document online and leave comments specific to individual planning areas. This virtual open house also included public review of draft land use categories with similar functionality for leaving comments and a side-by-side map where the public could see how the new categories might be applied to the future land use map. During this phase, County staff also worked closely with TABs and CACs to solicit input specific to individual planning areas.



Draft Master Plan

The Draft Master Plan was distributed for review on the project website and through an e-blast to website subscribers and stakeholder contacts in July 2021. Notice of the available draft for public review was distributed in partnership with the Clark County Public Communications Office through local media outlets and social media, along with efforts by elected and appointed officials to distribute to their constituents. In addition to making the document available to download and review through the project website, the Draft Master Plan was published online through a web-portal allowing anyone to add comments to specific places in the Draft Master Plan. Another series of public meetings was held online and in-person to solicit feedback on the Draft Master Plan from elected and appointed officials, County staff, TAB and CAC representatives, regional agencies and partners, and members of the public.

Master Plan Adoption and Implementation

During the final phase of the project – Master Plan Adoption and Implementation—feedback on the Draft Master Plan was used to further refine the Master Plan. The updated Master Plan was then published for public review and adoption meetings were held with the Clark County Planning Commission (PC) and Clark County Board of County Commissioners (BCC) with opportunities for the public to comment prior to adoption of the Master Plan.

Unified Development Code (Title 30)

As noted earlier, the Transform Clark County process included a review and rewrite of the Title 30, which was completed during the project phases following adoption of this Master Plan. Some outreach efforts were combined earlier on in the Master Plan process to improve efficiency. For example, during the project kick-off meetings, attendees were asked to weigh-in on Title 30 issues like the user-friendliness of Title 30, development quality, historic preservation and neighborhood character, application review procedures, and barriers to developing under the current Title 30.

Changing Approaches

After kicking-off the Transform Clark County project in early 2020, the Coronavirus Disease of 2019 (COVID-19) pandemic led to dramatic changes to the County's approach to gathering community input and engaging the community in the planning process. The dual public health and economic crises led to an increased focus on day-to-day issues among many local leaders, regional agencies, County departments, and community members. Necessary limitations on in-person meetings and workshops also required alternative approaches to public outreach and engagement.

In the initial phases of the planning effort, the County quickly adapted to the challenges of the COVID-19 pandemic by enhancing the role of the project website and incorporating more online surveys, virtual meetings, and web-based tools. In many ways this approach allowed for greater transparency and reduced barriers to public involvement in the process, but these methods also invariably impacted the way that many in Clark County were able to participate.









Who Participated?

Over the course of the process, over 5,000 people provided feedback. However, early observations of meeting attendance and data collected from early online surveys indicated underrepresentation of young, lower-income, and non-white residents. Often language barriers, experience and comfort with engaging in government-led processes, and time constraints limit engagement among these groups, but unequal access to computers and internet may also be barriers. The COVID-19 pandemic also disproportionately impacted the physical and economic health of these same communities.

To help engage a broader range of participants, more meeting times were offered, and meetings were scheduled at different times of day and days of the week. Online surveys, flyers, and meeting materials were translated into Spanish where possible, and alternative ways of participating online (e.g., surveys and virtual workshops) were offered to allow people unable or uncomfortable with attending online meetings to share their ideas and feedback. Targeted outreach to specific groups was also conducted to build awareness about the process and encourage broader participation.


Water Conservation
Innovative
Leadership
Affordable
Business Friendly
Welcoming
Diverse
Transportation
Preservation
Economy
Transit
Open
Recreation
Accessible
Thriving
Optimistic
Clean Air
Beautiful
Inclusive
Safe
Resilient
Strong
Arts and Culture
Community
Hopeful
Healthy
Nature
Less Crowded
Healthcare
Green
Education
Free
Fun
Fair
Low Crime
Equality
Modern
Jobs
Connected
Quality
Sustainable
Forward-Thinking
Friendly
Entertainment
Technology
Diverse Economy
Clean
Prosperous
Justice
Tourism
Conservation
Low Taxes
Equitable
Growth
Renewable Energy
Affordable Housing
Opportunity
Dynamic
Progressive
Walkable
Slow Growth
Family-Friendly

Core Values

During the third phase of the project, as part of the identification of the community's vision and values, survey responses were used to better understand the issues important to Clark County residents. The word cloud, on the previous page, depicts the most common phrases that survey respondents used when asked: "What three words best characterize your vision for Clark County's future?"

These responses, along with feedback provided during online public meetings, other survey data, and study of community issues led to the development of six core values:

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. The core values serve as the organizing structure for the countywide goals and policies.

UNIQUE COMMUNITIES, NEIGHBORHOODS, AND LIFESTYLES

A MORE CONNECTED CLARK COUNTY

EQUITABLE ACCESS TO PROGRAMS, SERVICES, AND AMENITIES

A DIVERSE AND RESILIENT ECONOMY

A HEALTHY AND SUSTAINABLE NATURAL AND BUILT ENVIRONMENT

SUSTAINABLE AND RESILIENT GROWTH AND DEVELOPMENT

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. Supporting and technical information required by NRS §278.160 is provided in other sections of the plan, as detailed on page 11.

Section 3: Growth Framework, addresses NRS requirements related to transportation, conservation, and public facilities and services. Section 5: Implementation, details the initiatives that will support the plan and the roles and responsibilities of the County and other partners for implementation, and the appendices—notably, Appendix A: Supplemental Information (Countywide) and Appendix B: Supplemental Information (Area-Specific)—provide a library of supporting data, information, and documentation related to sections of the Master Plan and information required by NRS §278.160.



Core Value #1:

Unique Communities, Neighborhoods, and Lifestyles

TOPICS ADDRESSED

- Housing access/affordability
- Complete neighborhoods (design of new neighborhoods)
- Established neighborhoods
- Freestanding communities
- Rural neighborhoods
- Historic Preservation

RELATIONSHIP TO NRS REQUIREMENTS

- Housing
- Historic Preservation
- Land Use (community design and development, master planned communities, rural neighborhoods preservation plan, mixed-use development)



Core Value #2:

Equitable Access to Services and Amenities

TOPICS ADDRESSED

- Parks, trails, and open space
- Health and human services
- Arts and culture

RELATIONSHIP TO NRS REQUIREMENTS

- Recreation and open space



Core Value #3:

A Healthy and Sustainable Natural Environment

TOPICS ADDRESSED

- Air quality
- Energy
- Water
- Waste reduction
- Natural areas
- Federal lands

RELATIONSHIP TO NRS REQUIREMENTS

- Conservation
- Energy



Core Value #4:

A More Connected Clark County

TOPICS ADDRESSED

- Multimodal transportation
- Regional collaboration
- Transparent and inclusive government

RELATIONSHIP TO NRS REQUIREMENTS

- Transportation



Core Value #5:

A Diverse and Resilient Economy

TOPICS ADDRESSED

- Employment and job base
- Education/workforce
- Business-friendly environment

RELATIONSHIP TO NRS REQUIREMENTS

- Public Facilities and Services (economic and schools sub-elements)



Core Value #6:

Predictable Growth and Development

TOPICS ADDRESSED

- Growth management
- Alignment with adopted plans
- Development quality
- Hazard mitigation
- Adequate public facilities
- Mixed-use and Transit-oriented development

RELATIONSHIP TO NRS REQUIREMENTS

- Land use
- Public Facilities and Services (utilities/ aboveground utility plan sub-elements)
- Safety (fire, police, and natural & man-made hazards sub-elements)

Parts of the Plan

The Master Plan contains five interrelated sections in addition to this introductory section. The core values serve as a foundation for each of these Master Plan components. The graphic below provides an overview of the key components of each section.

SECTION 2: **Countywide Goals and Policies.** Establishes a policy framework guide day-to-day decision-making on issues of importance to Clark County as a whole.

SECTION 3: **Growth Framework.** Addresses the various factors that influence growth and development in unincorporated Clark County:

- **Planned Land Use.** Includes the Countywide Planned Land Use Map and Land Use Category definitions.
- **Infrastructure and Services.** Provides an overview of infrastructure and service provision at a countywide level, generally, who provides which services, how they are funded, what plans and regulations are in place, and who administers them. Topics addressed include flood control and drainage, libraries, public safety, recreation and open space, schools, transportation, utilities, and water and wastewater.
- **Natural and Manmade Hazards.** Provides an overview of land- and water-related hazards that directly impact growth and development in Clark County.
- **Federal Lands.** Summarizes land use and resource considerations that apply to the more than 4.5 million acres of federal land in Clark County.
- **Airport Environs.** Provides an overview of land use considerations related to Clark County's many airports and associated maps.

SECTION 4: **Area-Specific Goals and Policies.** Supplements Section 2: Countywide Goals and Policies with guidance unique to each of the 11 planning areas in Clark County—Enterprise, Laughlin, Lone Mountain, Northeast County, Northwest County, South County, Spring Valley, Summerlin South, Sunrise Manor, Whitney, and Winchester/Paradise. This section also supplements Section 3: Growth Framework with Planned Land Use maps for each of the planning areas [to be added].

SECTION 5: **Implementation.** Highlights major initiatives that will support the implementation of the Master Plan through the coordinated efforts of Clark County departments in collaboration with multiple governmental agencies and partner organizations.

APPENDICES. Six appendices provide a library of supporting data, information, and documentation related to sections of the Master Plan and information required by NRS §278.160.

- **Appendix A.** Supplemental Information (Countywide). Contains technical information and data related to transportation, recreation and open space, federal lands, and conservation issues in Clark County to supplement overview provided in Section 3: Growth Framework.
- **Appendix B.** Supplemental Information (Area-Specific). Contains background information specific to each of the 11 planning areas. Topics addressed include infrastructure and services, natural and manmade hazards, historic and cultural resources, and habitat conservation.
- **Appendix C.** The State of the County report. Provides an overview of the County's jurisdiction, representation, services, distinct geographies, regional partners, and other factors that influence how Clark County provides services and plans for the future. Also provides contextual data and trends associated with Clark County's population, demographics, housing stock, growth, and economy.
- **Appendix D.** Glossary of Terms. Defines key terms used throughout the Master Plan as a reference for users.
- **Community Outreach Summaries.** Includes a summary of input received during the Master Plan update.

Amending and Updating the Plan

The Master Plan is intended to provide policy guidance for a ten- to 20-year planning horizon. However, periodic plan amendments and updates will be necessary to keep the Master Plan relevant as conditions change, new issues and opportunities emerge, actions are completed, and priorities shift. Generally, the Master Plan should be reviewed annually or biennially to determine whether minor or major amendments are needed. The timing of updates to area-specific goals and policies and planning area land use plans (as contained in Section 3) will vary. Master Plan amendments and updates and should follow the criteria and considerations outlined below.

Minor Amendments

Minor amendments to the Master Plan (including appendices) may be proposed for targeted text or map revisions that do not significantly affect other plan goals or policies. Minor amendments may be initiated by the Director of the Department of Comprehensive Planning (Director), the Planning Commission, or the Board of County Commissioners (BCC). While there are no limits on the number of minor amendments to the Master Plan, such amendments should generally be consolidated into a package of routine amendments that is brought forward once a year. There are no time limits for public hearings or BCC decisions regarding minor amendments. In order to adopt a minor amendment, the BCC must find that the change is justified because:

1. There is evidence that an error exists in the mapped location of a geographical feature, including without limitation, topography, slopes, hydrographic features, wetland delineations and floodplains;
2. The name of a jurisdiction, agency, department, or district by the County, governing board or other governing authority, or other entities is altered; or
3. Statistical information included in the Master Plan (e.g., annual population estimates) is updated by a new or revised study.

Major Amendments

Major amendments to the Master Plan can be initiated by the Director, the Planning Commission, or the BCC, or by a person's application. The Director shall make a recommendation on the proposed amendment to the Planning Commission, who, in turn, provides a recommendation to the Board. When considering a major amendment to the Master Plan, the following criteria should be evaluated:

1. The proposed amendment is consistent with the overall intent of the Master Plan;
2. The proposed amendment is required based on changed conditions or further studies;
3. The proposed amendment is compatible with the surrounding area;
4. Strict adherence to the current goals and policies of the Master Plan would result in a situation neither intended by nor in keeping with other core values, goals, and policies;
5. The proposed amendment will not have a negative effect on adjacent properties or on transportation services and facilities;
6. The proposed amendment will have a minimal effect on service provision and/or is compatible with existing and planned service provision and future development of the area; and
7. The proposed amendment will not cause detriment to the public health, safety, and general welfare of the people of Clark County.

Land Use Plan Updates

Historically, the County has updated the Master Plan and each planning area land use plan every five years. However, some planning areas are rapidly growing and changing while others are experiencing less dramatic shifts. As a result, the practice of updating each planning area land use plan on a five-year rotation has underserved some communities while in other planning areas, this has resulted in minimal changes.

Upon adoption of this Master Plan, updates to the land use plans and associated goals and policies for each planning area will be updated based on their relative need. Plans for fast-growing planning areas in the Las Vegas Valley should generally be reviewed and updated every three to five years while more stable planning areas should generally be updated every five to ten years. The table below identifies planning areas considered to be evolving or stable based on conditions at the time of the Master Plan's completion, a recommended schedule for each, and potential review triggers that may warrant a deviation from the recommended schedule.

A review schedule will be maintained by the Department of Comprehensive Planning and updated as necessary as part of routine updates and amendments.

	Evolving	Stable
Planning Areas	Enterprise Spring Valley	Laughlin Lone Mountain Northeast County Northwest County South County Summerlin South Sunrise Manor Whitney Winchester/Paradise
Land Use Update Schedule	Every 3-5 years, or as needed based on potential review triggers	Every 5-10 years, or as needed based on potential review triggers
Potential Review Triggers	A significant increase in development proposals from previous year The emergence of unforeseen development pressures (e.g., demolition permits, numerous requests for land use plan amendments) A formal request made by the applicable TAB(s) or CAC(s) Expectation of a transformative public or private project within the planning area	

Related Plans and Studies

The Master Plan is the overarching policy guidance for Clark County, but many other plans have been—or will be—adopted by the County, its various departments, and other regional agencies and service providers. Some plans are regional in scale while others provide more detailed guidance on a particular issue or a smaller geography.

Related plans and studies are referenced throughout this Master Plan to highlight the County's role in achieving other plan goals and to note where existing plans and efforts by other agencies can help meet a Master Plan goal.

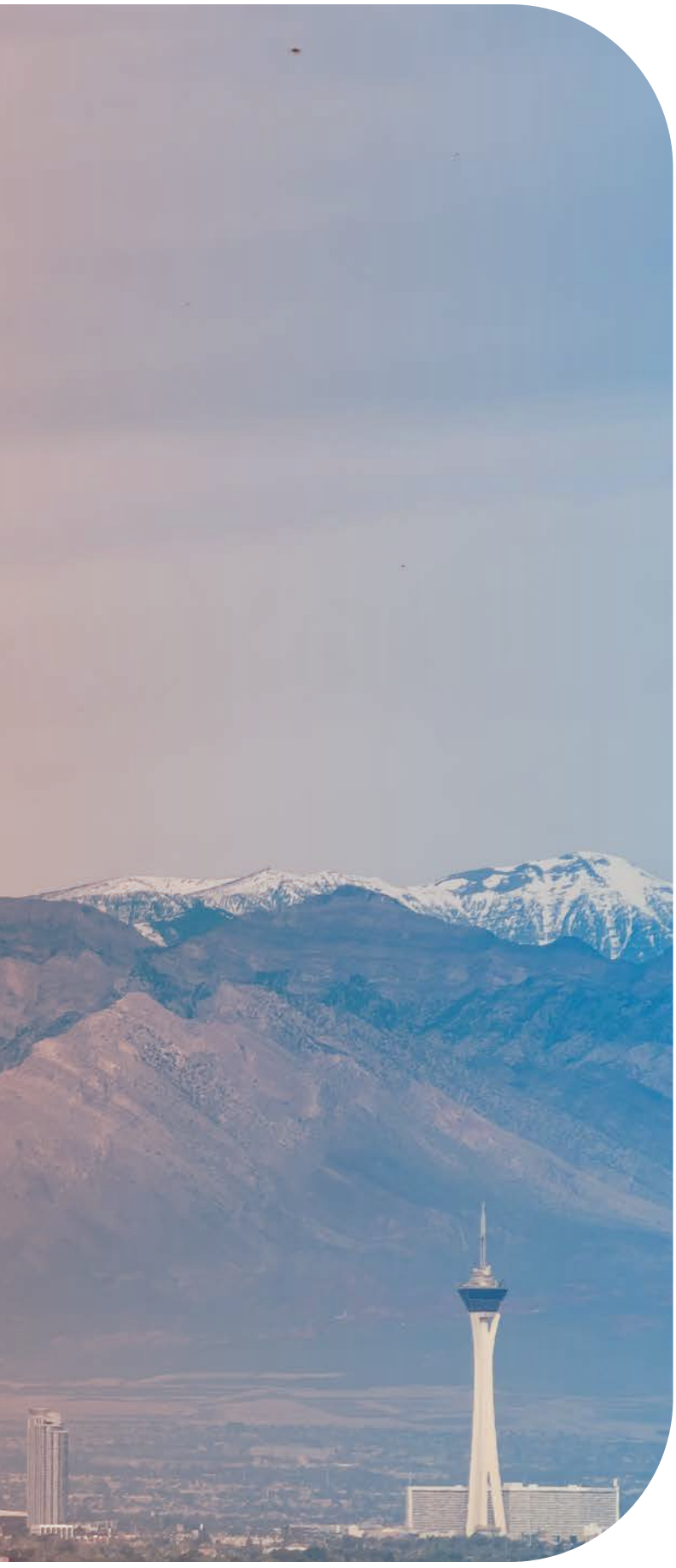
Alongside the development of the Master Plan, the County recently adopted a Sustainability and Climate Action Plan that focuses on taking action to address climate change and create a more sustainable future for all through changes in County operations. The Sustainability and Climate Action Plan focuses on measures that the County can employ to ensure the well-being and prosperity of everyone in Clark County, today and into the future.

As a next step, the County recently initiated a community-facing Sustainability and Climate Action Plan in collaboration with regional partners. While this Master Plan places significant focus on sustainability, many of the goals and policies in this document are intended to support the more detailed goals and actions of that Sustainability and Climate Action Plan. Instead of incorporating the detailed goals and policies of various other plans, including this sustainability initiative, the Master Plan captures the community's big-picture vision and ensures alignment with the many topic- or geography-specific plans within Clark County. This approach ensures that the Master Plan is user-friendly and grounded in the community's overall goals for the future, while also ensuring alignment between various plans or policy direction.

SECTION 2

COUNTYWIDE GOALS AND POLICIES





About this Section

This section of the Master Plan establishes a policy framework to guide day-to-day decision-making. Countywide goals and policies should be used as a reference when questions arise or guidance is needed on the County's position on a particular topic or issue. Many of the goals and policies reflect the current practices of Clark County and its partnerships with others at the regional, state, and federal level. Others are new, and reflect community and stakeholder feedback received as part of the Transform Clark County process. Because they are applicable countywide, goals and policies in this section are intentionally broad. More detailed policy guidance for individual planning areas within Clark County is provided in Section 4: Area-Specific Goals and Policies.






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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. 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 and outlying communities continue to thrive alongside urban areas, 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; and
- A family-friendly atmosphere thrives alongside many lifestyle options to accommodate the diverse population.



CORE VALUE 1: UNIQUE COMMUNITIES, NEIGHBORHOODS, AND LIFESTYLES

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

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 multi-family complexes.

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, *Infill and Redevelopment*]

POLICY 1.1.4: SUPPORTIVE HOUSING

Encourage housing options that incorporate universal design and visitability 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

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, *All Clark County residents have access to the high-quality health and social services they need*, and supporting policies]

Goal 1.2: Expand the number of long-term affordable housing units available in Clark County

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 public-private partnerships to promote expanded construction of affordable housing units throughout the County.

POLICY 1.2.5: DISPOSAL LAND

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 6.1, *A coordinated pattern of development in unincorporated Clark County,* and supporting 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.

Goal 1.3: Encourage the development of new neighborhoods that embody Clark County's core values

POLICY 1.3.1: NEIGHBORHOOD IDENTITY

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.

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. [See also, Goal 3.6, *Focus on incorporating enhanced sustainability and resilience practices into the built environment*, and supporting policies.]

Goal 1.4: Invest in and care for established neighborhoods

POLICY 1.4.1: NEIGHBORHOOD IMPROVEMENTS

Support efforts to make neighborhood improvements (e.g., trail connections, increasing tree canopy, 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 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. [See also, Goal 3.6, *Focus on incorporating enhanced sustainability and resilience practices into the built environment*, and supporting policies.]

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, *Multi-Generational Housing*]

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 Ranch Estate lifestyles within the Las Vegas Valley

POLICY 1.5.1: RURAL NEIGHBORHOOD PRESERVATION AREAS

Support the protection of existing Rural Neighborhood Preservation (RNP) areas as defined by NRS §278.160.

Rural Neighborhood Preservation Areas

While many large-lot neighborhoods in unincorporated Clark County are commonly referred to as RNPs, not all of these neighborhoods meet the legal definition. According to NRS §278.0177, a "Rural preservation neighborhood" means a subdivided or developed area:

1. Which consists of 10 or more residential dwelling units;
2. Where the outer boundary of each lot that is used for residential purposes is not more than 330 feet from the outer boundary of any other lot that is used for residential purposes;
3. Which has no more than two residential dwelling units per acre; and
4. Which allows residents to raise or keep animals non-commercially.

Countywide Goal 1.5 and associated policies, in conjunction with the Ranch Estate Neighborhood (RN) land use category and key considerations for neighborhoods outlined in Section 3: Growth Framework, are intended to protect the character of existing neighborhoods that meet this definition as adjacent properties develop over time. They are not intended to support the development of new RNP areas.





POLICY 1.5.2: COMPATIBLE DEVELOPMENT

Adopt and implement standards to protect the established character and lifestyles associated with RNP 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.

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 the Unified Development Code (Title 30).

Goal 1.6: Protect the character, identity, and economic viability of the County's outlying communities

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. 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

POLICY 1.7.1: RESOURCE IDENTIFICATION AND PROTECTION

Cooperate with local preservation non-profits, the State Historic Preservation Office (SHPO), the National Park Service (NPS), 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.

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.

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.

Historical Markers

Marker Number	Name	Roadway
33	The Old Spanish Trail 1829-1850	Village Boulevard
34	The Old Spanish Trail 1829-1850	State Route 160
36	Moapa Valley	North Moapa Valley Boulevard
37	Powell of the Colorado	Echo Bay Road
41	Pueblo Grande de Nevada	South Moapa Valley Boulevard
102	Goodsprings	West Spring Street
103	Gypsum Cave (no marker present)	Pabco Road
104	The Camel Corps	State Route 163 (Laughlin Highway)
115	Potosi	State Route 160
116	Searchlight	Veterans Memorial Highway
139	Old Spanish Trail (The Journey of Death)	Valley of Fire Highway
140	The Garces Expedition	Needles Highway
142	Old Spanish Trail (Mountain Springs Pass)	State Route 160
150	Nevada's First State Park	Mouse's Tank Road
168	Arrowhead Trail	Valley of Fire Highway
188	Von Schmidt State Boundary Monument	Needles Highway
195	The Last Spike	Las Vegas Boulevard South
214	Rafael Rivera	South Mountain Vista Street









Designated Historic Properties

Resource	Location	Town
Clark County Historic Designation		
Paradise Palms Neighborhood (Phase 1)	On south side of Desert Inn Road, east side of Oneida Way, north and south sides of Commanche Drive, and east and west side of Seneca Drive	Paradise
Liberace Mansion	4982 Shirley Street	Paradise
National/Nevada State Register of Historic Places		
Sloan Petroglyph Site	Address restricted	N/A
LDS Moapa Stake Office Building	161 West Virginia Street	Overton
Overton Gymnasium	North West Thomas Street, west of South Anderson Street	Overton
St. Thomas Memorial Cemetery	Magnasite Road off Moapa Valley Boulevard	Overton
Welcome to Fabulous Las Vegas Sign	Las Vegas Boulevard South, in public right of way, approximately 0.5 mile south of Russell Road	Paradise
Hunt, Parley House	Canal Street near Virgin Street	Bunkerville
Leavitt, Thomas House	160 South First West Street	Bunkerville
Goodpsrings Schoolhouse	San Pedro Avenue, east of Esmeralda Street	Goodsprings
Time Springs Petroglyph	Address restricted	Indian Springs
Brownstone Canyon Archaeological District	Address restricted	N/A
Camp Lee Canyon	State Route 156, approximately 50 miles northwest of Las Vegas in Spring Mountains NRA	Mt. Charleston
Corn Creek Campsite	Address restricted	Corn Creek
Gypsum Cave	Address restricted	N/A
Hidden Forest Cabin	20 miles northof Las Vegas on Hidden Forest Road	N/A
Little Church of the West	3960 Las Vegas Boulevard South	Paradise
Mormon Well Spring	North of Las Vegas on Mormon Spring	N/A
Potosi	South of Las Vegas near Interstate 15 at Potosi Pass	Mountain Springs
Sandstone Ranch	20 miles southwest of Las Vegas	N/A
Sheep Mountain Range Archaeological District	About 20 miles north of Las Vegas	N/A
Old Spanish Trail, Mormon Road Historic District	From California border to Arizona border, across southern Nevada, through Las Vegas	N/A
Grapevine Canyon Petroglyphs	Address restricted	Laughlin
Spirit Mountain	Address restricted	Laughlin
Spanish Trail, Old,--Mormon Road Historic District (Boundary Increase)	Near Interstate 15 and State Route 169	Moapa
B-29 Serial No. 45-21847 (Heavy Bomber)	Lake Mead NRA	Overton
Boulder Dam Park Museum (now Lost City Museum)	West side of State Route 169	Overton
Pueblo Grande de Nevada	Southeast of Overton	Overton
Homestake Mine	Address Restricted	Searchlight
Walking Box Ranch	6333 West State Route 164	Searchlight
Logandale Elementary School	State Route 169 and West Gann Road	Logandale
Pioneer Saloon	310 Spring Street	Goodsprings

Relationship to the County's *Sustainability and Climate Action Plan*

The goals and policies of Core Value 1 promote a more sustainable and resilient Clark County by:

- Encouraging development along high-frequency transit corridors;
- Supporting the establishment of neighborhood-serving commercial centers near where people live;
- Focusing on the rehabilitation and preservation of existing housing and structures;
- Encouraging infill development; and
- Improving connections between neighborhoods.

● **Supports Directly** ● **Supports Indirectly**

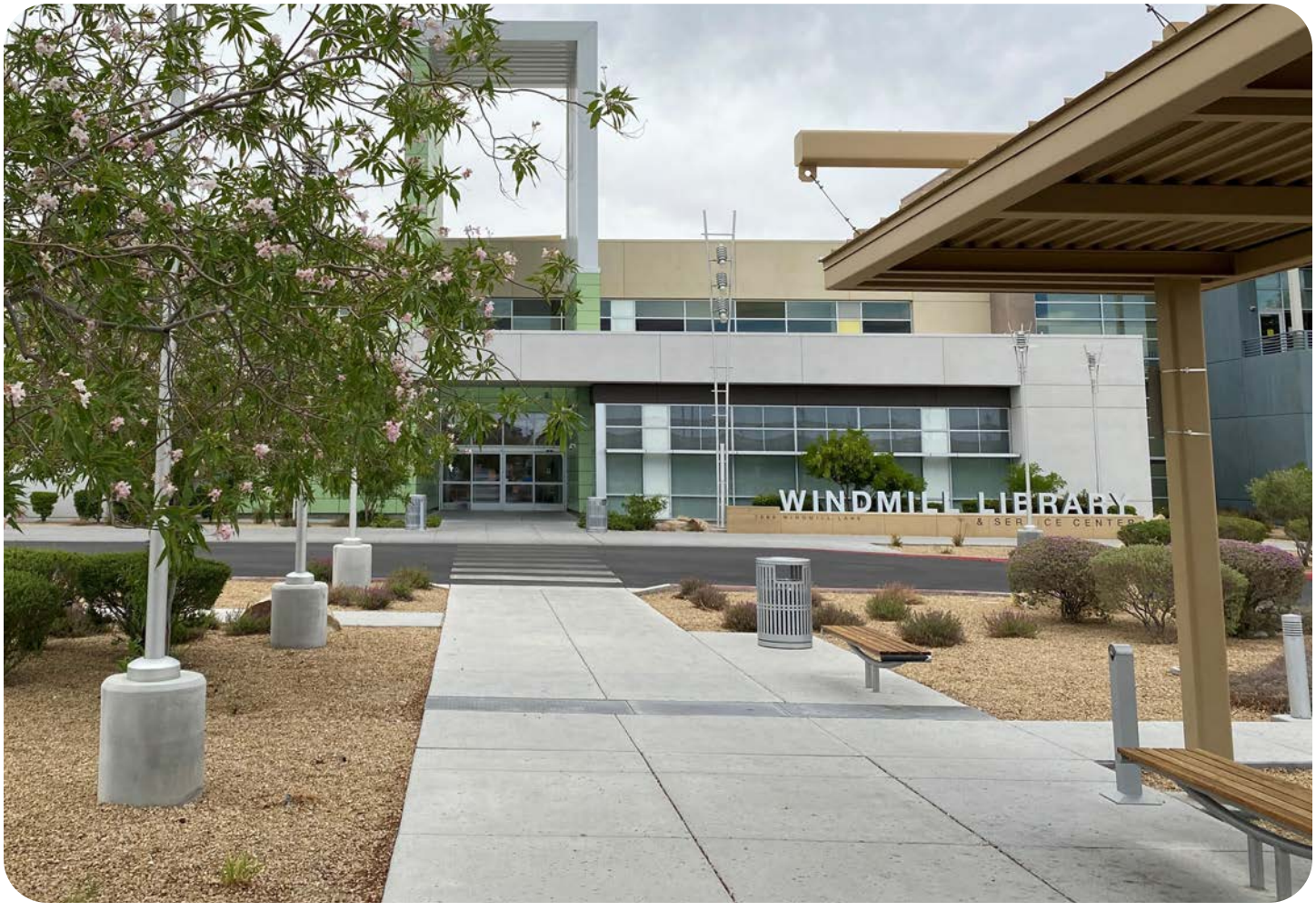
GOALS	GHG Reduction Potential	INCREASED RESILIENCE: Social	Economic	Built Environment	Equity
Goal 1.1: Provide opportunities for diverse housing options to meet the needs of residents of all ages, income levels, and abilities	●	●	●	●	●
Goal 1.2: Expand the number of long-term affordable housing units available in Clark County	●	●	●	●	●
Goal 1.3: Encourage the development of new neighborhoods that embody Clark County's core values		●	●	●	●
Goal 1.4: Invest in and care for established neighborhoods	●	●	●	●	●
Goal 1.5: Maintain opportunities for Ranch Estate lifestyles within the Las Vegas Valley		●	●	●	
Goal 1.6: Protect the character, identity, and economic viability of the County's outlying communities		●	●	●	●
Goal 1.7: Protect Clark County's historic, cultural, and archaeological resources		●	●	●	●

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WINDMILL LIBRARY



CORE VALUE 2: EQUITABLE ACCESS TO PROGRAMS, SERVICES, AND AMENITIES



Where are we today?

Clark 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 have 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; and
- A vibrant local arts, culture, and entertainment scene thrives alongside the national acts and venues the Las Vegas Valley is known for.



CORE VALUE 2: EQUITABLE ACCESS TO PROGRAMS, SERVICES, AND AMENITIES

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

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 Section 3: Growth Framework.

POLICY 2.1.2: EQUITABLE ACCESS

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.

POLICY 2.1.3: TRAIL SITING

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.

Major Regional Initiatives

Neon to Nature. Part of Southern Nevada Health District's (SNHD) "Get Healthy Clark County" initiative, Neon to Nature is an online tool or mobile app that enables county residents and visitors to find information about the 1,000+ miles of walking and bicycle trails throughout Southern Nevada. Each trail listing includes trail information and photos, along with maps of each trail's location, length, and amenities.

Vegas Valley Rim Trail. The Vegas Valley Rim Trail is a grand vision for a 100+ mile trail that, once complete, will circle the periphery of the Las Vegas Valley. The Rim Trail passes through unincorporated Clark County and the cities of Las Vegas, Henderson, and North Las Vegas. Portions of the trail already exist, and work is being done to link the discrete sections together, as well as to link to other completed trail networks, including the 35 miles of Las Vegas Wash trails. In addition to the County and cities, there are many partners working to make the trail a reality, including Get Outdoors Nevada, the NPS, the BLM, the Southern Nevada Regional Planning Coalition (SNRPC), and the Regional Transportation Commission of Southern Nevada (RTC).

POLICY 2.1.4: ACCESS AND USES

Designate areas where non-motorized users can experience and enjoy access to open lands and promote responsible use of off-highway vehicles (OHVs) in designated areas.[See also, Goal 3.5, *Manage access to public lands to balance habitat, recreational, environmental, aesthetic, and economic value*, and supporting policies]





POLICY 2.1.5: DEVELOPMENT STANDARDS

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: OPEN SPACE

Seek opportunities to protect distinctive topographic features for parks and open space through purchase, preservation, or dedication. Encourage new development to provide and maintain access to public lands through access easements and trail connections.

POLICY 2.1.7: 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 2.1.8: 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.



Goal 2.2: All residents in Clark County have access to high-quality programs and amenities

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.

Clark County Trail Map - Las Vegas Valley

[PLACEHOLDER: CLARK COUNTY TRAIL MAP - LAS VEGAS VALLEY]

POLICY 2.2.4: MULTI-PURPOSE FACILITIES

Seek opportunities to develop and maintain multi-purpose, multi-generational, and/or other types of 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.

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

Support on-going efforts of the 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

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.

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.



Human Service Providers in Clark County

Several County departments—and numerous external partners—are involved in social service provision in the County. The Clark County Social Service (CCSS) department is central to the County's efforts to provide services for seniors, persons with disabilities, and disadvantaged residents, while Parks & Recreation, through its cultural division and community centers, provides educational, recreational, and cultural programming. The County also collaborates with other jurisdictions on matters of health, housing, and transportation, by participating in the SNHD, the Southern Nevada Regional Housing Authority (SNRHA), and RTC, Southern Nevada's Metropolitan Planning Organization (MPO). Beyond County government and intergovernmental agencies, the County also collaborates with non-profits, faith-based service providers, and private agencies engaged in human service provision.

POLICY 2.3.6: ACCESS TO SERVICES

Coordinate with RTC and other regional partners on siting of future health and human service facilities to encourage 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*]









Goal 2.4: Continue to foster a supportive environment for local arts, culture, and entertainment

POLICY 2.4.1: LOCAL ARTS & CULTURE

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

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.

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.

Relationship to the County's *Sustainability and Climate Action Plan*

The goals and policies of Core Value 2 support a more sustainable and resilient Clark County by:

- Expanding parks, trails, and open space as communities grow;
- Encouraging parks, trails, and open space to be sustainably designed;
- Prioritizing equitable access to parks, trails, open space, public services, and amenities; and
- Integrating local arts, culture, and entertainment into the community.

● **Directly Supports** ● **Indirectly Supports**

GOALS	GHG Reduction Potential	INCREASED RESILIENCE: Social	Economic	Built Environment	Equity
Goal 2.1: Continue to expand the County's parks, trails, and open space system at a level that is sustainable	●	●	●	●	●
Goal 2.2: All residents in Clark County have access to high-quality programs and amenities		●	●	●	●
Goal 2.3: All Clark County residents have access to the high-quality health and social services they need		●	●	●	●
Goal 2.4: Continue to foster a supportive environment for local arts, culture, and entertainment		●	●		●











CORE VALUE 3: A HEALTHY AND SUSTAINABLE NATURAL AND BUILT ENVIRONMENT



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 Siegfried & Roy Park 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.

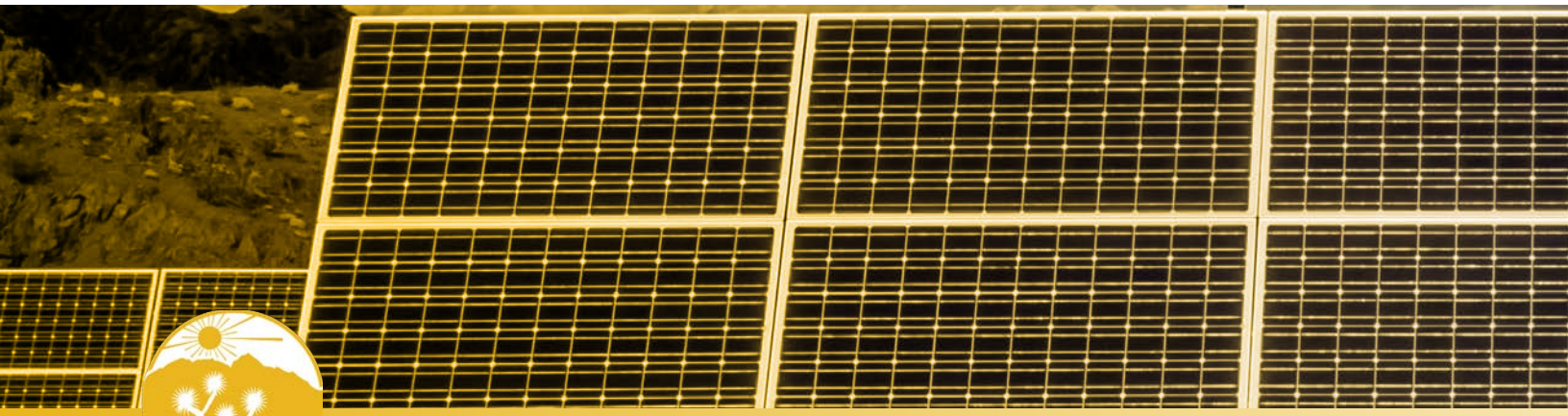
Managing resource use is one frequently cited concern allied closely with the need to preserve existing open spaces from encroachment. Residents have witnessed recent growth that brings development to the very perimeter of open spaces, and while regional growth is forecasted to continue at a slower pace, 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, 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 Las Vegas 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 emission of greenhouse gases, and increase its resilience to changing climate conditions; and
- 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.



CORE VALUE 3: A HEALTHY AND SUSTAINABLE NATURAL AND BUILT ENVIRONMENT

Countywide Goals and Policies

Goal 3.1: Maintain air quality at a level that protects public health and improves visual clarity

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.*

POLICY 3.1.2: TRANSPORTATION-RELATED EMISSIONS

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, *Encourage the expansion and use of multimodal transportation options throughout Clark County, 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

Encourage 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, *Focus on incorporating enhanced sustainability and resilience practices into the built environment*, and supporting policies.]

POLICY 3.2.2: FACILITY SITING

Support the expansion of locally-produced 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*. [See also, Goal 3.6, *Focus on incorporating enhanced sustainability and resilience practices into the built environment*, and supporting policies.]

POLICY 3.2.4: EMERGING TECHNOLOGIES

Explore opportunities to facilitate expanded use of electric vehicles and other emerging technologies that support the County's sustainability goals.

Goal 3.3: Maintain and protect the quality, supply, and reliability of Clark County's water resources for current and future residents

POLICY 3.3.1: WATER RESOURCES

Continue to support Southern Nevada Water Authority (SNWA) efforts and plans to meet current and projected water demands, encourage water conservation, and implement adaptive management strategies.

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. Utilize the SNWA Joint Water Conservation Plan to ensure conservation opportunities are optimized and reinforced.



POLICY 3.3.3: WATER QUALITY

Continue to implement an integrated, area-wide water quality management program in accordance with the Clark County 208 Area-Wide Water Quality Management Plan (208 WQMP) and related plans and studies.

POLICY 3.3.4: WASH PROTECTION AND RESTORATION PROGRAMS

Encourage preservation and protection of natural washes and waterways through measures that can improve the quality of water that enters Lake Mead. Utilize the *Las Vegas Wash Comprehensive Adaptive Management Plan* and related plans and studies to ensure land use compatibility with the Clark County Wetlands Park and associated wash improvements.

POLICY 3.3.5: IMPAIRED WATER BODIES

Support 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.

POLICY 3.3.6: FLOOD CONTROL

Coordinate with the Regional Flood Control District (RFCD) on efforts to control localized flooding.

POLICY 3.3.7: STORMWATER MANAGEMENT

Focus on maintaining quality of groundwater and public water bodies (e.g., lakes and rivers) with efforts to reduce untreated stormwater runoff through expanded use of catchment techniques, green infrastructure, vegetative buffers, regular maintenance of stormwater infrastructure, and continued compliance with the County's Joint National Pollutant Discharge Elimination System (NPDES) Municipal Separate Storm Sewer System (MS4) Permit (Stormwater Permit).

Water Resources Management

The sustainable management of Southern Nevada's water resources is critical to the continued vitality of the region. Clark County works with a variety of partners to protect the quality, supply, and reliability of Clark County's water resources for current and future residents. An overview of some of the major initiatives that help support the implementation of Goal 3.3 is provided in Section 3, Growth Framework. These initiatives include the SNWA Water Resources Plan, SNWA Water Conservation Plan, and Clark County 208 Water Quality Management Plan.

These ongoing initiatives reflect just some of the ongoing efforts by Clark County and its many regional partners to adapt growth-related policies and regulations to improve the resilience of Southern Nevada in the face of a changing climate.

POLICY 3.3.8: AGRICULTURAL ACTIVITY

Encourage the use of vegetative or constructive buffering surrounding area landscapes and farmland to limit the amount of wind erosion and irrigation runoff and protect water quality.

POLICY 3.3.9: GROUNDWATER PROTECTION

Develop a wellhead protection plan, explore land use and vegetation management practices that protect from aquifer contamination, support the proper abandonment of water wells, and coordinate the implementation of the 208 WQMP.

POLICY 3.3.10: GROUNDWATER RESOURCES

Support 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.

POLICY 3.3.11: SEWER AVAILABILITY

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

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

Encourage the adaptive reuse of existing buildings, the incorporation of recycled building materials, and other strategies to divert waste generated by construction, demolition, and renovation from landfills, subject to NRS and Southern Nevada Health District requirements.

POLICY 3.4.3: FOOD DIVERSION

Encourage regional and state efforts to divert food from banquets/casino events, restaurants, grocery stores, schools, vendors, and manufacturers that would otherwise be destined for the landfill for distribution to those in need. [See also, Goal 2.3, *All Clark County residents have access to the high-quality health and social services they need*, and supporting policies]

Goal 3.5: Manage access to public lands to balance habitat, recreational, environmental, aesthetic, and economic value

POLICY 3.5.1: APPROPRIATE USES

Encourage 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

Continue to maintain compliance with state and federal regulations, such as the ESA, 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

Continue administration of the Desert Conservation Program and the Multiple Species Habitat Conservation Program (MSHCP) to ensure a balance between development and species conservation.

POLICY 3.5.4: INVASIVE SPECIES

Actively plan for the prevention, eradication, and management of noxious weeds and invasive species in natural areas.



Desert Conservation Program

Clark County's Desert Conservation Program helps to ensure that species covered under the ESA can continue to survive in the wild by maintaining habitat for them. The program also allows for development, through an incidental take program. An incidental take is an otherwise legal action—such as development and construction—that disturbs the habitat in which protected species reside. The County has secured a permit from the U.S. Fish & Wildlife Service (FWS) allowing for the disturbance of up to 145,000 acres through incidental take. A fee paid by the developer or construction company is required for any disturbance activity, and the fee is used for the acquisition of sensitive habitats, habitat restoration, public information and education, research, the Wild Desert Tortoise Assistance Line and installation and maintenance of fencing along roadways to reduce tortoise mortality. In addition to the desert tortoise, there are 77 other species that are protected through the Desert Conservation Program.





Goal 3.6: Focus on incorporating enhanced sustainability and resilience practices into the built environment

POLICY 3.6.1: URBAN HEAT ISLAND EFFECT

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

Encourage 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, *Encourage the expansion and use of multimodal transportation options throughout Clark County, and related policies*]

POLICY 3.6.3: GREEN BUILDING

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 NEIGHBOROOD DESIGN

Encourage development that incorporates neighborhood-scale green building practices.

POLICY 3.6.5: WATER RECYCLING

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

Using the SNRPC Plant List as a guide for appropriate plant choices, encourage the use of drought-tolerant, climate resilient, and 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, *Encourage the expansion and use of multimodal transportation options throughout Clark County, and related policies*]

POLICY 3.6.8: GREEN INFRASTRUCTURE

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.

POLICY 3.6.9: TRANSMISSION CAPABILITY

Encourage the development of transmission capability and interconnectivity for distributed energy, cogeneration and alternative energy sources, including regional interconnectivity and transmission capability.

Relationship to the County's *Sustainability and Climate Action Plan*

The goals and policies of Core Value 3 support a more sustainable and resilient Clark County by:

- Maintaining and improving air and water quality;
- Expanding the use of clean energy;
- Reducing landfilled waste;
- Protecting public lands and the natural environment; and
- Incorporating sustainability and resilience practices into the built environment.

● **Directly Supports** ● **Indirectly Supports**

GOALS	GHG Reduction Potential	INCREASED RESILIENCE: Social	Economic	Built Environment	Equity
Goal 3.1: Maintain air quality at a level that protects public health and improves visual clarity	●	●	●	●	●
Goal 3.2: Support County and state efforts to expand the use of clean energy and achieve GHG reduction targets	●	●	●	●	●
Goal 3.3: Maintain and protect the quality, supply, and reliability of Clark County's water resources for current and future residents	●	●	●	●	●
Goal 3.4: Reduce quantities of landfilled waste, potentially extending the operational life of current landfill sites within Clark County	●	●	●	○	●
Goal 3.5: Manage access to public lands to balance habitat, recreational, environmental, aesthetic, and economic value	○	●	●	●	●
Goal 3.6: Focus on incorporating enhanced sustainability and resilience practices into the built environment	●	●	●	●	●

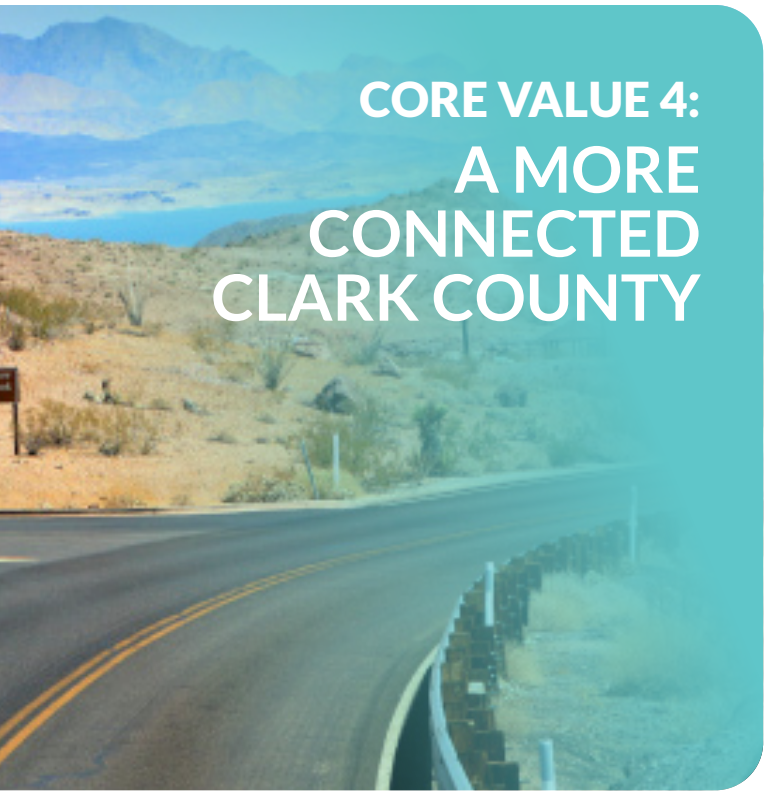
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104 SOUTH



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 South, 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; and
- People have strong connections to their communities, to shared values, and to one another.



CORE VALUE 4: A MORE CONNECTED CLARK COUNTY

Countywide Goals and Policies

Goal 4.1: Encourage the expansion and use of multimodal transportation options throughout Clark County

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 implementation 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.

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

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

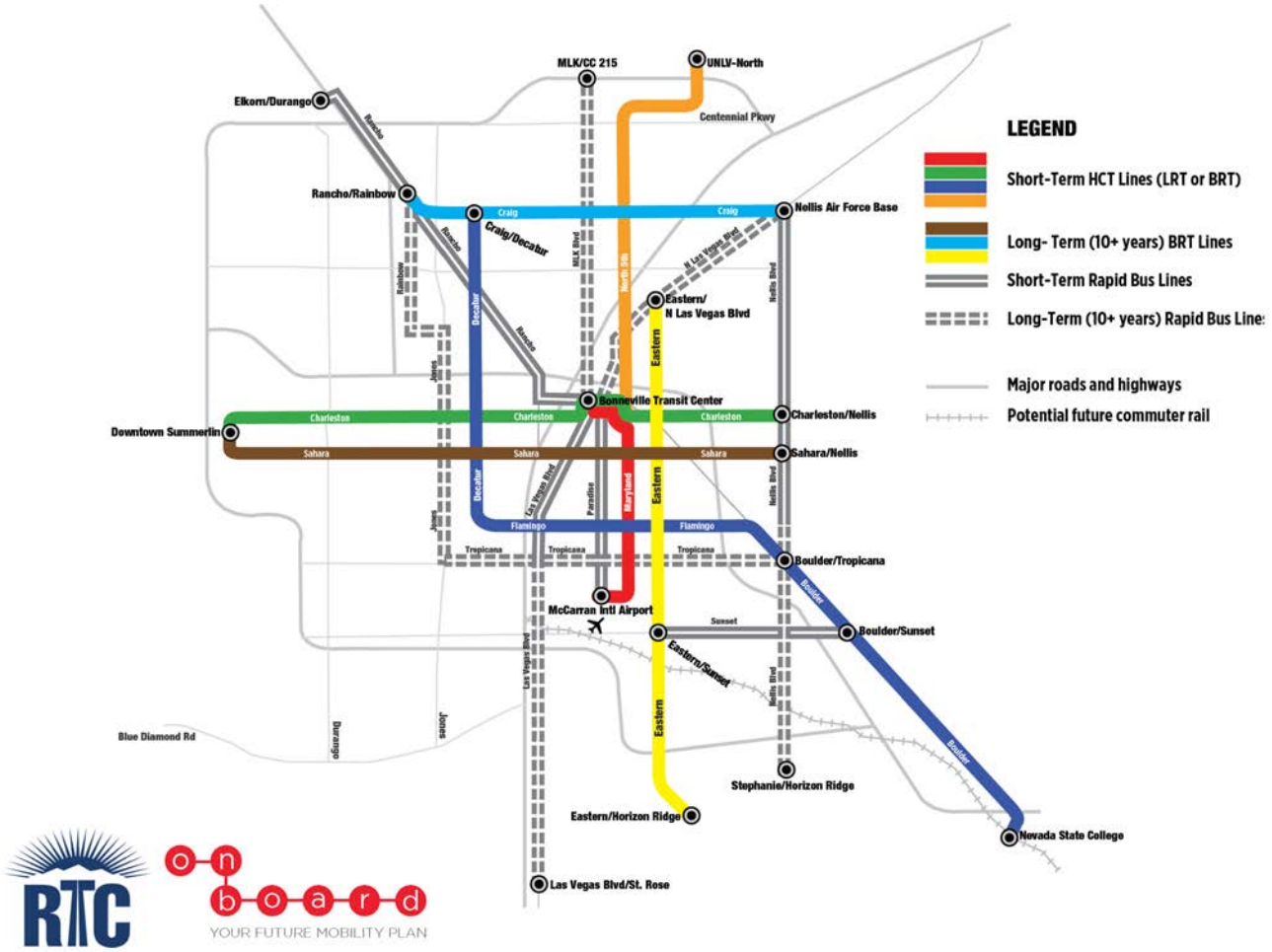
Support efforts to explore the future potential for high-speed passenger rail service between Las Vegas and Southern California.







Proposed Southern Nevada High-Capacity Transit System



RTC onboard
YOUR FUTURE MOBILITY PLAN





POLICY 4.1.5: BICYCLE AND PEDESTRIAN CONECTIVITY

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 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.

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 and water 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)*

POLICY 4.1.7: SAFE ROUTES TO SCHOOL

In coordination with Clark County School District (CCSD), 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.

Goal 4.2: Actively manage the transportation system to improve reliability, efficiency, and safety

POLICY 4.2.1: FREEWAYS

Collaborate with the Nevada Department of Transportation (NDOT), 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

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

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

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

POLICY 4.2.5: TRAFFIC CALMING

Encourage the use of context-sensitive traffic calming measures, such as roundabouts and road diets, 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 and industrial land uses in areas with desirable freight access. [See also, Core Value 5, *A Diverse and Resilient Economy*]

Goal 4.3: Support regional and interagency collaboration

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 develop 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 encourage consistency with Clark County policies and regulations and identify opportunities for partnerships.

POLICY 4.3.5: INFORMATION SHARING

Facilitate improved interagency communication, encourage 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

Strive for consistency between Clark County's Master Plan and Title 30 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

POLICY 4.4.1: MASTER PLAN IMPLEMENTATION

Incorporate the Master Plan into County capital improvement planning (CIP), departmental work programs, and decision-making at all levels to encourage 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.

Relationship to the County's *Sustainability and Climate Action Plan*

The goals and policies of Core Value 4 support a more sustainable and resilient Clark County by:

- Expanding access to alternative forms of transportation;
- Improving reliability, efficiency, and safety of transportation system; and
- Encouraging regional collaboration, transparency, and inclusiveness of local government.

● **Directly Supports** ● **Indirectly Supports**

GOALS	GHG Reduction Potential	INCREASED RESILIENCE: Social	INCREASED RESILIENCE: Economic	INCREASED RESILIENCE: Built Environment	Equity
Goal 4.1: Encourage the expansion and use of multimodal transportation options throughout Clark County	●	●	●	●	●
Goal 4.2: Actively manage the transportation system to improve reliability, efficiency, and safety	●	●	●	●	●
Goal 4.3: Support regional and interagency collaboration	●	●	●	●	●
Goal 4.4: Foster a culture of transparent and inclusive County government	●	●	●		●











CORE VALUE 5: A DIVERSE AND RESILIENT ECONOMY



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 Coronavirus Disease of 2019 (COVID-19) pandemic has brought home this difficult lesson once again.

Residents hope that as 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 offered. 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; and
- Diverse industries offer living wages for the residents who work within them.



CORE VALUE 5: A DIVERSE AND RESILIENT ECONOMY

Countywide Goals and Policies

Goal 5.1: Encourage 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.

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 Development Plan;* and *Maryland Parkway Corridor Transit-Oriented Development Plan.*

Economic Development Strategic Plan

Clark County's Department of Community and Economic Development serves as the primary point of contact for companies looking to develop a new business, expand an existing business, or relocate a business to Clark County. An analysis of Clark County's communities and economy was prepared on a parallel track with this Master Plan to help guide County-led community and economic development efforts within the region and across the county. The resulting Economic Development Strategic Plan established six broad goals:

1. Cultivate a Fertile Environment for Small Businesses and Entrepreneurs
2. Accelerate Economic Diversification
3. Integrate the Workforce Ecosystem
4. Mobilize Stakeholders around County-Wide Initiatives
5. Promote Community-Centered Design of the Build Environment
6. Ensure Equitable Access to Resources

Goals and policies in this Master Plan are intended to work hand-in-hand with the Economic Development Strategic Plan.

POLICY 5.1.5: REINVESTMENT

Encourage reinvestment in declining commercial and employment areas through the adaptive reuse or targeted redevelopment of blighted properties, such as vacant or underutilized shopping centers.





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.

Goal 5.2: Support continued improvements to and expansion of commercial airport operations in Clark County

POLICY 5.2.1: MCCARRAN INTERNATIONAL AIRPORT

Minimize encroachment on McCarran International Airport (LAS) operations by restricting the expansion of land uses within the Airport Airspace Overlay (AAO) District that are incompatible due to noise, safety, and other concerns, according to guidance provided by federal agencies.

POLICY 5.2.2: SOUTHERN NEVADA SUPPLEMENTAL AIRPORT

Continue to work with the BLM and other federal, state, and regional partners to plan for the development and conflict-free operation of the Southern Nevada Supplemental Airport (SNSA). 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 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

POLICY 5.3.1: COMPATIBLE DEVELOPMENT

Cooperate with the U.S. Air Force (USAF) 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 USAF to acquire lands in proximity to critical operation centers to ensure compatibility with existing land uses near USAF facilities.

POLICY 5.3.3: NELLIS COMPLEX COMPATIBLE USE PLAN

Support the strategies resulting from the *Nellis Complex Compatible Use Plan* to encourage compatible land uses around existing military installations and to support military operations.

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.

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.

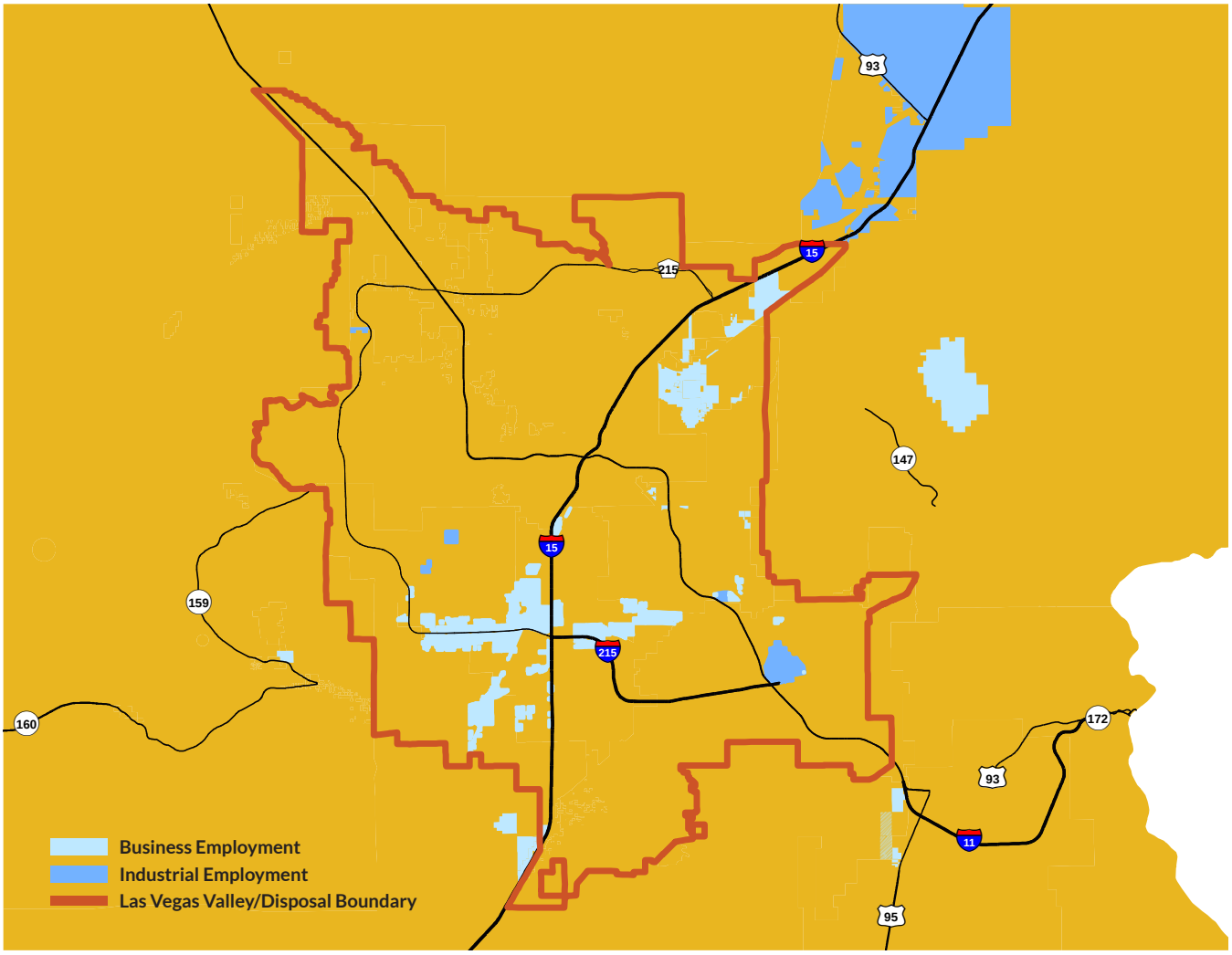
POLICY 5.5.3: SMALL AND LOCAL BUSINESSES

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, *Protect the character, identity, and economic viability of the County's outlying communities*, and supporting policies]

POLICY 5.5.4: DOWNTOWNS AND LOCAL BUSINESS DISTRICTS

Continue to work with the GOED, the 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.

Planned for Employment Areas



Relationship to the County's *Sustainability and Climate Action Plan*

The goals and policies of Core Value 5 support a more sustainable and resilient Clark County by:

- Supporting the diversification of the local economy;
- Improving coordination of land use with commercial airports and military facilities;
- Improving education and workforce development; and
- Retaining and supporting local businesses.

● **Directly Supports** ● **Indirectly Supports**

GOALS	GHG Reduction Potential	INCREASED RESILIENCE: Social	Economic	Built Environment	Equity
Goal 5.1: Encourage diversification of the economic base to enhance resilience		●	●	●	●
Goal 5.2: Support continued improvements to and expansion of commercial airport operations in Clark County			●		
Goal 5.3: Support the military and the need for well-trained and prepared armed forces			●		
Goal 5.4: Support development of educational programs that prepare the workforce with the knowledge and skills to succeed		●	●		●
Goal 5.5: Foster a business-friendly environment	●	●	●	●	●

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CORE VALUE 6: SUSTAINABLE AND RESILIENT GROWTH AND DEVELOPMENT



Where are we today?

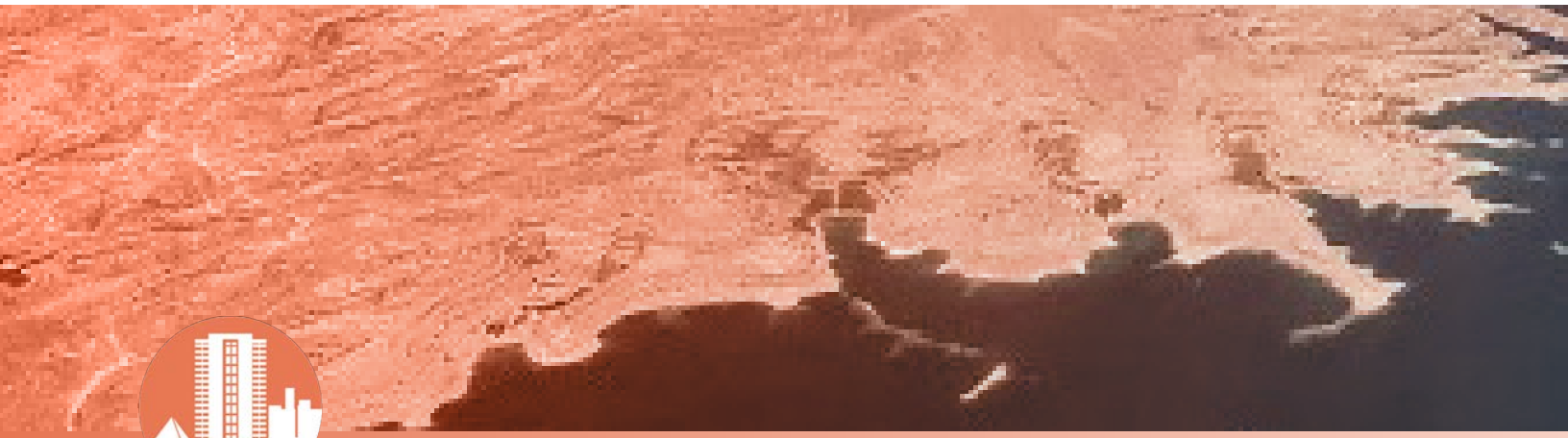
Over the past decades, Clark County has grown at a very rapid pace, with residents occasionally expressing the sentiment that the only constant is change and expansion. There have been "bumps in the road," such as the Great Recession of 2008, which had particularly severe effects in the region and resulted in an extended recovery period, and the Coronavirus Disease of 2019 (COVID-19) pandemic, which had especially significant economic impacts on tourism-, hospitality-, and service-related businesses in 2020 and 2021.

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;
- Growth has been managed to accommodate a growing population while balancing competing needs to become a more urban, healthy, and prosperous community;
- 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 more predictable outcomes; and
- Mitigation efforts have reduced the potential severity of natural or manmade hazard events.



CORE VALUE 6: SUSTAINABLE AND RESILIENT GROWTH AND DEVELOPMENT

Countywide Goals and Policies

Goal 6.1: A coordinated pattern of development in unincorporated Clark County

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 transportation 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, *Designated Employment Areas*]

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, Core Value 1, *Unique Communities, Neighborhoods, and Lifestyles*]

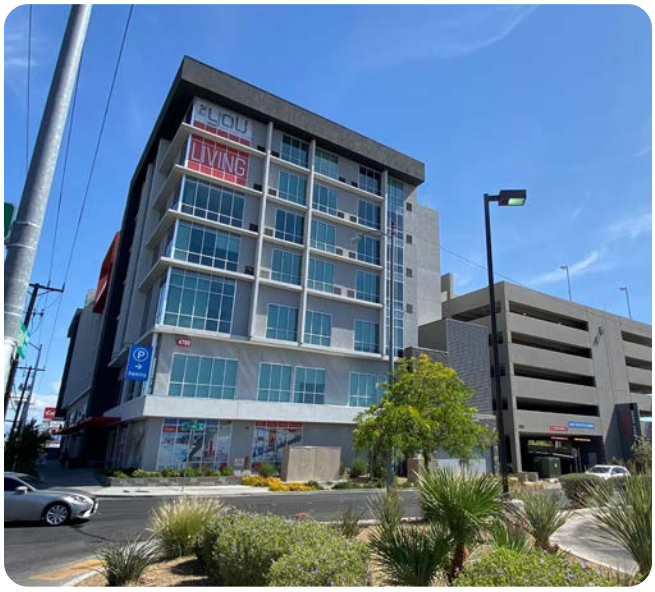




POLICY 6.1.4: COMPACT DEVELOPMENT

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 considering 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, *Regional Opportunity Sites*]

POLICY 6.1.6: INFILL, REDEVELOPMENT, AND ADAPTIVE REUSE

Encourage infill, redevelopment, and the adaptive reuse of vacant or underutilized buildings—both public and private—as a means to encourage reinvestment, expand housing options, and encourage sustainable development patterns. Prioritize the use of development incentives in areas where high capacity transit exists or is planned. [See also, Policy 6.1.5, *Transit-Oriented Development*]

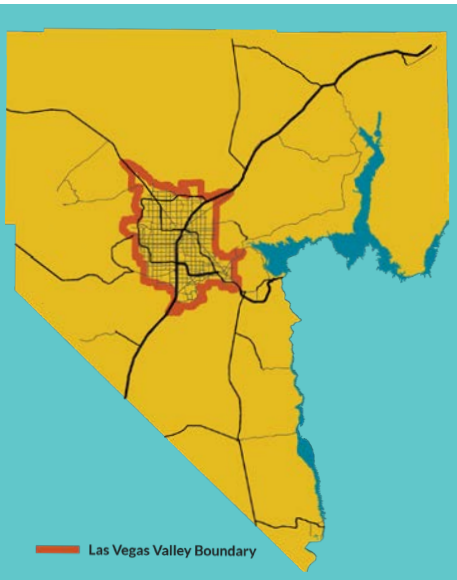


POLICY 6.1.7: DISPOSAL BOUNDARY

Coordinate with the 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.

Southern Nevada Public Land Management Act

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.









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, *Focus on incorporating enhanced sustainability and resilience practices into the built environment*, 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 establish regulations that support appropriate transitions in character of development and neighborhood compatibility in these areas. *[See also, Section 4: Growth Framework]*

POLICY 6.2.4: CONNECTIVITY

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, *Expand the number of long-term affordable housing units available in Clark County*, and supporting policies]

Goal 6.3: Proactively plan for safer and more resilient infrastructure, development patterns, and County operations

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* (HMP) to encourage coordinated planning, decision-making, and responses to potential natural or manmade disasters.

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 facilitate 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.

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.

POLICY 6.3.4: YUCCA MOUNTAIN

Continue to monitor the development of the Yucca Mountain Program and possible impacts of radioactive waste shipments on the transportation system in Clark County.





Multi-Jurisdictional Hazard Mitigation Plan

In accordance with federal law, Clark County prepares an HMP in collaboration with state, tribal, and local entities. A key component of the HMP is the identification of natural and human-made hazards that pose the greatest threat, based on the nature of the hazard, disaster history, the location and extent/severity of the hazard, and the probability of future events. Hazards identified as posting the greatest risk for unincorporated Clark County include:

- **Climate Change.** The extent and severity of impacts from climate change are expected to increase over the next century. These risks include an increase in severe weather patterns, more frequent one hundred-plus degree days, droughts that last longer and monsoon rainstorms becoming more intense. Scientists predict that the average temperature in region is expected to rise between 2.5 and 8°F.
- **Dam Failure.** There are 67 high-hazard structures in Clark County. The "high-hazard" designation does not reflect a dam's condition, but rather its potential for destruction in the event of an actual failure. As of February 2017, the the Nevada Division of Water Resources (NDWR) stated that approximately 90 percent of the high-hazard dams in Nevada are in satisfactory condition, the highest rating state inspectors give.
- **Drought.** From 2000-2016, Clark County experienced "extreme" drought conditions over five periods. As the climate becomes hotter and drier, there is an 80 to 90 percent chance of another ten-plus year drought occurring this century, with a realistic threat of an epic 30- to 40-year dry spell or "mega-drought."
- **Wildfire.** In Clark County, there are four extreme wildfire hazard communities and three high wildfire hazard communities. Based on historical events, multiple wildfires are expected to burn within Clark County each year. However, large wildfires (i.e., fires greater than 200 acres) tend to occur every few years.
- **Earthquake.** The Las Vegas Valley has a roughly one in ten chance that a magnitude six earthquake—one large enough to cause significant damage—will strike the valley in the next 50 years.
- **Flood.** Intense rainfall in the county can produce subsequent flash floods, most frequently between July and September, though floods can and have occurred in almost every month of the year. According to the Clark County Emergency Management Plan – Basic Plan, a severe flash flood will occur in the Las Vegas Metropolitan Statistical Area (MSA) every two to 12 months.
- **Infectious Disease.** Infectious diseases constitute a significant risk to the population of Clark County. Minor outbreaks occur an estimated 30 times per year. Based upon past history, a major infectious disease outbreak occurs about once every ten years.
- **Subsidence and Fissures.** Land subsidence and the creation of fissures will continue to occur in Las Vegas Valley as long as the net annual groundwater withdrawal continues to exceed the net annual recharge. Even if the region can reduce the net annual groundwater withdrawal to the level of net annual recharge, subsidence may continue for years after equilibrium is achieved because of a lag in sediment response.
- **Hazardous Materials.** Based on previous known occurrences, there is approximately one significant occurrence of a hazardous material event on a highway within Clark County each year.





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 CIP 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

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.

POLICY 6.4.4: RURAL FIRE SUPPRESSION

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

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

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.

POLICY 6.4.8: ABOVEGROUND UTILITY CORRIDORS

Support increasing the capacity of existing utility corridors over establishing new ones. If established corridors cannot meet utility demand, support the development of new multi-use utility corridors that ensure safe siting of transmission lines to minimize impacts on existing development.

Relationship to the County's *Sustainability and Climate Action Plan*

The goals and policies of Core Value 6 support a more sustainable and resilient Clark County by:

- Encouraging more sustainable development patterns;
- Supporting the integration of sustainable site design and development practices into new development;
- Focusing on planning for resilience to natural and manmade hazards; and
- Improving coordination with service providers in the region.

● **Directly Supports** ● **Indirectly Supports**

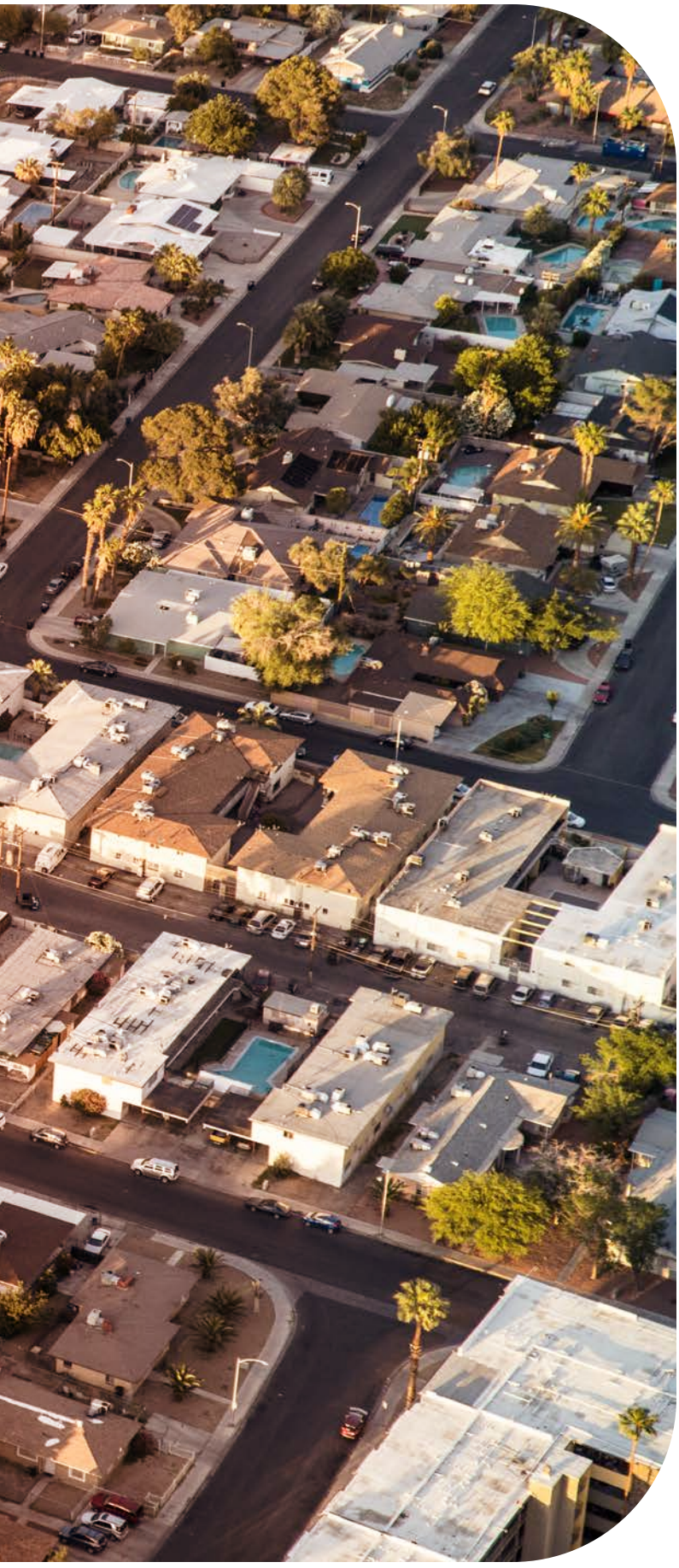
GOALS	GHG Reduction Potential	INCREASED RESILIENCE			
		Social	Economic	Built Environment	Equity
Goal 6.1: A coordinated pattern of development in unincorporated Clark County	●	●	●	●	●
Goal 6.2: Enhance the quality of development in unincorporated Clark County	●	●	●	●	●
Goal 6.3: Proactively plan for safer and more resilient infrastructure, development patterns, and County operations		●	●	●	●
Goal 6.4: Collaborate with service providers and adjacent jurisdictions in the provision of adequate public facilities		●	●	●	●

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SECTION 3

GROWTH FRAMEWORK



About this Section

Clark County is responsible for land use planning in all areas outside of the incorporated cities. This section addresses the many factors that influence the location, extent, and types of development that will occur in unincorporated areas of Clark County in the future.

- Planned Land Use
- Infrastructure and Services
- Water Resources
- Natural and Manmade Hazards
- Federal Lands
- Airport Environs

This section is intended as a tool for developers, property-owners, elected and appointed officials, partner agencies, service providers, and the community-at-large. Information in this section should be applied in conjunction with the countywide goals and policies in Section 2, the area-specific goals and policies in Section 4, and the Clark County Unified Development Code (Title 30).

Planned Land Use

For land use planning purposes, the 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. To address the unique needs of each planning area, the County maintains area-specific goals, policies, and planned land use maps for each area, as contained in Section 4: Area-Specific Goals and Policies.

Clark County also maintains a number of small area plans and more specialized studies for priority corridors, neighborhoods, or other areas. These plans are often prepared in collaboration with other local or regional partners. Examples include the Maryland Parkway Transit-Oriented Development Study and the Stadium District Development Plan.

The Unified Development Code (Title 30) establishes the regulations, development standards, and procedures necessary to implement the land use guidance provided by the Master Plan and other adopted plans.

Land Use Category Descriptions

Land use categories applied to individual planned land use maps apply countywide. The land use category descriptions that follow are organized in four groups:

- Neighborhoods
- Commercial and Mixed-Use
- Employment
- Other

For each group of categories, a brief introduction, followed by a discussion of key site planning and design considerations, and individual land use category descriptions is provided.

Neighborhoods

ON Outlying Neighborhood

EN Edge Neighborhood

RN Ranch Estate Neighborhood

LN Low-Intensity Suburban Neighborhood

MN Mid-Intensity Suburban Neighborhood

CN Compact Neighborhood

UN Urban Neighborhood

Commercial and Mixed-Use

NC Neighborhood Commerical

CM Corridor Mixed-Use

EM Entertainment Mixed-Use

Employment

BE Business Employment

IE Industrial Employment

Other

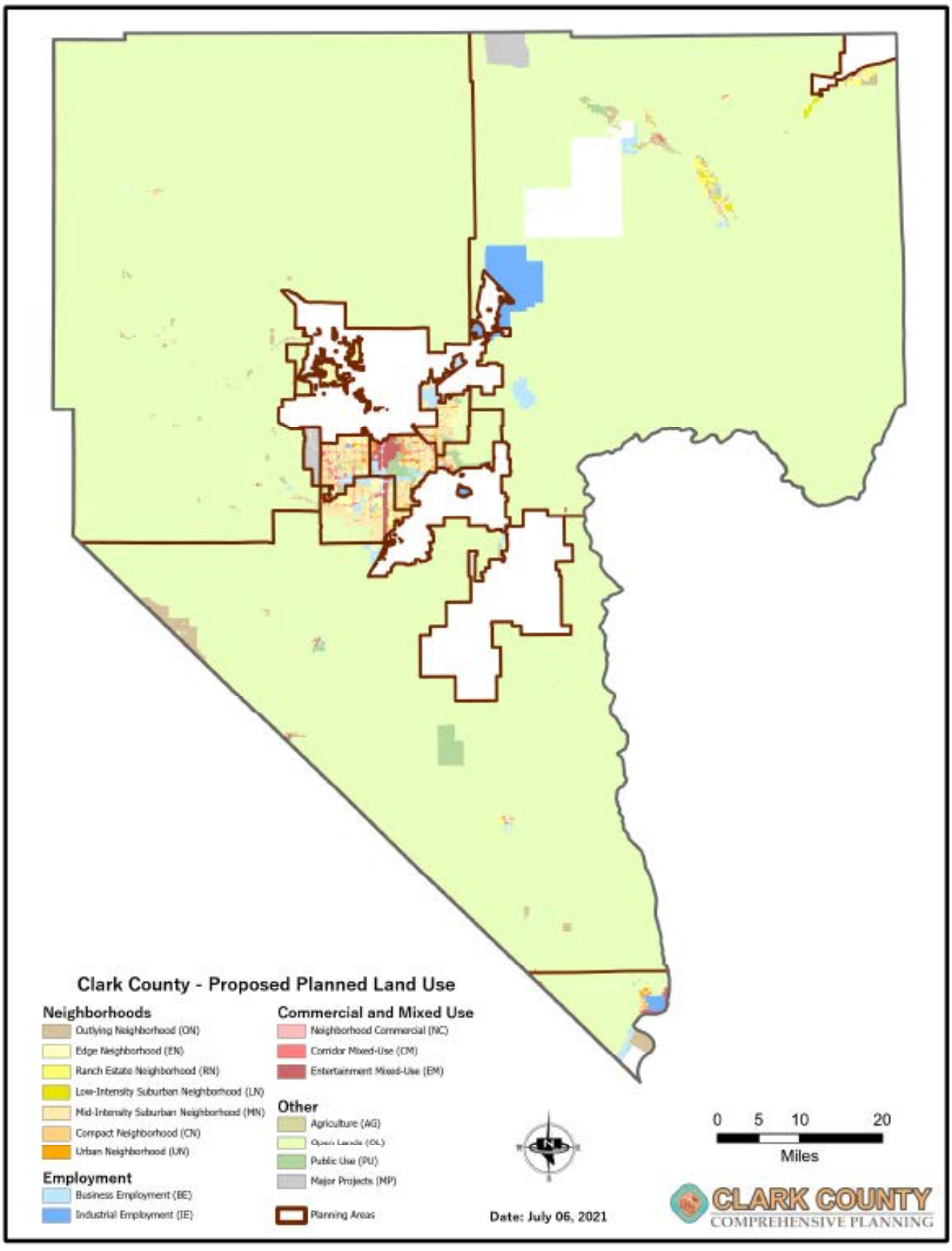
AG Agriculture

OL Open Lands

PU Public Use

MP Major Projects (incl. Summerlin South)

Countywide Planned Land Use Map





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
- Edge Neighborhoods
- Ranch 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.

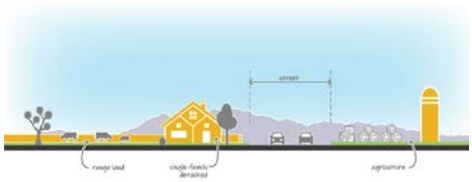
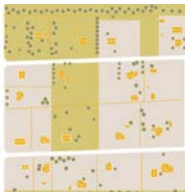
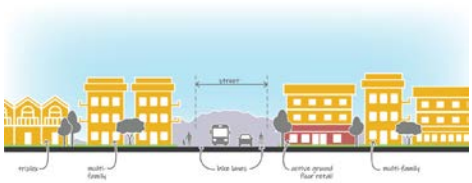
Within the Las Vegas Valley, opportunities for additional major development projects are limited. Outside of the Las Vegas Valley, major development projects are expected to be limited, but may occur within and adjacent to outlying communities.

Each Neighborhood land use category includes a maximum typical density as a general guide. However, allowable densities may be lower in some areas based on environmental constraints, existing development patterns, and underlying zoning.



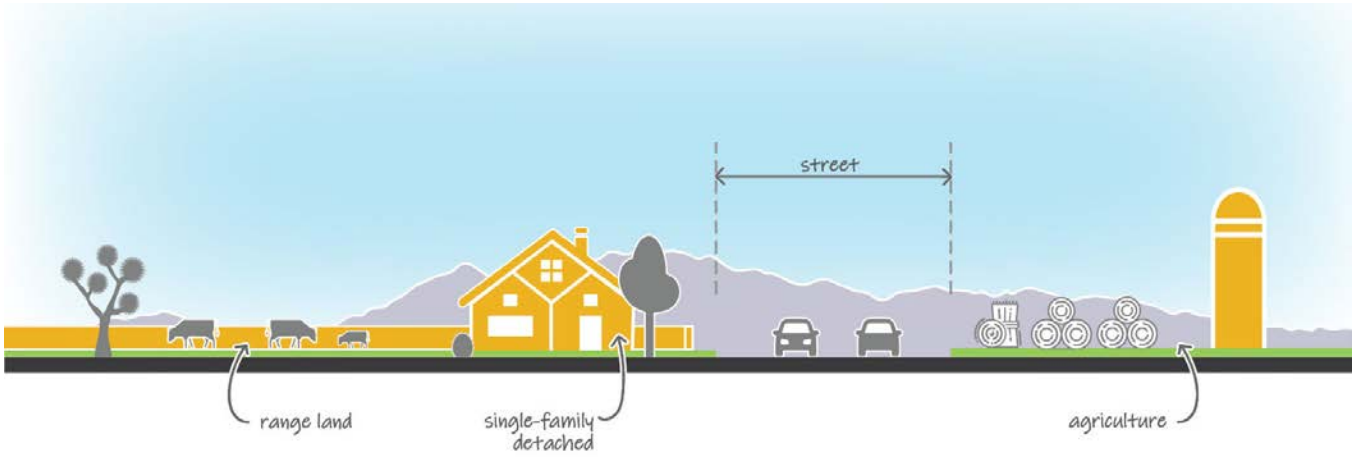
NEIGHBORHOODS

The table below provides an overview of the alignment between the existing and proposed Neighborhood land use categories for review purposes. An explanation of the proposed categories is provided on the pages that follow. [Existing land use category references will be removed from the table prior to Master Plan adoption.]

Existing Land Use Category	Proposed Land Use Category	Land Use Characteristics	
Residential Rural (RR)	Outlying Neighborhood (ON)		
Residential Agricultural (RA)	Edge Neighborhood (EN)		
Rural Neighborhood Preservation (RNP)	Ranch Estate Neighborhood (RN)		
Rural Neighborhood (RN)			
Residential Low (RL)	Low-Intensity Suburban Neighborhood (LN)		
Residential Suburban (RS) - low end			
Residential Suburban (RS) - high end	Mid-Intensity Suburban Neighborhood (MN)		
Residential Medium (RM)			
Residential High (RH)	Compact Neighborhood (CN)		
Residential Urban Center (RUC)	Urban Neighborhood (UN)		
Residential High Rise Center (RHRC)			







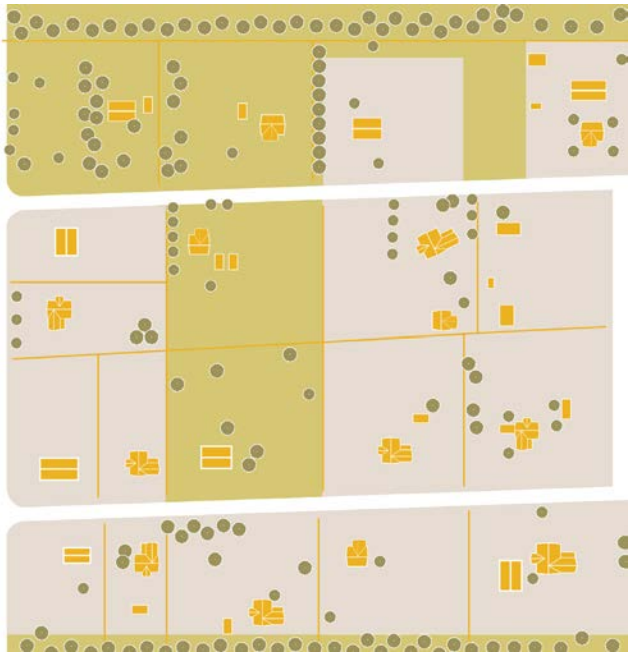
Outlying Neighborhood (ON)

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

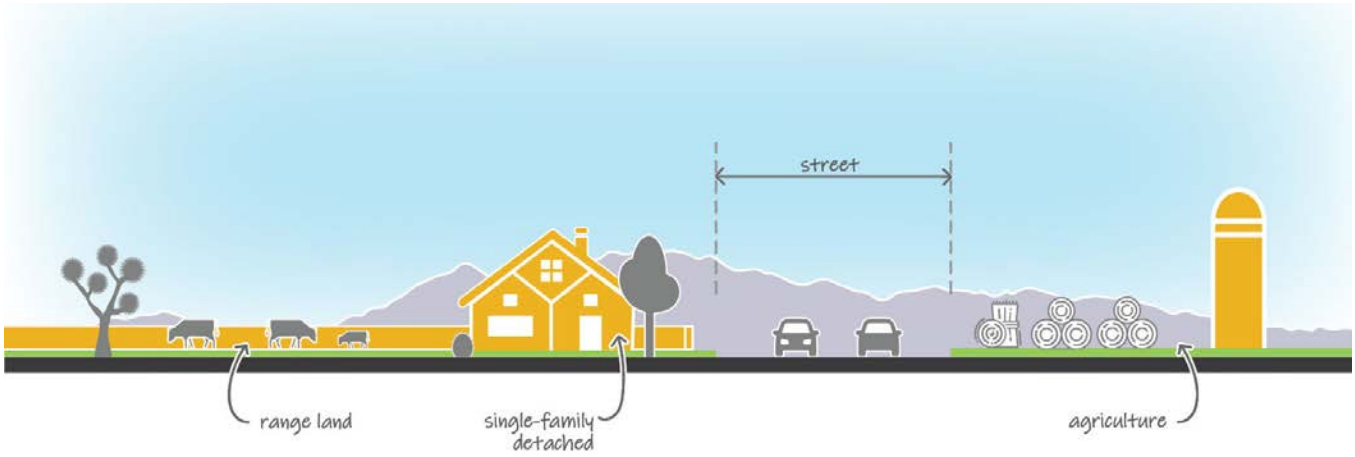
Density
Up to 0.5 dwelling unit per acre

Characteristics
- Supports opportunities for rural residential on large lots in areas outside of the Las Vegas Valley consistent with established development patterns
- Protects existing neighborhood character and rural lifestyles
- Neighborhoods are designed to maintain working agricultural or ranch land, preserve common open space for residents, or protect sensitive natural or environmental features
- Includes existing neighborhoods that do not have urban services
- Typically, limited or no off-site improvements









Edge Neighborhood (EN)

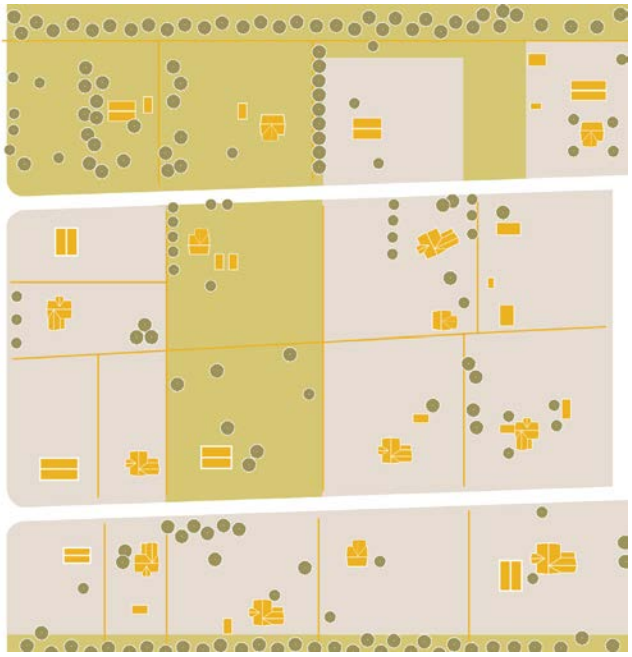
Primary Land Uses
Single-family detached homes

Supporting Land Uses
Accessory dwelling units, small-scale crop and food production, low-intensity agriculture, and associated outbuildings

Density
Up to one dwelling units per acre

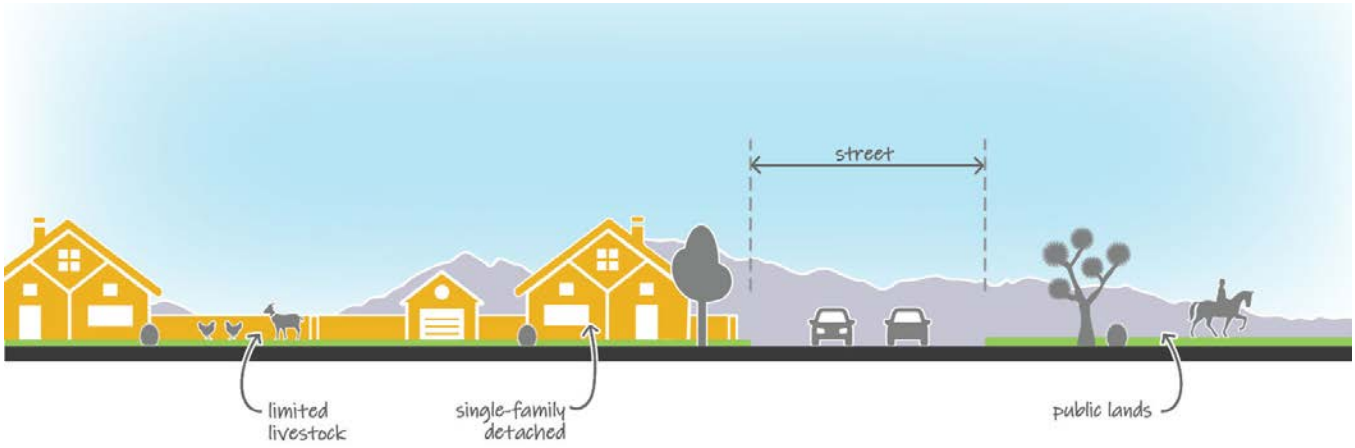
Characteristics

- Supports opportunities for very low density residential on large lots in areas outside of the Las Vegas Valley consistent with established development patterns
- Protects existing neighborhood character and rural lifestyles
- Neighborhoods are designed to preserve common open space for residents or protect sensitive natural or environmental features
- Neighborhoods may have urban services
- Pedestrian and bicycle infrastructure, as well as transit service, are generally limited
- Typically, limited or no off-site improvements

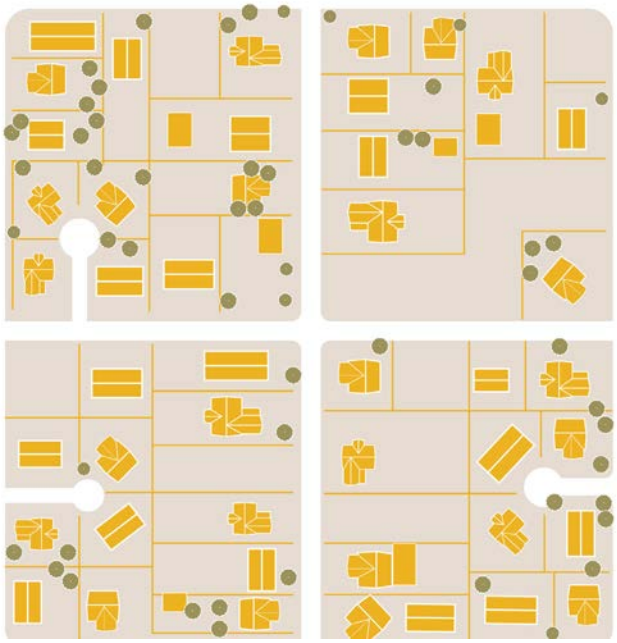








Ranch Estate Neighborhood (RN)



Primary Land Uses
Single-family detached homes

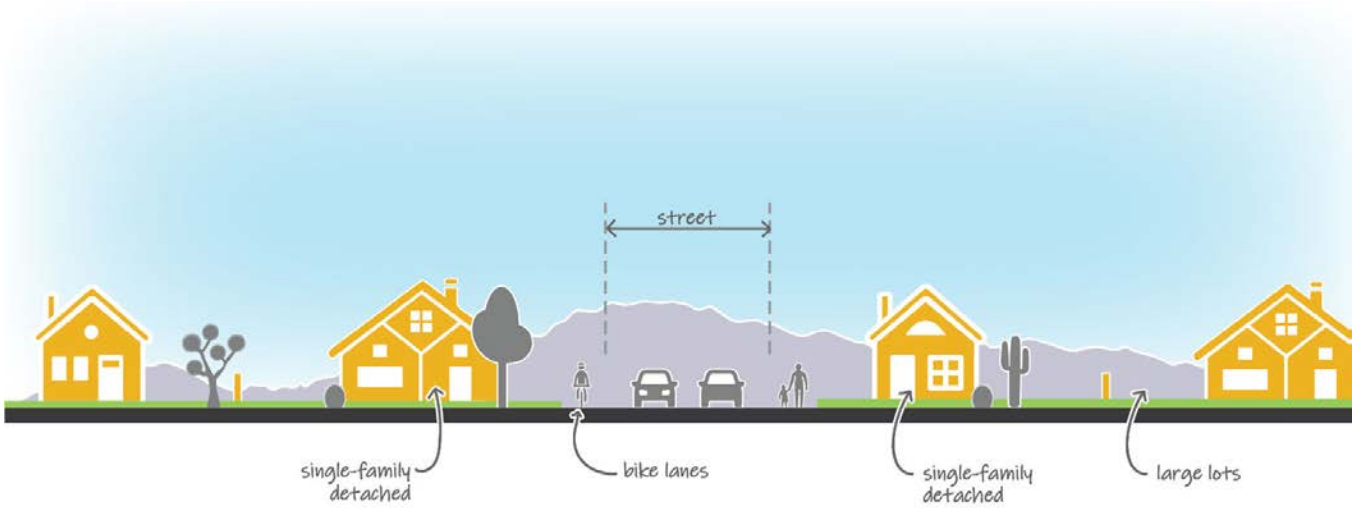
Supporting Land Uses
Uses related to the raising and keeping of animals for personal enjoyment or food production, accessory dwelling units, and neighborhood-serving public facilities such as parks, trails, open space, schools, libraries, and other complementary uses

Density
Up to two 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







Low-Intensity 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

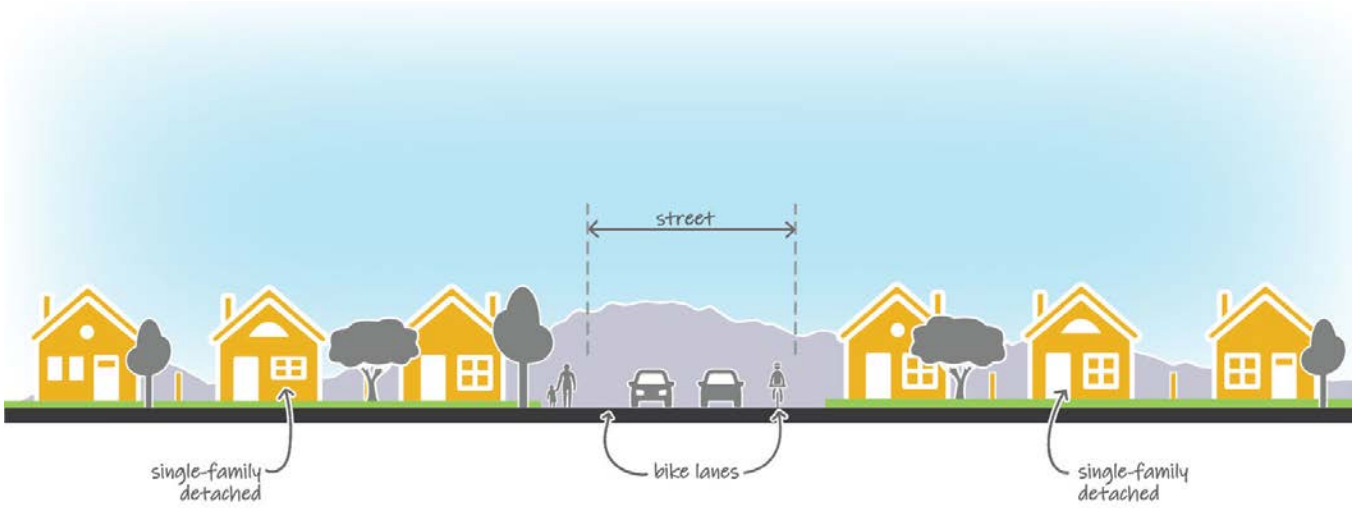
Density
Up to five dwelling units per acre

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









Mid-Intensity 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

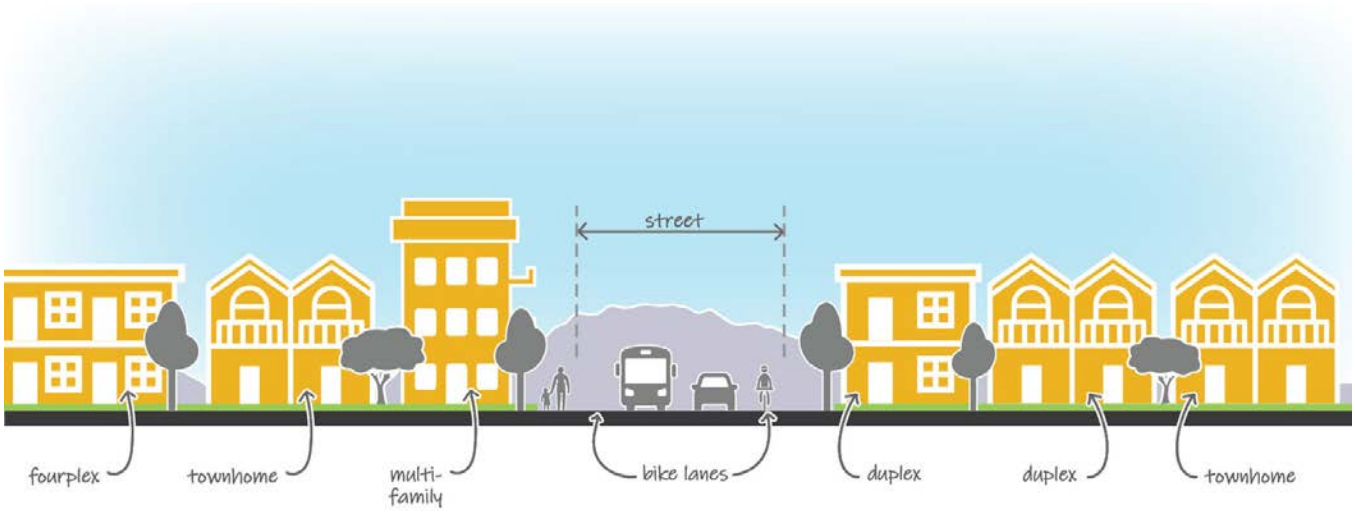
Density
Up to eight dwelling units per acre

Characteristics
- While most existing Mid-Intensity 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









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

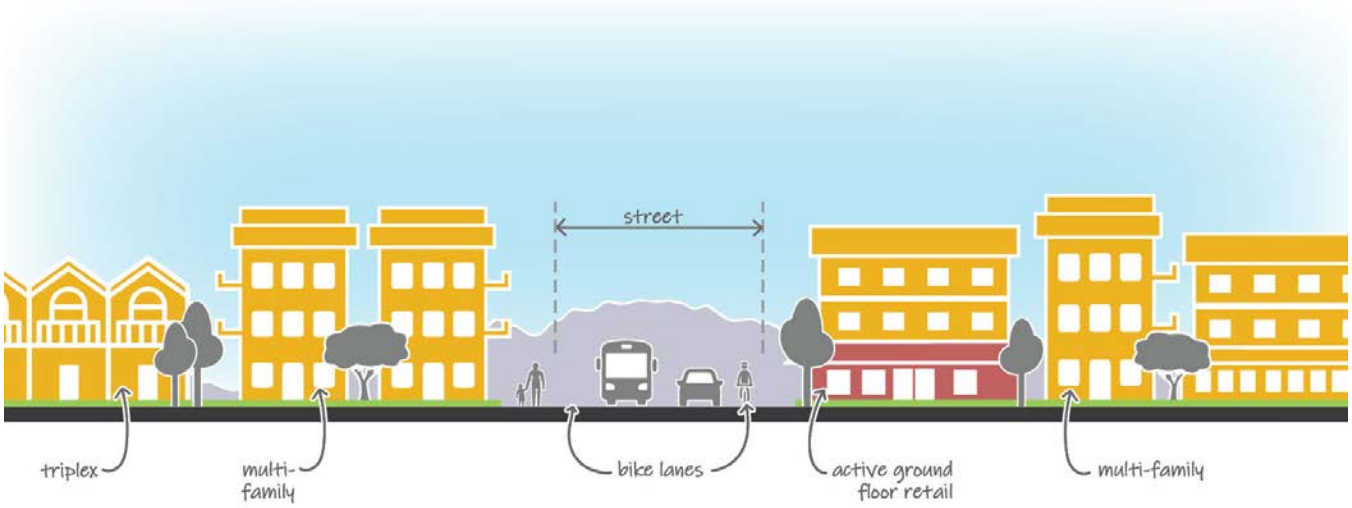
Up to 18 dwelling units per acre

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







Urban Neighborhood (UN)

Primary Land Uses

Single-family attached and detached homes, duplexes, triplexes, fourplexes, townhomes, and multi-family

Supporting Land Uses

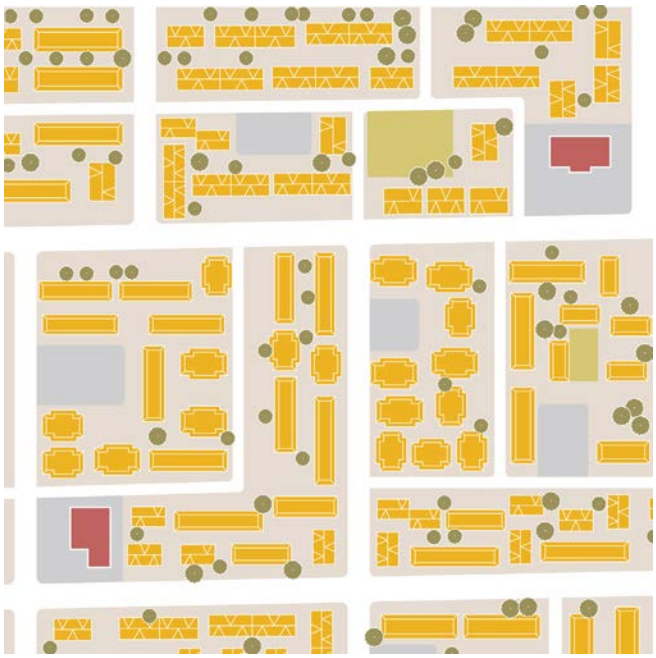
Accessory dwelling units (where allowed by underlying zoning), multi-family dwellings, and neighborhood-serving public facilities.

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





Key Considerations for Neighborhoods

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.

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 Mid-Intensity Suburban, Compact, and Urban Neighborhoods.

- **A** Avoid large concentrations of a single housing type or building form (i.e., small lot single-family detached or large multi-family buildings)
- **B** Incorporate smaller pods of different housing types with varied lot and unit sizes to offer variety while still supporting higher densities where appropriate
- **C** Concentrate higher density housing types along major transportation corridors where high-frequency transit service exists or is planned
- **D** Transition density and intensity to match that of established neighborhoods along shared edges (also relates to Infill Development discussion that follows)

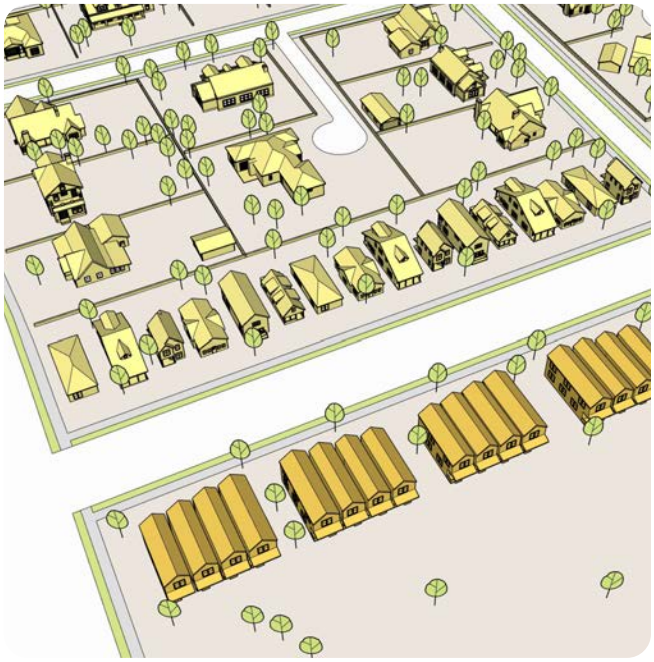
[See also, Countywide Goals 1.1, 1.3, and 1.4, and supporting policies.]







Abrupt Transition in Density between Land Use



Use of Graduated Lot Sizes to Soften Density between Land Use Categories



Infill Development

Infill development provides opportunities to expand housing options in areas where infrastructure and services are already in place and to encourage reinvestment in older neighborhoods. How well infill development "fits" is often determined by the scale, mass, and height of infill development relative to existing homes. In unincorporated Clark County, infill development considerations vary based on where it occurs, and the type/number of homes being built:

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.

Infill Within Established Neighborhoods

In older neighborhoods in unincorporated Clark County, infill development may occur on one or more vacant lots surrounded by existing homes.

In the Ranch Estate Neighborhoods that remain within the Las Vegas Valley infill compatibility is further determined by the integration of non-urban street cross-sections, consistent lot sizes, and building heights.

The addition of detached or attached accessory dwelling units is another form of infill development that may occur in 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.

[See also, Countywide Goals 1.1, 1.4, 1.5, and 6.4, and supporting policies.]











Connectivity

Enhancing vehicular, bicycle, and pedestrian connections within and between existing and future neighborhoods, as well as to adjacent services, employment opportunities, and amenities is a priority.

- Provide periodic breaks in privacy walls to allow pedestrian and bicycle access in/out of the neighborhood.
- Maintain existing or planned public land access points when development occurs on an adjoining parcel.
- Incorporate detached sidewalks and shade to provide a safe and comfortable environment for pedestrians.
- Provide connections to existing/planned trails.
- Maintain opportunities for planned roadway connections to adjacent uses in developing areas.

[See also, Countywide Goals 4.1 through 4.3 and 6.4 and supporting policies.]

Neighborhood Livability

Amenities

Parks, trails, community gardens, common open space, recreational amenities, and other features should be incorporated as part of new neighborhoods to enhance the health and quality of life of residents. In areas designated as Compact or Urban Neighborhoods, the integration of community gathering spaces—such as pools, sundecks, community rooms, or other common spaces—is encouraged.

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.

See also, Countywide Goals 1.3 and 1.4 and supporting polices.

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 plants 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.

[See also, Countywide Goal 3.6 and supporting policies, and Clark County Sustainability and Climate Action Plan.]



Commercial and Mixed-Use Areas

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:

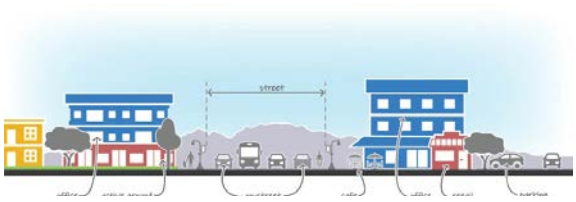
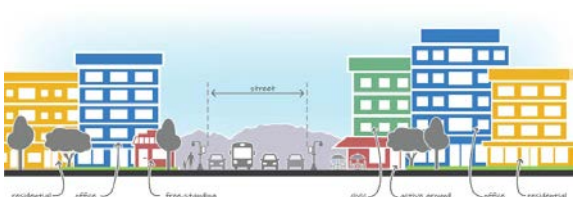
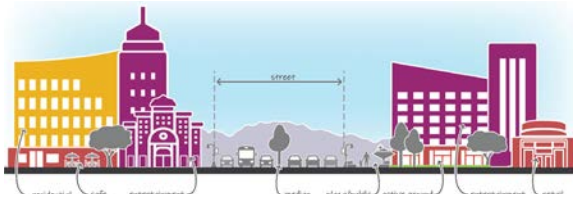
- Neighborhood Commercial
- Corridor Mixed-Use
- Entertainment Mixed-Use

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.



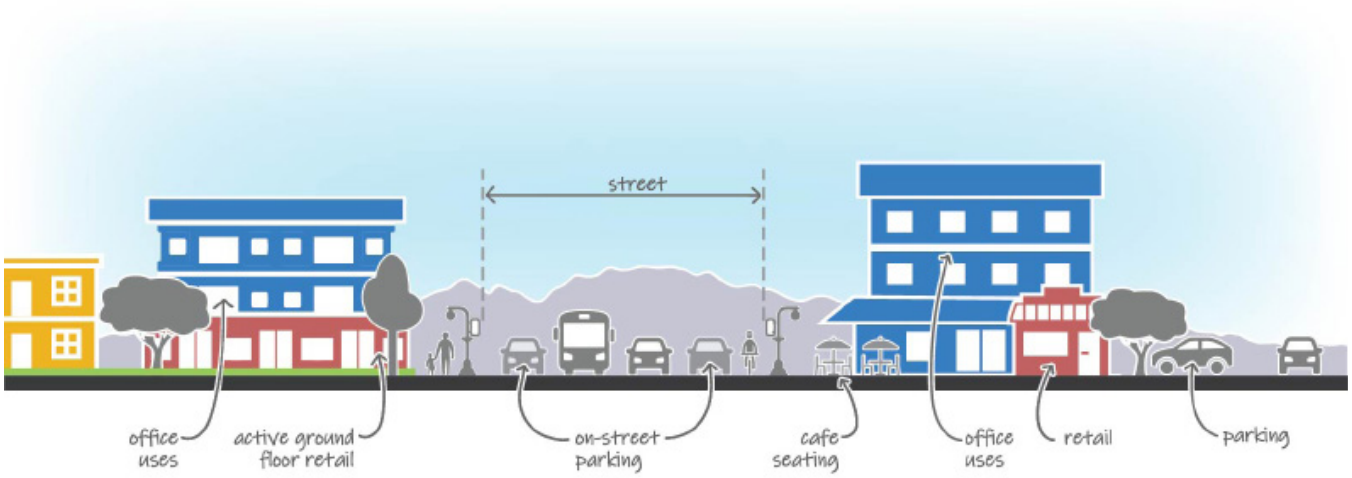
COMMERCIAL AND MIXED-USE

The table below provides an overview of the alignment between the existing and proposed commercial and mixed-use land use categories. An explanation of the proposed categories is provided on the pages that follow. [Existing land use category references will be removed from the table prior to Master Plan adoption.]

Existing Land Use Category	Proposed Land Use Category	Land Use Characteristics	
Commercial Neighborhood (CN)	Neighborhood Commercial (NC)		
Office Professional (OP)			
Commercial General (CG)	Corridor Mixed-Use (CM)		
Commercial Tourist (CT)	Entertainment Mixed-Use (EM)		







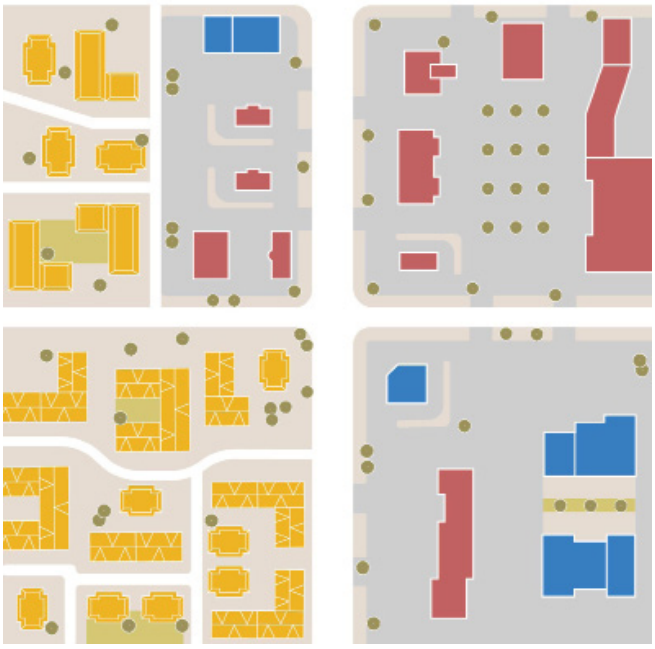
Neighborhood Commercial (NC)

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

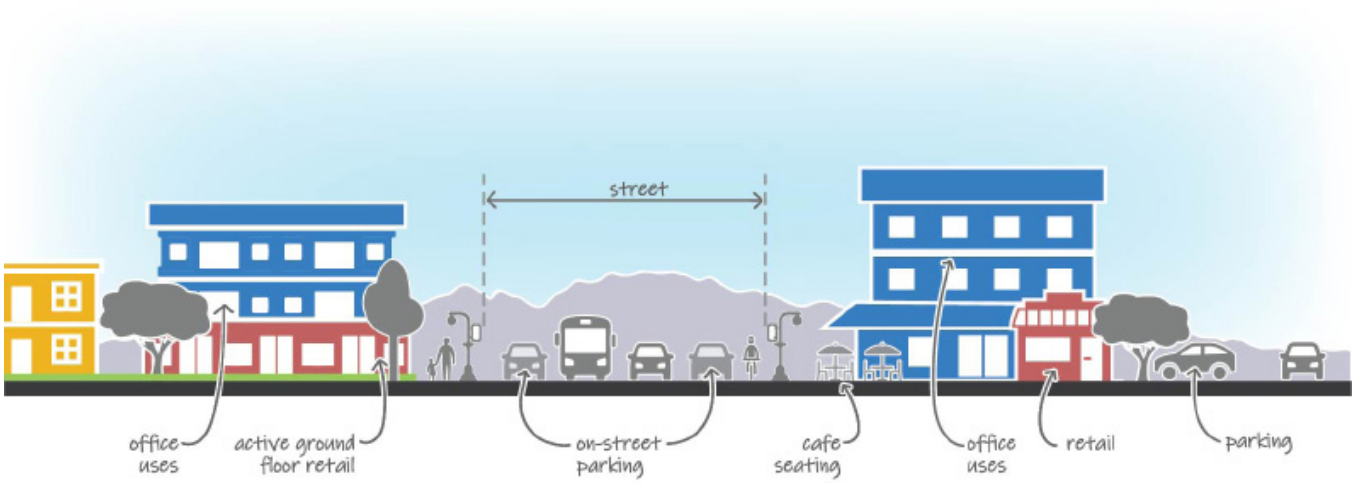
Residential Density
Not applicable

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 one to two stories, but may be up to three 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









Corridor Mixed-Use (CM)

Primary Land Uses

Mix of retail, restaurants, offices, service commercial, entertainment, and other professional services

Supporting Land Uses

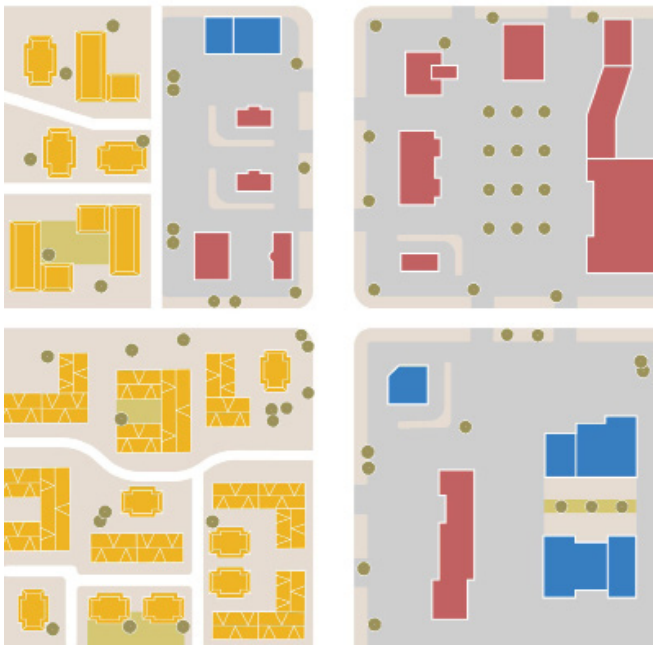
Moderate density multi-family residential dwellings, as well as public facilities such as civic and government uses, plazas, pocket parks, places of assembly, schools, libraries, and other complementary uses

Residential Density

Less than 18 dwelling units per acre, but may be higher within ¼ mile of high-frequency transit stations

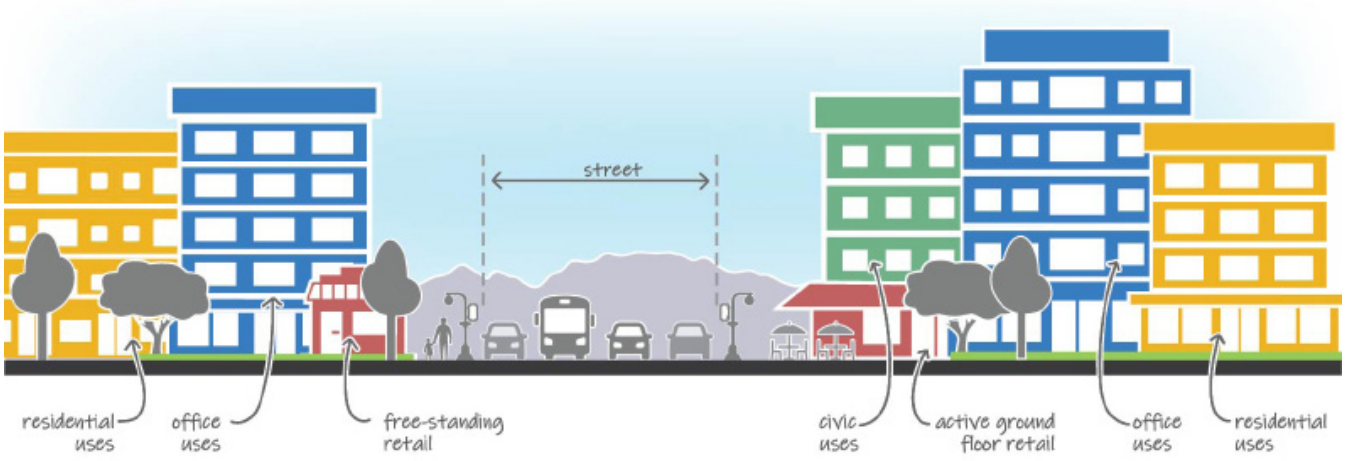
Characteristics

- 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 (transit oriented development) 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.









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

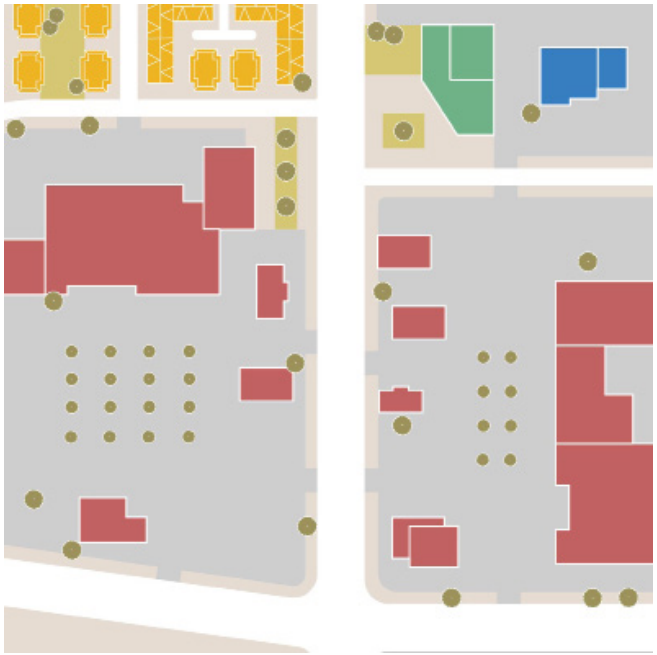
High density residential as well as public facilities such as civic and government uses, plazas, pocket parks, and other complementary uses

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 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.









Key Considerations for Commercial and Mixed-Use Areas

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.

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

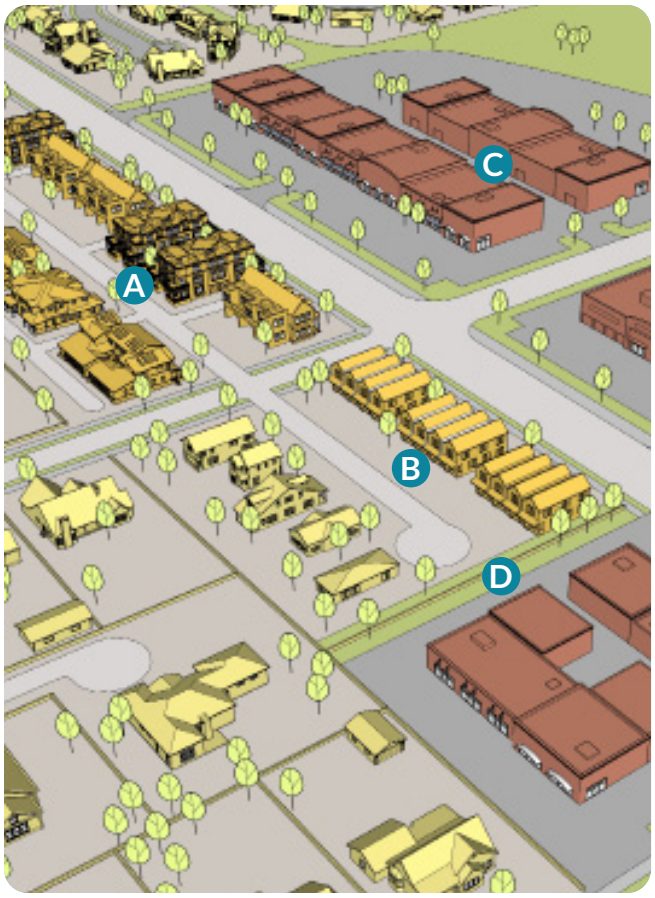
Multi-family residential uses are encouraged as a supporting use in Corridor Mixed-Use and Entertainment Mixed-Use areas to support the expansion of housing options within close proximity of services, amenities, and jobs.

- 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.

- Emphasis on flexible strategies for vacant/underutilized buildings and shopping centers
- Transit-oriented development (tie to Maryland Parkway, etc.)







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:

- **A** Concentrating taller buildings away from adjacent neighborhoods (stepping down building heights as they approach shared property lines)
- **B** Incorporating residential uses as a transition
- **C** Orienting dumpsters and loading docks away from residential uses
- **D** Incorporating screening walls or other buffers

See also, Goal 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 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.

See also, Countywide Goal 3.1, 3.2, 3.3, and 3.6 and supporting policies, and Clark County Sustainability and Climate Action Plan.



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:

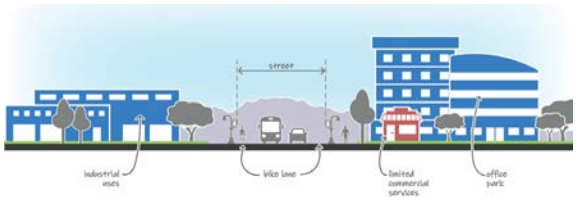
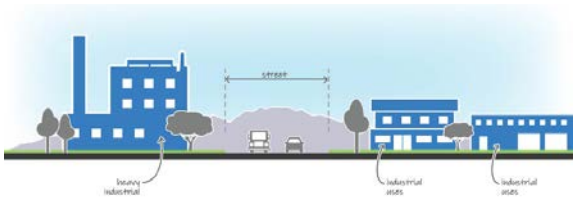
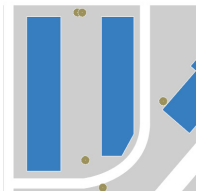
- Business Employment
- Industrial Employment

Employment land use categories apply to both existing and future employment areas.



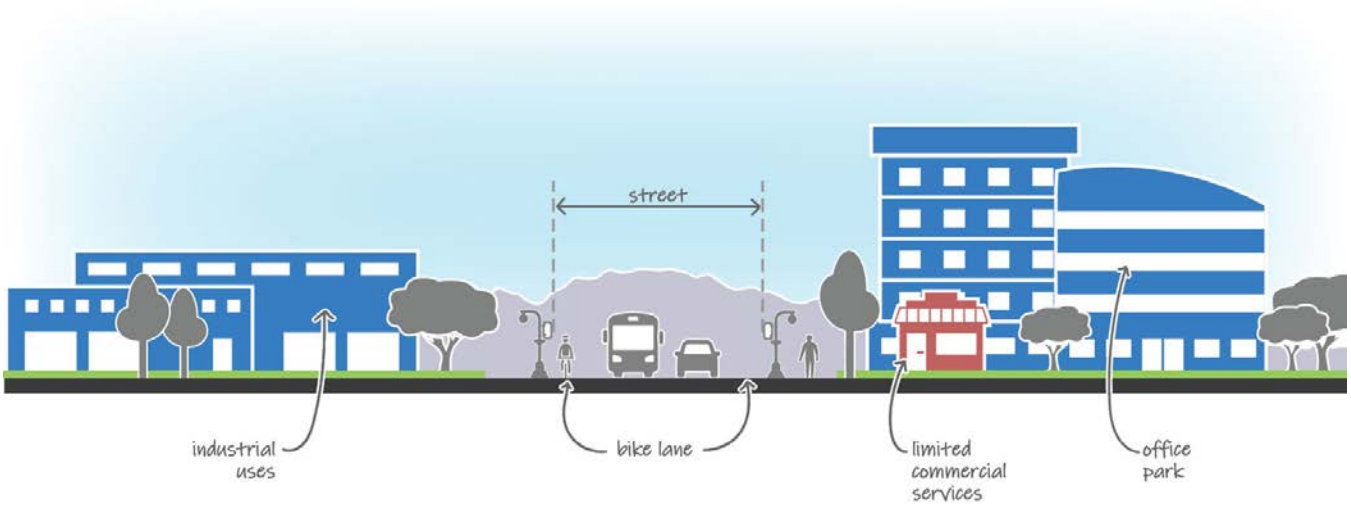
EMPLOYMENT

The table below provides an overview of the alignment between the existing and proposed employment land use categories. An explanation of the proposed categories is provided on the pages that follow. [Existing land use category references will be removed from the table prior to Master Plan adoption.]

Existing Land Use Category	Proposed Land Use Category	Land Use Characteristics	
Business and Design Research Park (BDRP)	Business Employment (BE)		
Industrial (IND)			
Heavy Industrial (HI)	Industrial Employment (IE)		







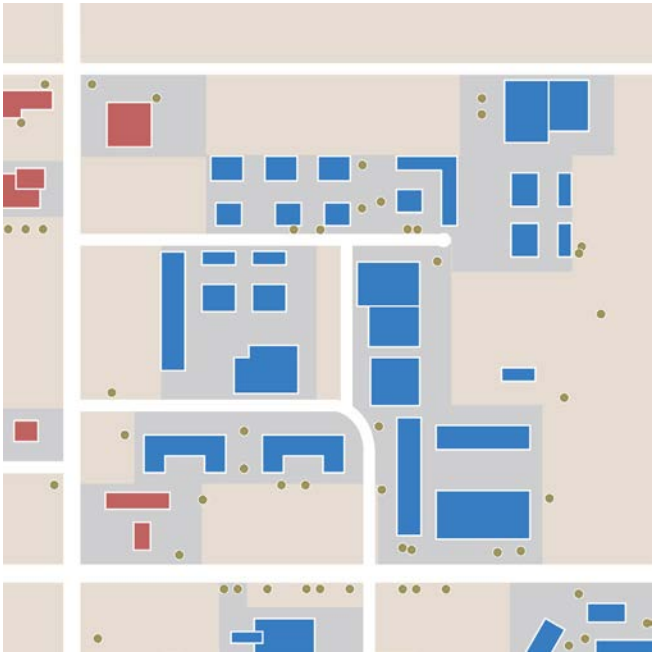
Business Employment (BE)

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

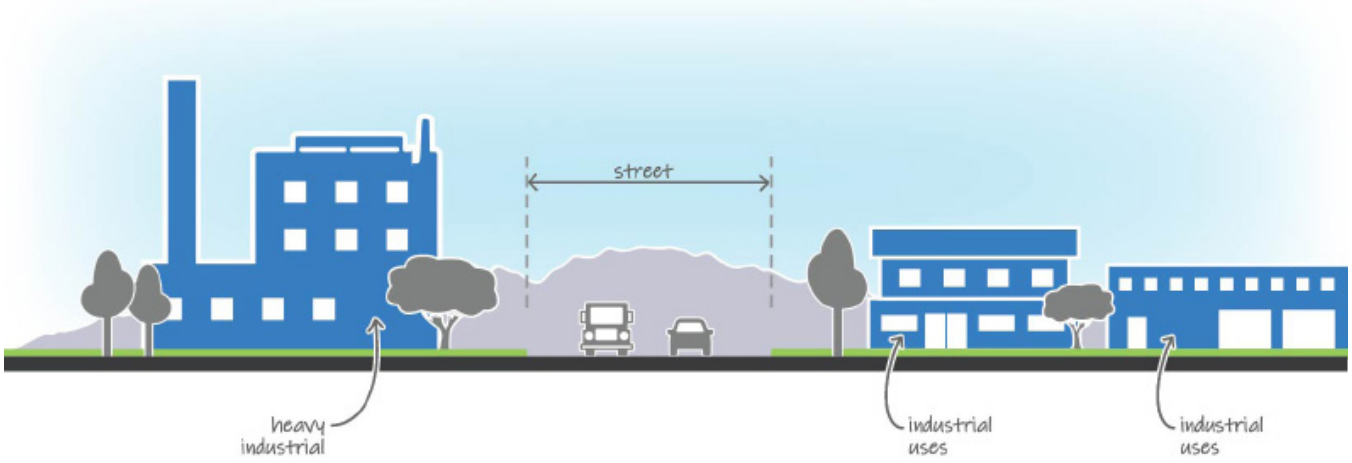
Density
Varies by use; building heights typically range from one to five stories

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.







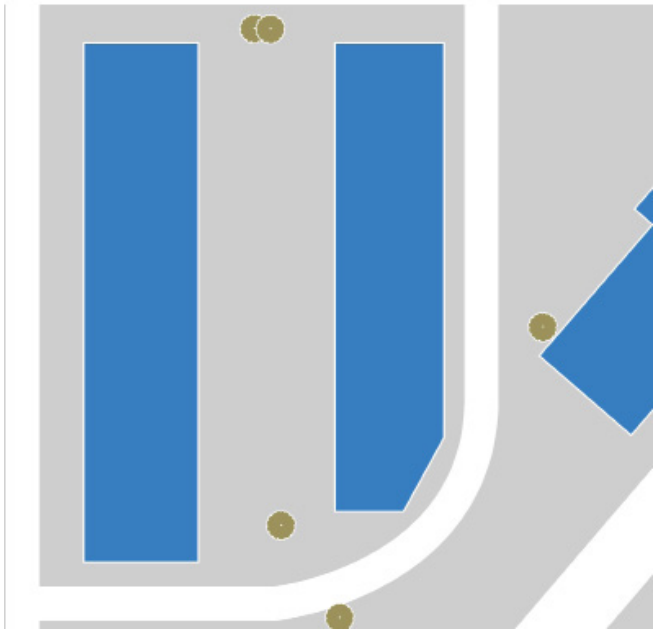


Industrial Employment (IE)

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.







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, security and uses may limit direct access in some instances.

- Vehicular–emphasis on direct connections to major arterials/highways
- Pedestrian/bicycle–emphasis on connections to adjacent commercial/mixed-use areas
- Transit–where existing or planned, provide connections

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 or 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 below 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

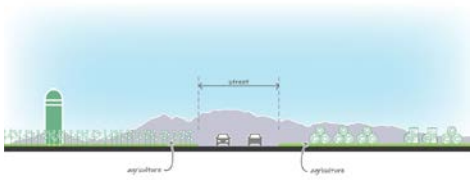
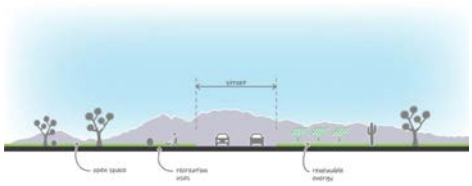
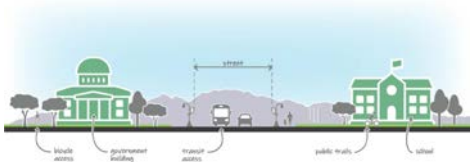
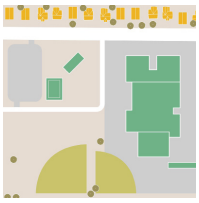
Integrate low maintenance and drought-tolerant plants and green infrastructure in new and established employment areas to provide shade, reduce urban heat islands, improve air quality, reduce outdoor water usage, and provide stormwater management benefits.

See also, Countywide Goal 3.1, 3.2, 3.3, and 3.6 and supporting policies, and Clark County Sustainability and Climate Action Plan.



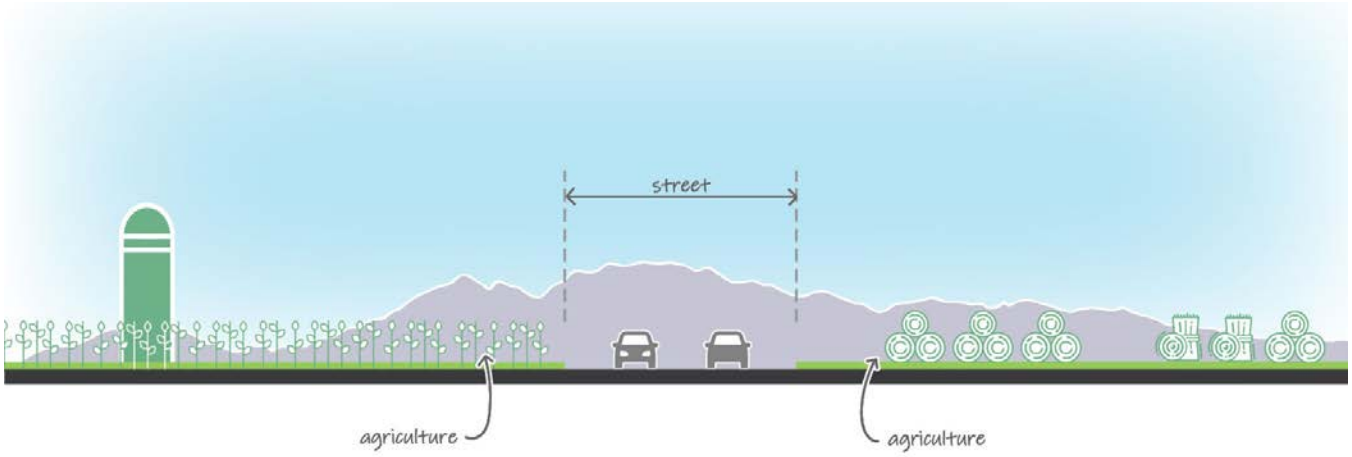
OTHER

The table below provides an overview of the alignment between the existing and proposed land use categories for other uses. An explanation of the proposed categories is provided on the pages that follow. [Existing land use category references will be removed from the table prior to Master Plan adoption.]

Existing Land Use Category	Proposed Land Use Category	Land Use Characteristics	
Agriculture (AG)	Agriculture (AG)		
Open Lands (OL)	Open Lands (OL)		
Public Facilities (P)	Public Use (PU)		
Institutional (IL)			







Agriculture (AG)

Primary Land Uses

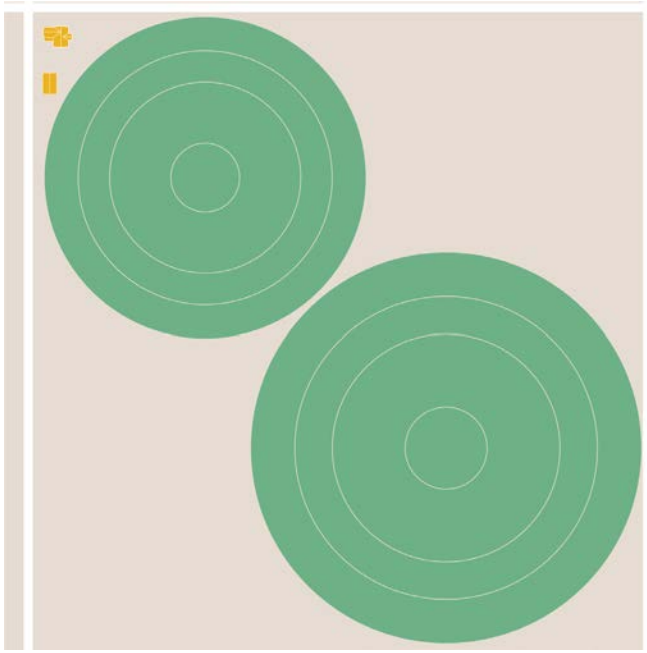
Farmland, cropland, pastures, and other low intensity agricultural uses

Supporting Land Uses

Owner/manager residence, employee housing, as well as barns and other agricultural structures used for hay, grain, or equipment storage

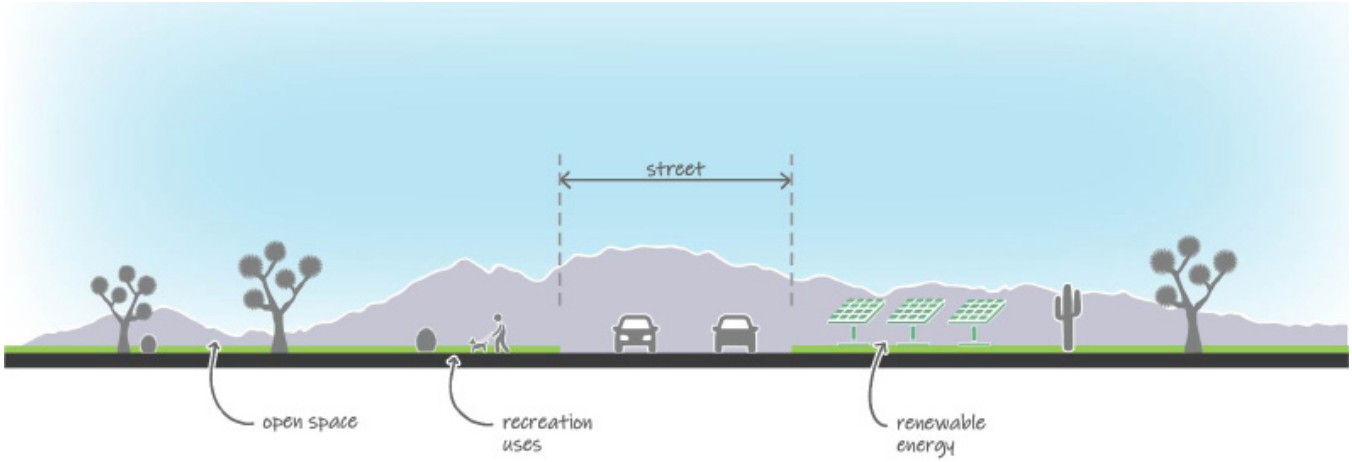
Characteristics

- 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.









Open Lands (OL)

Primary Land Uses

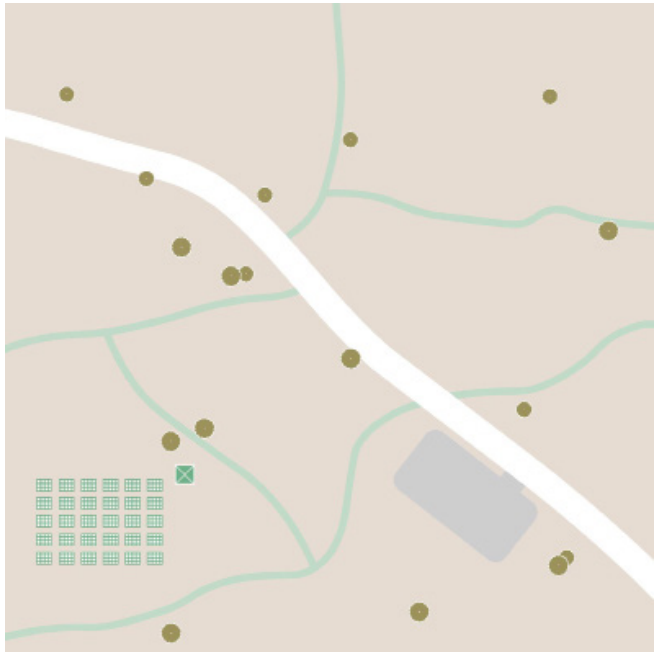
Active and passive recreation, habitat conservation, grazing, and designated military facilities

Supporting Land Uses

May include renewable energy facilities and other appropriate regulated industries.

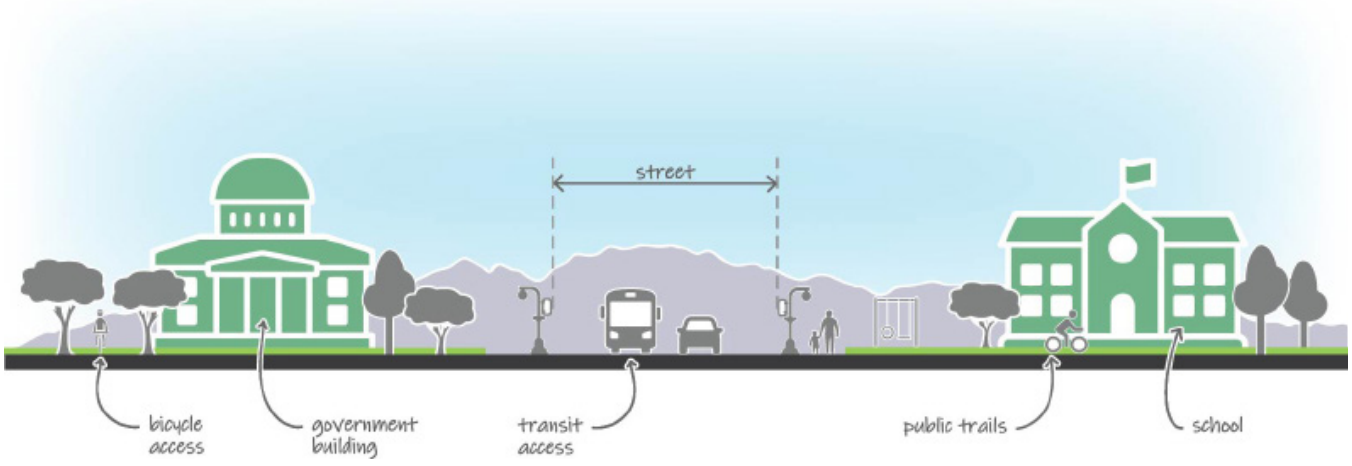
Characteristics

- Open lands and facilities that are owned and managed by state and federal agencies
- Generally used for habitat conservation and active/passive recreation
- Where designated, may be used for military or other federal purposes









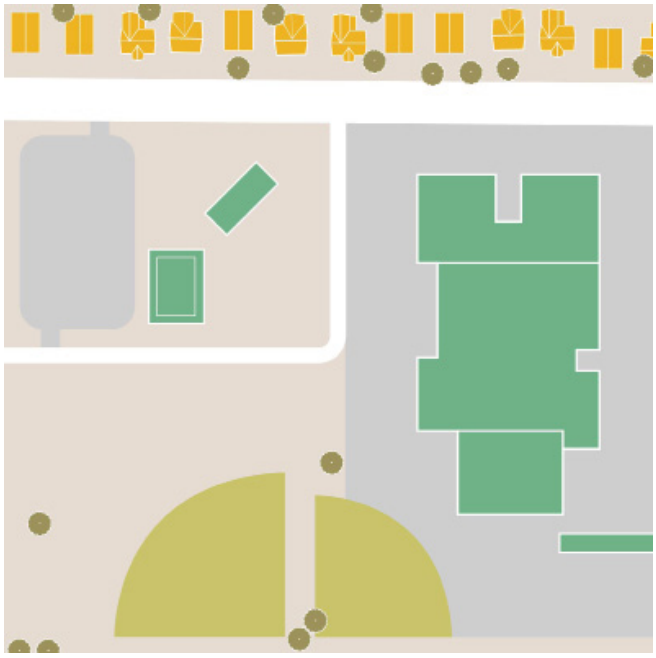
Public Use (PU)

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 uses 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



Infrastructure and Services

Development in unincorporated Clark County is served by a variety of public and private service providers, districts, and authorities. Due to the County's size and varied characteristics, infrastructure and service levels vary by location—even within the rapidly urbanizing Las Vegas Valley.

This section provides an overview of infrastructure and service provision at a countywide level, generally—who provides which services, how they are funded, what plans and regulations are in place, and how they are administered. Refer to Appendix B: Supplemental Information (Area-Specific), for additional detail about infrastructure and services relative to individual planning areas. Where applicable, additional cross-references are provided.

Flood Control and Drainage

The Clark County Regional Flood Control District (RFCD) was formed in 1985 to address severe flooding problems in Clark County. The RFCD serves a 1,637 square mile region and is responsible for developing a coordinated and comprehensive plan to solve flooding problems, regulating land use in flood hazard areas, funding and coordinating the construction of flood control facilities, and administering a maintenance program for flood control facilities.

The RFCD updates master plans for all areas of Clark County every five-years. Master plan projects typically involve a combination of detention and conveyance structures designed to detain 100-year flow streams long enough to reduce downstream flows. Refer to Appendix B: Supplemental Information (Area-Specific), and current RFCD master plans for information about proposed improvements in different planning areas.

The RFCD has adopted Uniform Regulations for the control of drainage. These regulations include land development policies and construction procedures regarding drainage, which are enforced by the County.

Libraries

The Las Vegas-Clark County Library District (LVCCLD) is a consolidated library district which serves most of Clark County, except for the cities of North Las Vegas, Boulder City, and Henderson. The district is an independent governmental agency that operates separately from Las Vegas city government and Clark County government. It is governed by a Board of Trustees appointed by the County and City. The district officially formed in 1985, although the two systems had been operating as one consolidated library system since 1973. The district is funded primarily through property taxes and consolidated sales tax.

Public Safety

Fire and Emergency Medical Services

The Clark County Fire Department (CCFD) provides fire protection and emergency medical response across the county. In urbanized areas of the county, CCFD has 30 stations operated by paid staff. The CCFD also includes a Rural Division which oversees ten stations staffed by volunteers.

In some areas of the county—both urban and rural—CCFD service is supplemented through mutual aid agreements by local fire districts, state and federal partners, and municipalities.

Response times—as informed by CCFD's Standards of Cover—vary based on travel distances to different areas of the county and the availability of personnel and equipment to respond. Response times are intended to minimize loss of life and reduce property damage based on the ability to quickly deliver sufficient personnel and equipment to the site of the fire or emergency medical incident.

The CCFD also oversees the Office of Emergency Management, which coordinates the County's emergency preparedness, mitigation, response, and recovery efforts.

Law Enforcement

The Las Vegas Metropolitan Police Department (METRO) was formed in 1973 with the consolidation of the Clark County Sheriff's Department with the City of Las Vegas Police Department. METRO serves Las Vegas and all unincorporated areas of Clark County. The cities of Boulder City, Henderson, Mesquite, and North Las Vegas have independent police agencies that serve those jurisdictions. METRO is headed by the Clark County Sheriff and financed by the City of Las Vegas and Clark County through funding generated by property tax, sales tax, and fees charged for special services.

METRO officers work cooperatively with other federal, state, and local law enforcement jurisdictions throughout the county.

Recreation and Open Space

Clark County collaborates with local, regional, and state entities to plan, implement, and maintain a variety of public recreation and open space facilities that meet the needs of a variety of users. An overview of each organization's roles and responsibilities is summarized below.

Clark County Parks & Recreation Department

Clark County provides a system of public parks, recreation facilities, and open space facilities. They are managed through the Parks & Recreation Department and the Department of Real Property Management. In accordance with NRS §278.160(f)A, the County maintains an inventory

of existing recreation and open space facilities and a plan for future expansion of these facilities to meet the unique needs of individual planning areas. Refer to Appendix A: Supplemental Information (Countywide), for additional detail on countywide recreation and open space facilities and plans, and Appendix B: Supplemental Information (Area-Specific), for additional detail on planning area-specific facilities and plans.

Clark County residents are also served by shared or joint-use facilities that are managed by outside organizations. This could include school recreational facilities, parks, community meeting spaces, libraries, and museums.

Municipalities

Incorporated cities located within Clark County maintain separate recreation and open space plans and work programs to meet the needs of their residents. However, is not uncommon for residents of the unincorporated communities of the County to use the parks and recreation services of municipalities and vice versa.

Clark County also works with regional partners, through its membership in the Southern Nevada Regional Planning Coalition (SNRPC), to provide an extensive network of trails and parks in and around the Las Vegas Valley.

Public Lands

State and federally managed lands provide residents of Clark County with many recreation opportunities, such as the Valley of Fire State Park, Red Rock Canyon National Conservation Area (NCA), Spring Mountains National Recreation Area (NRA), Lake Mead NRA, Sloan Canyon NCA, and non-designated Bureau of Land Management (BLM) lands. Refer to the Federal Lands sub-section later in Section 3 for additional detail.

Schools

The Clark County School District (CCSD) provides public pre-kindergarten through 12th grade education to all communities in Clark County. CCSD is fully independent of the government of Clark County, but works closely with the County and other partners on planning and service provision issues. CCSD is funded by local sales taxes, property taxes, state funding and other sources.

Transportation

Clark County collaborates with local, regional, and state entities to plan, implement, and maintain a multimodal transportation network that meets the needs of a variety of users. An overview of each organization's roles and responsibilities is summarized below.

Clark County Public Works Department

The Clark County Public Works Department (CCPW) maintains local roadways, bridges, traffic control devices, curbs, medians, and sidewalks in the public right-of-way that are within unincorporated Clark County. In accordance with NRS §278.160(1)(h), Clark County maintains a Streets and Highways Plan, a Transit Plan, and a Transportation Plan. Refer to Appendix A: Supplemental Information (Countywide), for maps and additional information about the transportation system.

The County's primary sources of capital funding are from Fees and Charges, Bond Proceeds, and Taxes (28.9%). Taxes include residential/commercial development tax, motor vehicle privilege tax, motor vehicle fuel tax, room tax, sales & use tax, special assessments, residential construction tax, and jet aviation fuel tax.

In addition, private developers are typically required to construct half street improvements adjacent to their development. The following applies to areas zoned as RNP:

- Developers are not required to construct curb, gutter, sidewalk, and streetlights;
- Must construct minimum paving of 32 feet; and
- Only applies to streets that are 60 feet or less in width.

Regional Transportation Commission of Southern Nevada

The Regional Transportation Commission of Southern Nevada (RTC) is a regional entity that oversees public transportation, traffic management, roadway design and construction funding, transportation planning and regional planning efforts in the region. RTC also helps manage regional highway and arterials roads through the Freeway and Arterial System of Transportation (FAST).

Nevada Department of Transportation

The Nevada Department of Transportation (NDOT) is responsible for the construction and maintenance of the state highway system.

Municipalities

Cities located within Clark County provide maintenance of local roadways and transportation infrastructure within their borders.

Utilities

Electric and Natural Gas

Service. Electric and natural gas service providers vary by location in Clark County. Refer to Appendix B: Supplemental Information (Area-Specific), for details about providers in a particular planning area.

Transmission. In accordance with NRS §278.165, Clark County maintains an Aboveground Utility Corridor Map for review of proposed aboveground utility projects.

[Placeholder for link to Aboveground Utility Corridor Map]

Water and Wastewater

Municipal Water

Southern Nevada Water Authority (SNWA). The SNWA is made up of seven local water and wastewater agencies in Clark County. The SNWA was formed in 1991 to address water issues on a regional basis, rather than an individual water purveyor basis. Member agencies include the Big Bend Water District (BBWD), Clark County Water Reclamation District (CCWRD), Las Vegas Valley Water District (LVVWD), and the cities of Boulder City, Las Vegas, Henderson, and North Last Vegas. As the wholesale water provider, the SNWA is responsible for water treatment and delivery to member agencies, as well as acquiring and managing long-term water resources for Southern Nevada. The SNWA is governed by a Board of Directors comprised of representatives from each member agencies. An Executive Team oversees daily operations.

Las Vegas Valley Water District. The LVVWD is a not-for-profit utility providing water delivery to the Las Vegas metropolitan area. Service areas of the the LVVWD also include the BBWD, Blue Diamond Water System, Coyote Springs Water Resources District, Jean Water System, Kyle Canyon Water District, and Searchlight Water System in unincorporated Clark County. The LVVWD is governed by the Board of County Commissioners (BCC).

Moapa Valley Water District (MVWD). The MVWD is located north and east of the Las Vegas Valley, between Warm Springs and Overton. The MVWD service area contains approximately 79 square miles.

Community and Private Wells. Some areas of Clark County developed before public water service, or are located outside of defined service areas. Development in these areas is served by private wells. Community and private wells are regulated by the Nevada State Engineer. Properties outside a service provider's area are eligible to apply for individual water well permits from the Nevada Division of Water Resources (NDWR).

Virgin Valley Water District (VVWD). The VVWD procides water to Mesquite and Bunkerville.

Water Reclamation

Clark County Water Reclamation District. The CCWRD serves all unincorporated areas of Clark County with wastewater treatment, including Moapa Valley, Indian Springs, and Searchlight. The CCWRD has the authority to levy taxes, sell bonds, create assessment districts, and the right of eminent domain to ensure the service area is provided with wastewater reclamation. The CCWRD is governed by the BCC.

Septic systems. In some areas of Clark County development operates on individual sewage disposal systems (septic systems). These systems are regulated by the Southern Nevada Health District (SNHD).

Water Resources

The sustainable management Southern Nevada's water resources is critical to the continued vitality of the region. Clark County works with a variety of partners to protect the quality, supply, and reliability of Clark County's water resources for current and future residents and for visitors. An overview of some of the major initiatives that help support the implementation of Countywide Goal 3.3 and associated policies (as outlined in Section 2: Countywide Goals and Policies) is provided below. These initiatives reflect just some of the ongoing efforts by Clark County and its many regional partners to adapt growth-related policies and regulations to improve the resilience of Southern Nevada in the face of a changing climate.

Southern Nevada Water Authority Water Resources Plan

The SNWA's Water Resources Plan, updated annually, compares Southern Nevada's projected water demands against the available resources to meet those demands over a long-term planning horizon (25-50 years). To address uncertainties associated with the potential impact of continued drought and climate change on water resource availability, the SNWA incorporates a range of supply and demand conditions that may be experienced within the planning horizon into its scenario modeling process. The 2020 installment of the Water Resources Plan projects sufficient water resources to meet water demand—subject to necessary authorizations, and an expanded focus on conservation and adaptive management strategies.

[Link to be added]

Southern Nevada Water Authority Water Conservation Plan

Regional water conservation programs are managed by the SNWA. The SNWA has established a water efficiency goal of 199 total gallons per capita per day (Total GPCD) by 2035. Between declaration of drought in 2002 and 2014, the community reduced per capita demand by 35 percent, from 314 GPCD to 205 GPCD, putting the region ahead of schedule to achieve its goal.

The SNWA produces a five-year Conservation Plan that describes the strategies and tactics being used to reduce water demand. The current plan is for the period 2014 through 2018.

The SNWA is widely considered to have one of the most dynamic and comprehensive water conservation programs in the nation. The Conservation Plan relies upon four major strategies to effect demand reduction:

- **Regulation.** This includes, but is not limited to, prohibitions on wasting water, mandatory watering

restrictions, prohibitions on the use of lawn grass in new development, and restrictions on the development and operation of ornamental fountains.

- **Pricing.** The SNWA does not establish water pricing, however, each of the SNWA member agencies agree to use increasing block rate structures which provide financial incentive for water users to moderate their use.
- **Incentives.** The SNWA operates a wide variety of incentive programs, including landscape conversion, smart irrigation technology, swimming pool covers, industrial and commercial technologies. From 1999 through 2015, these programs produced an estimated 100 billion gallons of water savings. The SNWA Water Smart Landscapes Program has affected the conversion of more than 177 million square feet of ornamental turfgrass to water efficient landscaping between 2000 and 2015.
- **Education.** The SNWA has comprehensive education programs that include workshops, demonstration gardens, student and teacher programs, a comprehensive website, and media outreach campaigns.

Currently, water reuse comprises approximately 40 percent of the region's water supply. Beginning in 2013, the SNWA began using an additional metric, "Net GPCD," to better describe the community's water resource impacts. Net GPCD excludes water that has been reused, thus it is a better indicator of the community's footprint upon watersheds. In 2014, the region's total GPCD was 205, but the Net GPCD was 118; underscoring the importance of Southern Nevada's ability to directly or indirectly reuse 100 percent of treated effluent as a water resource.

Water conservation continues to be an important strategy to ensure future water supplies. Outlying areas of Clark County not currently serviced by the SNWA do not have an integrated program to conserve water resources.

208 Water Quality Management Plan

Section 208 of the Clean Water Act requires that all activities associated with water pollution problems be planned and managed through an integrated area-wide water quality management program. The 208 Water Quality Management Plan (208 WQMP) presents objectives, policies, and programs for managing water quality in Clark County. It was adopted by the BCC in 1978 and approved by the U.S. Environmental Protection Agency (EPA).

Since the 208 WQMP was first adopted, the State of Nevada vested area-wide water quality management planning duties and powers to certain counties and the BCC was designated the area-wide water quality management planning organization within Clark County.

The 208 WQMP plan addresses municipal wastewater treatment and disposal, population forecasts, waste treatment flows, sewer improvements, water quality planning, groundwater management, stormwater issues, Las Vegas Wash issues, agriculture sources, point and nonpoint sources, Colorado River, Lake Mead, and all water quality standards among other water quality issues. The 208 WQMP replaces and supersedes all previous Water Quality Management Plans and amendments regarding any portion of Clark County.

There are eight 208 WQMP planning areas in Clark County.

Natural and Manmade Hazards

In accordance with federal law, Clark County prepares a Multi-jurisdictional Hazard Mitigation Plan (HMP) in collaboration with state, tribal, and local entities. A key component of the HMP is the identification of natural hazards that pose the greatest threat, based on the nature of the hazard, disaster history, the location and extent/severity of the hazard, and the probability of future events. Natural hazards that directly impact growth and development in Clark County are summarized below.

Land-Related Hazards

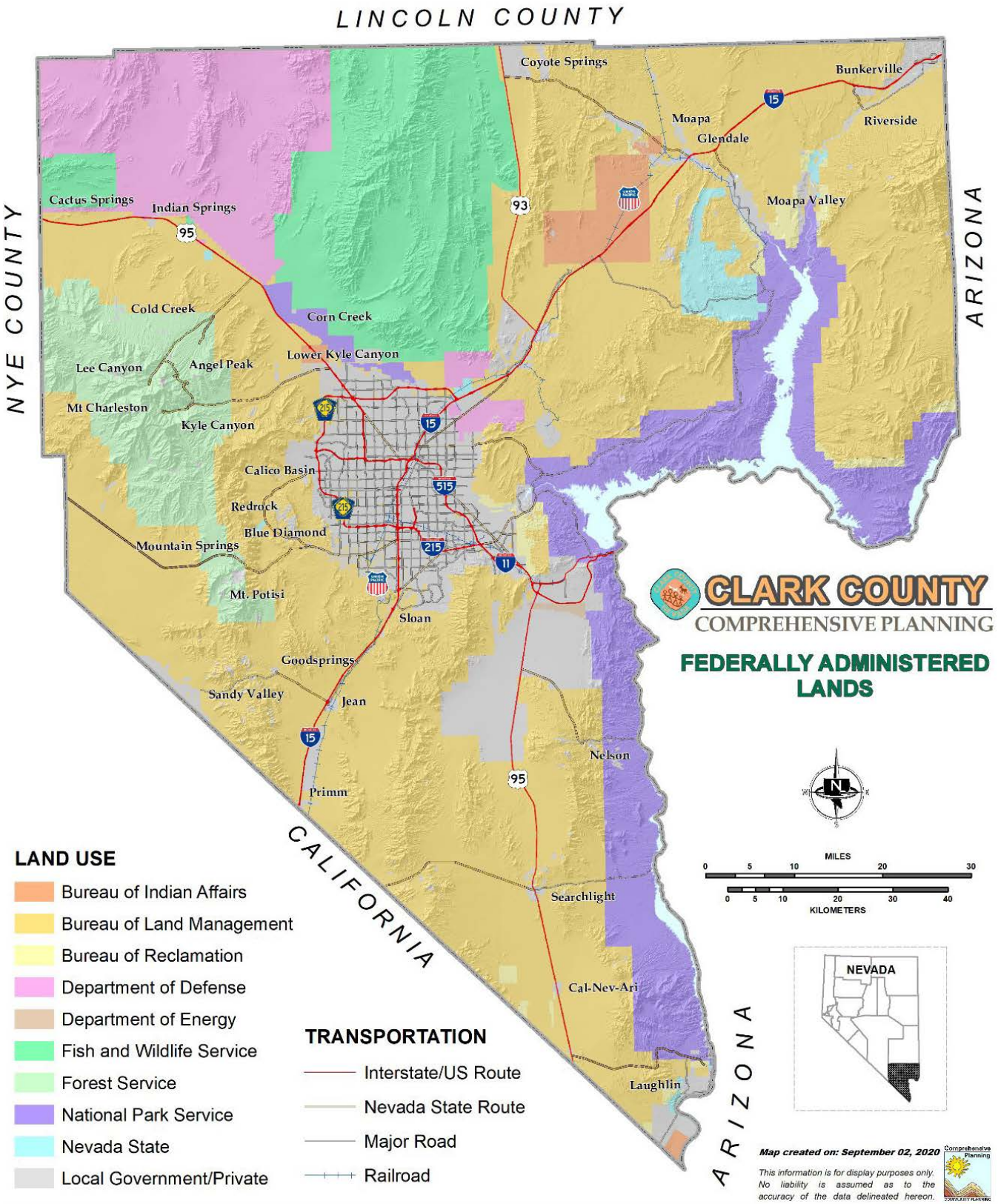
Land-related hazards include risks to structures due to underlying soil conditions, subsidence, faults, and seismic activity. Land-related hazards also include features that pose a risk to human health and safety, such as abandoned mines and site contamination. Land-related hazards in Clark County include:

Soils with high shrink-swell potential. Shrink-swell potential indicates the volume change to be expected with a change in moisture content. Increases in moisture content combined with plastic fines (clay laden deposits), organic matter or sodium sulfate (salts) in the soil cause swelling. Conversely, decreases in moisture content cause soil shrinkage. Fluctuations of this nature can severely alter structural integrity. With the exception of a few areas, high shrink-swell potential exists throughout the Las Vegas Valley.

Subsidence. Subsidence is a gradual sinking of the surface due to subsurface water reduction, compaction, and actual elastic movement of the land. Influence by man or natural forces can cause subsidence. Because groundwater is one of the weight supporting components of soil, its reduction results in a volumetric decrease of soil. Overdrafting of groundwater in some areas has resulted in subsidence in the Las Vegas Valley. The SNWA has introduced a program of artificial recharge as a water resource strategy that has helped maintain water levels and reduce subsidence. Subsidence also occurs along natural geologic faults and fissures.

Faults/seismicity. Clark County lies within one of the most seismically active regions in the United States (the

Federally Administered Lands in Clark County



Basin and Range Province). Magnitude three and four earthquakes are commonly felt, but rarely cause damage. Minor to moderate damage can accompany a magnitude five or six event, and major damage commonly occurs from earthquakes of magnitude seven and greater. Although earthquakes do not occur at regular intervals, the average frequency of earthquakes of magnitude six and greater in Nevada has been about one every ten years, while earthquakes of magnitude seven and greater average once every 27 years. The Las Vegas Valley and the surrounding mountains are crossed by multiple fault lines, including the 20-mile-long Frenchman Mountain Fault, the Whitney Mesa Fault, Cashman Fault, Valley View Fault, Decatur Fault, Eglington Fault, and the West Charleston Fault. While a major earthquake has not occurred in Clark County, strong earthquakes originating in west central Nevada and in Southern California have been felt in Clark County and the Las Vegas Valley.

Abandoned mines. Mining companies are required to reclaim the land and secure any hazardous conditions that may exist around their mines. However, historic abandoned mine sites still exist throughout Clark County. The Nevada Division of Minerals (NDOM), along with the BLM, Clark County and local mining companies have been actively locating abandoned mine features and attempting to mitigate the physical safety hazards they present, particularly near urban population centers. The majority of these mines are clustered in and around the Goodsprings, Searchlight, and Nelson communities and south of Railroad Pass and the Black Mountains in the Henderson area.

Water-Related Hazards

Flooding/floodplains. Flooding in the form of flash floods has been a recurrent problem in Clark County. In addition to generally impermeable soils, expanded urbanization and increases in impervious surfaces have intensified runoff and led to extensive erosion. This erosion occurs as lateral stream bed channel cutting, undercutting of culverts, roads, and structures, and gully erosion. The eroded materials are deposited not only on private and public properties, but also at the confluence at Las Vegas Bay. Flash flooding hazards also exist for the smaller washes throughout Clark County. Flash floods may exhibit highly localized characteristics, caused by highly intense rainfalls in particularly small areas for short periods. The greatest potential flood hazard exists in the Las Vegas Valley where a large population and intensive urbanization aggravate the potential hazard to lives and property.

The Federal Emergency Management Agency (FEMA) is charged with floodplain mapping, management, and safety. FEMA prepares Flood Insurance Rate Maps, which are the insurance and floodplain management maps that identify areas of 100-year flood hazard in a community. In some areas the map also shows base flood elevations and 500-year floodplain boundaries and occasionally, regulatory floodway boundaries.

The RFCD was created by the Nevada Legislature in 1985 in response to severe flooding problems in the County. The RFCD is responsible for developing and implementing a comprehensive flood control master plan to alleviate flooding problems. The RFCD Control Master Plan was developed to handle issues associated with flood control within Clark County.

Shallow groundwater. Hazards associated with shallow groundwater are caused by the natural artesian conditions that existed in the Las Vegas Valley prior to significant groundwater pumping and infiltration from landscape irrigation. Although not well defined, shallow groundwater has risen to the point of surfacing in areas throughout the southeastern portion of the Las Vegas Valley within Clark County and the City of Henderson and has caused structural damage to property.

Federal Lands

The federal government administers approximately 88 percent (over 4.5 million acres) of land in Clark County through eight federal agencies: U.S. Bureau of Indian Affairs (BIA); BLM; U.S. Bureau of Reclamation (USBR); U.S. Department of Defense (DOD); U.S. Department of Energy (DOE); U.S. Fish and Wildlife Service (FWS); U.S. Forest Service (USFS); and the National Park Service (NPS) (see Federally Administered Lands maps). Each agency applies federal laws, regulations, policies, or procedures to administer lands within their jurisdictions. Another one percent of a land is owned by the State of Nevada. A detailed discussion of each agency's role and jurisdiction in the County is provided in Appendix B: Supplemental Information (Area-Specific).

Federal policies play a direct role in the County's land use patterns, economy, recreational opportunities, and public facilities and services. As such, Clark County actively participates with federal land management agencies in official land use planning activities. Major federal land use/resource considerations in Clark County are summarized below.

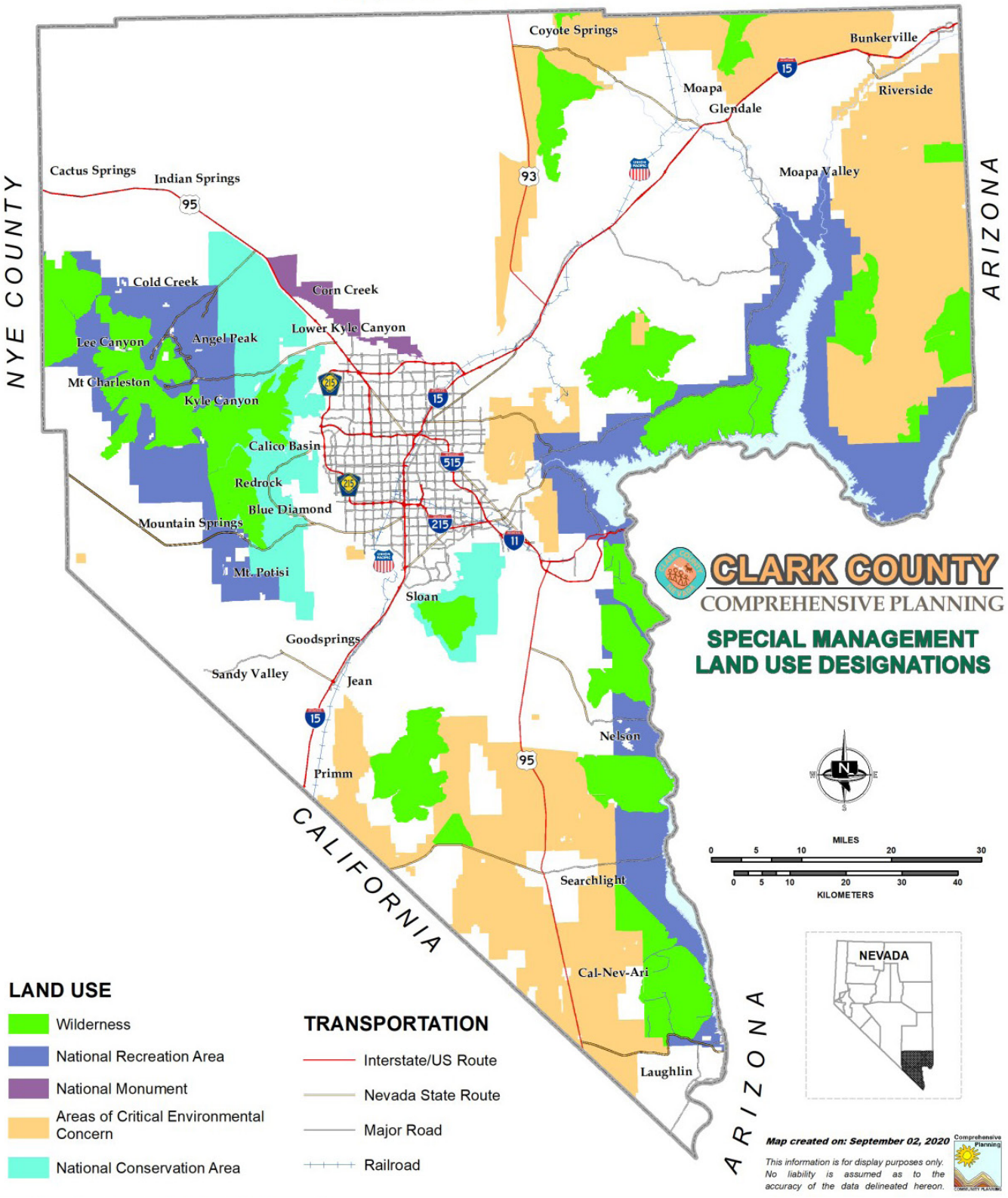
Congressionally-Authorized Land Transactions

The County utilizes public lands to meet the needs of the community by providing public services and facilities, such as schools, police stations, and parks. These and other uses are authorized by the following congressionally-designated acts:

Recreation and Public Purposes Act of 1926

The Recreation and Public Purposes Act of 1926, authorizes the federal government to transfer or lease certain public lands to states or their political subdivisions for recreational and public purposes.

Special Management Land Use Designations in Clark County



Federal Land Policy and Management Act of 1976

The Federal Land Policy and Management Act of 1976 (FLPMA) was established in 1976 to clarify the mission and authority of the BLM, grant new responsibilities, amend or repeal previous legislation, and prescribe specific management techniques. The FLPMA mandates the permanent federal ownership of public lands unless, "disposal of a particular parcel will serve the national interest." FLPMA directs the BLM to manage public lands to protect the quality of the scientific, scenic, historical, ecological, environmental, air and atmospheric, water resource, and archaeological values; where appropriate, protect and preserve certain public lands in their natural condition; provide food and habitat for fish and wildlife and domestic animals; and provide for outdoor recreation and human occupancy and use. FLPMA also changed how minerals and grazing are managed on public lands and mandated new forms of preservation and protection for public lands, including the Areas of Critical Environmental Concern (ACEC) designation. Additional details on these programs are provided under the Special Land Use Considerations heading, below.

Southern Nevada Public Land Management Act of 1998

In 1998, the Southern Nevada Public Land Management Act of 1998 (SNPLMA) established a congressionally-designated boundary—the disposal boundary—roughly encompassing the Las Vegas Valley, within which the Secretary of the Interior is authorized by the SNPLMA to sell land for private development, preservation as open space, or other uses outside of federal management. Future increases in population translate directly into increased land demand for public facilities to support such an increase in population. Clark County has identified additional parcels of federal land that are held in reserve for development of additional public facilities to accommodate population growth, such as affordable housing.

Undeveloped BLM land in the disposal boundary is projected to accommodate population growth in the near-term. However, acres remaining in the existing SNPLMA and administrative disposal boundaries may not accommodate predicted long-term population growth for the region.

Military Operations

The exclusive military use of lands in Clark County by the U.S. Air Force (USAF) was established in 1986 by Congress under the Military Lands Withdrawal Act of 1986. The Nevada Test and Training Range (NTTR) includes a portion of the Desert National Wildlife Refuge (NWR), and management responsibility remains with the BLM under the Military Lands Withdrawal Act of 1986.

In 2010 the updated Integrated Natural Resource Management Plan was approved for Nellis Air Force Base and the NTTR. This plan includes an integrated pest management plan, a land use management plan, goals, objectives, mapping, and inventories. In 2021, Clark County, in conjunction with Nellis Air Force Base and surrounding communities, completed the Nellis Complex Compatible Use Plan. The planning effort identifies compatible and incompatible adjacent land uses, promotes coordination and communication, and further supports military operations training in Clark County.

Resource Use and Development

Clark County actively participates in federal resource allocation and use discussions for public lands to ensure that management plans continue to allow existing and future resource development and industry expansion. Key resources associated with federal lands in the County include:

Rangelands

Clark County supports rangeland management for wildlife purposes with a focus on improving conditions where feasible.

Gravel and Mineral Resources

Significant gravel and mineral resources are also located in Clark County. Currently, several private entities are developing these resources which contribute to the economy of the County. Mining is Nevada's largest export industry, with gypsum mining being a notable export from Clark County.

Energy Production and Transmission

Energy production and transmission occurs primarily on federally-administered lands within the County. Natural gas, a primary fuel for power generation in the state, is increasingly rivaled by renewable energy resources. Clark County is a particularly desirable location for renewable energy facilities due to its large population and existing and abundant transmission infrastructure. The construction of new energy generating facilities, such as utility scale solar power facilities, requires significant land resources. Development of renewables is expected to increase in order to meet the state's renewable portfolio standard (100 percent of electricity from carbon-free resources by 2050) and as an export to neighboring states.

Special Management Land Use Designations

Many federal lands within Clark County have been designated for environmental protection, recreation, or other purposes. These special land use designations allow limited use of the land and include Wilderness Areas, NCAs, NRAs, national monuments, and ACECs.

Wilderness Areas and Wilderness Study Areas

Wilderness areas consist of federal land that has been deemed in conservation status by an act of Congress under the Wilderness Act of 1964. The Wilderness Act defines wilderness as "an area where the earth and its community of life are untrammeled by man where man himself is a visitor who does not remain." This act is one of the most protective

designations that can be placed on federal land. The Wilderness Act generally prohibits commercial activities within wilderness and prohibits motorized and mechanical access, roads, structures, and other facilities within wilderness areas. Passive recreation, such as hiking, is generally authorized within wilderness areas.

Wilderness study areas are a special designation that applies to lands managed to protect wilderness characteristics until Congress designates the area as wilderness or directs the federal agency that administers the land to manage the area for other multiple uses. Wilderness study areas are managed to ensure they are unimpaired for preservation as wilderness until Congress has determined to designate them as wilderness or release them from wilderness study area status.

Clark County has 20 wilderness areas and three wilderness study areas. The BLM, NPS, USFS, and Bureau of Reclamation (USBR) are the federal agencies responsible for managing these areas. In some cases, administration is a joint effort between two agencies. Currently, 11 of these wilderness areas are on lands solely administered by the BLM, five are on lands administered solely by the NPS, four are on lands administered by the BLM and NPS, and three are on lands administered by the BLM and USFS.

Many of the wilderness areas within Clark County overlap other federal land use designations, in whole or in part, such as ACECs or NRAs. Where overlapping designations occur, the more restrictive designation (i.e., Wilderness) takes precedence.

Wilderness Areas in Clark County

Wilderness Area (size)	Acres	Administration			
		BLM	NPS	USFS	Bureau of Reclamation
Arrow Canyon	28,307	•			
Black Canyon (17,590 acres)	17,590		•		
Bridge Canyon	8,263		•		
El Dorado Wilderness Area	31,870	•	•		
Ireteba Peaks	32,257	•	•		
Jimbilnan	20, 313		•		
Jumbo Springs	4,652	•			•
La Madre	47,180	•		•	
Lime Canyon	24,036	•			
Meadow Valley Range	1,808	•			
Mormon Mountains/Mormon Mesa	11,720	•			
Mt. Charleston	59,873	•		•	
Muddy Mountain	48,019	•	•		
Nellis Wash	16,423		•		
North McCullough	14,763	•			
Pinto Valley	39,173		•		
Rainbow Mountain	24,997	•		•	
Smith McCullough	44,252	•			
Spirit Mountain	33,518	•			
Wee Thump Joshua Tree	6,050	•			
Wilderness Study Areas					
Million Hills	21,296	•			
Mt Stirling	38,790	•			
Virgin Mountain Instant Study Area	5,886	•			





National Conservation Lands

National Conservation Lands include BLM-administered lands designated by Congress as NCAs, NRAs, ACECs, and other similar designations. These lands are designated to conserve special features and provide opportunities for hunting, solitude, wildlife viewing, fishing, history exploration, scientific research, and recreation. The mission of National Conservation Lands is to "conserve, protect, and restore nationally significant landscapes for their outstanding cultural, ecological, and scientific values for the benefit of current and future generations." Two NCAs are located in Clark County:

Red Rock Canyon NCA. The Red Rock Canyon NCA is located on the west side of the Las Vegas Valley. This was Nevada's first NCA. The highly-visited Red Rock Canyon NCA offers visitors a variety of recreational activities, including a 13-mile scenic drive, hiking trails, rock climbing, horseback riding, mountain biking, picnic areas, and a visitor center with indoor and outdoor exhibits.

Sloan Canyon NCA. The Sloan Canyon NCA is located in the southern Las Vegas Valley south of Henderson. This NCA, designated by Congress in 2002, is described as one of the best places to view significant cultural resources in southern Nevada. Within the NCA is the Sloan Canyon Petroglyph Site, containing more than 300 rock art panels created by native cultures from the Archaic to Historic eras. Sloan Canyon NCA is closed to camping, shooting, and off-highway vehicle (OHV) access. Hiking, biking, and horseback riding are authorized within the NCA.

Multiple Species Habitat Conservation Plan

Clark County is responsible for compliance with the federal Endangered Species Act (ESA), compliance with a Section 10(a)(1)(B) incidental take permit, and for implementing the Clark County Multiple Species Habitat Conservation Plan (MSHCP). An incidental take permit exempts a permittee from the take prohibition of Section 9 of the ESA and is issued by the U.S. Fish and Wildlife Service pursuant to Section 10(a)(1)(B) of the Act. The permit authorizes take of protected species that may be incidental to, but not the purpose of, otherwise lawful activities. A habitat conservation plan (HCP) is a planning document that is a mandatory component of an incidental take permit application. An HCP ensures that the authorized take will be adequately minimized and mitigated.

Areas of Critical Environmental Concern

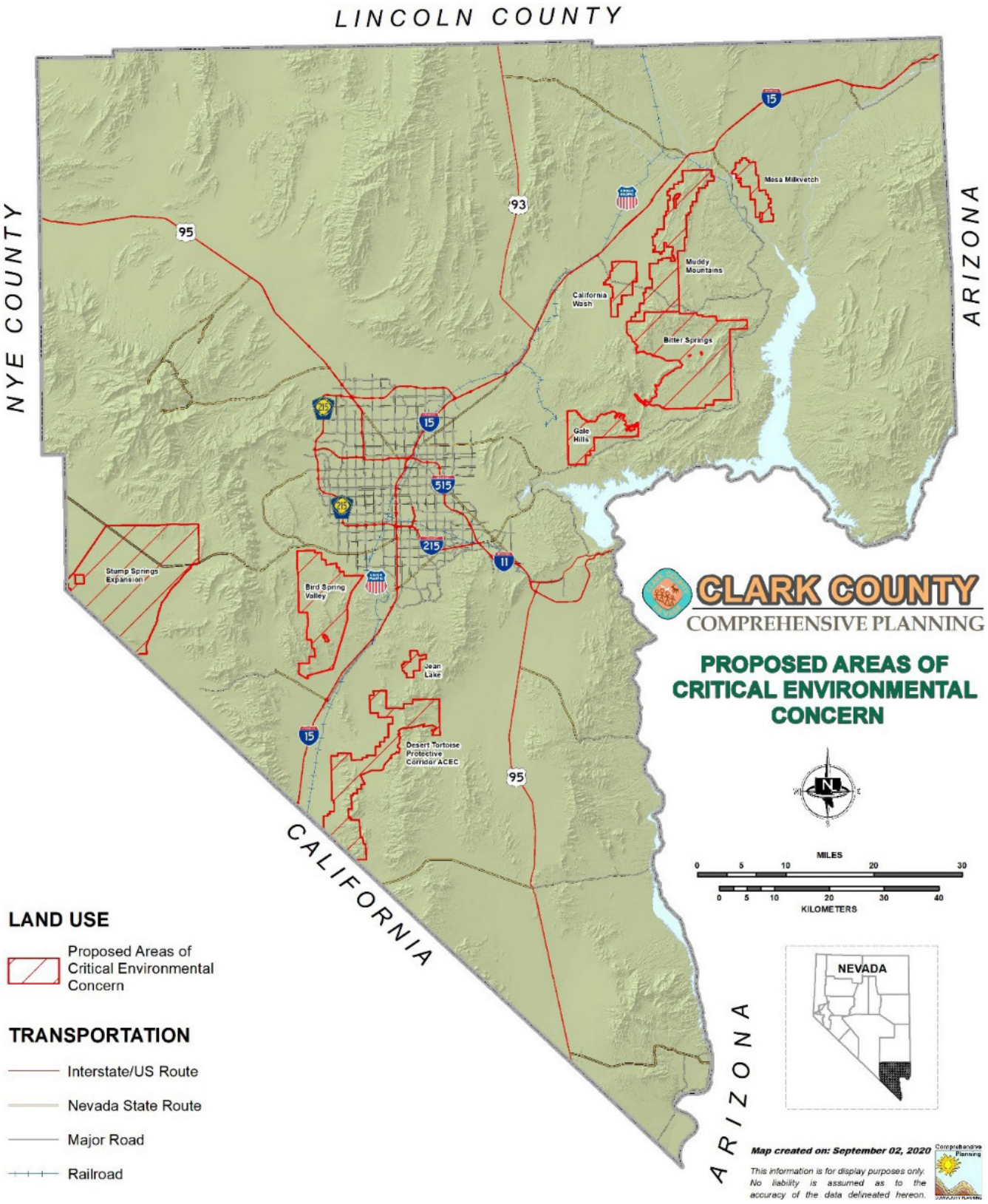
BLM designates ACECs for areas with special management considerations and use restrictions to protect habitat, sensitive wildlife or plants, cultural resources, paleontology, geologic and other features. These use restrictions generally limit motorized vehicle use to designated roads, trails, or areas; restrict open OHV use and speed events; prohibit surface mining and grazing; restrict new roads or rights-of-way; and limit the intensity of recreational use. The additional use restrictions are specific to the area and resources being protected and result in individual management prescriptions for each ACEC.

Clark County has proposed the designation of up to nine additional ACECs as part of its effort to amend the MSHCP and associated Section 10(a)(1)(B) incidental take permit. This effort supports a streamlined process for permitting development activities and complying with the ESA. Additional ACECs may be designated administratively through the BLM's revision to their RMP, or they may be designated by Congress through legislation.

Desert National and Moapa Valley National Wildlife Refuge. Created in 1936 to provide habitat and protection for desert bighorn sheep, Desert NWR is the largest wildlife refuge outside of Alaska. At 1.6 million acres (643,000 hectares), the refuge can cover Rhode Island twice - and still have enough room left over for a quarter of a million football fields. Desert NWR encompasses six major mountain ranges and seven distinct life zones boasting over 500 plant species as it transitions from the Mojave to the Great Basin Desert.

While Desert NWR has been home to people for thousands of years, from Nuwuvi (Southern Paiute) to ranch homesteaders, the refuge remains largely unchanged by human hands. Over 1.3 million acres (536,000 hectares) of the refuge is proposed wilderness, and has been managed as de facto wilderness since 1974. See collared lizards sunning on rocks, hunt for tracks of elusive mountain lions, or grab your binoculars for a better look at our 320 bird species.

Proposed Areas of Environmental Concern in Clark County [Placeholder]



Moapa Valley National Wildlife Refuge is managed as part of the Desert National Wildlife Refuge Complex. Other refuges in the Complex include: Ash Meadows NWR, Moapa Valley NWR, and Pahranagat NWR.

National Recreation Areas

A NRA provides outdoor recreational opportunities for the public and include important natural and cultural features. There are two NRAs located partially within Clark County:

Lake Mead NRA. The Lake Mead NRA has the distinction of being the first area to be designated as an NRA in the United States. By a memorandum of agreement between the NPS and the USBR, the NPS assumed administration of the Lake Mead NRA (formerly called "Boulder Dam Recreation Area") on October 13, 1936. The name of the area was changed to Lake Mead NRA in 1947, and was also expanded to include the yet-to-be-filled Lake Mojave. The area is managed by the NPS for the general purposes of public recreation, benefit, and use; and in a manner that will preserve the scenic, historic, scientific, and other important features of the area (Congressional Public Law 88-639). Several developed areas within the recreation area offer a wide range of accommodations and services throughout the year. Recreational opportunities include boating, fishing, swimming, scenic drives, picnicking, hiking, scuba diving, waterskiing, and camping. The Lake Mead NRA is one of the most visited NRAs in the NPS.

Spring Mountains NRA. The Spring Mountains NRA is part of the Humboldt-Toiyabe National Forest and includes Mount Charleston as well as Lee Canyon, home to a ski and snowboard area. The NRA is located approximately 20 miles west of the northwest boundary of the City of Las Vegas and is administered by the USFS. The NRA supports diverse plant and animal species as well as providing for diverse recreational opportunities such as hiking, picnicking, camping, and skiing.

National Monuments

A national monument is created through an act of Congress or by presidential proclamation under the American Antiquities Act of 1906. National monuments include wild places or culturally and historically important sites that are given protection. Most national monuments protect "existing rights" at the time of creation, meaning that whatever activities were authorized within the monument can likely continue after designation. A variety of recreational uses are also authorized uses in most national monuments. Two national monuments are located within Clark County:

Tule Springs Fossil Beds National Monument. This 22,650 acre area was created in 2014. It is managed by the NPS and is located at the northern end of the Las Vegas Valley.

Gold Butte National Monument. This 347,305 acre area was created in 2016 and is managed by the BLM. It is located along the eastern edge of the County, contiguous with the adjacent Grand Canyon-Parashant National Monument in Arizona.

Airport Environs

Clark County works closely with a variety of stakeholders to promote compatible land use planning around multiple commercial, general aviation, and military airports. Compatibility considerations vary based on the size and type of airport, but generally include limitations on incompatible land uses, as well as noise and height restrictions. A summary of the various airports in Clark County is provided below, along with an overview of the required compatibility measures in place for larger airports.

Airports in Clark County

Clark County Airport System

McCarran International Airport (LAS) and the four general aviation facilities in the Clark County Airport System (Henderson Executive, North Las Vegas, Jean Sport Aviation Center, and Perkins Field-Overton Airport) are owned by Clark County and operated under the policy direction of the BCC, the authority of the County Manager and the management of the Director and Deputy Director of Aviation. Unlike other departments within the Clark County government, the Department of Aviation (DOA) is a self-sufficient enterprise and operates without County general fund tax revenue. Henderson Executive and North Las Vegas Airports are considered reliever airports to LAS and offer staffed air traffic control facilities. Plans for a new commercial airport in the Ivanpah Valley as a reliever for LAS—the Southern Nevada Supplemental Airport (SNSA)—are currently undergoing environmental review.

Other General Aviation Airports

General aviation is accommodated at Boulder City Municipal, Cal-Nev-Ari, Mesquite, and Perkins Field-Overton airports; however, no air traffic control facilities are available. Echo Bay and Searchlight Airports are on federal land and accommodate daylight activity. Sky Ranch, in Sandy Valley, is a public use airfield adjacent to privately owned Sky Ranch Estates.

U.S. Air Force Bases

As noted earlier in this section, Clark County is also home to two military bases: Nellis Air Force Base and Creech Air Force Base.

Required Compatibility Measures

A Cooperative Management Agreement (CMA) was established for lands acquired by the County from the federal government under the SNPLMA to limit incompatible development near LAS. The CMA limits the types of land uses that can be established in those areas. For LAS and other major civilian and military airports in Clark County, the Unified Development Code (Title 30) establishes two overlay zoning districts that limit some forms of development in areas near the airport that would be most impacted by noise, accidents, or flight paths, or could result in impacts to airport operations.

Maps of the airport environs for the following airports are maintained in the Unified Development Code (Title 30) and may be amended from time to time:

- Creech Air Force Base
- Henderson Executive Airport
- McCarran International Airport
- Nellis Air Force Base
- North Las Vegas Airport

SECTION 4

AREA-SPECIFIC GOALS AND POLICIES



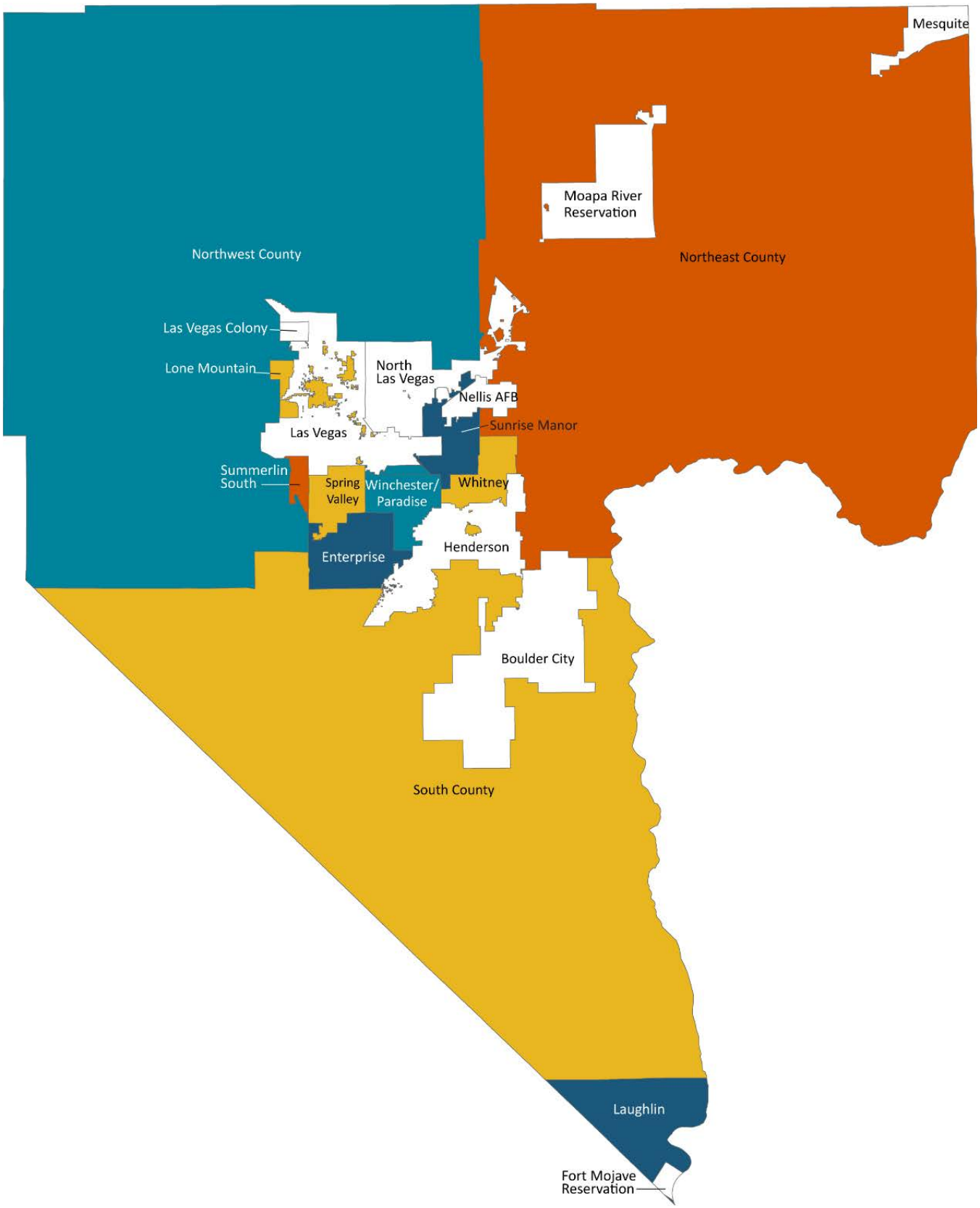


About This Section

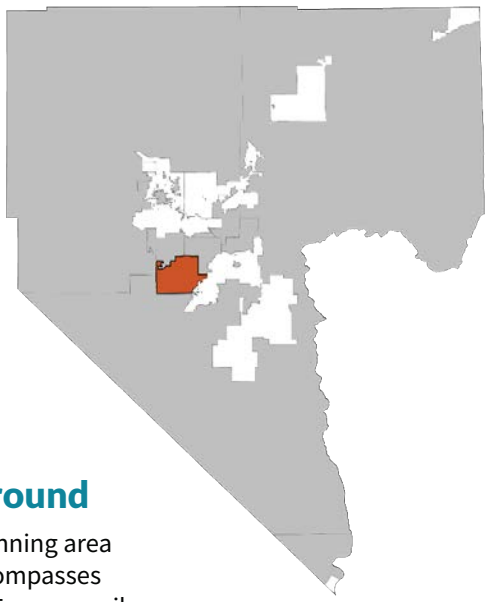
Clark County is responsible for land use planning in all areas outside of the incorporated cities. For land use planning purposes, the unincorporated portion of Clark County is divided into 11 planning areas. Seven planning areas are in the Las Vegas Valley—Enterprise, Lone Mountain, Spring Valley, Summerlin 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. The County maintains separate goals, policies and planned land use maps for each planning area, as contained in this section. This section also contains information about each planning area's location, character, and history. Additional information about each of the County's 11 planning areas is provided in Appendix B: Supplemental Information (Area-Specific). Data and background material that supports the goals and policies of this section—and that generally provides relevant planning information on each area—are included for reference. Information varies by planning area, but generally includes background on the natural environment, natural hazards, infrastructure and services, and historic resources for each planning area.

Area-specific policies are intended to supplement—rather than duplicate—countywide policies by addressing issues and opportunities that are unique to each planning area. Cross-references to countywide policies are provided where applicable.

Planning Areas in Clark County







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 (LAS), along Highway 215, 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 LAS has led to the establishment of a Cooperative Management Area (CMA) that is partially in Enterprise. 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 LAS and in land owned by the Clark County Department of Aviation (DOA).







History of the Enterprise Planning Area

The Enterprise planning area was formed in December 1996.

Enterprise Planned Land Use Map

[PLACEHOLDER Map]

Enterprise Goals and Policies

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: RANCH ESTATE NEIGHBORHOODS

Encourage infill development within Ranch 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

POLICY EN-2.1: PUBLIC FACILITIES NEEDS ASSESSMENT

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 (PFNA).

POLICY EN-2.2: PUBLIC SERVICES

Limit the conversion of land dedicated to public facilities for the purposes of residential development and coordinate with Clark County Fire Department (CCFD), Las Vegas-Clark County Library District (LVCCLD), Clark County School District (CCSD), and other public service providers to ensure services and facilities expand as the planning area grows.

Goal EN-3: Preserve land for habitat, recreation, and open space

POLICY EN-3.1: WASHES, ARROYOS, AND DRAINAGEWAYS

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

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

POLICY EN-3.3: ACCESS TO PUBLIC LANDS

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

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

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.

POLICY EN-4.2: TRANSIT ACCESS

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

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

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

POLICY EN-5.2: HIGHWAY-ADJACENT EMPLOYMENT

Encourage light-industrial, employment, and emerging technologies uses to establish and operate along Highway 215 and Interstate 15.

POLICY EN-5.3: DESIGNATED EMPLOYMENT AND COMMERCIAL AREAS

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 and businesses in Enterprise.

Goal EN-6: Facilitate orderly, incremental growth in Enterprise

POLICY EN-6.1: AIRPORT ENVIRONS OVERLAY DISTRICT

Periodically review and update the boundary of the AEO District in coordination with the 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 SOUTH

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

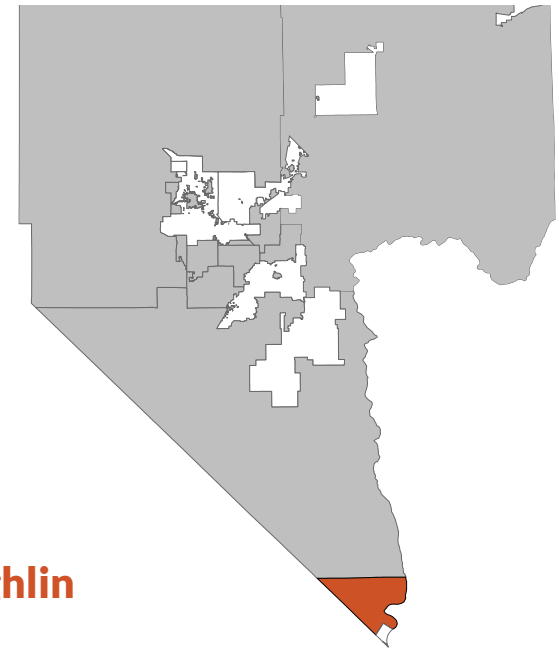
POLICY EN-6.5: CONTIGUOUS DEVELOPMENT

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

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





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 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 U.S.-Mexico 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.

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.

Laughlin Planned Land Use Map

[PLACEHOLDER Map]

Laughlin 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

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

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, Nevada Department of Transportation (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 enhanced 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.

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 (BLM), Nevada State Historic Preservation Office (SHPO), 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

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.

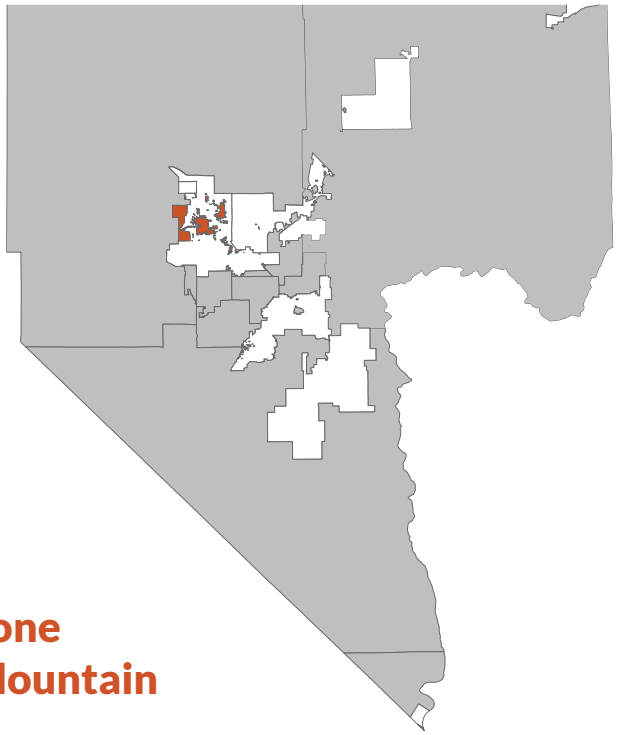
POLICY LA-5.3: POTABLE WATER ALLOCATION

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.

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.

[PLACEHOLDER Lone Mountain Area Photo]



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 extends 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

Lone Mountain Planned Land Use Map

[PLACEHOLDER Map]

Lone Mountain Goals and Policies

Goal LM-1: Maintain opportunities for ranch estate and suburban lifestyles in Lone Mountain

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*]

POLICY LM-1.3: RANCH ESTATE NEIGHBORHOOD COMPATABILITY

Encourage infill development within Ranch 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: RANCH ESTATE NEIGHBORHOOD CHARACTER

Protect the character of existing Ranch Estate Neighborhoods by discouraging the development of lots less than 20,000 square feet..

POLICY LM-1.5: STREET-FACING DEVELOPMENT

Enhance community character by encouraging new homes to face local streets to the extent possible.

Goal LM-2: Expand access to services and amenities in Lone Mountain

POLICY LM-2.1: COOPERATIVE SERVICE PLANNING

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

Coordinate with the City of Las Vegas and 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

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

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.

POLICY LM-2.5: BARRIERS

Discourage the construction of barrier walls along roads and between developments and explore alternative development standards that provide privacy and reduce the impacts of noise without tall fences and walls. Where walls are necessary along collector or arterial roads, require additional landscaping to soften their appearance from public right-of-way. [See also Countywide Policy 6.2.4, *Connectivity*]

Goal LM-3: Protect and preserve natural features and habitat in Lone Mountain

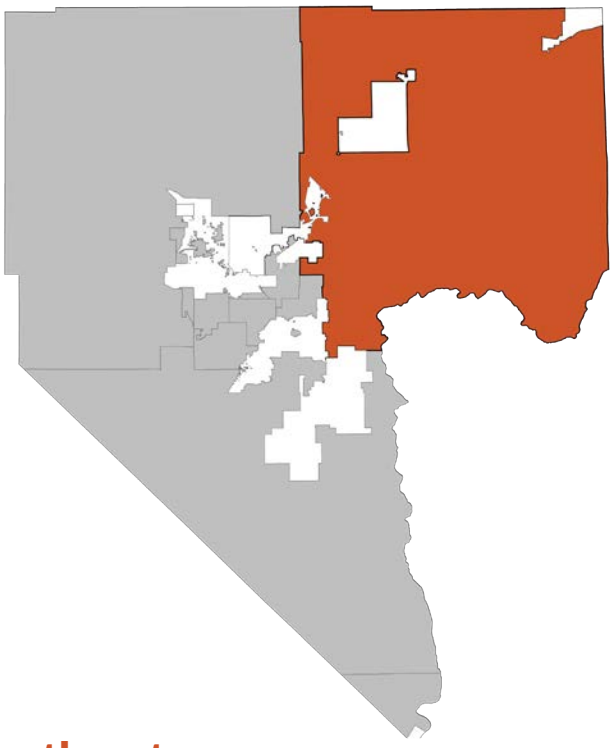
POLICY LM-3.1: DESERT HABITAT

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

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 RFCD, the BLM, and municipalities.





Northeast County

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 (NRA) 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 NRA—managed by the National Park Service (NPS), large portions of the planning area are managed by the BLM, U.S. Bureau of Reclamation (USBR), and State of Nevada (Valley of Fire State Park).





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 Interstate 15 and State Route 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.

Northeast County Planned Land Use Map

[PLACEHOLDER Map]

Northeast County 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

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

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.

POLICY NE-1.4: AGRICULTURAL USES

Protect the long-term viability of agricultural uses in Northeast County communities, by limiting development that impacts the day-to-day operations of agricultural uses, and by encouraging the use of clustering or other regulatory or incentive-based tools.

Goal NE-2: Protect the rural environment of the Northeast County

POLICY NE-2.1: NIGHT SKY PROTECTION

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

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: SURFACE WATER PROTECTION

Improve surface water quality by encouraging the use of Best Management Practices (BMP) 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 discourage dumping in drainageways.

POLICY NE-2.4: 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 (HMP).

POLICY NE-2.5: DRAINAGE AND SLOPE PRESERVATION

Ensure new development in Moapa and Warm Springs follows existing slope contours and minimizes impacts on existing drainage patterns.

POLICY NE-2.6: MUDDY RIVER OPEN SPACE

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

POLICY NE-2.7: MOAPA VALLEY EQUESTRIAN TRAILS

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: NON-URBAN 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

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

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

POLICY NE-4.2: MOAPA VALLEY ECONOMIC DEVELOPMENT

Attract and encourage the development of businesses in Moapa Valley that provide an employment base near the residents of Northeast County.

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

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: WASTEWATER

Encourage the establishment of new septic systems and new wastewater systems in Northeast County conforming to the Clark County 208 Water Quality Management Plan (208 WQMP).

POLICY NE-5.4: FIRE PROTECTION

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

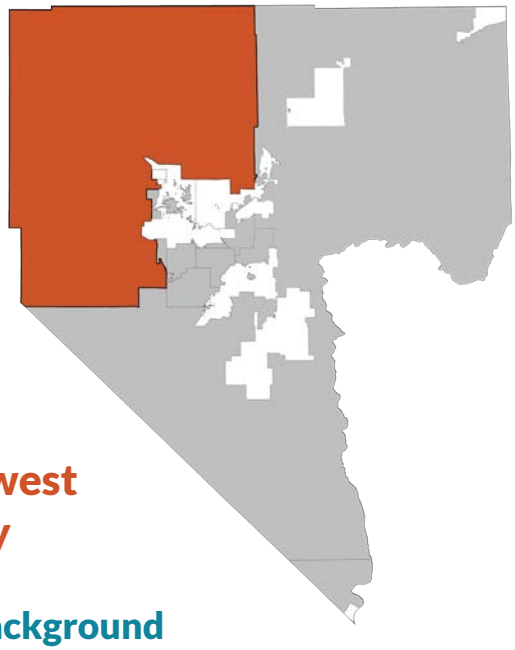
POLICY NE-5.5: FIRE DEPARTMENT SERVICE

Coordinate with the CCFD and volunteer fire departments to provide fire stations, mutual aid agreements, and sufficient water supply to support fire protection.

POLICY NE-5.6: MOAPA VALLEY GATED SUBDIVISIONS

Discourage the establishment of gated residential subdivisions in Moapa Valley.





Northwest County

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 (NWR), Nevada Test and Training Range (NTTR), the Toiyabe National Forest (including the Spring Mountains NRA), the Red Rock Canyon NRA, and large area under BLM 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.







History of the Northwest County Planning Area

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.

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.

Northwest County Planned Land Use Map

[PLACEHOLDER Map]

Northwest County Goals and Policies

Goal NW-1: Protect the distinct communities and landscapes found in Northwest 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 NRA.

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 Red Rock 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 National Conservation Area (NCA) in accordance with 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.

POLICY NW-1.9: CALICO BASIN AND LOWER KYLE CANYON

Encourage uses and activities in or adjacent to Calico Basin and Lower Kyle Canyon that protect the rural character and quiet setting of the community, and the health of the natural environment. Discourage the development of lots smaller than 2 acres.

Goal NW-2: Adapt infrastructure and service levels by location, feasibility, and demand

POLICY NW-2.1: WATER AND WASTEWATER ACCESS

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

POLICY NW-2.3: FIRE DEPARTMENT SERVICE

Coordinate with the 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 Southern Nevada Health District (SNHD) and the CCWRD's Water Quality Team to monitor water quality in the Calico Basin and work to identify improved water supply.

POLICY NW-2.5: CALICO BASIN WATER SUPPLY

Limit the intensity of future development in the Calico Basin based on water supply constraints.

POLICY NW-2.6: COMMUNITY SERVICES AND AMENITIES

Encourage the maintenance and expansion of community services in Northwest County (i.e., parks, libraries, postal services). Seek opportunities to incorporate community gathering spaces as part of existing or planned public facilities, or through joint-use agreements.



Goal NW-3: Protect Northwest County's sensitive natural environment

POLICY NW-3.1: NIGHT SKY PROTECTION

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

Explore development standards and enforcement techniques that stabilize roads, parking areas, and minimize disturbance of undeveloped land to reduce dust particulates and improve air quality, while maintaining the non-urban character of roads in Northwest County.

POLICY NW-3.3: SURFACE WATER PROTECTION

Improve surface water quality by encouraging the use of BMP 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-3.4: PUBLIC LANDS

Continue cooperation with U.S. Forest Service (USFS), U.S. Fish and Wildlife Service (FWS), and BLM to protect and preserve Spring Mountains NRA, Mount Charleston, Red Rock Canyon NCA, Desert NWR, and other sensitive public lands.

Goal NW-4: Minimize risks associated with natural hazards

POLICY NW-4.1: HAZARD PRONE AREAS

Limit development in areas with known geologic hazard areas, as identified in the HMP, 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

Collaborate with the BLM, USFS, Nevada Division of Forestry (NDF), 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 County.

POLICY NW-4.3: FLOOD CONTROL

Coordinate efforts with the 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: UTILITY RESILIENCE

Encourage the adaptation of rural utility systems to enhance reliability through the use of renewable-powered microgrids and other emerging technologies.

Goal NW-5: Improve multimodal connectivity and safety for residents and visitors



POLICY NW-5.1: NON-URBAN STREET STANDARDS

Implement non-urban street standards—surface, rights-of-way, and cross-section—to ensure necessary facilities or infrastructure are considered and alternative modes and equestrian users can be safely accommodated.

POLICY NW-5.2: TRAIL AND OPEN SPACE ACCESS

Prioritize the completion of planned trail segments that will connect new development to existing and trails or open space. Discourage vacating streets that abut or connect with existing and planned trails or open space. To the maximum extent feasible, locate new trailheads and parking areas in locations that are not accessed through residential neighborhoods.[See also, Countywide Goal 2.1, *Continue to expand the County's parks, trails, and open space system at a level that is sustainable*, 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—including pedestrians and bicyclists.

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 commercial and recreational 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.

POLICY NW-5.7: MULTI-USE TRAILS

Balance the needs of varied user-groups on multi-use trails through the assignment of designated days or trail segments, or other strategies to maintain access while ensuring the comfort, safety, and enjoyment of all users.

Goal NW-6: Ensure development is compatible with the unique communities and environments of Northwest County

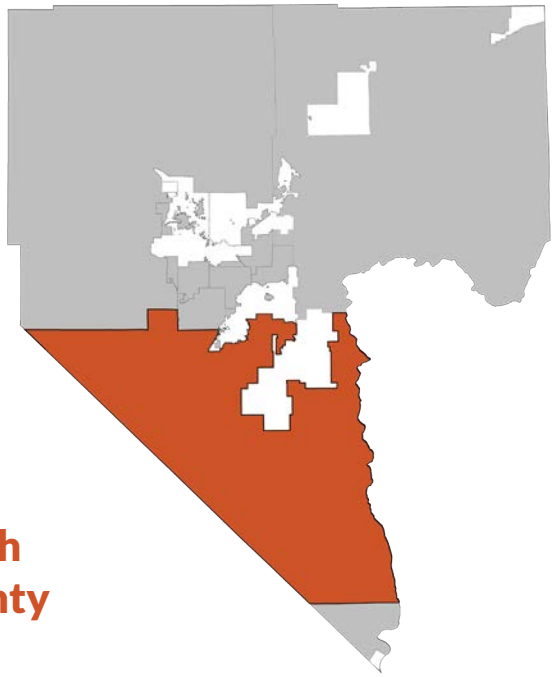
POLICY NW-6.1: CREECH AIR FORCE BASE

Encourage development patterns and standards compatible with the continuing operation of Creech Air Force Base and the AEO and 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.





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 TAB.

Area Character

The South County planning area is rural and largely made up of federally managed land. The Lake Mead NRA, a portion of Red Rock Canyon NCA, Spring Mountains NRA, Sloan Canyon NCA, 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 goal rush ended in 1927 and led to a dwindling population. The Searchlight 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.

South County Planned Land Use Map

[PLACEHOLDER Map]

South County 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 new 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: GOODSPRINGS CHARACTER

Encourage uses and activities in or adjacent to Goodsprings that are compatible with the community's historic character, quiet and rural setting, abundant wildlife, and natural environment.

POLICY SO-1.6: SANDY VALLEY CHARACTER

Encourage uses and activities in or adjacent to Sandy Valley that protect the rural character and quiet setting of the community, and the health of the natural environment. Discourage the development of lots smaller than two acres.

POLICY SO-1.7: NIGHT SKY PROTECTION

Explore opportunities to protect the integrity of the night sky in South County through programs and development standards that minimize glare and light trespass from exterior lighting and signage.

POLICY SO-1.8: NATURAL DRAINAGE

Limit disturbances to natural mountain drainage systems and washes to minimize risks associated with flood hazards, as identified in the HMP.

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

Coordinate with the CCFD and volunteer fire departments to provide fire stations, mutual aid agreements, and sufficient water supply to support fire protection.

POLICY SO-2.3: SANDY VALLEY WATER AVAILABILITY

Ensure the long-term availability of limited water resources is sufficient to support existing Sandy Valley residents prior to pursuing disposal of federal land through auction, sale, or trade, or supporting efforts to transfer water rights to commercial water brokers or other entities.

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

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

Support the connectivity, mobility, and safety of all residents in Searchlight by ensuring sidewalks, trails, and safe pedestrian crossings are provided along and across U.S. Highway 95, Cottonwood Cove Road, Main Street, and to community center, senior housing, schools, and other civic uses. Explore opportunities for traffic calming where collisions or excessive traffic speeds are common.

POLICY SO-3.3: SANDY VALLEY CIRCULATION

Maintain non-urban street standards and paths along roads for safe walking and horseback riding. Allow use of off-highway vehicles (OHV) throughout the community but strongly encourage responsible riding/recreation, use of existing trails, and courtesy to others.

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.

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 BLM, SHPO, 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 BLM 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 NDOT and RTC to ensure the future Southern Nevada Supplemental Airport (SNSA) and development within the Interstate 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 Interstate 15 corridor with the Las Vegas Valley.

POLICY SO-5.3: JEAN AIRFIELD AND SLOAN HELIPORT

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.

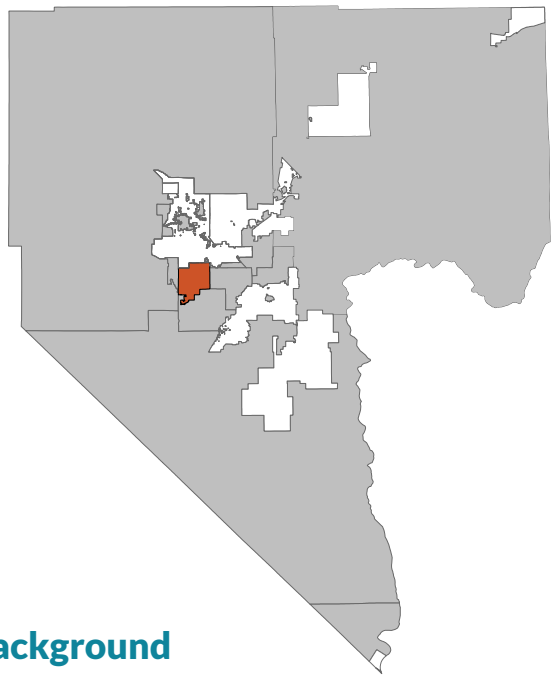
POLICY SO-6.2: PALM GARDENS WATER LIMITATIONS

Limit additional development in Palm Gardens due to limited water resources.

POLICY SO-6.3: CLUSTERED DEVELOPMENT

Explore clustered development standards to allow new residential subdivisions to conserve open space and mitigate environmental concerns in Cal-Nev-Ari, Nelson, Palm Gardens, and Searchlight.





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 surrounded 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 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.

Spring Valley Planned Land Use Map

[PLACEHOLDER Map]





History of the Spring Valley Planning Area

The first land use plan for Spring Valley was adopted in 1990.

Spring Valley Goals and Policies

Goal SV-1: Protect existing neighborhoods in Spring Valley while providing opportunities for growth and complementary uses

POLICY SV-1.1: NEIGHBORHOOD INTEGRITY

Preserve the integrity of contiguous and uniform suburban neighborhoods in Spring Valley 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: RANCH ESTATE NEIGHBORHOODS

Encourage infill development within Ranch 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

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

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. Focus commercial activity at nodes throughout the community as opposed to along linear commercial corridors.

Goal SV-2: Adapt infrastructure and services to meet changing needs in Spring Valley

POLICY SV-2.1: PUBLIC FACILITIES NEEDS ASSESSMENT

Require new development to contribute proportionally towards the provision of necessary public infrastructure in accordance with the PFNA.

POLICY SV-2.2: SERVICES AND AMENITIES

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

POLICY SV-2.3: FACILITIES MAINTENANCE AND IMPROVEMENTS

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

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 RFCD and municipalities.

POLICY SV-3.2: HAZARD PRONE AREAS

Discourage development in documented hazard areas, as identified in the HMP.





Goal SV-4: Enhance multimodal connectivity to and within Spring Valley

POLICY SV-4.1: TRANSIT ACCESS

Coordinate with the City of Las Vegas and 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 LAS VEGAS STRIP

Improve the safety and comfort of people walking and biking 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.

Goal SV-5: Minimize conflicts with more intensive uses in and adjacent to Spring Valley

POLICY SV-5.1: AIRPORT ENVIRONS OVERLAY DISTRICT

Periodically review and update the boundary of the AEO District in coordination with the DOA periodically to reflect changes to airport noise contours and flight paths. [See also, Countywide Policy 5.2.1, *McCarran International Airport*]

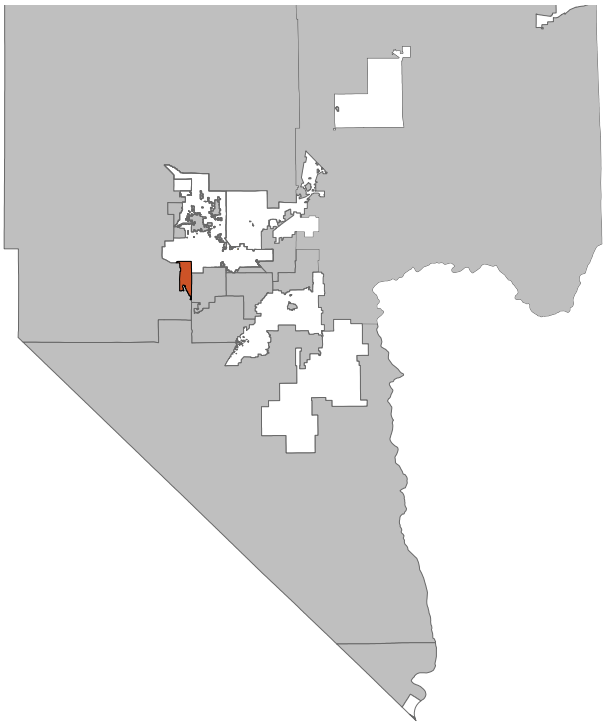
POLICY SV-5.2: COOPERATIVE MANAGEMENT AREA USES

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

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. Explore creative options for the adaptive reuse of sand and gravel pits, such as, but not limited to, parks active or passive recreation, and outdoor entertainment/hospitality venues.





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 NCA—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 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 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 CAC, and Spring Valley TAB, and regional service providers. Today, Summerlin South is

Summerlin South Planned Land Use Map

[PLACEHOLDER Map]

Summerlin South Goals and Policies

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

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 NCA, 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 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

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

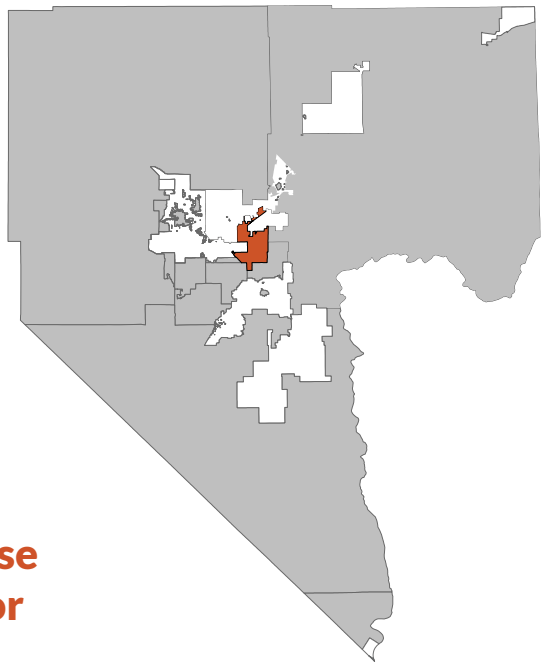
POLICY SS-2.1: SUMMERLIN TRANSPORTATION

Coordinate with the City of Las Vegas and RTC to explore alternative transportation programs and facilities within Summerlin South, that encourage getting around the community by walking, biking, transit, or other alternative modes.

POLICY SS-2.2: TRANSIT ACCESS

Coordinate with the City of Las Vegas and 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.





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, featuring 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 Route 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.

Sunrise Manor Planned Land Use Map

[PLACEHOLDER Map]

Sunrise Manor Goals and Policies

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

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 countywide 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, provides opportunities for a more diverse mix of uses, and promotes vibrant, transit-supportive centers. Place a particular emphasis on the Boulder Highway/Fremont Street corridor.

POLICY SM-1.4: RANCH ESTATE NEIGHBORHOODS

Encourage infill development within Ranch 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: FACILITIES MAINTENANCE AND IMPROVEMENTS

Improve the user experience, safety, and longevity of public parks, recreation centers, and civic facilities in Sunrise Manor 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.

POLICY SM-2.3: 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, community gathering spaces, and secured bicycle parking.

POLICY SM-2.4: 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 and healthy, affordable food.

POLICY SM-2.5: NEIGHBORHOOD CENTERS

Support opportunities for the development of community/neighborhood centers to increase access to neighborhood-oriented services and employment opportunities 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

Collaborate with the 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

Coordinate with the City of Las Vegas, City of North Las Vegas, and 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. Highways 93 and 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.

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.

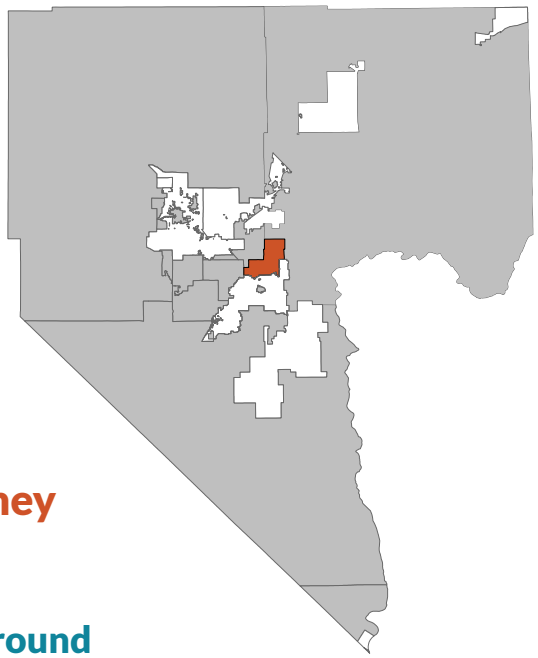
POLICY SM-5.2: NELLIS AIR FORCE BASE

Encourage development patterns and standards compatible with the continuing operation of Nellis Air Force Base and the 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

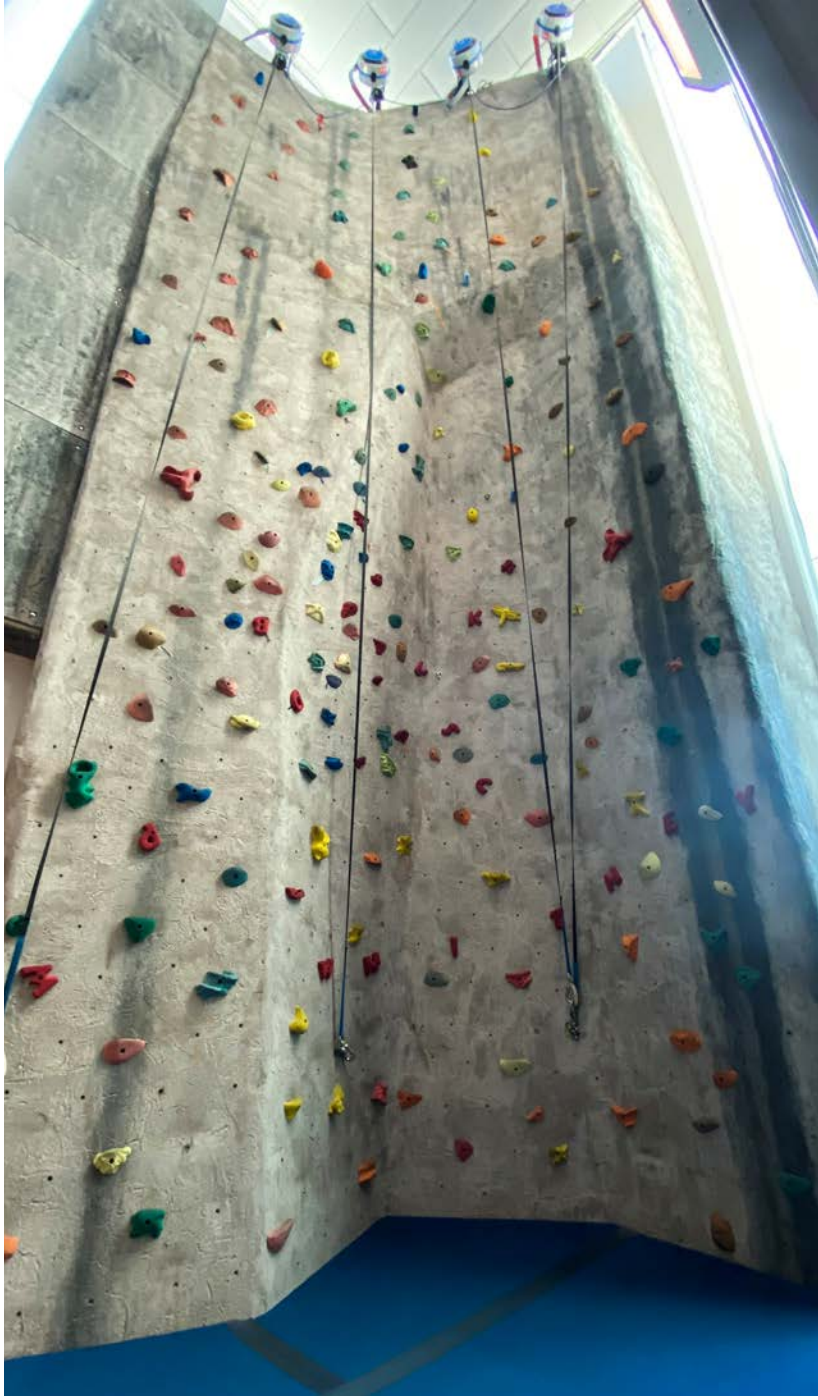
The Whitney planning area ("Whitney") encompasses 38 square miles (approximately 24,300 acres) of the east side of the Las Vegas Valley. The planning area is generally located between Owens Avenue and Desert Inn Road to the north; Stephanie Street and Nellis Boulevard to the west, Russell Road to the 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 (CCWRD) Flamingo Water Resource Center (south of Flamingo Road and east of Jimmy Durante Boulevard). The area also includes the Sunrise Mountain Wilderness Study (WSA) 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 Route 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 CAC since 1973—currently known as the Whitney TAB.

Whitney Planned Land Use Map

[PLACEHOLDER Map]

Whitney 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

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.

POLICY WH-1.4: SAM BOYD STADIUM AREA

Work with the University of Nevada, Las Vegas (UNLV) 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

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

Coordinate with the RFCD 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

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

Coordinate with the City of Las Vegas, City of Henderson, and RTC on the planned expansion of high-capacity transit along Nellis Boulevard, Boulder Highway, and Fremont Street.

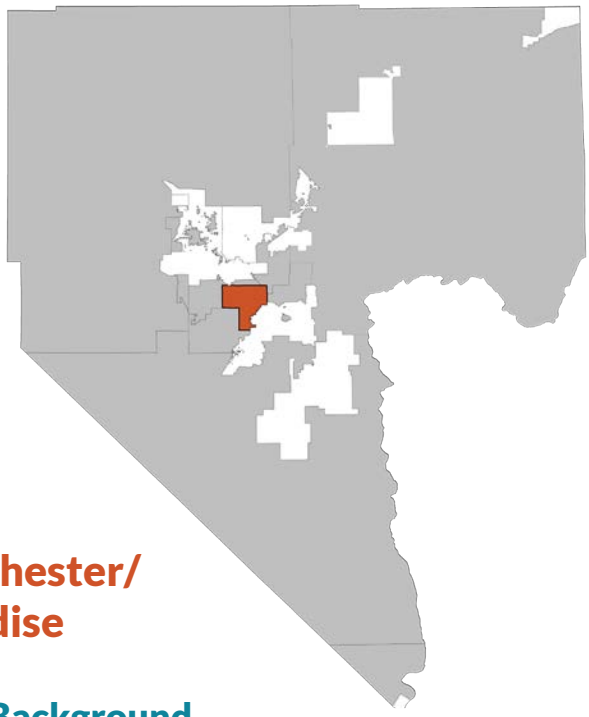
POLICY WH-3.2: BOULDER HIGHWAY CONNECTIVITY

Coordinate with RTC, NDOT, and the City of Henderson to implement the Reimagine Boulder Highway Plan. Prioritize safety improvements that focuses on the comfort and safety of people 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

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.





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, LAS, and 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 South 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 LAS. 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. Today, 216 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 CAC was created in August 1973 and oversaw several adjustments to the boundaries of each community. In November 1979, the Winchester TAB was created followed by the establishment of the Paradise TAB in December 1979.

Winchester/Paradise Planned Land Use Map

[PLACEHOLDER Map]

Winchester/Paradise Goals and Policies

Goal WP-1: Maintain a balance of neighborhoods and vibrant destinations in Winchester/Paradise

POLICY WP-1.1: TRANSIT-SUPPORTIVE DEVELOPMENT

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

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

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.

POLICY WP-1.5: RESIDENTIAL INFILL

Encourage residential infill of a similar scale, style, and intensity on vacant parcels in areas designated as Low-Intensity Suburban Neighborhood (LN) by this Master Plan. Encourage transitions in density and intensity along shared edges where infill development abuts established neighborhoods to promote a cohesive character.

POLICY WP-1.6: PARADISE PALMS

Support ongoing efforts to preserve the unique history and character of the Paradise Palms neighborhood.

POLICY WP-1.7: NEIGHBORHOOD REVITALIZATION

Encourage targeted reinvestment in and revitalization of older neighborhoods in Winchester/Paradise to expand housing options—type, density, and price point—that allow residents to remain in the neighborhood regardless of age, family structure, or income.

Goal WP-2: Expand multimodal connections along and to major corridors in Winchester/Paradise

POLICY WP-2.1: HIGH-CAPACITY TRANSIT

Coordinate with RTC on the planned expansion of high-capacity transit along Maryland Parkway, Las Vegas Boulevard South, 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

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

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

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.









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

POLICY WP-3.1: ADAPTIVE REUSE

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

Periodically review and update the boundary of the AEO District in coordination with the 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

Coordinate with 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

Coordinate with UNLV on planning, infrastructure, and other efforts that may impact the university. Encourage the UNLV to actively participate with the Paradise TAB, Clark County Planning Commission (CCPC), and the Board of County Commissioners (BCC).

SECTION 5

IMPLEMENTATION





About this Section

This section highlights some of the major initiatives that will support the implementation of the Master Plan. While Clark County serves as the lead agency for some of these initiatives, it plays a supporting role in many others, reflecting the collaborative nature of planning efforts in the Las Vegas Valley and throughout Clark County. To this end, many of the initiatives contained in this section will require the coordinated efforts of multiple governmental agencies, departments, and partner organizations.

Initiatives are organized by the six core values on which this plan was built:

- 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

While the Comprehensive Planning Department is responsible for the preparation and day-to-day administration of the Master Plan, all County departments play a role in its implementation. This section is intended to help inform the preparation of annual work programs developed by individual Clark County departments, and to increase awareness of the various initiatives in which the County is involved in support of Master Plan goals.

County Departments

Departments with a direct or indirect role in supporting the day-to-day implementation of the Master Plan include:

- **Administrative Services**
- **Aviation**
- **Building and Fire Prevention**
- **Business License**
- **Community and Economic Development**
- **Comprehensive Planning**
- **District Attorney- Civil Division**
- **Environment and Sustainability**
- **Finance**
- **Fire**
- **Parks and Recreation**
- **Public Communications**
- **Public Works**
- **Real Property Management**
- **Social Services**
- **Water Reclamation**

Partner Organizations

Clark County partners with a variety of organizations, special districts, and agencies. Clark County has sole authority over some organizations, is a member of others, and coordinates with others (but provides no direct funding or authority over others). Where applicable, partners are organized according to Clark County's role.

Clark County Authority

- Big Bend Water District (BBWD)
- Clark County Water Reclamation District (CCWRD)
- Las Vegas Valley Water District (LVVWD)

Clark County Membership

- Clark County Regional Flood Control District (RFCD)
- Las Vegas Metropolitan Police Department (Metro)

Regional Organizations

- Regional Transportation Commission of Southern Nevada (RTC)
- Southern Nevada Health District (SNHD)
- Southern Nevada Regional Housing Authority (SNRHA)
- Southern Nevada Regional Planning Coalition (SNRPC)
- Southern Nevada Water Authority (SNWA)

State Agencies

- Governor's Office of Economic Development (GOED)
- Nevada Division of Environmental Protection (NDEP)
- Nevada Department of Transportation (NDOT)
- Nevada Division of Health and Human Services (DHHS)
- Nevada Division of State Parks (NDSP)
- Nevada Division of Wildlife (NDOW)
- State Historic Preservation Office (SHPO)

Federal Agencies

- U.S. Air Force (USAF)
- U.S. Army Corps of Engineers (USACE)
- U.S. Bureau of Land Management (BLM)
- U.S. Bureau of Reclamation (BOR)
- U.S. Environmental Protection Agency (EPA)
- U.S. Fish and Wildlife Service (USFWS)
- U.S. Forest Service (USFS)
- U.S. Geological Survey (USGS)
- U.S. National Park Service (NPS)

Other Independent Organizations and Districts

- Clark County School District (CCSD)
- Chambers of Commerce (Various)
- Las Vegas Convention and Visitors Authority (LVCVA)
- Las Vegas/Clark County Library Board of Trustees
- Las Vegas Global Economic Alliance (LVGEA)
- Moapa Valley Water District (MVWD)
- Virgin Valley Water District (VVWD)
- Conservation District of Southern Nevada (CDSN)
- University of Nevada Las Vegas (UNLV)

How to Use this Section

This section defines the types of initiatives, roles and responsibilities, and timing assigned to each.

Roles and Responsibilities

Initiatives associated with each core value are arranged into two tiers. The first tier contains initiatives that are led by Clark County, while the second tier contains initiatives that are led by others. For each initiative, the lead department or organization is listed, along with those that will play a supporting role. A list of groups is provided on the following page for reference.

Initiative Types

Each initiative falls within one of four categories:

- **Regulatory revisions.** Zoning and development regulations are one of the primary tools Clark County uses to implement the land use policies set out in the Master Plan. A major rewrite of the County's Unified Development Code (Title 30) is currently underway, and will be completed following the adoption of the Master Plan. Initiatives in this section highlight some of the types of regulatory revisions that may be considered to support the implementation of the Master Plan. Specific recommendations associated with each initiative will be determined as part of the Unified Development Code Rewrite process.
- **Regional planning.** A number of the initiatives listed represent ongoing regional efforts related to planning and service provision issues.
- **Policies and programs.** Policies create high level guidance that inform decisions by County and municipal officials, while programs often establish, or update, a community resource.
- **Monitoring.** Data and analysis used to monitor housing, population, economic, and other trends within Clark County and the Las Vegas Valley are often coordinated among multiple agencies.

Timing

An estimated timeframe is provided for each initiative:

- **Near-term.** These initiatives are planned for completion within two to five-years of Master Plan adoption, and may already be underway.
- **Ongoing.** These initiatives are performed on a recurring basis and are listed with their associated timeframe as applicable (i.e., annually, as-needed, etc.)

Core Value 1: Unique Communities, Neighborhoods, and Lifestyles

Clark County's Role

Clark County plays an important role in helping to achieve housing- and neighborhood-related 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 implement tailored standards, where applicable, to reinforce desired neighborhood character.

In addition, Community Resources Management (CRM), a division of Clark County Department of Social Services, supports County initiatives throughout the community through the administration of federal, state, and local grants that support the construction and rehabilitation of affordable housing developments and other community projects.

County-Led Initiatives

Initiatives/Related Goals	Responsibility	Type	Timing
Update zoning districts and use types to encourage a more diverse mix of housing types, lot sizes, and densities; and remove barriers to affordable housing. Revise overlay districts to enhance the quality and character of new and existing neighborhoods, with area-specific requirements accomplished through more tailored development standards. (Directly supports Goals 1.1 through 1.6, and Goals 6.1 and 6.2)	**Lead:** Department of Comprehensive Planning **Partner(s):** Clark County Departments, cities, other regional partners	Regulatory revisions	Near-term (currently underway)
Area-Specific Land Use Plan updates (Directly supports Goals 1.1 through 1.6, and 6.1 through 6.3)	**Lead:** Department of Comprehensive Planning **Partner(s):** Clark County Departments, Town Advisory Boards, Citizen Advisory Councils	Policies and programs	Ongoing (to be initiated after the adoption of the updated Unified Development Code
Clark County Sustainability and Climate Action Plan (Community-Facing) (Directly supports Goals 1.5 through 1.7, 3.1 through 3.4, 3.6, and 6.3)	**Lead:** Department of Environment and Sustainability **Partner(s):** Clark County Departments, RFCD, LVVWD, SNWA, CCWR	Regional planning	Near-term (currently underway)
Clark County Sustainability and Climate Action Plan (County Operations) (Directly supports Goals 1.5 through 1.7, 3.1, 3.2, 3.4, and 6.3)	**Lead:** Department of Environment and Sustainability **Partner(s):** Clark County Departments, RFCD, LVVWD, SNWA, CCWRD	Policies and programs	Ongoing
Community Resources Management Program Guide and projects for senior, veteran, and youth affordable housing (Directly supports Goals 1.1, 1.2, and 1.4)	**Lead:** Department of Social Services, Community Resources Management **Partner(s):** Clark County Departments, HUD, State of Nevada, non-profit partner agencies	Policies and programs	Ongoing
Stadium District Development Plan (Directly supports Goals 1.1, 1.2, 1.3, and 1.4)	**Lead:** Department of Comprehensive Planning **Partner(s):** Clark County Departments, RTC	Policies and programs	Near-term (currently underway)

County-Supported Initiatives

Initiatives/Related Goals	Responsibility	Type	Timing
Southern Nevada Regional Housing Authority Annual Plan (Directly supports Goals 1.1 and 1.2)	**Lead:** Southern Nevada Regional Housing Authority **Partner(s):** Clark County, City of Las Vegas, City of North Las Vegas, City of Henderson	Monitoring	Ongoing (annually)
Regional Transportation Commission (RTC) and *Southern Nevada Strong* (SNS) Future Housing Forecast (Directly supports Goals 1.1 through 1.3, 2.1, 4.1 through 4.4, 5.1, 5.2, 5.4, 5.5, and 6.1 through 6.4)	**Lead:** Regional Transportation Commission of Southern Nevada **Partner(s):** Clark County, City of Las Vegas, City of North Las Vegas, City of Henderson, Boulder City, City of Mesquite, CCSD, SNHD, SNWA, UNLV, SNRHA, CDSN, SNRPC, LVGEA, NDOT	Regional planning and Monitoring	Ongoing

Core Value 2: Equitable Access to Programs, Services, and Amenities

Clark 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.

County-Led Initiatives

Initiatives/Related Goals	Responsibility	Type	Timing
Revise or expand regulations for the provision of required development amenities (both on- and off-site), to address sidewalks, multi-use trails, and open space requirements. (Directly supports Goals 2.1, 4.1, and 6.1)	**Lead:** Department of Comprehensive Planning **Partner(s):** Clark County Departments, partner agencies	Regulatory revisions	Near-term (currently underway)
Clark County Arts Plan (Directly supports Goals 2.2 and 2.4)	**Lead:** Parks and Recreation Department, Clark County Arts Committee **Partner(s):**	Policies and programs	Near Term – Updated Annually

County-Supported Initiatives

Initiatives/Related Goals	Responsibility	Type	Timing
Southern Nevada Coordinated Transportation Plan (Directly supports Goals 2.1, 4.1, and 4.2)	**Lead:** RTC **Partner(s):** Clark County, City of Las Vegas, City of North Las Vegas, City of Henderson, Boulder City, City of Mesquite, NDOT	Regional planning	Ongoing – Updated every four years
Southern Nevada Strong Regional Plan (Directly supports Goals 1.1 through 1.3, 2.1, 4.1 through 4.4, 5.1, 5.2, 5.4, 5.5, and 6.1 through 6.4)	**Lead:** RTC **Partner(s):** Clark County, City of Las Vegas, City of North Las Vegas, City of Henderson, Boulder City, City of Mesquite, CCSD, SNHD, SNWA, UNLV, SNRHA, CDSN, SNRPC, LVGEA, NDOT	Regional planning	Ongoing
Las Vegas-Clark County Library District Facilities Master Plan and annual Strategic Plans (Directly supports Goal 2.2 and 2.4)	**Lead:** Las Vegas-Clark County Library District **Partner(s):**	Policies and programs	Ongoing
Clark County Community Health Needs Assessment (Directly supports Goal 2.3)	**Lead:** SNHD **Partner(s):** Various public/private entities	Regional planning and Monitoring	Ongoing (updated every three years)

Initiatives/Related Goals	Responsibility	Type	Timing
Regional Bicycle & Pedestrian Plan for Southern Nevada (Directly supports Goals 2.1, 4.1, and 4.2)	**Lead:** RTC **Partner(s):** Clark County, City of Las Vegas, City of North Las Vegas, City of Henderson, Boulder City, City of Mesquite, NDOT, SNHD	Regional planning	Ongoing (updated periodically)
Nevada Comprehensive Outdoor Recreation Plan (Directly supports Goals 2.1 and 3.5)	**Lead:** NDSP **Partner(s):**	Policies and programs	Ongoing (updated periodically)
Regional Open Space Plan for Southern Nevada (Directly supports Goals 2.1, and 3.5)	**Lead:** SNRPC **Partner(s):** Clark County, City of Las Vegas, City of North Las Vegas, City of Henderson, Boulder City, City of Mesquite, RTC, RFCD	Regional planning	
City park, recreation, and trails plans (Directly supports Goals 2.1 and 3.5)	**Lead:** Cities **Partner(s):** Clark County, RTC	Policies and programs	Ongoing (varies by jurisdiction)

Core Value 3: A Healthy and Sustainable Natural Environment

Clark 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. CCWRD's Division of Water Quality plays a direct role in overseeing water quality through management of the Clark County 208 Area-Wide Water

Quality Management Plan and the County's Joint National Pollutant Discharge Elimination System (NPDES) Municipal Separate Storm Sewer System (MS4) Permit (also known as a Stormwater Permit). 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 accordance with the United Nation's 2015 Paris Climate Agreement.

County-Led Initiatives

Initiatives/Related Goals	Responsibility	Type	Timing
Target Title 30 updates to enhance the emphasis on conservation and sustainability in Clark County, with areas of focus including zoning districts that promote compact, walkable development; landscaping requirements that promote native plants and water conservation; and building design standards that emphasize sustainability, such as reliance on renewable energy and building orientation to maximize shade and natural cooling. Explore ways to incentivize desirable sustainability features in development. (Directly supports Goals 3.3, 3.6, 6.1, and 6.2)	**Lead:** Department of Comprehensive Planning **Partner(s):** Department of Environment and Sustainability, Other Clark County Departments, SNHD, SNRPC, SNWA, and numerous partner agencies	Regulatory revisions	Near-term (currently underway)
Clark County Sustainability and Climate Action Plan (Directly supports Goals 1.5 through 1.7, 3.1, 3.2, 3.3, 3.4, and 3.6)	**Lead:** Department of Environment and Sustainability **Partner(s):** RTCSNV, RFCD, LVVWD, SNWA, CCWRD	Policies and programs	
County Climate Coalition (Directly supports Goals 1.5 through 1.7, 3.1, 3.2, 3.4, 3.4, and 3.6)	**Lead:** Department of Environment and Sustainability **Partner(s):**	Policies and programs	
Clark County 208 Area-Wide Water Quality Management Plan (Directly supports Goal 3.3)	**Lead:** CCWRD-Water Quality Division **Partner(s):** City of Las Vegas, Boulder City, City of North Las Vegas, City of Mesquite, City of Henderson, LVVWD, SNWA, MVWD, VVWD, Nevada Division of Environmental Protection	Policies and programs	Ongoing (updated periodically)

County-Supported Initiatives

Initiatives/Related Goals	Responsibility	Type	Timing
Conservation District of Southern Nevada Resource Needs Assessment (Directly supports Goals 3.2 and 3.3)	**Lead:** Conservation District of Southern Nevada **Partner(s):** Department of Environment and Sustainability, Department of Comprehensive Planning	Policies and programs	
Extreme Heat Vulnerability Study (Directly supports Goal 3.2 and 3.6)	**Lead:** RTC **Partner(s):** Clark County, cities	Policies and programs	Near-term (currently underway)
Southern Nevada Water Authority Joint Water Conservation Plan (Directly supports Goals 3.3)	**Lead:** SNWA **Partner(s):** City of Las Vegas, Boulder City, City of North Las Vegas, City of Mesquite, City of Henderson, CCWRD, LVVWD, BBWD	Policies and programs	
Las Vegas Valley Municipal Separate Storm Sewer System Stormwater Management Plan (Directly supports Goal 3.3)	**Lead:** Stormwater Quality Management Committee **Partner(s):** City of Las Vegas, City of North Las Vegas, City of Henderson, RFCD, CDSN, CCWRD, LVVWD, SNWA, LVWCC, SNHD, NDOT	Policies and programs	
Las Vegas Wash Comprehensive Adaptive Management Plan (Directly supports Goal 3.3)	**Lead:** Las Vegas Wash Coordination Committee **Partner(s):** Clark County, City of Las Vegas, City of North Las Vegas, City of Henderson, SNWA, CDSN, State Partners, Federal Partners	Policies and programs	

Core Value 4: A More Connected Clark County

Clark 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. Implementation of Master Plan goals and policies in this area 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.

County-Led Initiatives

Initiatives/Related Goals	Responsibility	Type	Timing
Title 30 updates to improve access, connectivity, and multimodal circulation. Updates to base zoning districts and overlays to expand opportunities for mixed-use and transit-supportive development. (Directly supports Goals 4.1, 4.2, and 6.1)	**Lead:** Department of Comprehensive Planning **Partner(s):** Clark County Departments, partner agencies, Clark County trails program	Regulatory revisions	Near-term (currently underway)

County-Supported Initiatives

Initiatives/Related Goals	Responsibility	Type	Timing
Southern Nevada Coordinated Transportation Plan (Directly supports Goals 4.1 through 4.3)	**Lead:** RTC **Partner(s):** Clark County, City of Las Vegas, City of North Las Vegas, City of Henderson, Boulder City, City of Mesquite, NDOT	Regional planning	
On-Board Your Future Mobility Plan (Directly supports Goals 4.1 through 4.3)	**Lead:** RTC **Partner(s):** Clark County, City of Las Vegas, City of North Las Vegas, City of Henderson, Boulder City, City of Mesquite, NDOT	Regional planning	
Regional Bicycle & Pedestrian Plan for Southern Nevada (Directly supports Goals 4.1, through 4.3, and 2.1)	**Lead:** RTC **Partner(s):** Clark County, City of Las Vegas, City of North Las Vegas, City of Henderson, Boulder City, City of Mesquite, NDOT	Regional planning	
Southern Nevada Strong Regional Plan (Directly supports Goals 1.1 through 1.3, 2.1, 4.1 through 4.4, 5.1, 5.2, 5.4, 5.5, and 6.1 through 6.4)	**Lead:** RTC **Partner(s):** Clark County, City of Las Vegas, City of North Las Vegas, City of Henderson, Boulder City, City of Mesquite, CCSD, SNHD, SNWA, UNLV, SNRHA, CDSN, SNRPC, LVGEA, NDOT	Regional planning	
Transit Coordinated Human Services Transportation Plan (Directly supports Goals 4.1 and 4.2)	**Lead:** NDOT **Partner(s):** RTC, Clark County, partner agencies	Policies and programs	
Clark County Area Access Management Plan (Directly supports Goal 4.2)	**Lead:** RTC **Partner(s):** Clark County, City of Las Vegas, City of North Las Vegas, City of Henderson, Boulder City, City of Mesquite, NDOT	Policies and programs	
Master Transportation Plans for cities (Directly supports Goals 4.1, 4.2, and 2.1)	**Lead:** Cities **Partner(s):** Clark County, NDOT, RTC	Policies and programs	

Core Value 5: A Diverse and Resilient Economy

Clark 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.

County-Led Initiatives

Initiatives/Related Goals	Responsibility	Type	Timing
Clark County Economic Development Strategic Plan (Directly supports Goals 5.1, 5.4, and 5.5)	**Lead:** Department of Community & Economic **Partner(s):** Clark County Departments, City of North Las Vegas, City of Henderson, Chambers of Commerce (various), UNLV	Policies and programs	Ongoing
Title 30 updates to support implementation of land use designations for areas determined suitable for commercial and industrial development. Review Airport and other Overlays to ensure they accomplish the land use objectives they are designed to achieve. (Directly supports Goals 5.1 and 5.2)	**Lead:** Department of Comprehensive Planning **Partner(s):** Clark County Departments, partner agencies	Regulatory revisions	Near-term (currently underway)

County-Supported Initiatives

Initiatives/Related Goals	Responsibility	Type	Timing
UNLV's Lee Business School and the Center for Business and Economic Research – population projections (Directly supports Goals 5.1, 5.4, and 5.5)	**Lead:** UNLV's Lee Business School **Partner(s):** SNRPC, RTC, Clark County, City of Las Vegas, City of North Las Vegas, City of Henderson, Boulder City, City of Mesquite	Partnership	Annually
Las Vegas Global Economic Alliance Southern Nevada Comprehensive Economic Development Strategy (Directly supports Goals 5.1, 5.2, 5.4, and 5.5)	**Lead:** LVGEA **Partner(s):** Clark County, City of Las Vegas, City of North Las Vegas, City of Henderson, Boulder City, City of Mesquite	Policies and programs	
Southern Nevada Strong Regional Plan (Directly supports Goals 1.1 through 1.3, 2.1, 4.1 through 4.4, 5.1, 5.2, 5.4, 5.5, and 6.1 through 6.4)	**Lead:** RTC **Partner(s):** Clark County, City of Las Vegas, City of North Las Vegas, City of Henderson, Boulder City, City of Mesquite, CCSD, SNHD, SNWA, UNLV, CDSN, SNRPC, LVGEA, NDOT	Policies and programs	
Las Vegas Convention and Visitors Authority's economic research and development initiatives (Directly supports Goals 5.1, 5.2, 5.4, and 5.5)	**Lead:** Las Vegas Convention and Visitors Authority **Partner(s):** Department of Community & Economic Development	Partnership	

Core Value 6: Predictable Growth and Development

Clark County's Role

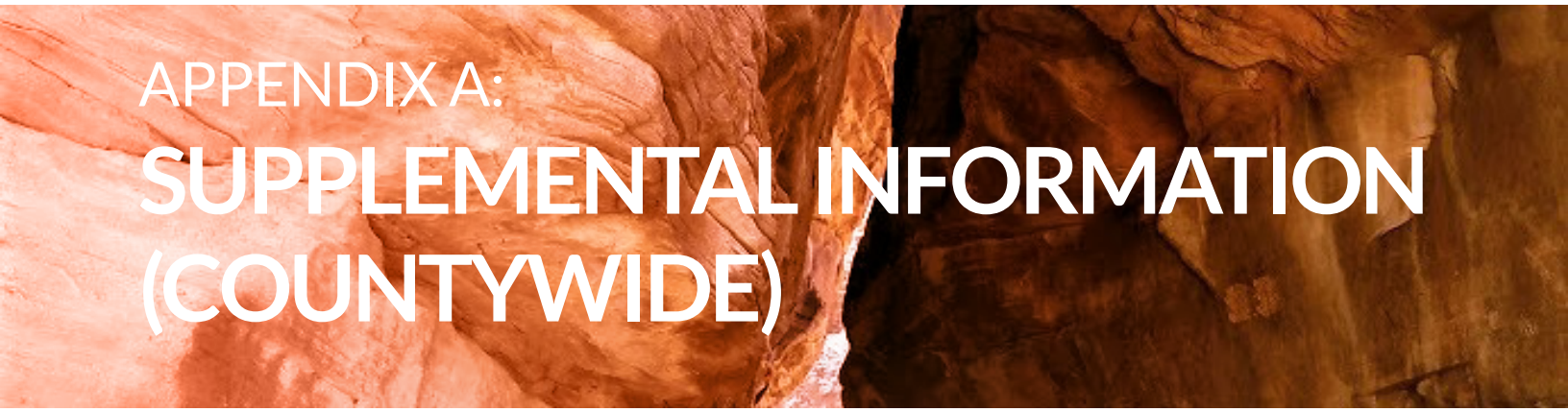
Relying on land use designations, updated zoning and permitted land uses, the County can plan for and guide growth in unincorporated areas, using policies and regulations to shape the form and intensity of that growth. Cooperation with federal agencies on disposal boundary issues will be essential in determining the timing and location of development on former federal lands. The County will also need to work with other partners in implementing other local, state, and federal plans and policies.

County-Led Initiatives

Initiatives/Related Goals	Responsibility	Type	Timing
Title 30 updates to align zoning districts and allowed uses with updated land use categories. Updated development standards to shape physical aspects of that growth through regulations on landscaping, parking, transitions, and building design standards. (Directly supports Goals 6.1, 6.2, and 1.3 through 1.6)	**Lead:** Department of Comprehensive Planning **Partner(s):** Clark County Departments, partner agencies	Regulatory revisions	Near-term (currently underway)
Area-Specific Land Use Plan updates (Directly supports Goals 1.1 through 1.6, and 6.1 through 6.3)	**Lead:** Department of Comprehensive Planning **Partner(s):** Clark County Departments, Town Advisory Boards, Citizen Advisory Councils	Policies and programs	Ongoing (to be initiated after the adoption of the updated Unified Development Code
Clark County Multi-Jurisdiction Hazard Mitigation Plan (Directly supports Goal 6.3)	**Lead:** Clark County Office of Emergency Management **Partner(s):** Boulder City, City of North Las Vegas, City of Mesquite, City of Henderson, CCSD, CCWRD	Policies and programs	Ongoing
Nellis Air Force Base Compatible Use Plan (Directly supports Goal 6.1 and 6.4)	**Lead:** Department of Comprehensive Planning **Partner(s):** Clark County Departments, City of Las Vegas, City of North Las Vegas, Town of Beatty, Lincoln County, Nye County, Nellis Air Force Base, Federal Partners	Policies and programs	Ongoing
Maryland Parkway Transit-Oriented Development Corridor Plan (Directly supports Goals 6.2 and 6.3)	**Lead:** Clark County **Partner(s):** RTC, City of Las Vegas, NDOT	Policies and programs	Near-term (underway/ nearing completion)

County-Supported Initiatives

Initiatives/Related Goals	Responsibility	Type	Timing
Las Vegas 2050 Master Plan (Directly supports Goal 6.4)	**Lead:** City of Las Vegas **Partner(s):**	Policies and programs	Near-term (underway)
UNLV Master Plan (Directly supports Goal 6.4)	**Lead:** UNLV **Partner(s):**	Policies and programs	
Southern Nevada Strong Regional Plan (Directly supports Goals 1.1 through 1.3, 2.1, 4.1 through 4.4, 5.1, 5.2, 5.4, 5.5, and 6.1 through 6.4)	**Lead:** RTC **Partner(s):** Clark County, City of Las Vegas, City of North Las Vegas, City of Henderson, Boulder City, City of Mesquite CCSD, SNHD, SNWA, UNLV, CDSN, SNRPC, LVGEA, NDOT	Policies and programs	Ongoing
Federal Land Management Plans (Directly supports Goal 1.7, 3.5, 5.3, 6.4)	**Lead:** Federal Agencies **Partner(s):** Clark County departments and other regional partners.	Policies and programs	Ongoing (periodic updates)



APPENDIX A: SUPPLEMENTAL INFORMATION (COUNTYWIDE)

Contents

About this Section 186

Transportation 187

Existing Transportation Network 187
Roadway Classifications 188
Dedication of Rights-of-Way/Building Setback Lines 189

Transportation Maps 190

- Las Vegas Valley (NW) [Placeholder] 190
- Las Vegas Valley (NE) [Placeholder] 191
- Las Vegas Valley (SW) [Placeholder] 192
- Las Vegas Valley (SE) [Placeholder] 193
- Blue Diamond [Placeholder] 194
- Bunkerville [Placeholder] 195
- Glendale/Moapa [Placeholder] 196
- Goodsprings [Placeholder] 197
- Indian Springs [Placeholder] 198
- Jean [Placeholder] 199
- Laughlin [Placeholder] 200
- Logandale/Overton [Placeholder] 201
- Primm [Placeholder] 202
- Sandy Valley [Placeholder] 203
- Searchlight [Placeholder] 204
- Public Pedestrian Grade Separations and Transit Stations (Sahara to Warm Springs) [Placeholder] 205
- Public Pedestrian Grade Separations and Transit Stations (Warm Springs to St. Rose) [Placeholder] 206
- BLM and Clark County Parcels to Reserve for Park and Ride/Pool and Other Future RTC Facilities [Placeholder] 207
- South County [Placeholder] 208

Recreation and Open Space 209

Parks 209

- Clark County Parks by Type 209
- Clark County Park Classifications 210
- Clark County Urban Parks [Placeholder] 211
- Neighborhood Parks - Urban 212
- Community Parks - Urban 213
- Regional Parks - Urban 214
- Special Use Parks - Urban 214
- Laughlin Area Parks 214
- Clark County Rural Parks [Placeholder] 215
- Rural Area Parks – General Use 216
- Rural Area Parks - Special Use 216
- Clark County Parks Districts [Placeholder] 217

Trails 218

- Clark County Trail Inventory 218
- Clark County Trails Map 219

Open Space 220

- Clark County Open Space Inventory 220

Federal Lands 221

Department of the Interior 221
Department of Agriculture 222
Department of Defense (U.S. Air Force) 222
Department of Energy 222

Conservation 223

Topography 223
Geology 223
Mineral Resources 223

- Proposed MSHCP Mountain Ranges [Placeholder] 224
- Unique Geological Features [Placeholder] 225

Land-Related Hazards 226

- Soil Guidelines [Placeholder] 227
- Known Geological Faults [Placeholder] 228

Water-Related Hazards 229

Water Resources 229

- Floodplains [Placeholder] 230
- Surface Water and Major Washes [Placeholder] 231

What is GPCD? 232

- Clark County Wetlands [Placeholder] 233
- Groundwater Wells[Placeholder] 234
- Section 303(d) Waters [Placeholder] 237

Vegetation and Wildlife Resources 238

- Ecosystems [Placeholder] 239
- Proposed MSHCP Reserve Systems [Placeholder] 240

Migratory Birds 241

State of Nevada Protected Wildlife 241

Nevada Fully Protected Flora 241

Cacti, Yucca, and Evergreen Trees 241

Invasive and Noxious Weeds 241

Landscaping Plant Life 242

Africanized Honey Bees 242

Pollinator Protection 243

Air Quality 244

- Criteria Pollutant Attainment Status for Clark County Hydrographic Area 212 244

Carbon Monoxide 244

- Air Quality Basins [Placeholder] 245

Ozone 246

Waste 247

Reclamation 248

Hazardous Waste 248

- Active Solid Waste Disposal Sites [Placeholder] 249

Agriculture 250

- Grazing Allotments [Placeholder] 251

About this Section

Appendix A provides supplemental technical information relevant to Section 2: Countywide Goals and Policies, and Section 3: Growth Framework. Topics addressed include:

- Transportation
- Recreation and Open Space
- Federal Lands
- Conservation

Information in this section is intended to be reviewed and updated periodically.

Transportation

In accordance with NRS 278.160 (1)(h), this section contains Clark County's Streets and Highways Plan, a Transit Plan, and a Transportation Plan.

Existing Transportation Network

Freeways and Highways

Interstate 15: Interstate 15 runs through the heart of the Las Vegas Valley, connecting Las Vegas with the rest of the nation and providing access to the Resort Corridor. Interstate 15 northeast of the Valley connects Las Vegas with Salt Lake City and ultimately, areas north and east. Interstate 15 southwest of Las Vegas leads to Southern California. The interchange of Interstate 15 and U.S. Highways 95/93 near downtown Las Vegas, known locally as the 'Spaghetti Bowl,' is the major transitional point for both inter-regional travelers and local commuters.

Interstate 11: Interstate 11 begins at the Arizona state line on the Hoover Dam Bypass, then runs along the 15-mile (24 km) Boulder City Bypass around Boulder City, which opened on August 9, 2018. It is signed concurrently with US 93 throughout. At mile 14, Interstate 11 intersects and joins with US 95 heading north. Continuing northwest, the highway runs along a former 5-mile (8.0 km) section of Interstate 515 around Henderson before currently ending at the Henderson Spaghetti Bowl interchange with Interstate 215 and State Route 564. An exact alignment for Interstate 11 has yet to be determined through the Las Vegas Valley as this highway is planned to continue north to the vicinity of Reno, Nevada.

U.S. Highway 95. U.S. Highway 95 connects Las Vegas and Reno, and the northwest area of Clark County with Downtown Las Vegas, Henderson, and Boulder City. It intersects Interstate 15 at the Spaghetti Bowl interchange joining U.S. Highway 93 and Interstate 515 (becoming U.S. Highways 93/95/Interstate 515) before continuing to a point just west of Boulder City and south to the California border. It also provides connectivity to Laughlin via State Route 163. The U.S. Highway 95 corridor is heavily used by local traffic. During peak periods, the portion of southbound U.S. Highway 95 traveling through the curve at Rainbow Boulevard and into the downtown Spaghetti Bowl is particularly congested. The High Occupancy Vehicle (HOV) lane constructed between Cheyenne Avenue and Valley View Boulevard was intended to relieve some of this congestion when it opened in 2007.

U.S. Highway 93. U.S. Highway 93 connects northern and central Nevada with Clark County. It joins Interstate 15 north of the Valley, traveling south to the Spaghetti Bowl. U.S. Highways 93/95/Interstate 515 continues from the Spaghetti Bowl east then south through Henderson before resuming as separate routes west of Boulder City (Interstate 515 designation ends just north of Railroad Pass), with U.S. Highway 93 entering Arizona just south of Hoover Dam.

Interstate 215, Highway 215: also known as the Bruce Woodbury Beltway, circles three-quarters of the Las Vegas Valley from Interstate 15 near the Las Vegas Motor Speedway in the northeast and extending west to U.S. Highway 95 through the Lone Mountain area, then south through Summerlin, and then east passing through Henderson in the southeast. The beltway is planned as a full freeway with an ultimate completion date of 2025.

Summerlin Parkway: Summerlin Parkway begins at its west junction with Highway 215, becoming a divided highway with two lanes in each direction as it heads east. At Anasazi Drive, it becomes a full freeway as it continues eastward through the Summerlin area within the City of Las Vegas. The freeway terminates at the interchange with U.S. Highway 95, locally known as the "Rainbow Curve" interchange.

Public Transit

Transit. RTC provides transit bus service throughout much of the Las Vegas Valley. Private transit includes monorail services in the urban core of the Las Vegas Strip. A large majority of Las Vegas area residents live within a short walking distance of a transit stop (generally one quarter mile or less). RTC also provides bus service, through the Silver Rider, in Laughlin and Mesquite/Bunkerville. Silver Rider also provides four day a week shuttles between Laughlin and Las Vegas and one day each week between Mesquite and Las Vegas and Mesquite and St. George, Utah.

Paratransit. RTC's Paratransit Service is a shared-ride, door-to-door program available for those who are functionally unable to independently use the RTC's fixed-route system either all of the time, temporarily or under certain circumstances. All Paratransit customers are eligible and encouraged to use fixed-route services. Paratransit ID card holders can ride any fixed route or express route free of charge.

Inter-Regional Bus Service. The two major bus carriers in Southern Nevada are Greyhound and Tufesa Bus Lines. Greyhound operates a station a RTC's South Strip Transit Terminal. Tufesa has a station on Martin Luther King Boulevard just south of U.S. Highway 95. Both companies provide regular service to destinations in the western region. Greyhound also provides service nationwide and Tufesa provides service into Mexico. There are also a variety of bus tour services that carry visitors to and from Las Vegas.

Non-motorized Transportation

Non-motorized transportation facility options include sidewalks, trails, on-street bicycle facilities and to some extent equestrian trails. While multi-use trail systems are addressed in the Recreation and Open Space Element of

the Master Plan, they are an integral part of the County's transportation network. The RTC Alternative Mode Master Plan has adopted a total of 690 miles of bike lanes, 390 miles of bike routes, and 760 miles of off-street shared use trails.

Railroads

Rail freight: Southern Nevada is served by the Union Pacific Railroad (UPRR), generally following Interstate 15 from the California state line through the Las Vegas Valley. The main line connects the Ports of Los Angeles and Long Beach with Salt Lake City and the UPRR transcontinental line to eastern U.S. destinations. There are two rail facilities in the Las Vegas Valley: Arden Rail Yard near Blue Diamond Road and Jones Boulevard; and Las Vegas Intermodal Facility west of the interchange of the Interstate 215 beltway and Interstate 15 in North Las Vegas.

Passenger Train Service. Amtrak discontinued passenger service to Las Vegas in 1997. Various proposals have been discussed to build a privately funded high-speed rail service between Las Vegas and Victorville, California with possible tie into Palmdale, Burbank, Los Angeles, and Anaheim.

Airports

Clark County Airport System. McCarran International Airport and the four general aviation facilities in the Clark County Airport System (Henderson Executive, North Las Vegas, Jean Sport Aviation Center, and Overton/Perkins Field) are owned by Clark County and operated under the policy direction of the Board of County Commissioners, the authority of the County Manager and the management of the Director of the Department of Aviation. The Department of Aviation is a self-sufficient enterprise and operates without County general fund tax revenue. Henderson Executive and North Las Vegas Airports are considered reliever airports to McCarran and offer staffed air traffic control facilities. Plans for a new commercial airport in the Ivanpah Valley as a reliver for McCarran—the Southern Nevada Supplemental Airport—are currently going through the environmental review process.

Other general aviation airports. General aviation is accommodated at Boulder City Municipal, Cal-Nev-Ari, Mesquite, and Perkins Field Airports; however, no air traffic control facilities are available. Echo Bay and Searchlight Airports are on federal land and accommodate daylight activity. Sky Ranch, in Sandy Valley, is a public use airfield adjacent to privately owned Sky Ranch Estates.

U.S. Air Force Bases

Nellis Air Force Base. Construction of the "Las Vegas Army Airfield" began in March 1941. The base was renamed Nellis Air Force Base on April 30, 1950. The base also became a part of testing programs for new aircraft. From their testing and tactics development programs to their training schools and venues, they provide a means to equip the U.S. Air Force with proven technology and the most current tactics. Nellis utilizes the Nevada Test and Training Range to the north and hosts a number of training operations involving aircraft and crews from all over the world.

Creech Air Force Base. Creech is a major drone operations base for the Air Force and the practice field for the Air Force Thunderbirds.

Roadway Classifications

New streets are built in accordance with federal, state, and local standards. The functional classification system for unincorporated Clark County is found in the Clark County Supplement to Uniform Standards Drawings for Public Works' Construction, Off-Site Improvements, Clark County Area, Nevada. It is important to note that the functional classification of roads identified as local, collector, and arterial roadways may change over time as activity centers shift, area traffic volumes change, and the transportation system matures. The types of streets used in the network are described in complete street type design standards. The types differ in terms of their network continuity, cross-section design, and adjoining land use. The individual streets themselves will change in character depending on their immediate land use context.

Freeways

Freeways in Clark County are divided high-speed roads with grade separated interchanges at arterial roadway crossings and have two or more lanes in each direction with an average right-of-way width of 350 feet.

Arterial Roadways and Limited Access Arterials

Arterial roadways connect and gather traffic from collectors and local streets and provide access to and between commercial activity centers and residential areas. Rights-of-way are typically 100 to 120 feet in width. Exceptions include the right-of-way width for Las Vegas Boulevard South between Sahara Avenue (City of Las Vegas boundary) and St. Rose Parkway at 200 feet and from St. Rose Parkway to the California State Line at 300 feet. This additional right-of-way may be needed to accommodate future transit improvements, future road improvements, and pedestrian realm widening to provide vehicle and transit access and utility service to the proposed Southern Nevada Supplemental Airport. Limited Access Arterials (presently the Desert Inn Super Arterial and a portion of Frank Sinatra Drive) function similar to freeways with restricted access, but are County constructed and maintained with average right of way width of 120 feet.

Collector Streets

Collector streets gather traffic from arterials, as well as direct traffic from arterial streets to activity centers and residential areas by conveying traffic to their ultimate

destinations or to local streets. Collector streets can be critical to regional commuting, although the traffic volume on a collector street may vary depending on the location of the road and nearby land uses. Rights-of-way are typically 60 to 80 feet in width and have a minimum of four travel lanes with medians and/or a two-way left turn lane.

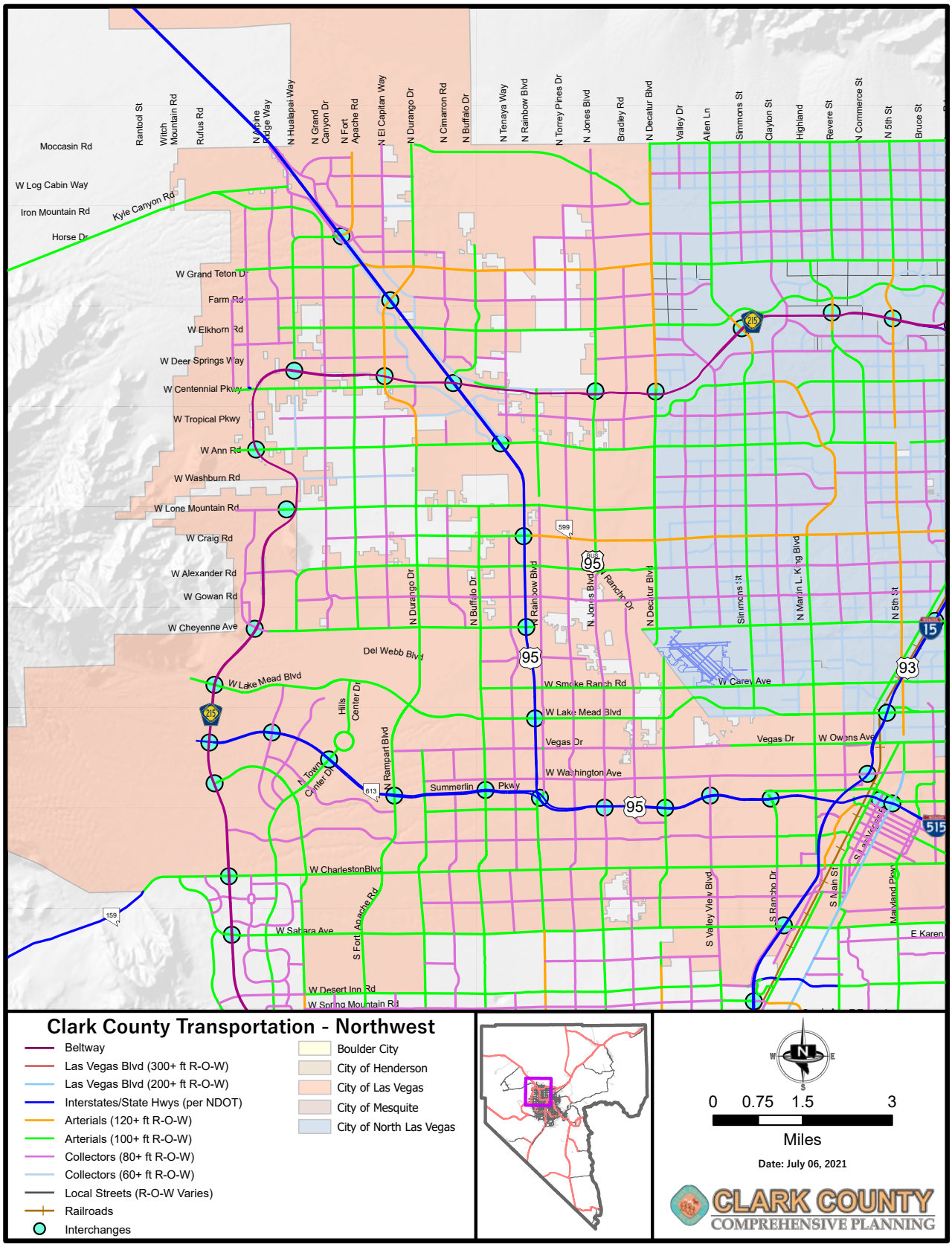
Dedication of Rights-of-Way/ Building Setback Lines

Clark County requires dedicated rights-of-way for all types of transportation. A right-of-way is the total width of the linear segment of land required for the road paving, curb & gutter, sidewalks, bus turnouts and shelters, streetlights, traffic control devices, placement of utilities, and drainage, as well as ancillary uses such as elements of an approved non-motorized system on appropriately classified roadways. The development process provides for the dedication of transportation-related rights-of-way and is the basis for creation of Building Setback Lines along those rights-of way.

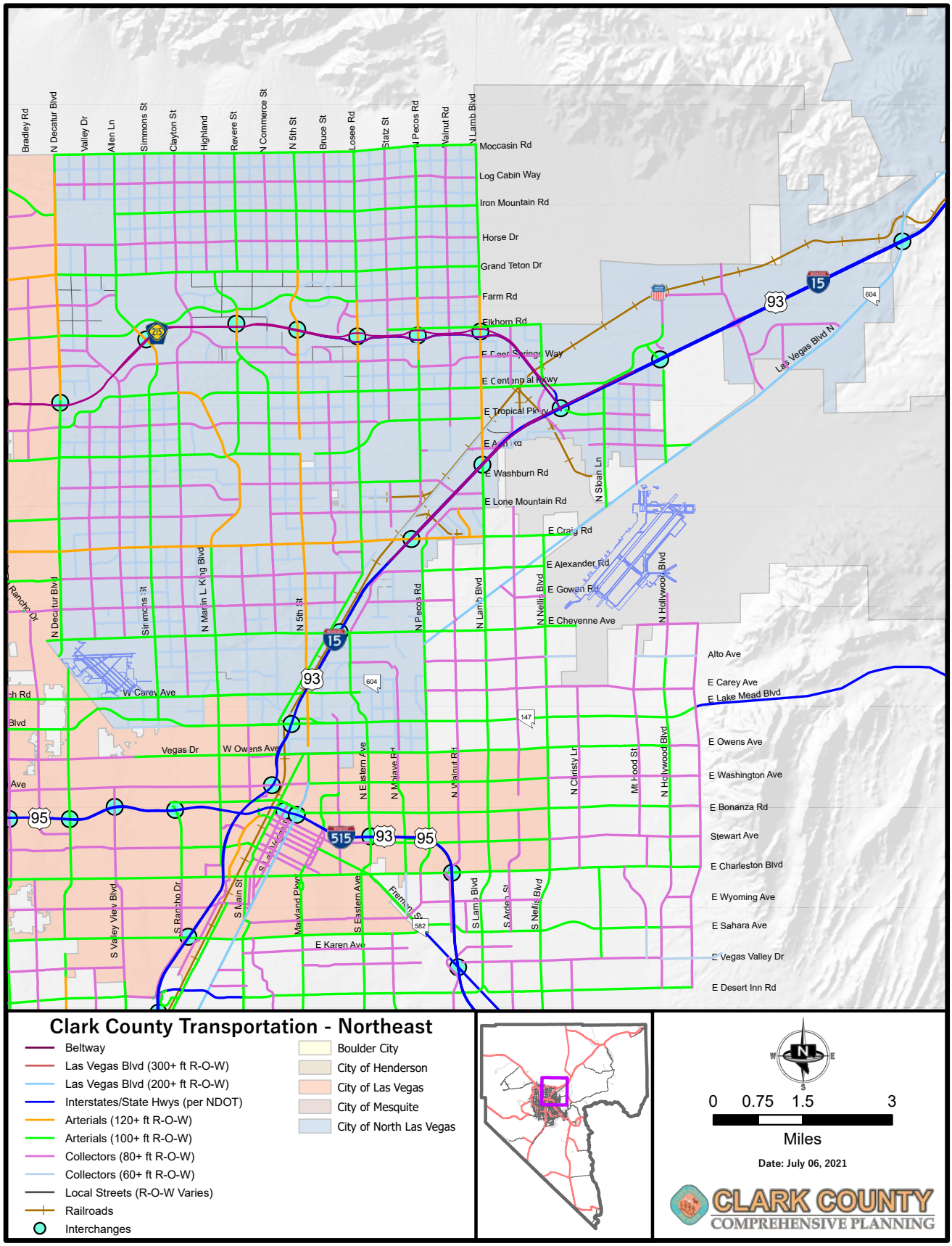
Rights-of-way, building setback lines, and improvements are described by ordinance in the Clark County Unified Development Code, Title 30. Preservation of rights-of-way is important as land uses can change, and other alternate modes of transportation may have rights-of-way needs in the future. Title 30 sets forth the requirements for the dedication of rights-of-way, provision of utilities, street improvement requirements, and drainage improvements within public rights-of-way or private streets whenever land is subdivided or developed within various districts.

Transportation Maps

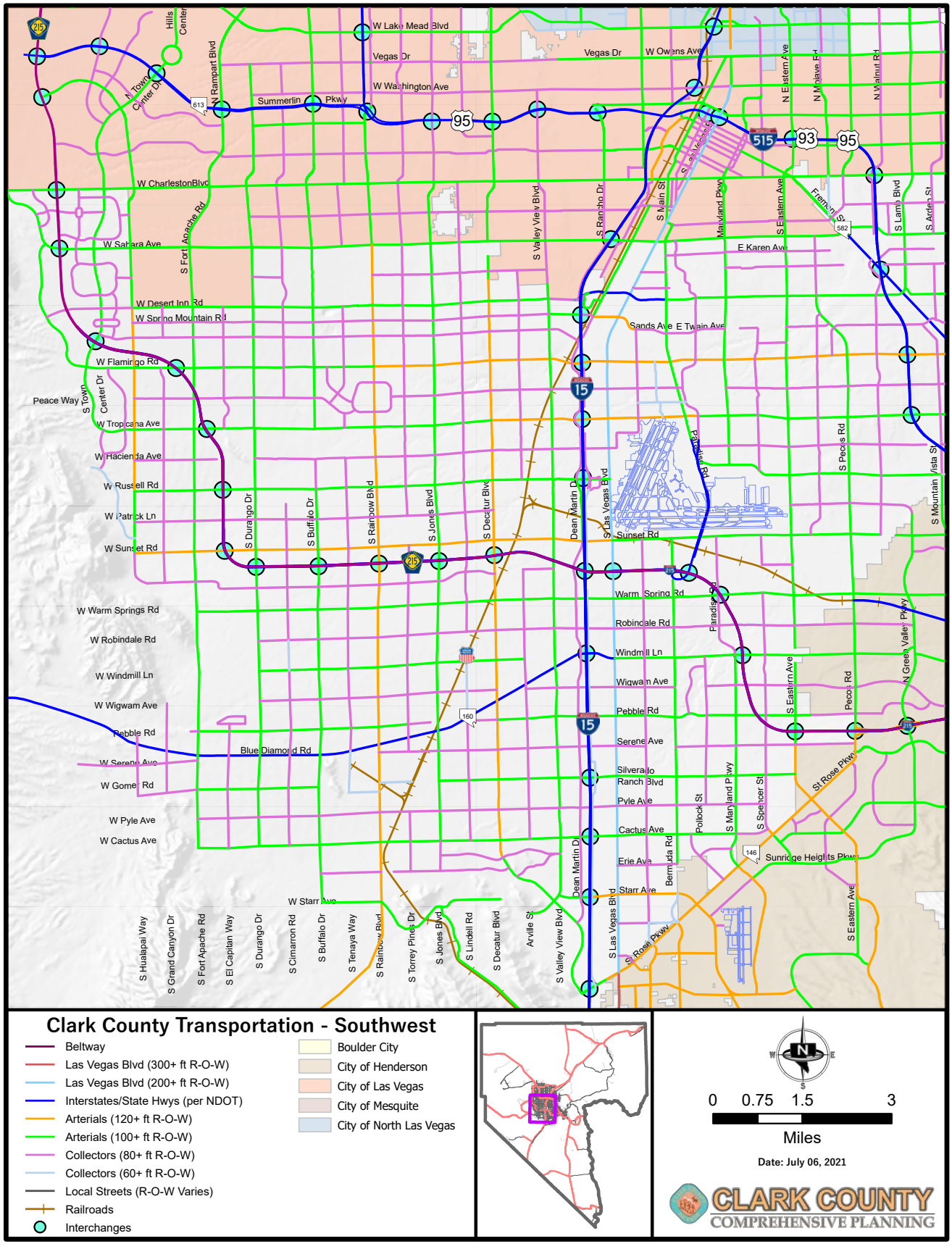
Northwest Valley Transportation



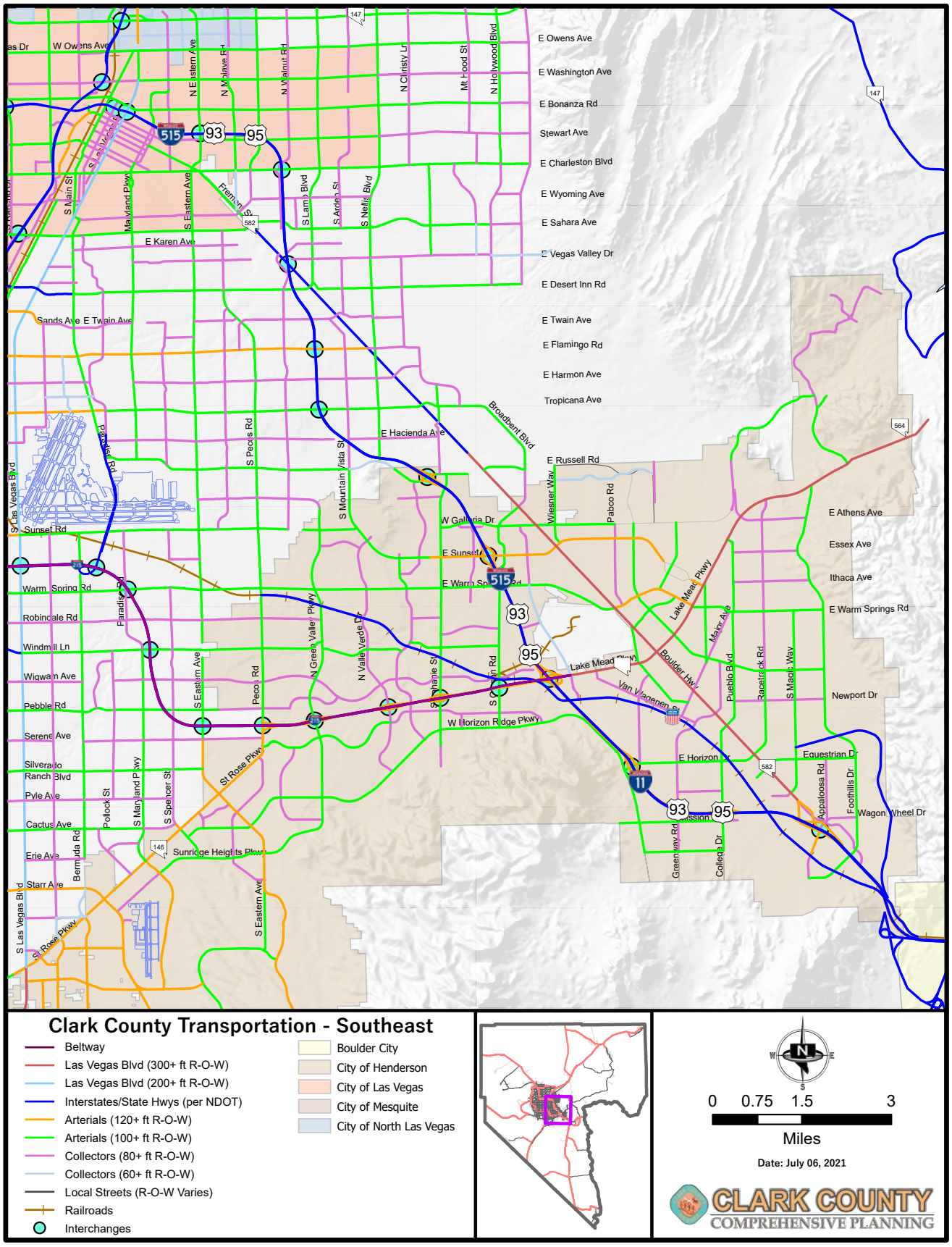
Northeast Valley Transportation



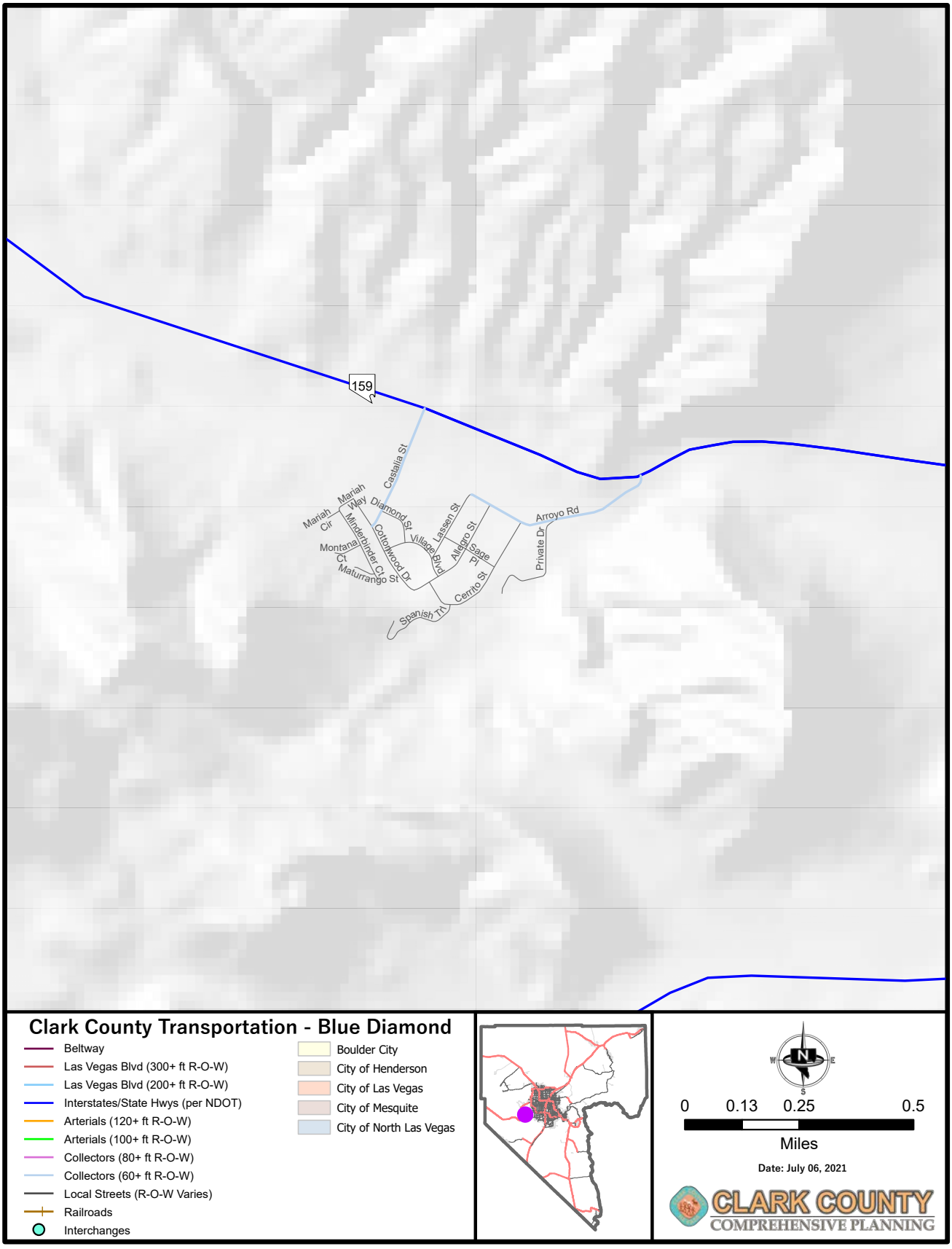
Southwest Valley Transportation



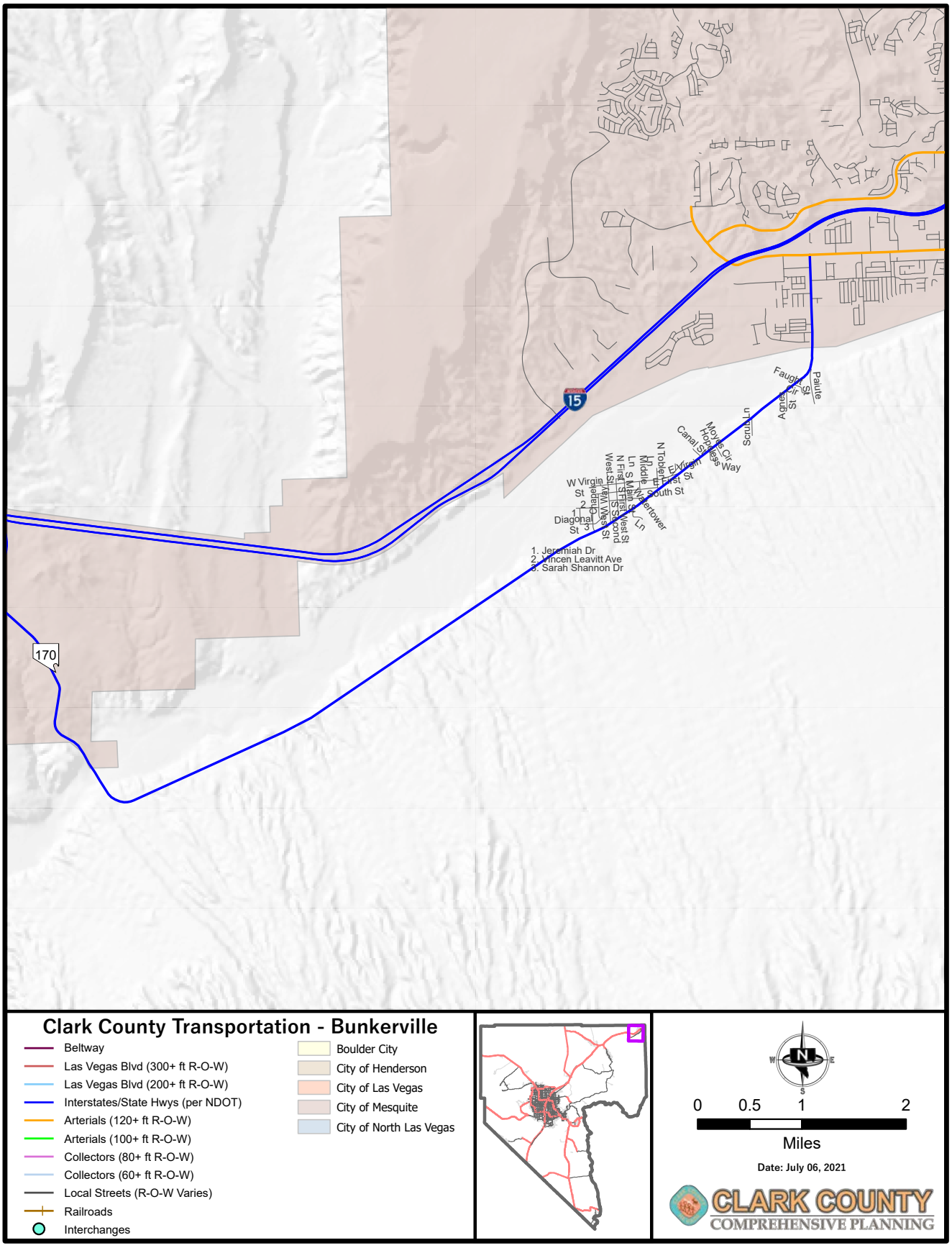
Southeast Valley Transportation



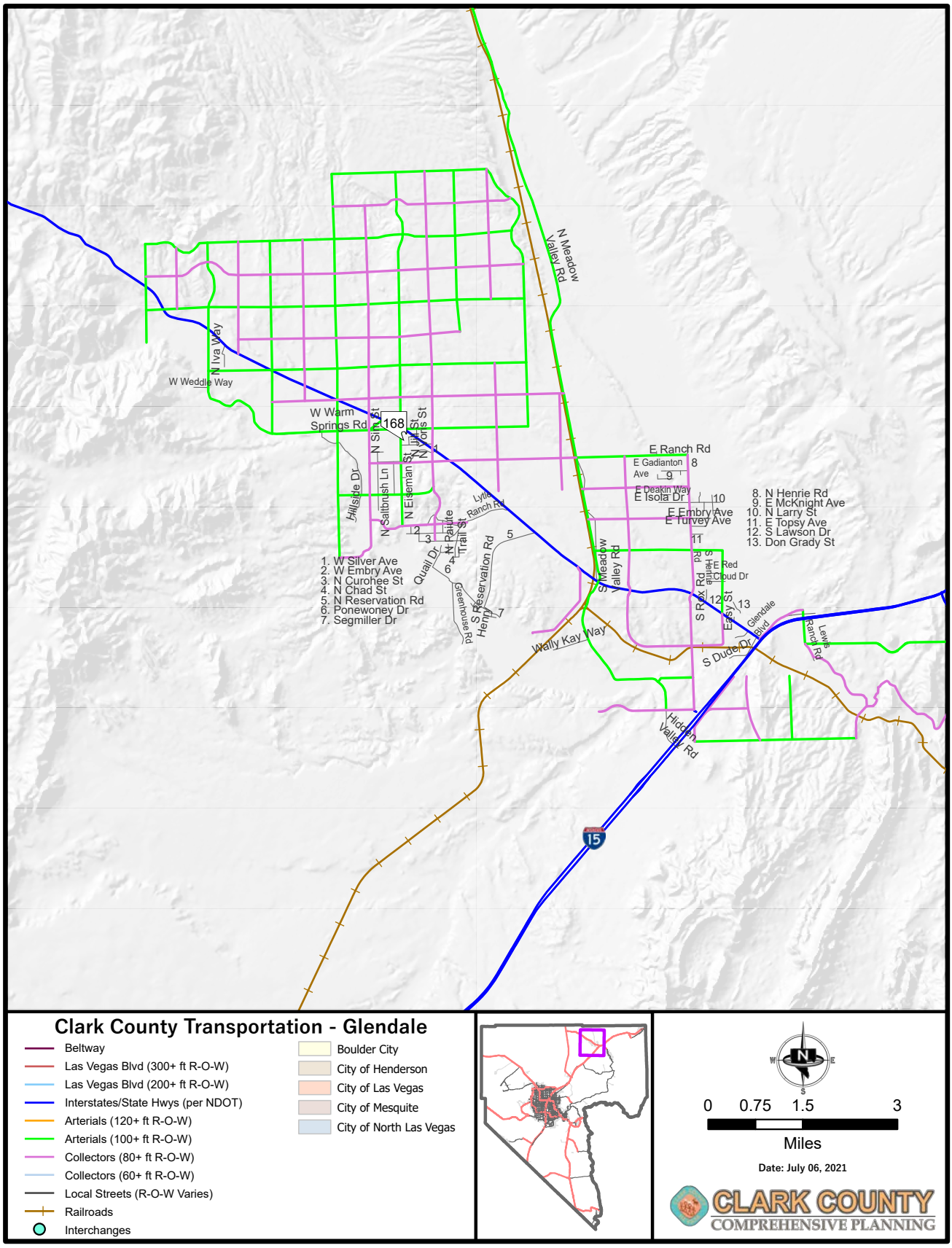
Blue Diamond Transportation



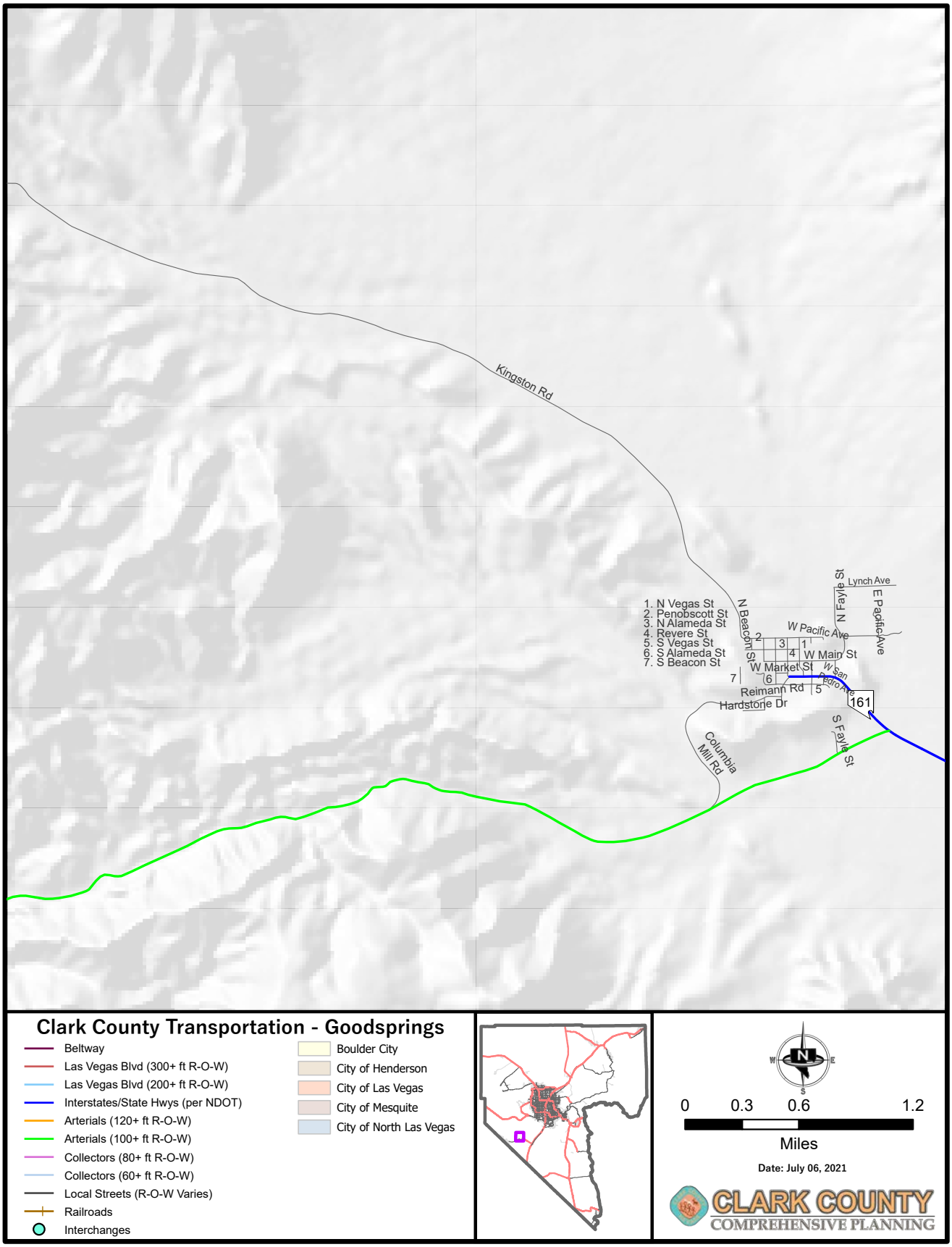
Bunkerville Transportation



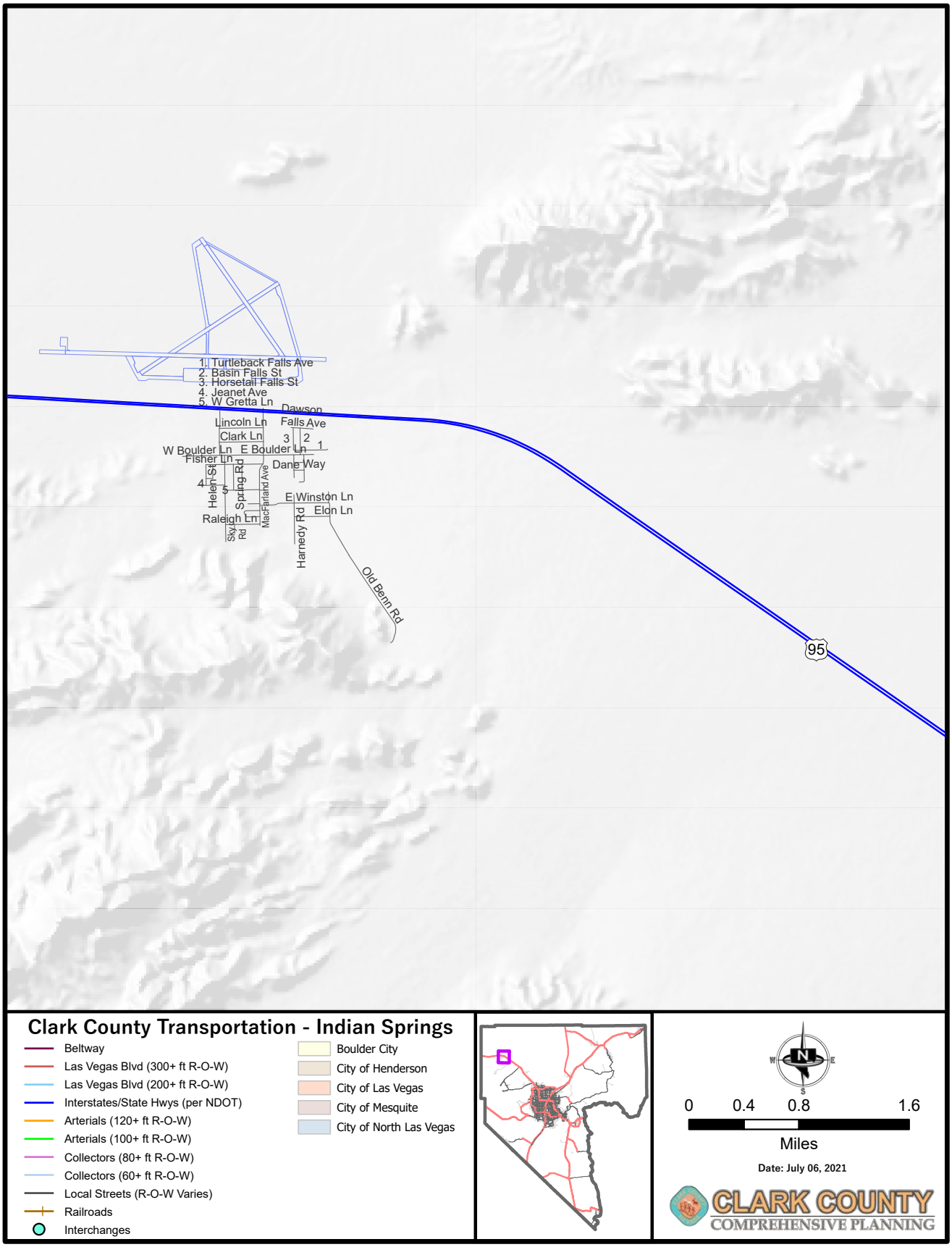
Glendale Transportation



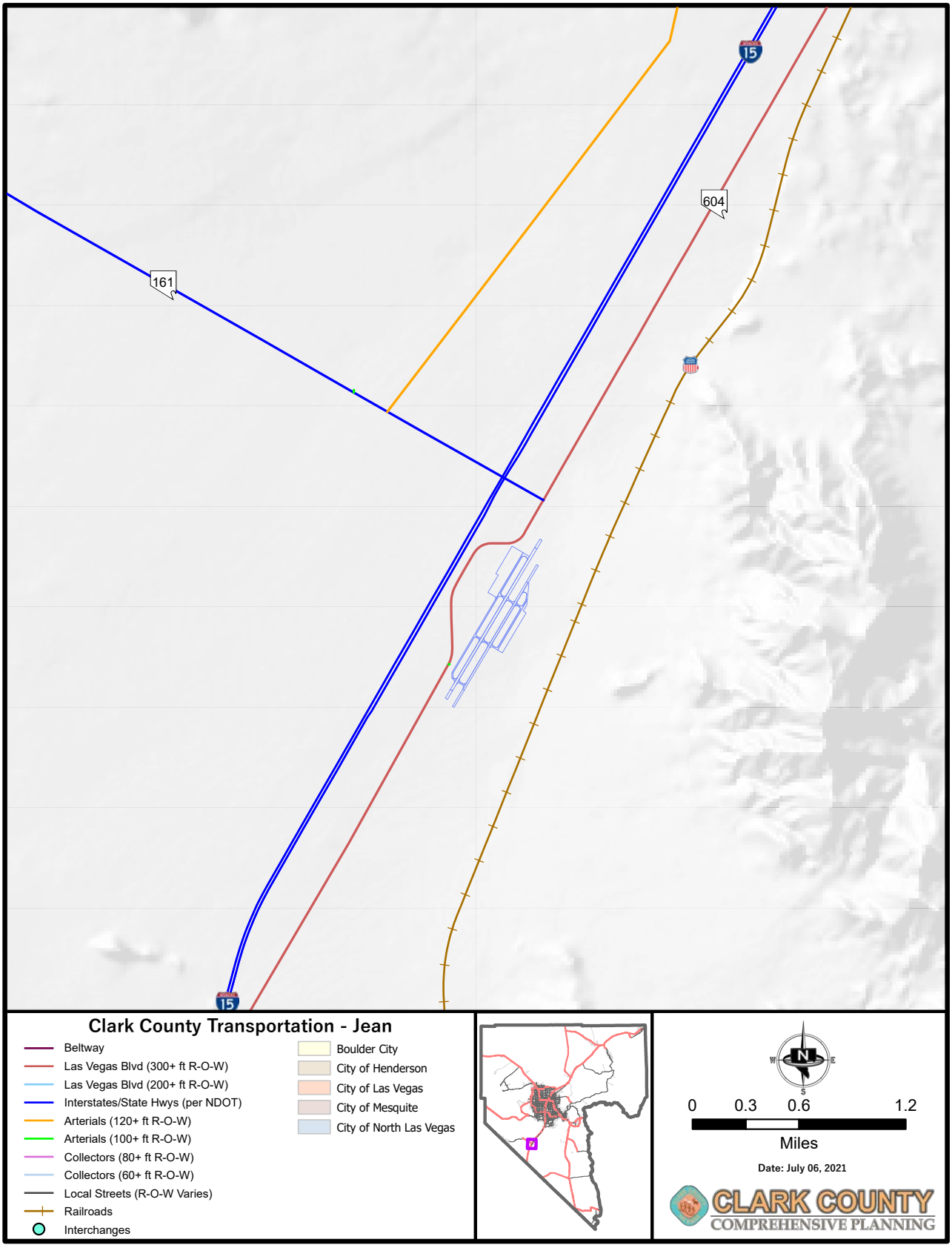
Goodsprings Transportation



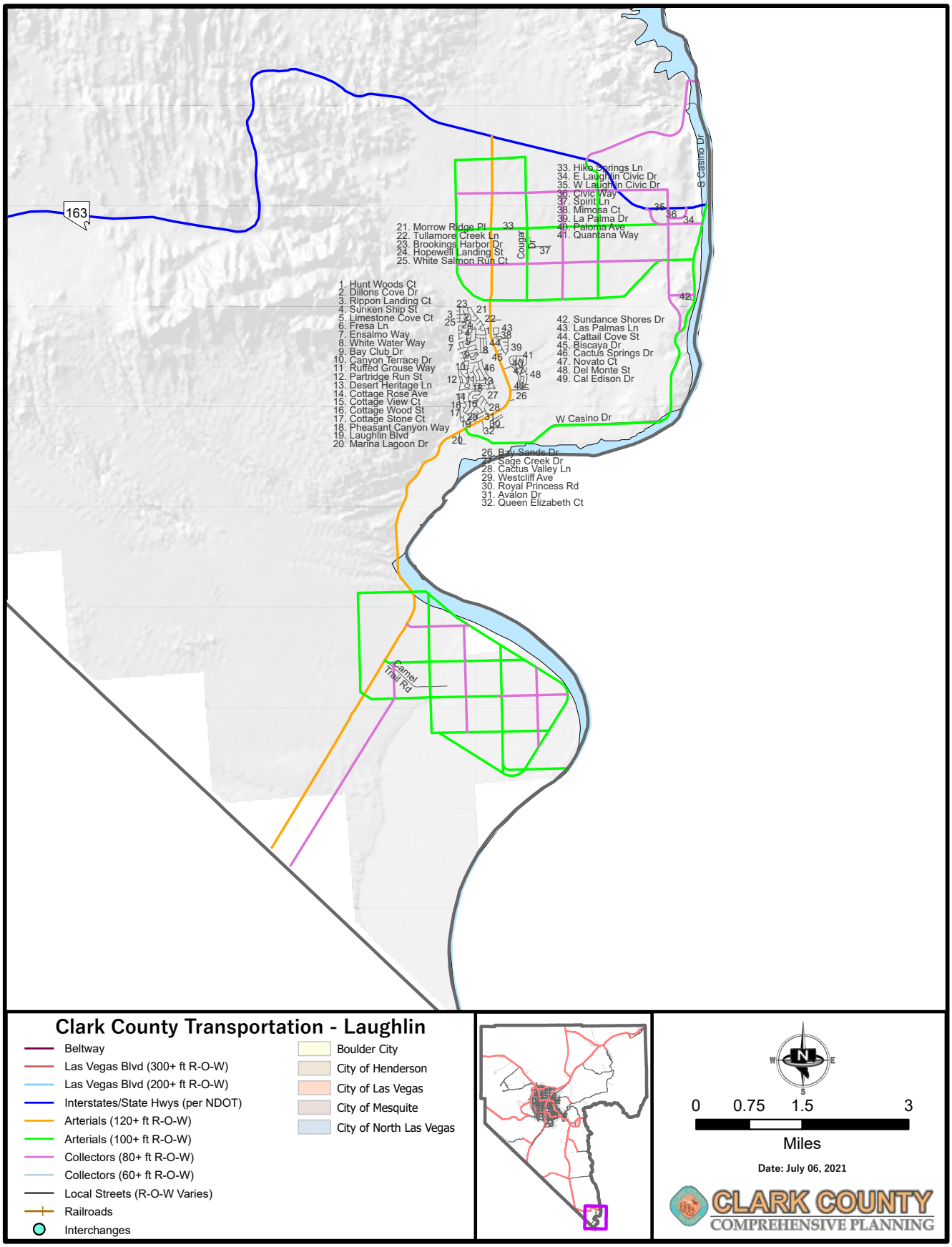
Indian Springs Transportation



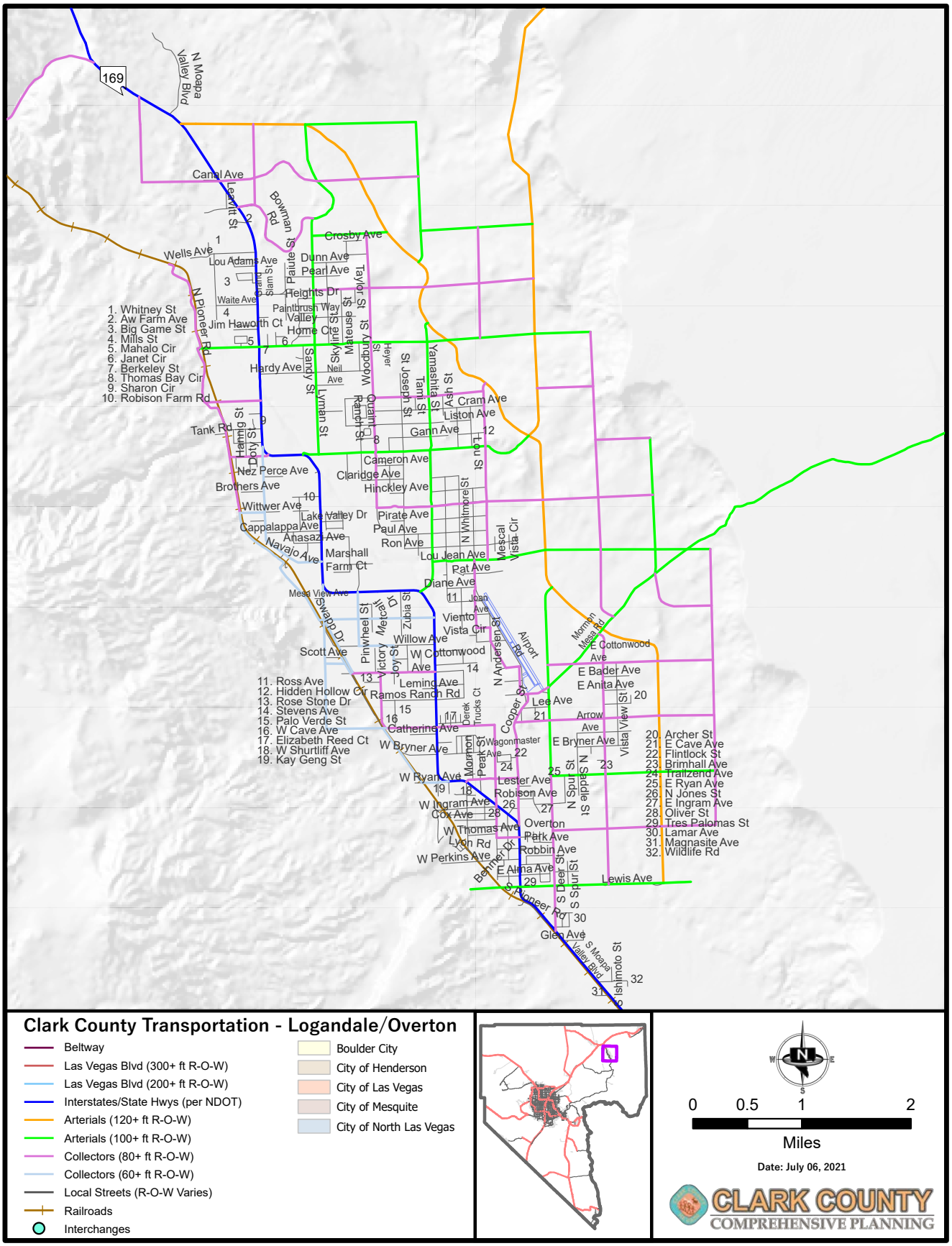
Jean Transportation



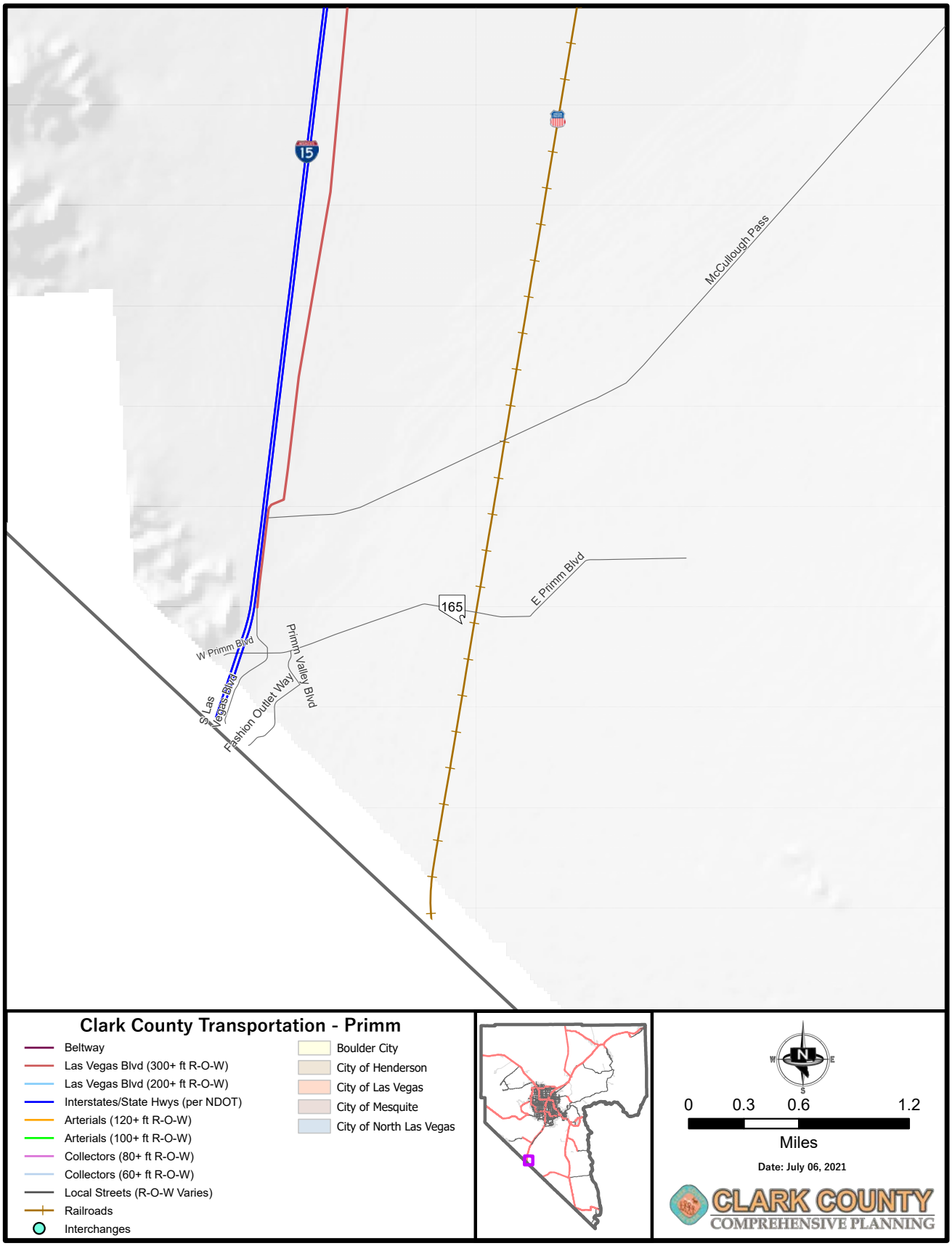
Laughlin Transportation



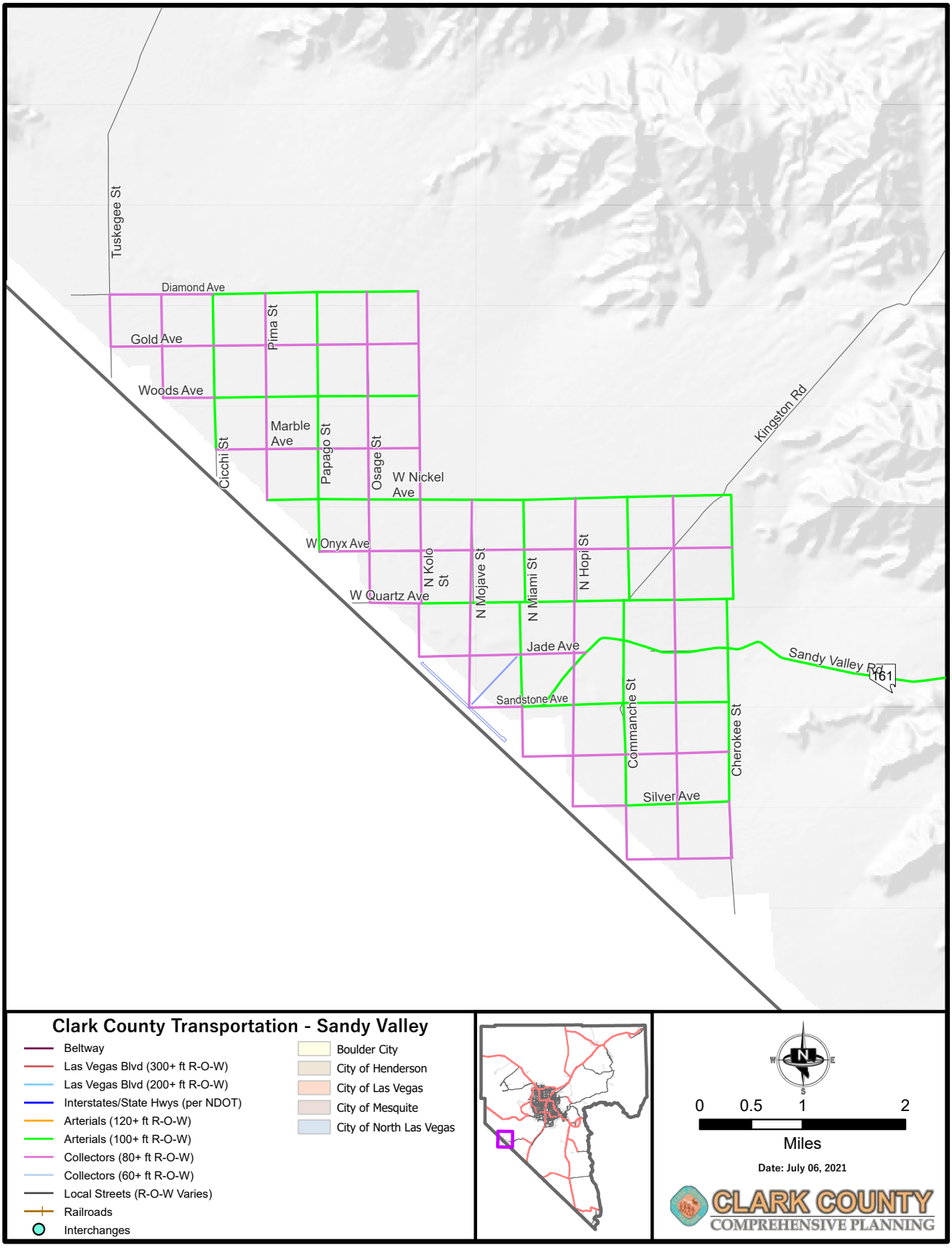
Logandale/Overton Transportation



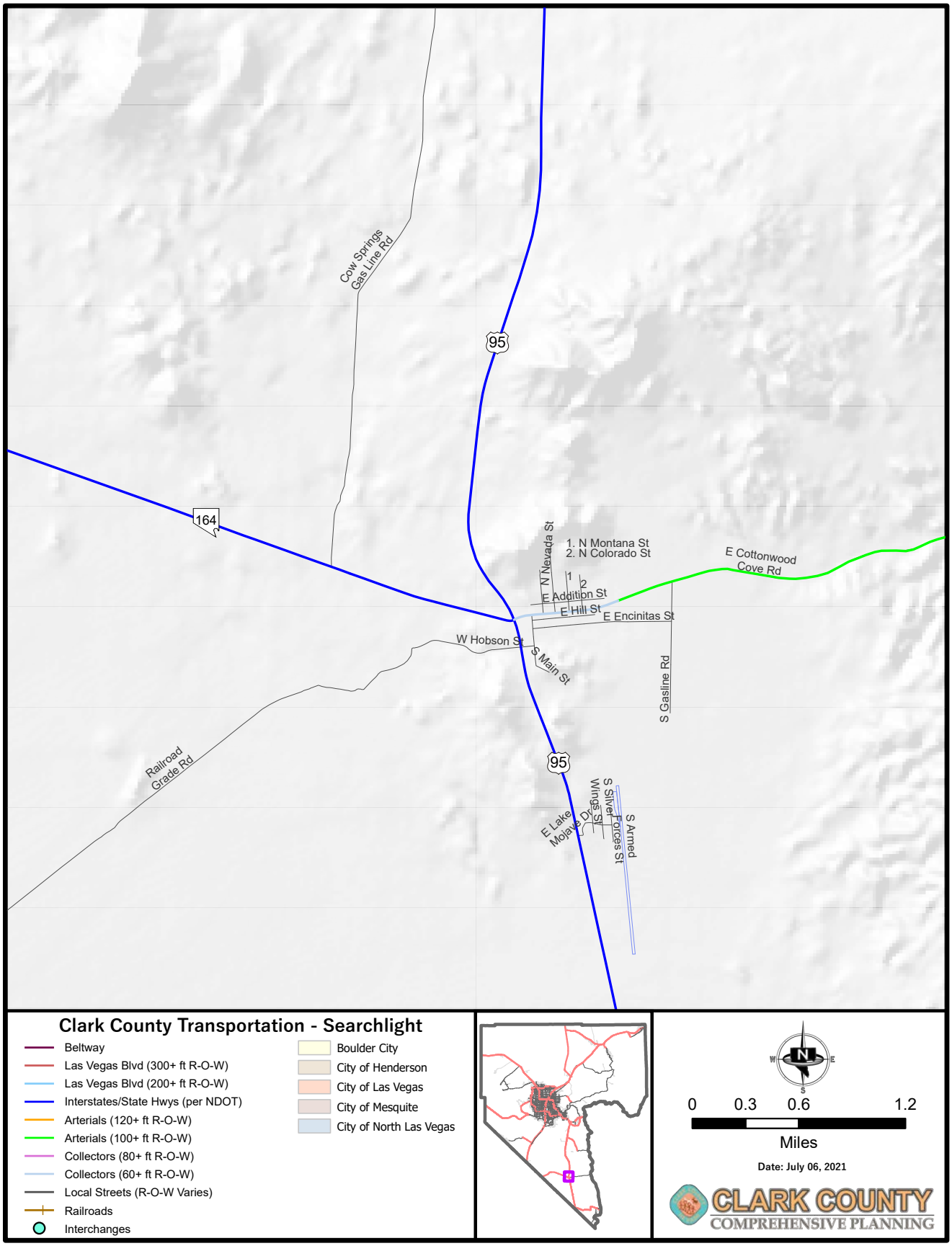
Primm Transportation



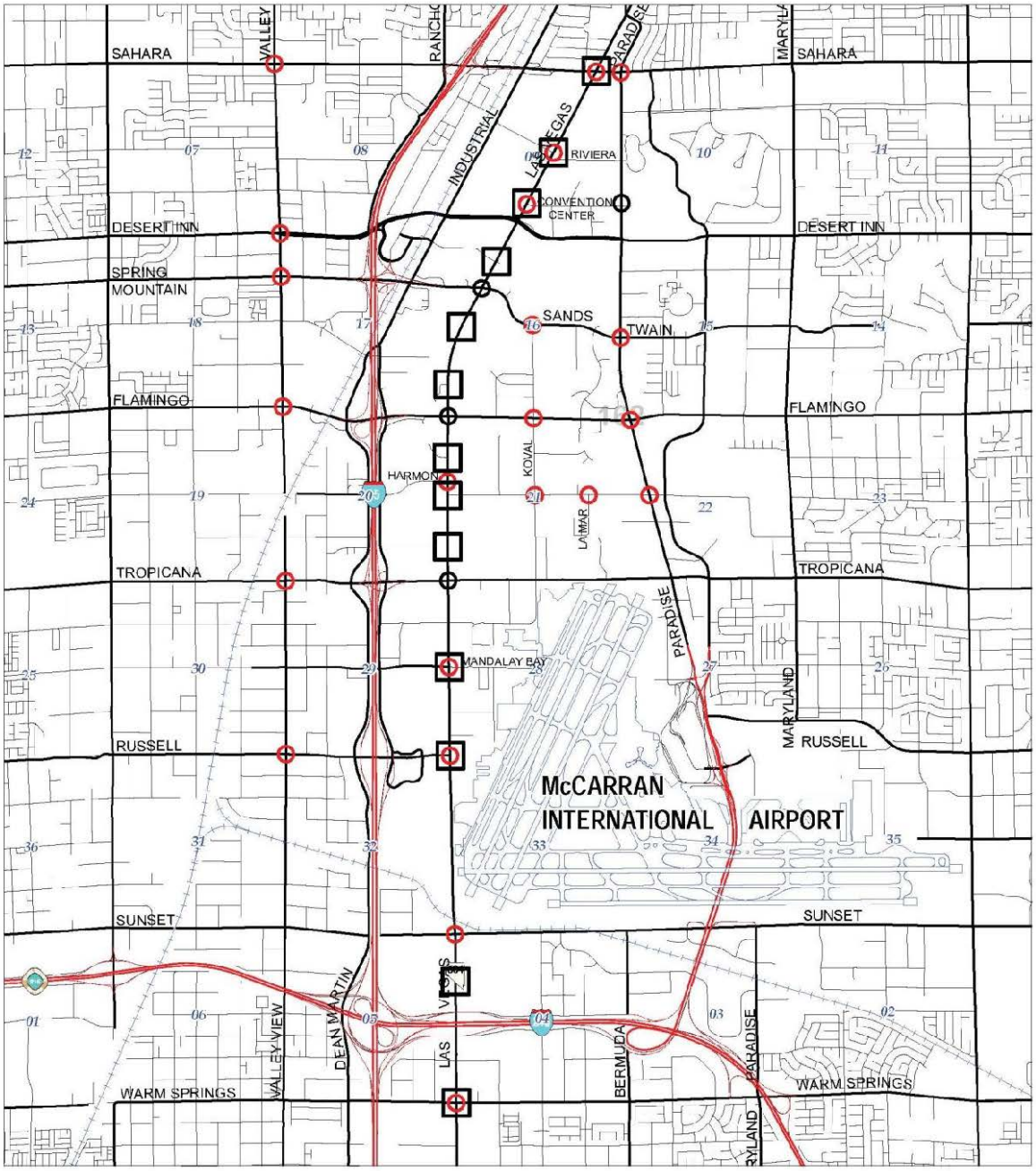
Sandy Valley Transportation



Searchlight Transportation



Public Pedestrian Grade Separations and Transit Stations (Sahara to Warm Springs) [Placeholder]



Transportation Element

Map 13
Public Pedestrian Grade Separations and Transit Stations

0 7501,500 3,000 4,500 6,000

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Map Created On: February 23, 2009

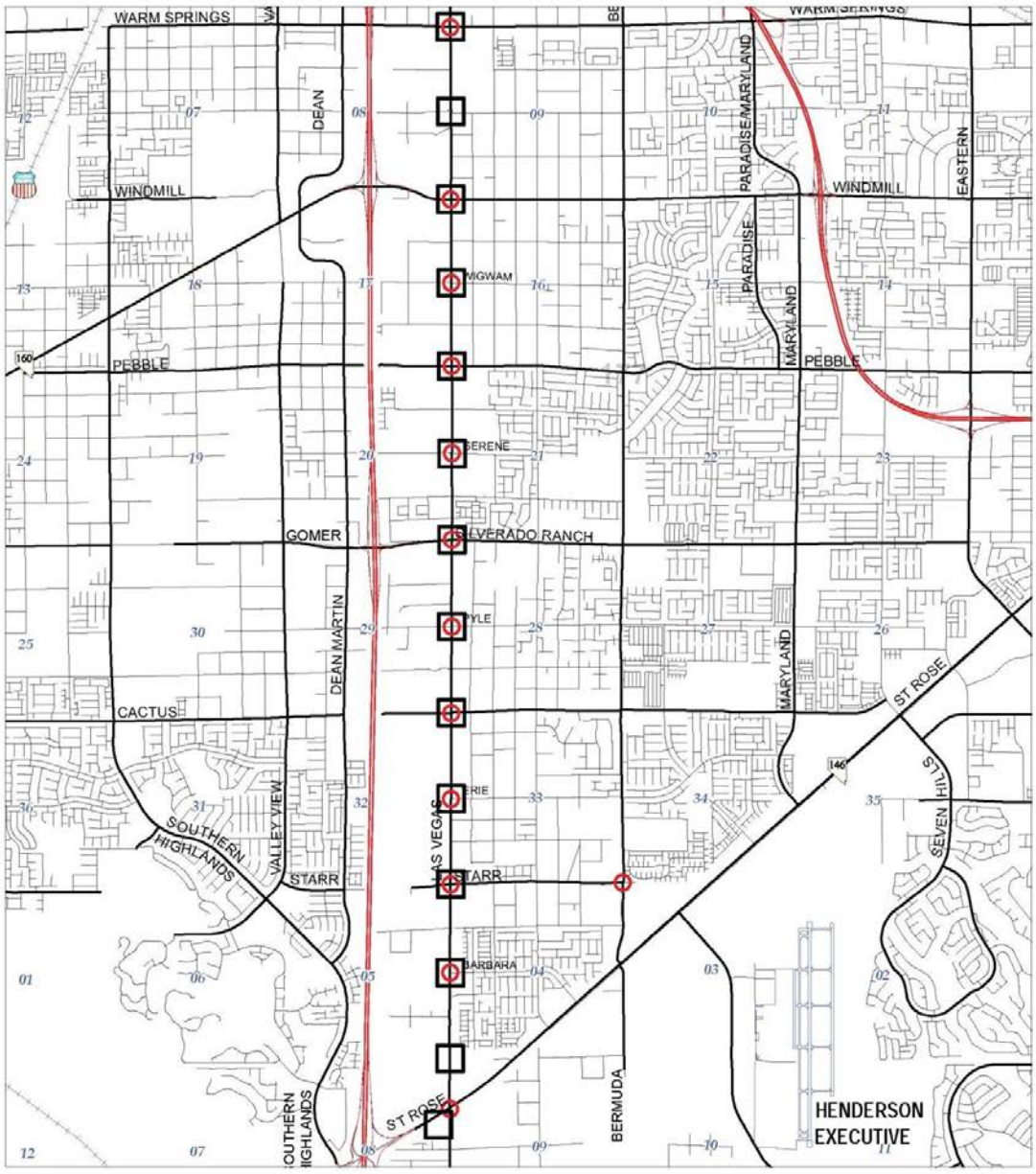
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Existing Public Pedestrian Grade Separations

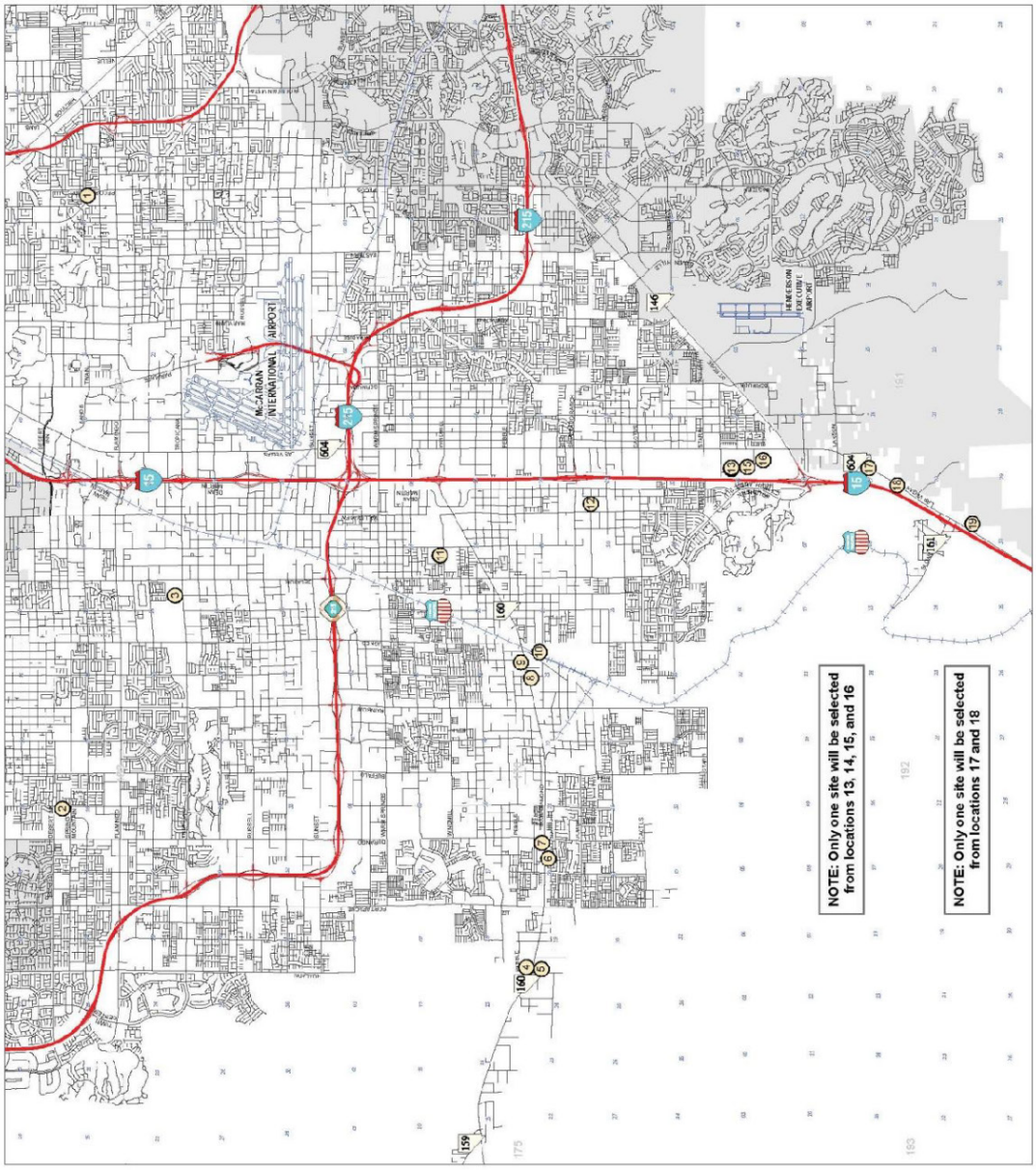
Planned Public Pedestrian Grade Separations

Future Transit Stations - General Locations

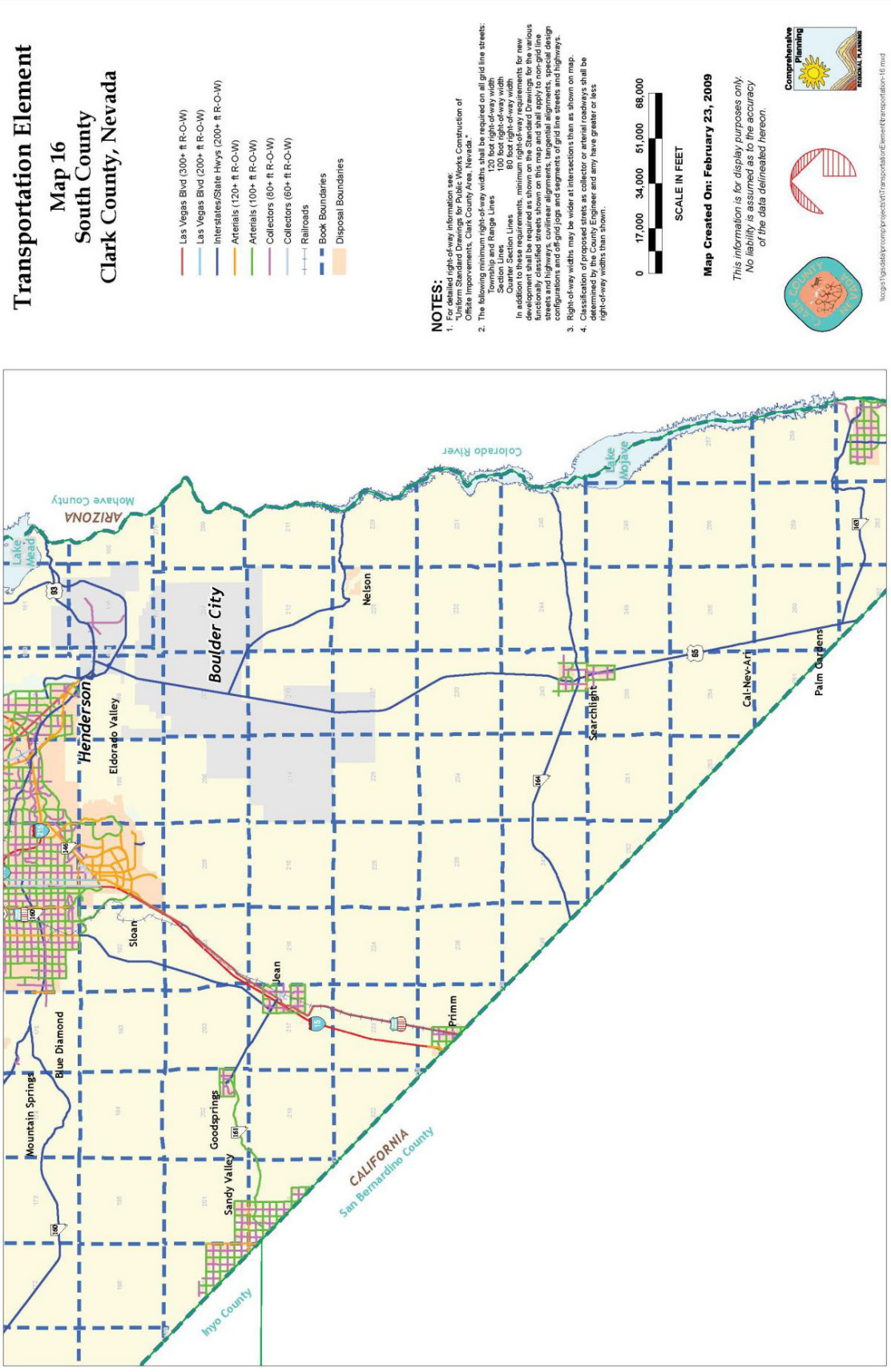
Public Pedestrian Grade Separations and Transit Stations (Warm Springs to St. Rose) [Placeholder]



BLM and Clark County Parcels to Reserve for Park and Ride/Pool and Other Future RTC Facilities [Placeholder]



South County Transportation [Placeholder]



Recreation and Open Space

This section provides an overview of existing recreation and open space within Clark County and identifes projected future recreation and open space needs.

Parks

The County's first park, Camp Lee Canyon, was opened in 1961 and the Clark County Department of Parks and Recreation was established in 1963. Since that time, the Department has worked to develop a recreation plan including parks, trails, and open space to meet the community's needs. Clark County's park system is supplemented by privately controlled park facilities, private recreation facilities, such as private golf courses. Clark County has adopted a goal to reach an optimum mix of park types or classes by 2035, which is based on the needs of the surrounding community.

Current Inventory

Clark County provides parks and recreational services in both the urban and rural areas of the County through 114 existing County Parks. Of these parks, 91 are located within the urbanized core of the County and they provide over 2,058 developed acres of park lands. Rural areas outside the urban valley contain 20 existing parks which provide 173.5 developed acres of park lands. There are also three additional parks providing 40 acres of urban classified park land in Laughlin. The County owns or controls 5,503 vacant acres slated for park development. Of that total approximately 2,678 acres are associated with an existing park site. The remaining 2,825 acres, 2,749 of which are in the urban area and 76 in the rural area, are scheduled for new park development.

Clark County Parks by Type

Park Type	Number	Developed Acres
Urban Parks		
Neighborhood	61	533
Community	14	300
Regional	7	614
Special use	9	611
Total	**91**	**2,058**
Rural Parks		
Rural	18	110.5
Special Use	2	63
Total	**20**	**173.5**
Laughlin Parks		
Neighborhood	0	0
Community	1	20
Regional	1	16
Special Use	1	4
Total	**3**	**40**

Types of Parks

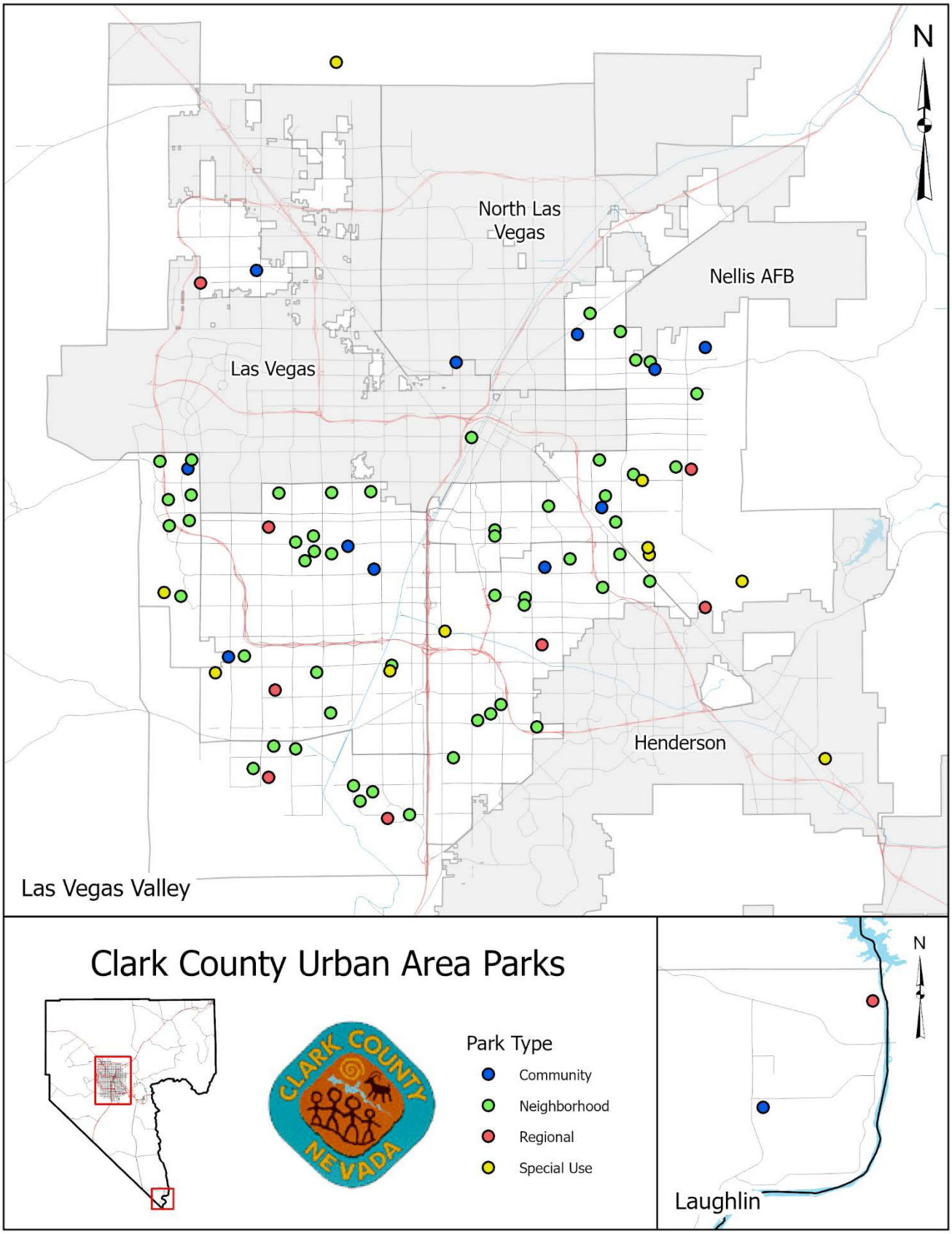
Parks are initially classified by their urban (within the Las Vegas Valley) or rural (outside of the Las Vegas Valley) location within the County. They are then classified based on the size and function of the park. Within urban unincorporated Clark County, parks are classified into neighborhood, community, regional, and special use parks. Parks in Laughlin, while outside of the Las Vegas Valley, also follow the urban classifications. In rural unincorporated Clark County, parks are classified as general use and special use parks. This classification system provides rural communities with flexibility, while addressing the specific needs of the more urbanized communities. For instance, smaller rural parks must strive to meet the neighborhood, community, and regional park needs compared to similar sized parks within the urban Las Vegas Valley.

Special use parks, located in both the urban and rural areas of the County, are organized with specific recreational needs in mind. The Clark County Fairgrounds in Moapa Valley (rural) and the Clark County Shooting Range are examples of existing special use parks.

Clark County Park Classifications

Area/Type	Optimal Size	Typical Amenities
Urban		
Neighborhood	5 to 25 acres	Playgrounds Limited ballfields Walking paths Basketball courts Covered gazebos
Community	25 to 160 acres	Lighted ballfields Playgrounds Walking paths Basketball courts Picnic areas/gazebos Recreation center Community pool/splash pads
Regional	160 + acres	Large recreation centers Large night sports complex (more than 4 fields) Organized group activity area Aquatic complex with indoor and outdoor pools Regional events for more than 1,000 Walking/jogging paths
Special Use	Varies	Fairgrounds Equestrian facilities Shooting facilities Nature preserves Museums Public art
Rural		
General	10 acres	Day/evening use Small recreation centers Small day/night sports complex (4 fields maximum) Outdoor play pool or indoor/outdoor lap pool Community events for less than 1,000
Special Use	25 acres	Fairgrounds Equestrian facilities Livestock facilities BMX track

Clark County Urban Parks [Placeholder]



Neighborhood Parks - Urban

Park name	Address	Community	Quad	Commission District	Park District
Alexander Villas Park	3620 Lincoln Rd	Sunrise Manor	NE	D	1
Cannon Middle School Park	5850 Euclid St	Paradise	SE	G	2
Cashman Middle School Park	4622 W Desert Inn Rd	Winchester	SW	G	2
Cesar E Chavez Park	1450 Radwick Dr	Sunrise Manor	NE	E	1
Cortney Middle School Park	5301 E Hacienda Ave	Whitney	SE	G	2
Davis Park	2796 Redwood St	Spring Valley	SW	F	3
Desert Bloom Park	8405 S Maryland Pkwy	Paradise	SE	A	2
Desert Inn Park	3570 Vista Del Monte	Paradise	SE	E	1
Doc Johnson Rose Garden Park	5330 Somerset Hills Ave	Enterprise	SW	F	4
Duck Creek Park	8650 Pollock Dr	Paradise	SE	A	2
Exploration Peak Park	9700 S Buffalo Dr	Enterprise	SW	F	4
Goett Family Park	10950 Southern Highlands Pkwy	Enterprise	SW	F	4
Grapevine Springs Park	5280 Palm St	Paradise	SE	G	2
Guinn Middle School Park	4150 S Torrey Pines Dr	Spring Valley	SW	A	3
Harmony Park	4530 Pearl St	Paradise	SE	E	2
Harney Middle School Park	1625 Los Feliz St	Sunrise Manor	NE	E	1
Hidden Palms Park	8855 Hidden Palms Pkwy	Paradise	SE	A	2
Inzalaco Park	5801 Shinnecock Hills Ave	Enterprise	SW	F	4
Jimmy Pettyjohn Jr Park	11322 Southern Highlands Pkwy	Enterprise	SW	F	4
Joe Shoong Park	1503 Wesley St	Sunrise Manor	NE	E	1
Laurelwood Park	4300 Newcastle Rd	Spring Valley	SW	A	3
Lewis Family Park	1970 Tree Line Dr	Sunrise Manor	NE	E	1
Magdelena Vegas Mountain Park	4580 Vegas Valley Dr	Sunrise Manor	SE	E	1
Martin Luther King Park	5439 E Carey Ave	Sunrise Manor	NE	B	1
Maslow Park	4900 Lana Dr	Paradise	SE	E	2
McCarran Marketplace Park	5800 Surrey St	Paradise	SE	G	2
Mesa Park	5401 Mesa Park Dr	Summerlin	SW	F	6
Molasky Family Park	1065 E Twain Ave	Paradise	SE	E	1
Mountain View Elementary School Park	5436 E Kell Ln	Sunrise Manor	NE	D	1
Myrna Torme Williams Park	3930 Cambridge St	Paradise	SE	E	1
Nathaniel Jones Park	8800 Sparkling Chandon Dr	Enterprise	SW	F	4
Nellis Meadows Park	4949 E Cheyenne Ave	Sunrise Manor	NE	B	1
Nevada Trails Park	7075 W Mardon Ave	Enterprise	SW	A	3
Oak Leaf Park	6303 Mesa Park Dr	Summerlin	SW	F	6
Old Spanish Trail Park	8150 Tara Ave	Spring Valley	SW	F	3
Orr Middle School Park	1520 E Katie Ave	Paradise	SE	E	1
Paiute Park	9347 S Cimarron Rd	Enterprise	SW	F	4
Paradise Vista Park	2200 Roan Ave	Paradise	SE	G	2

Park name	Address	Community	Quad	Commission District	Park District
Paul Meyer Park	4525 New Forrest Dr	Spring Valley	SW	A	3
Pebble Park	8975 S Topaz Rd	Paradise	SE	G	2
Potosi Park	2750 Mohawk St	Spring Valley	SW	F	3
Prosperity Park	7101 Parasol Ln	Spring Valley	SW	F	3
Ravenwood Park	4220 Ravenwood Dr	Spring Valley	SW	A	3
Red Ridge Park	7027 S El Capitan Way	Spring Valley	SW	F	3
Ridgebrook Park	3600 Ridge Hollow Dr	Summerlin	SW	F	6
Sagemont Park	1783 Morro Vista Dr	Summerlin	SW	F	6
Siegfried & Roy Park	5525 S Maryland Pkwy	Paradise	SE	G	2
Silvestri Middle School Park	1055 E Silverado Ranch Blvd	Enterprise	SE	A	2
Somerset Hills Park	10717 Valencia Hills St	Enterprise	SW	F	4
Southern Highlands Dog Park	10598 S Jones Blvd	Enterprise	SW	F	4
Spotted Leaf Park	2955 Spotted Leaf Ln	Summerlin	SW	F	6
Stonewater Park	11501 Goett Golf Dr	Enterprise	SW	F	4
Sunrise Park	2240 Linn Ln	Sunrise Manor	NE	B	1
Village Green Park	1901 Sandstone Bluffs Dr	Summerlin	SW	F	6

Community Parks - Urban

Park name	Address	Community	Quad	Commissioner District	Park District
Charlie Frias Park	4801 S Decatur Blvd	Spring Valley	SW	A	3
Community Park	1800 S Town Center Dr	Summerlin	SW	F	6
Dr William U Pearson Park	1555 W Carey Ave	Valley Other	NW	D	9
Gardens Park	10401 Garden Park Dr	Summerlin	SW	F	6
Mountain Crest Park	4701 N Durango Dr	Lone Mountain	NW	C	5
Olympia Sports Park	4885 Starr Hills Ave	Enterprise	SW	F	4
Paradise Park	4775 McLeod Dr	Paradise	SE	E	2
Parkdale Park	3200 Ferndale St	Sunrise Manor	SE	E	1
Robert E “Bob” Price Park	2100 Bonnie Ln	Sunrise Manor	NE	B	1
Shadow Rock Park	2650 Los Feliz St	Sunrise Manor	NE	B	1
Silverado Ranch Park	9855 Gillespie St	Enterprise	SE	A	2
Spring Valley Community Park	7600 W Flamingo Rd	Spring Valley	SW	F	3
Walnut Park	3075 N Walnut Rd	Sunrise Manor	NE	D	1
West Flamingo Park	6255 W Flamingo Rd	Spring Valley	SW	A	3

Regional Parks - Urban

Park Name	Address	Community	Quad	Commissioner District	Park District
Desert Breeze Park	8275 Spring Mountain Rd	Spring Valley	SW	F	3
Hollywood Park	1650 S Hollywood Blvd	Sunrise Manor	NE	E	1
James Regional Sports Park	8400 W Robindale Rd	Spring Valley	SW	A	3
Lone Mountain Park	4445 N Jensen St	Lone Mountain	NW	C	5
Mountain's Edge Park	7929 W Mountains Edge Pkwy	Enterprise	SW	F	4
Silverbowl Park	6800 E Russell Rd	Whitney	SE	G	1
Sunset Park	2601 E Sunset Rd	Paradise	SE	G	2

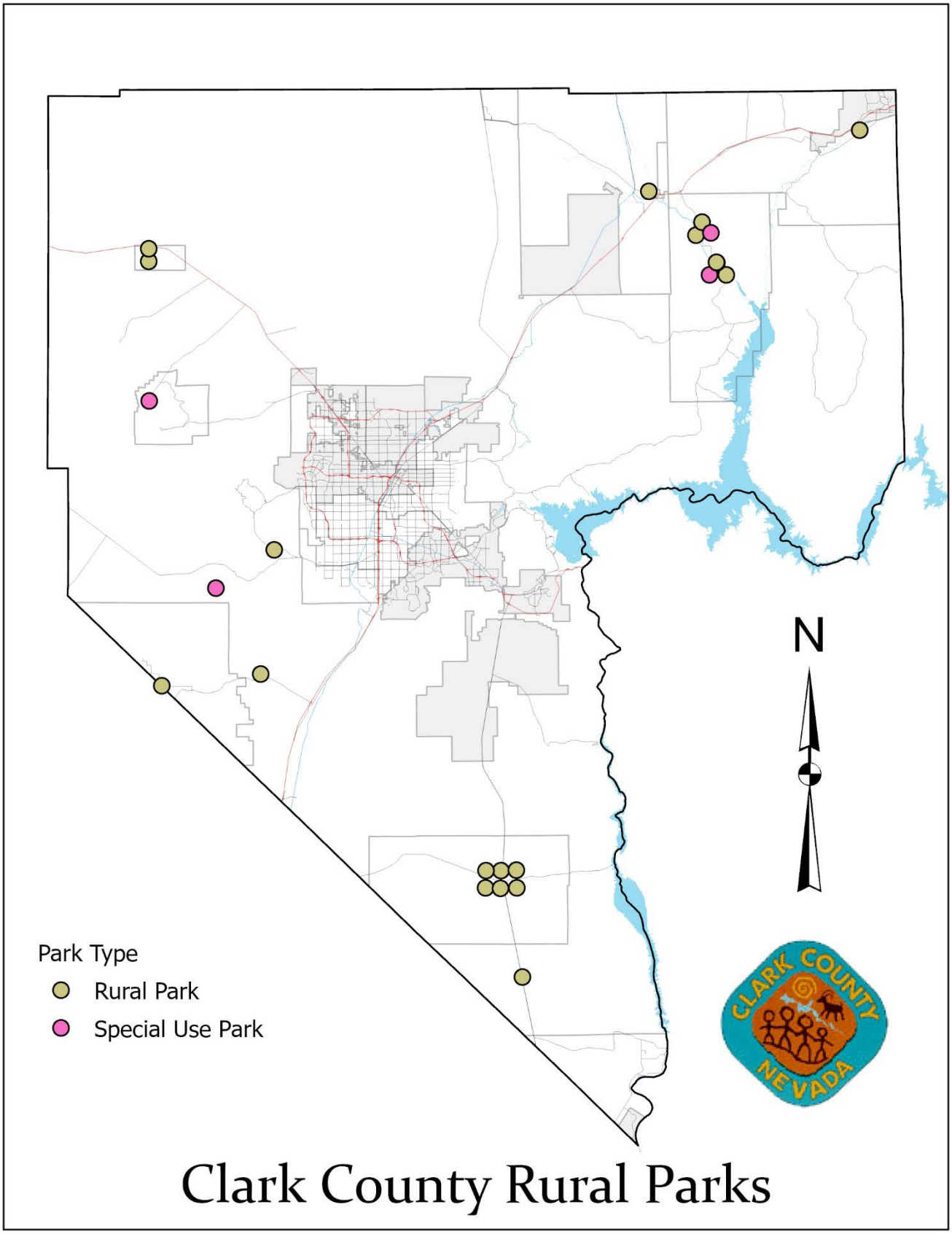
Special Use Parks - Urban

Park Name	Address	Community	Quad	Commissioner District	Park District
Clark County Amphitheater	500 S. Grand Central Pkwy	Valley Other	NE	G	9
Clark County Museum	1830 S Boulder Hwy	Valley Other	SE	D	9
Clark County Shooting Complex	11357 N Decatur Blvd	Valley Other	NW	B	9
Dog Fancier's Park	5800 E Flamingo Rd	Sunrise Manor	SE	G	1
Horseman's Park	5800 E Flamingo Rd	Sunrise Manor	SE	G	1
The Club at Sunrise	5483 Club House Dr	Sunrise Manor	SE	E	1
Western Trails Equestrian Park	7500 Cameron St	Enterprise	SW	A	3
Wetlands Park	7050 Wetlands Park Ln	Whitney	SE	E	1

Laughlin Area Parks

Park Name	Address	Community	Commissioner District	Park District
Mountain View Park	2610 Needles Hwy	Laughlin	A	9F
Pyramid Canyon Park	157 E Davis Dam Rd	Laughlin	A	9F
Laughlin Pool	3790 S James Bilbray Pkwy	Laughlin	A	9F

Clark County Rural Parks [Placeholder]



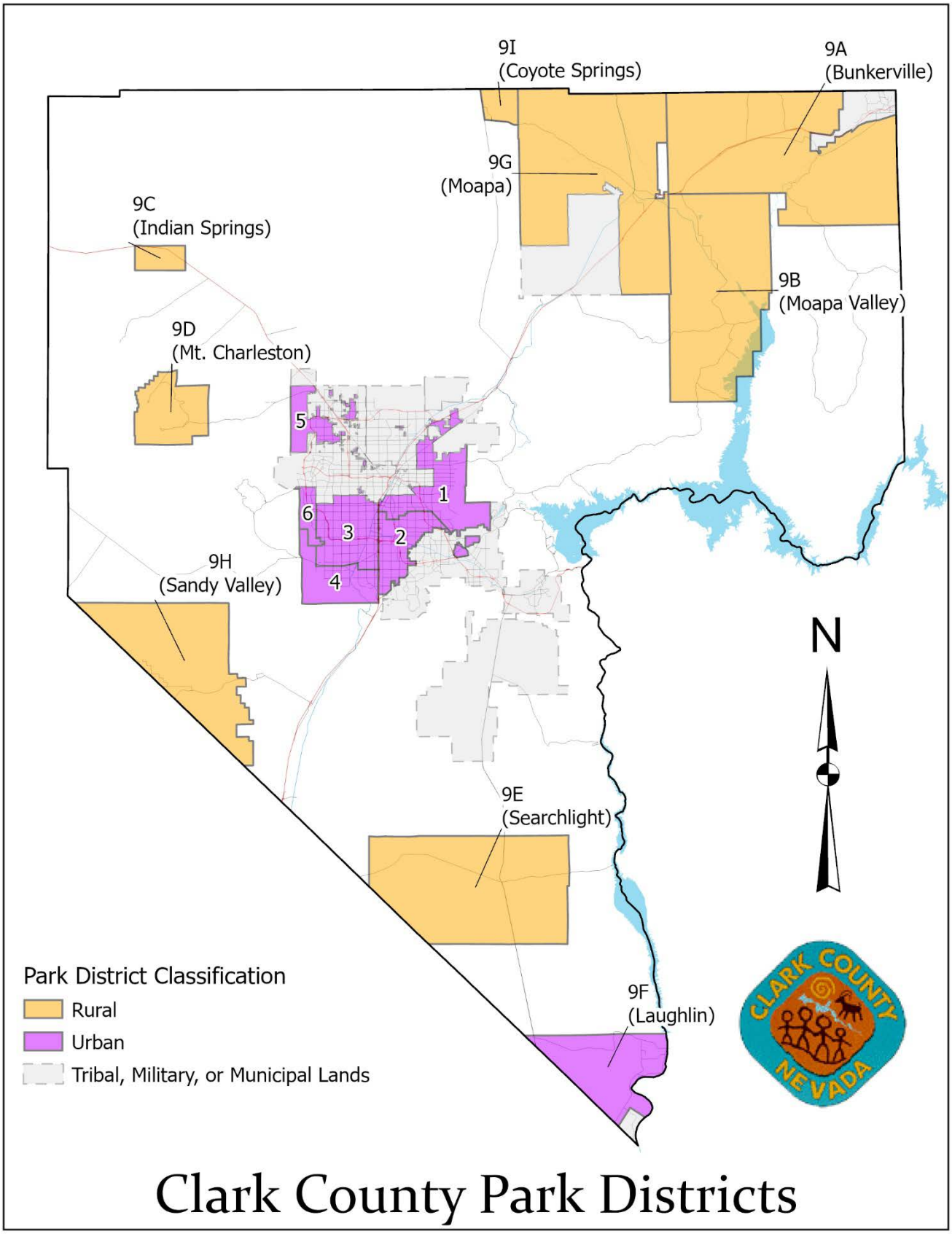
Rural Area Parks – General Use

Park Name	Address	Community	Commissioner District	Park District
Blue Diamond Park	4 Diamond St	Blue Diamond	F	9
Goodsprings Park	385 W San Pedro Ave	Goodsprings	F	9
Grant Bowler Park	3280 N Moapa Valley Dr	Moapa Valley	B	9B
Indian Springs Park	715 W Gretta Ln	Indian Springs	C	9C
Moapa Valley Center Park	320 N Moapa Blvd	Moapa Valley	B	9B
Moapa Valley Senior Center	325 Cooper St	Moapa Valley	B	9B
Moapa Valley Sports Park	1301 Whipple Ave	Moapa Valley	B	9B
Overton Park	200 E Virginia Ave	Moapa Valley	B	9B
Peace Park	650 W Quartz Ave	Sandy Valley	F	9H
Ron Lewis Park	1255 Patriots Way	Moapa	B	9G
Rex Bell Jr Trail Park	564 Michael Wendell Way	Searchlight	A	9E
Searchlight Teen & Youth Center	114 W Surprise St	Searchlight	A	9E
Searchlight Town Park	255 S Nevada St	Searchlight	A	9E
Slim Kidwell Community Park	9760 S US-95	Cal-Nev-Ari	A	9
Thomas Dudley Leavitt Sr. Memorial Park	200 W Virgin St	Bunkerville	B	9A
Thunderbird Park	400 Sky Rd	Indian Springs	C	9C
Mt Charleston Elementary School Park	4405 Yellow Pine Ave	Mt Charleston	C	9D
Camp Lee Canyon				

Rural Area Parks - Special Use

Park Name	Address	Community	Commissioner District	Park District
Clark County Fairgrounds	1301 W Whipple Ave	Moapa Valley	B	9B
Overton Middle School (Overton Pool)	375 W Thomas Ave	Moapa Valley	B	9B
Camp Lee Canyon	26205 State Route 156	Mount Charleston	C	9D
Camp Potosi Park	11480 Mt Potosi Canyon Rd	Valley Other	F	9

Clark County Parks Districts [Placeholder]



Future Needs

Clark County maintains a goal to have 2.5 acres of park land per 1,000 residents in urban areas and 6 acres of park land per 1,000 residents in rural areas. These level of service goals will guide the development of new parks.

Funding Mechanisms

While housing unit growth (population increase) is a driving force for park development, its function as a source for park development funding has been limited. The Residential Construction Tax (RCT), NRS 278.4983, was established as a mechanism "to raise revenue to enable the cities and counties to provide neighborhood parks and facilities for parks which are required by the residents of those apartment houses, mobile homes and residences." However, the RCT is limited to the capture of one (1) percent of the value of each new residential building permit up to a maximum of $1,000. In addition, in the southwestern part of the Las Vegas Valley, additional park fees are collected as part of the Public Facilities Needs Assessment. These fees are assessed through the adoption of a standard development agreement that increases the density of intensity of use beyond the existing two dwelling units per acre zoning.

Trails

Clark County has been planning and constructing trails for over 15 years to help increase recreational opportunities, improve public health, and contribute to the social well-being of the community. Through the Southern Nevada Regional Planning Coalition (SNRPC), Clark County is working closely with other local jurisdictions and regional and Federal agencies to coordinate the planning and building of an extensive network of trails. More than a million people have access to these trails and open spaces.

Current Inventory

There are 81 miles of County trails within the Las Vegas Valley urban area and another 19 miles of trails in the rural areas. As mentioned above, public lands that are maintained by State and Federal partners play an important role in providing Clark County residents with access to additional trail systems. While the County does not maintain these trails, it does maintain local connections to them.

Types of Trails

Clark County is responsible for recreational (off-street) trails in the unincorporated urban and rural areas. They are typically located on public land along natural washes, flood control facilities, and public utility corridors. The trail system allows people to walk, run, bike, horseback ride, and connect to other recreational uses. It is important that parks and open spaces are included as stopovers and/or destinations within the trail system. On-street facilities, such as bike lanes, sidewalks, and school paths are an important aspect of the transportation network, but are not considered as part of this section. Type of recreational trails include:

- **Equestrian Trails:** Accommodates equestrian use in rural areas and/or provide connections to various public use areas on Federal lands.
- **Multi-Use Trails**: Accommodates various uses including walking, running, and bicycling.
- **Off-Highway Vehicle (OHV) Trails**: Accommodates motorized vehicle use.
- **Park Trails**: Trails located within parks.
- **Trailheads**: Provide off-street areas where the public can access trail systems. They may be as simple as a parking area adjacent to a trail or can include more elaborate facilities like restrooms, picnic shelters, drinking fountains, maps, informational kiosks, etc.

Clark County Trail Inventory

Trail Type	Built Miles
Urban	
Multi-Use Non-Equestrian	53
Equestrian	28
Rural	
Multi-Use Non-Equestrian	12
Equestrian	7
Total	100

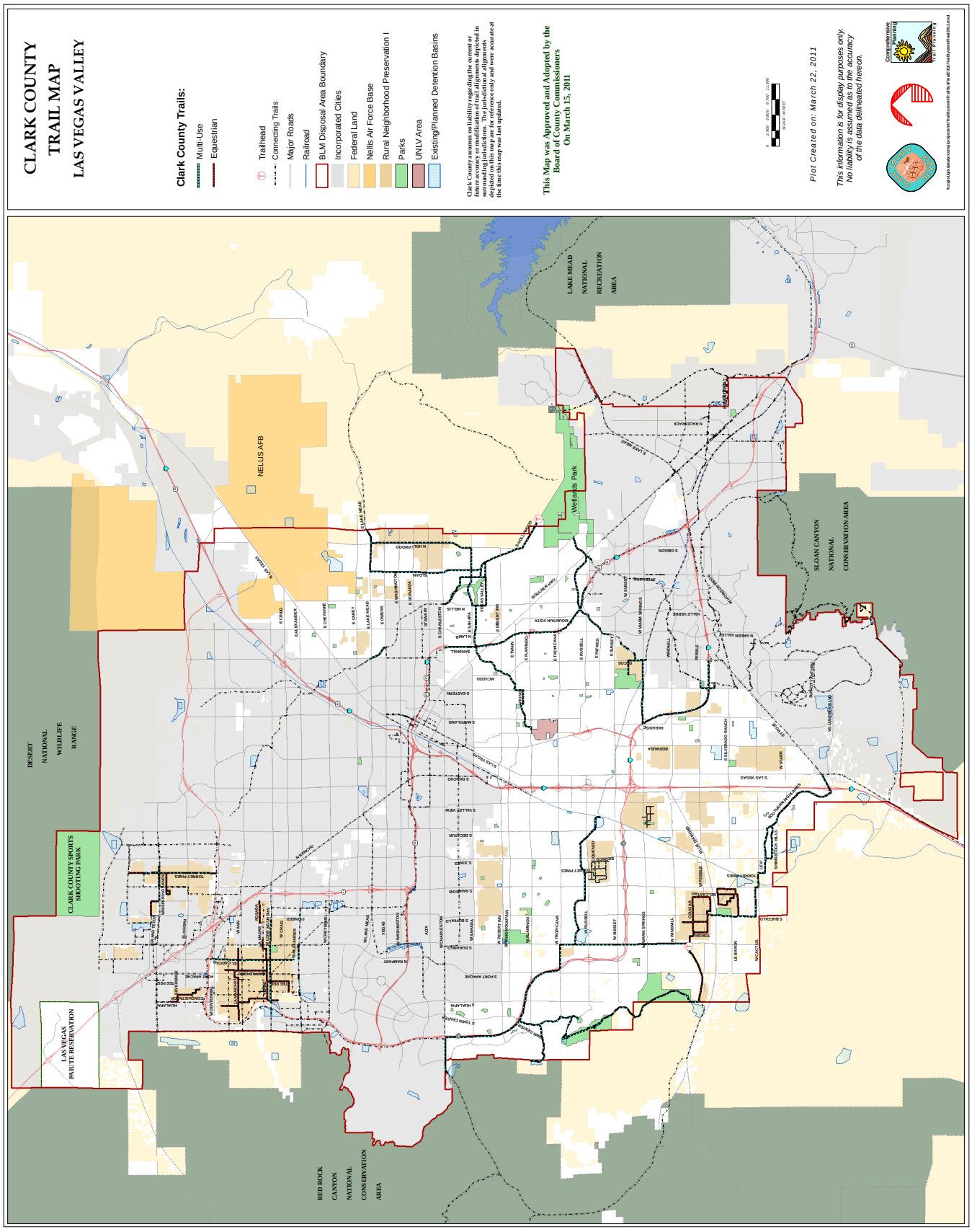
Future Needs

The Las Vegas Valley Trails Map was approved and adopted by the Board of County Commissioners in 2007 and updated in 2011 with several amendments since then. The map depicts existing and planned County trails in the Las Vegas Valley. It is projected that substantial progress will be made over the next 25 years and most of the trails shown on the map should be completed by 2035.

Funding Mechanisms

The construction of future trail segments is dependent upon available funding. While Southern Nevada Public Lands Management Act (SNPLMA) is currently the primary funding source for trail construction, available funding varies from year to year. Other funding options should be explored for the future development of trail facilities, including grants and public/private partnerships.

Clark County Trails Map



Open Space

Open space provides recreational opportunities to residents and visitors, buffers residential areas from commercial uses, and the preserves natural resources such as wetlands and desert habitats for wildlife. These open spaces are an important aspect of the parks, trails, and recreation system.

In 2002, approximately 1,250 acres of land adjacent to Red Rock Canyon National Conservation Area was conveyed to the Clark County Department of Parks and Recreation for parks, trails, and open space preservation (Southern Nevada Regional Planning Coalition (SNRPC) Regional Open Space Plan, 2006).

Current Inventory

Clark County, in conjunction with other jurisdictions, completed the Las Vegas Valley Perimeter Open Space Plan in 2009. Among the purposes of the plan was to inventory existing open space areas. This plan assigned designations (see below) to existing and potential large open space areas at the periphery of the Las Vegas Valley. Among the focus areas are 16,598 acres in the Sunrise Mountains and 4,218 acres in Box Canyon managed by the Bureau of Land Management (BLM).

Public lands managed by the BLM outside the designated disposal boundary were also included. In the future, the disposal boundary could be expanded. This action is important to preserve future opportunities and minimize future costs of acquisition.

Among the public open space within the County are portions of Wetlands Park which was created in 1995. Open space is also a component within active use parks, such as the James Regional Sports Park. The Clark County Shooting Park also contains open space areas.

Clark County Open Space Inventory

Open Space Types	Acres
Park Special Use	4,082
Regionally Significant	3,713
Total	7,795

Types of Open Spaces

- Regionally Significant Open Space: Preserves environmentally sensitive lands, high value habitats, and areas of scenic and geologic value. Clark County Wetlands Park and Southwest Ridge are examples.
- Park Special Use Open Space: Areas designated within active parks. These areas can include trails, plant preservation areas and natural open space. Natural dunes and walking trails within Sunset Park and hillside open space and trails within Exploration Peak Park are examples.

Future Needs

The importance of open space connections and/or wildlife corridors from the rural to urbanized areas will continue to be assessed. In the future, other components of the plan will address open space areas with natural habitat and may be used through the County's Desert Conservation Program and local environmental protection groups.

Funding Mechanisms

Due to transfers of open space from other public agencies, acquisition costs are minimized. Construction costs depend on the facilities placed within open space areas. Since acquisition of County open space began in 1995, operation and management costs are undetermined.

Funding for Clark County open space comes from the Southern Nevada Public Lands Management Act (SNPLMA). In addition, minor funding comes from the County's general fund, developer contributions, and grants. While SNPLMA funds can be used for the acquisition of open space, this funding source cannot be used for operation and management costs.

Federal Lands

The federal government administers approximately 88 percent (over 4.5 million acres) of land in Clark County through eight federal agencies. Each agency applies federal laws, regulations, policies, or procedures to administer lands within their jurisdictions, as described below.

Department of the Interior

The Department of the Interior (DOI) conserves and manages the country's natural resources and cultural heritage for the benefit and enjoyment of the country's citizens. It also provides scientific and other information about natural resources and natural hazards to address societal challenges and create opportunities for the American people, and honors the nation's trust responsibilities or special commitments to American Indians, Alaska Natives, and affiliated island communities to help them prosper. The DOI is a Cabinet-level agency consisting of nine bureaus, five of which administer land within Clark County and are described below: the Bureau of Indian Affairs, Bureau of Land Management (BLM), Bureau of Reclamation, National Park Service, and U.S. Fish and Wildlife Service.

Bureau of Indian Affairs

The Bureau of Indian Affairs acts as the trustee for 574 federally recognized American Indian tribes and Alaska Native Villages which includes three Indian reservations in Clark County. The Moapa River Indian Reservation (approximately 72,600 acres), the Fort Mojave Indian Reservation (approximately 5,600 acres), and the Las Vegas Paiute Indian Reservation (approximately 3,900 acres) combined make up less than 2 percent of the land in Clark County.

Bureau of Land Management

The BLM is responsible for administering/overseeing a majority of the public lands in Clark County. BLM manages approximately 1.3 million acres of land within Clark County as multiple-use land. This means that the land is managed for a variety of uses such as energy development, livestock grazing, recreation, and timber harvesting. The remaining approximately 1.3 million acres of BLM lands within Clark County are designated for special management. These areas include National Conservation Areas (NCA) (Red Rock Canyon and Sloan Canyon), one national monument (Gold Butte), lands managed as areas of critical environmental concern (ACEC), and Wilderness Areas.

Bureau of Reclamation

The Bureau of Reclamation is responsible for managing federal water resources and associated programs or facilities. The Bureau of Reclamation's most visible presence in Clark County is Hoover Dam, which forms Lake Mead, and Davis Dam, which forms Lake Mohave. Both dams are critical components of the Lower Colorado River water system. They provide water management, potable water, flood control, and power production to the southwestern United States. The Bureau of Reclamation also actively promotes partnerships with local communities to develop recreational or public uses on its lands which are compatible with a variety of local land uses.

National Park Service

The National Park Service is responsible for the administration of Lake Mead National Recreation Area, consisting of approximately 1.5 million acres, and includes Lake Mead and Lake Mohave. The capacity of both lakes totals approximately 180,000 surface acres of water. Lake Mead was created in 1935 by the construction of Hoover Dam, and Lake Mohave was created in 1953 with the construction of Davis Dam. About 509,150 acres (39 percent) of the Lake Mead National Recreation Area is located in Clark County, with the remainder in Arizona. Within the Lake Mead National Recreation Area, the Bureau of Reclamation controls operation and maintenance of Hoover Dam, while the National Park Service is responsible for managing the recreational activities.

The National Park Service is also responsible for the administration of Tule Springs Fossil Beds National Monument. The monument is 22,650 acres and is located adjacent to the Desert National Wildlife Refuge near the communities of Aliante, Centennial Hills and Corn Creek.

U.S. Fish and Wildlife Service

Clark County has worked closely with the U.S. Fish and Wildlife Service to develop the Clark County Multiple Species Habitat Conservation Plan (MSHCP) which provides protection to a number of rare and/or endangered plant and animal species. [Insert cross reference to conservation explanation of MSHCP]. The U.S. Fish and Wildlife Service also administers the Desert National Wildlife Refuge (DNWR) and the Moapa Valley National Wildlife Refuge (MVNWR). In these areas, the primary mission of the U.S. Fish and Wildlife Service is to manage lands for the benefit of wildlife while public use is considered secondary.

The DNWR was established in 1936 to protect bighorn sheep and their habitat, and is the largest wildlife refuge outside of Alaska. Protective measures and improvements to the refuge also benefit a large number of other wildlife species. Approximately 800,000 acres of the 1.5 million acres contained in the DNWR are located in Clark County. The western portion of the refuge is used for national defense purposes and no public access is permitted. The open portion of the refuge offers a variety of outdoor activities, including camping, hiking, horseback riding, picnicking, and wildlife viewing.

The Moapa Valley National Wildlife Refuge consists of 116 acres located approximately 60 miles northeast of Las Vegas. It was established on September 10, 1979, to secure habitat for the endangered Moapa Dace, a small fish endemic to the headwaters of the Muddy River system. Due to its small size, fragile habitats, and on-going restoration work, the wildlife refuge is only open to the public at limited times throughout the year. The MVNWR has a Comprehensive Conservation Plan (CCP) to specify a management direction for the Refuge. The goals, objectives, and strategies for improving Refuge conditions—including the types of habitat will provide, partnership opportunities, and management actions needed to achieve desired conditions are described in the CCP.

Department of Agriculture

The Department of Agriculture provides leadership on food, agriculture, natural resources, rural development, nutrition, and related issues based on public policy, the best available science, and effective management. It is made up of 29 separate agencies, of which only one, the U.S. Forest Service, administers land within Clark County.

U.S. Forest Service

The U.S. Forest Service is responsible for administering National Forest System lands in Nevada. The Humboldt-Toiyabe National Forest is divided into ten districts, with the southernmost district located in the Spring Mountains area of Clark and Nye Counties. In August 1993, the U.S. Congress designated the district surrounding the Mt. Charleston area as the Spring Mountains National Recreation Area.

The Spring Mountains National Recreation Area contains 317,372 acres of land, of which 279,652 acres are located in Clark County. The National Recreation Area also contains three congressionally designated wilderness areas totaling 132,050 acres. These areas include Mt. Charleston (59,873 acres), La Madre Mountain (47,180 acres), and Rainbow Mountain (24,997 acres) Wilderness Areas

Department of Defense (U.S. Air Force)

Department of Defense administered lands within Clark County consist of three U.S. Air Force installations: Nellis Air Force Base, Creech Air Force Base, and the Nevada Test and Training Range. These installations serve as a one-of-a-kind interconnected base and range complex, and they have interconnected missions critical to preserving national security.

Nellis Air Force Base

Nellis Air Force Base is a part of the U.S. Air Force's Air Combat Command. Nellis Air Force Base directly administers about 16,461 acres of land in Clark County, and co-administers 360,362 acres identified as the Nevada Test and Training Range in conjunction with the U.S. Fish and Wildlife Service. Nellis Air Force Base missions include pilot training in advanced air combat techniques, aviation and related equipment testing, and the evaluation of tactical air/land combat operational procedures.

Creech Air Force Base

Creech Air Force Base is used to engage in overseas contingency operations with remotely piloted aircraft systems (drones) and it is home to the 432nd Wing and 432nd Air Expeditionary Wing. Its primary mission supporting drone operations is separate and independent of Nellis AFB. Creech is also the aerial training site for the Nevada Test and Training Range.

Nevada Test and Training Range

The Nevada Test and Training Range (NTTR) spans portions of Clark, Lincoln, and Nye counties. It is the largest contiguous and most advanced air and ground test and training range complex for peacetime military operations in the free world. Here, the Air Force creates real-world scenarios to train the U.S. warfighter with large force exercises in maintaining lethality of fifth-generation platforms such as the F-35 and F-22, cyberspace, and counter measures. The NTTR is used for national defense related activities and is restricted for use by the general public. A portion of the NTTR is also located within the Desert National Wildlife Refuge as noted above.

Department of Energy

Department of Energy lands in Clark County are controlled by the Western Area Power Administration's Desert Southwest Region. These lands consist of approximately 4,000 acres south of Boulder City and west of the Lake Mead National Recreation Area. This area currently contains two uses: electric power transmission lines, and a large power substation operated by the Western Area Power Administration.

Conservation

Topography

Clark County lies within the Basin and Range physiographic province near its juncture on the east with the Colorado Plateau physiographic province. The Basin and Range physiographic province is characterized by a series of rugged, generally north-trending mountain ranges separated by wide valleys, or basins, which generally drain internally. The mountain ranges are steep, generally bare, and are cut by deep ravines and canyons. Mountain ranges in the County are divided into four geographic areas, generally bounded by major highways that radiate from Las Vegas. The Spring Mountain area includes the Las Vegas Valley, the Spring Mountains, Bird Spring Range, the hills near Sloan, and Sheep Mountain. The northern ranges consist of the Spotted, Pintwater, Desert, Corn Creek, Sheep, Las Vegas, Arrow Canyon, and Dry Lake ranges, the Meadow Valley and Mormon mountains, and foothills farther east. The eastern ranges include Frenchman and Sunrise mountains, the Muddy and Virgin mountains, and the north end of the Black Mountains. The southern ranges are the Lucy Grey, McCullough, and Highland Spring Ranges, and the Castle, Newberry, Opal-Eldorado, and River mountains.

The valleys normally consist of central basins surrounded by gentle slopes leading down from the steep range fronts. Many of the basins are internally drained, with large playas (dry lake beds) in the lowest part.

Broad alluvial aprons span the expanse between the level lowlands of the valley floors and the surrounding mountains. The geology of the area is extremely complex, exhibiting the cumulative effects of volcanic activity, periods of sedimentation, tectonic activity (deformation of the earth's crust), and erosion. Examples of these occurrences are visible throughout Clark County.

Elevations in the county range from a low of 450 feet along the Colorado River (also the lowest elevation statewide) to 11,918 feet on Charleston Peak in the Spring Mountains (third highest point in Nevada). The main valley floor ranges in elevation from 2,000 to 3,000 feet (Longwell, et al., 1965).

Geology

Igneous, metamorphic, and sedimentary rock types are well represented and widespread throughout Clark County and range in age from Precambrian to Recent. Bedrock and valley fill sediments are the geologic units that characterize the Las Vegas Valley. The mountain ranges to the west, east, and north consist primarily of Paleozoic and Mesozoic sedimentary rocks, including sandstone, limestone, siltstone, and conglomerates. The mountain ranges to the south and southeast primarily consist of Tertiary volcanic rocks, including basalts, andesites, rhyolites, and associated intrusive rocks that overlie Precambrian metamorphic and granitic rocks. The valley fill sediments predominantly consist of Miocene to Holocene age fine to coarse-grained deposits (Longwell et al., 1965).

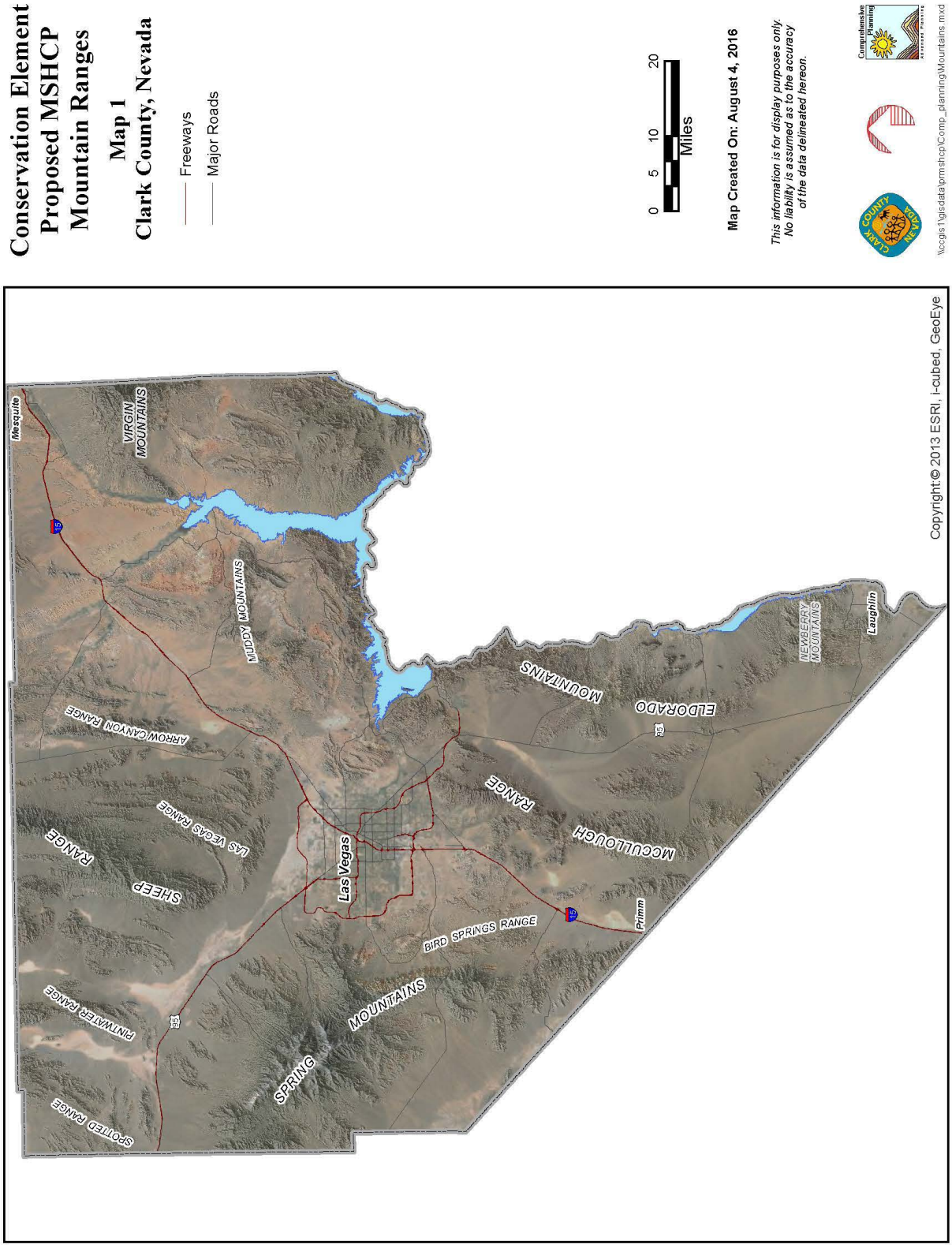
Clark County is considered one of the most unique geological areas in the world and is home to many unique geological formations. The formations are of important educational, recreational, and aesthetic value to the area. Areas such as Red Rock Canyon National Conservation Area, Valley of Fire State Park, Spring Mountains National Recreation Area, Arrow Canyon, Rainbow Gardens, the Great Unconformity, and the Weiser Bowl represent special resources in the region. Other formations found within Clark County include numerous limestone caves popular with area spelunkers. However, many caves are not well publicized or mapped to protect them from over-use and vandalism and for citizen safety considerations.

Mineral Resources

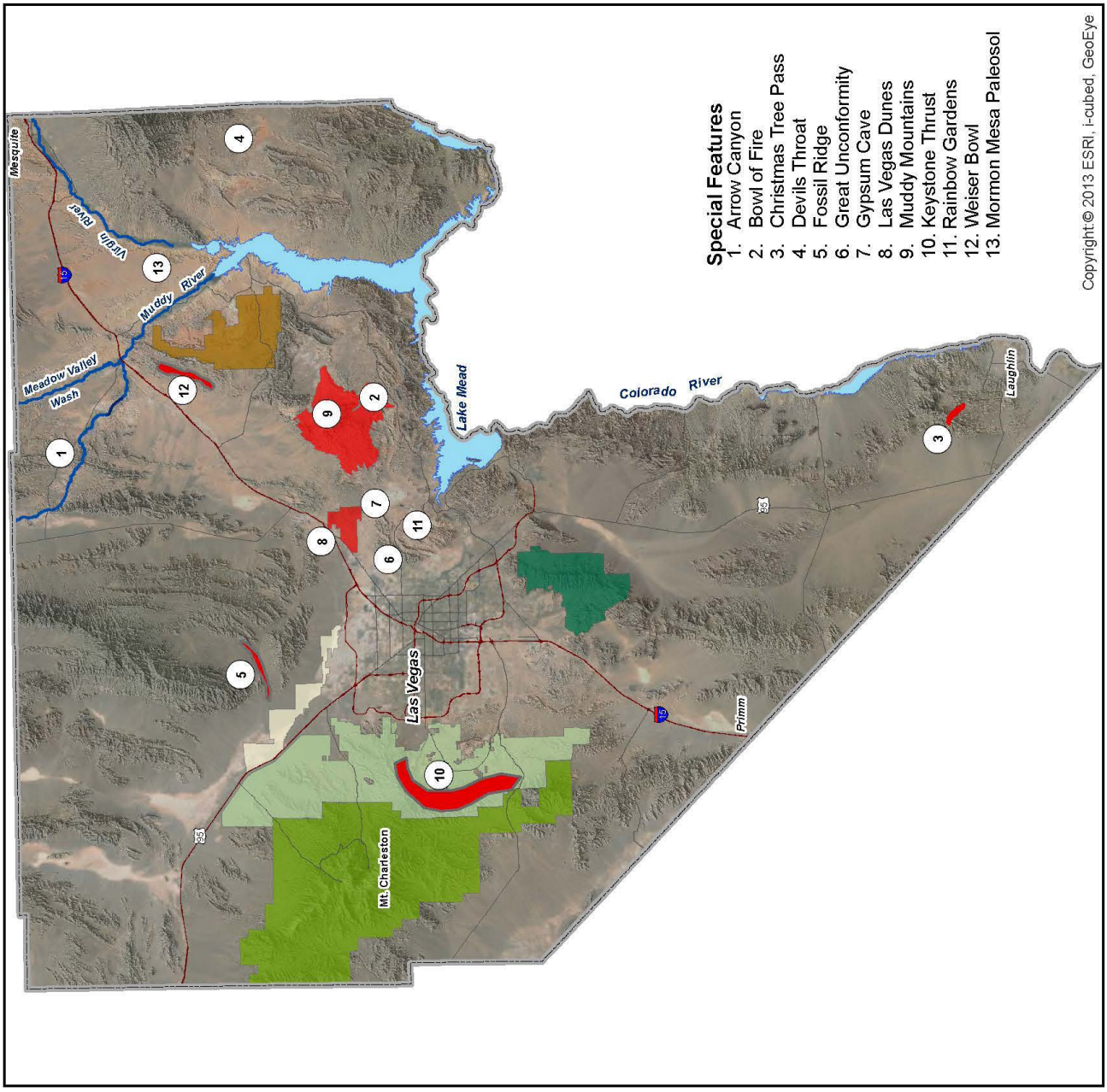
Mineral resources in Clark County have been extracted since the discovery of lead ore at the Potosi mine in 1855. Since that time, a variety of metallic and nonmetallic minerals have been discovered in the County. Although the area is more widely known for gold and silver mines, the extraction of nonmetallic minerals used for building materials, such as gypsum, limestone, silica sand, and gravel dominates today. In 2014, an estimated 13,360,000 tons of construction aggregate were produced in the Las Vegas area with 63 percent of that being sand and gravel. The largest source of aggregate is the Lone Mountain area, which accounts for about a quarter of the construction aggregate in the Las Vegas area. Annual production at Lone Mountain peaked in 2005 and 2006 when an estimated 10,000,000 tons of material was being produced annually; however, production declined drastically with the downturn in the construction industry. Production has been steadily increasing since roughly 2012. Significant production continues to come from sites located in more heavily urbanized parts of the Las Vegas metropolitan area, but it is likely that future production will come from more distant sources (Muntean, et al., 2016).

Gypsum comprises the second most profitable mineral resource in Clark County. The two largest producers in Clark County are Pabco Gypsum and Gypsum Resources LLC who mined approximately 1,137,200 tons and 1,116,800 tons, respectively in 2014. Other major industrial mineral producers in Clark County are Lhoist North America, who produced approximately 1,475,750 tons of lime in Apex in 2014 and Simplot Silica in Overton who is Nevada's main producer of silica which is used mostly in manufacturing glass and foundry castings (Muntean, et al., 2016).

Proposed MSHCP Mountain Ranges [Placeholder]



Unique Geological Features [Placeholder]



Land-Related Hazards

Land-related hazards include risks to structures due to underlying soil conditions, subsidence, faults and seismic activity. Land related hazards also include features that pose a risk to human health and safety, such as abandoned mines and site contamination.

Soils

Shrink-swell potential indicates the volume change to be expected with a change in moisture content. Increases in moisture content combined with plastic fines (clay laden deposits), organic matter or sodium sulfate (salts) in the soil cause swelling. Conversely, decreases in moisture content cause soil shrinkage. Fluctuations of this nature can severely alter structural integrity. With the exception of a few areas, high shrink-swell potential exists throughout the Las Vegas Valley.

Permeability is a measure of the capacity of a soil to transmit water. It is mainly a function of soil texture but is also related to soil water content, vegetation, and interparticle chemical deposits. Generally, the larger the soil particles, the larger the spaces through which water can percolate. It follows that high permeability is characteristic of sand, whereas low permeability is characteristic of clay, especially compacted clay. Permeable conditions can cause a variety of structural problems. Clark County, and in particular the Las Vegas Valley, experiences soil conditions that contain a high degree of caliche, which exhibits non-permeable characteristics not suited for septic tanks or other leach dependent underground tank apparatus.

Bearing capacity or degree of limitation for foundations or structures depends largely on the strength and consolidation characteristics of the soil material. Areas designated as having severe to moderate foundation stability limitations are located in, but are not limited to, the following three general areas: east of the urban area extending southwest from the alluvial apron of Frenchman Mountain to Las Vegas Wash, north from North Las Vegas between the Union Pacific roadbed (extending northeast) and Tonopah Highway (northwest), and southwest of Boulder Highway along Duck Creek Wash and Whitney Mesa.

Chemical composition is a variant factor in soil formation and is directly attributable to the parent material. Saline and gypsiferous soils occur throughout Clark County. The hazard of damage to concrete by sulfate depends on the amount of gypsum and sulfate minerals in the soil. Las Vegas Valley concentrations generally exceed 1,500 to 2,000 parts per million and not only cause concrete to deteriorate but also contribute to the shrink-swell hazard in some portions of the Las Vegas Valley.

Subsidence

Subsidence in the Las Vegas Valley is a gradual sinking of the surface due to subsurface water reduction, compaction, and actual elastic movement of the land. Influence by man or natural forces can cause subsidence. Because groundwater is one of the weight supporting components of soil, its reduction results in a volumetric decrease of soil. Overdrafting of groundwater in some areas has resulted in subsidence in the Las Vegas Valley. The Southern Nevada Water Authority (SNWA) has introduced a program of artificial recharge as a water resource strategy that has helped maintain water levels and reduce subsidence. Subsidence also occurs along natural geologic faults and fissures.

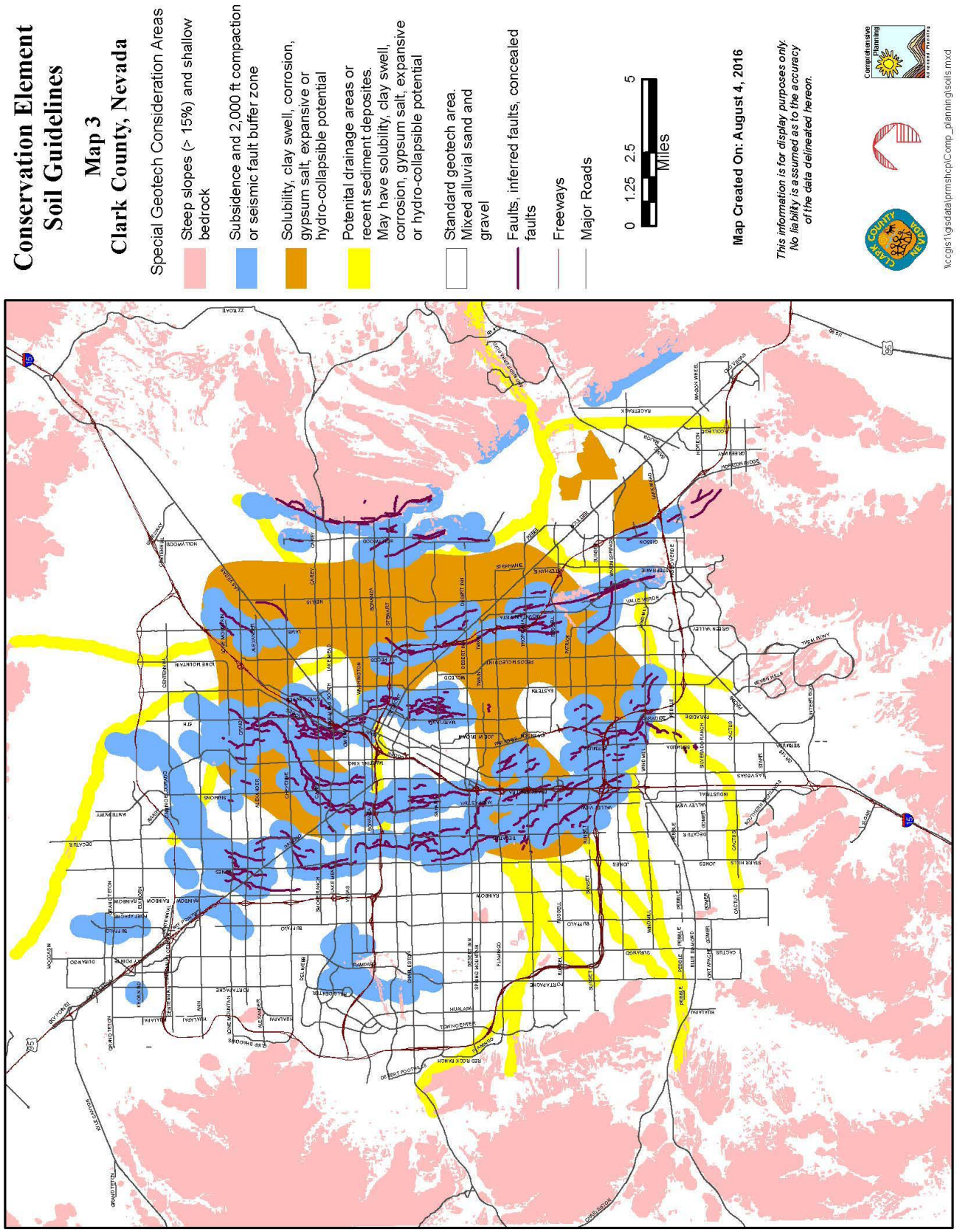
Faults/Seismicity

Faulting can be described as the movement of one piece of the earth's crust in relation to another piece along an identifiable plane: the fault. Clark County lies within one of the most seismically active regions in the United States (the Basin and Range Province). Magnitude 3 and 4 earthquakes are commonly felt, but rarely cause damage. Minor to moderate damage can accompany a magnitude 5 or 6 event, and major damage commonly occurs from earthquakes of magnitude 7 and greater. Although earthquakes do not occur at regular intervals, the average frequency of earthquakes of magnitude 6 and greater in Nevada has been about one every ten years, while earthquakes of magnitude 7 and greater average once every 27 years (Clark County, 2016a). The Las Vegas Valley and the surrounding mountains are crossed by multiple fault lines, including the 20-mile-long Frenchman Mountain Fault, the Whitney Mesa Fault, Cashman Fault, Valley View Fault, Decatur Fault, Eglington Fault, and the West Charleston Fault. Although no major earthquake has occurred in Clark County, strong earthquakes originating in west central Nevada and in Southern California have been felt in Clark County and the Las Vegas Valley.

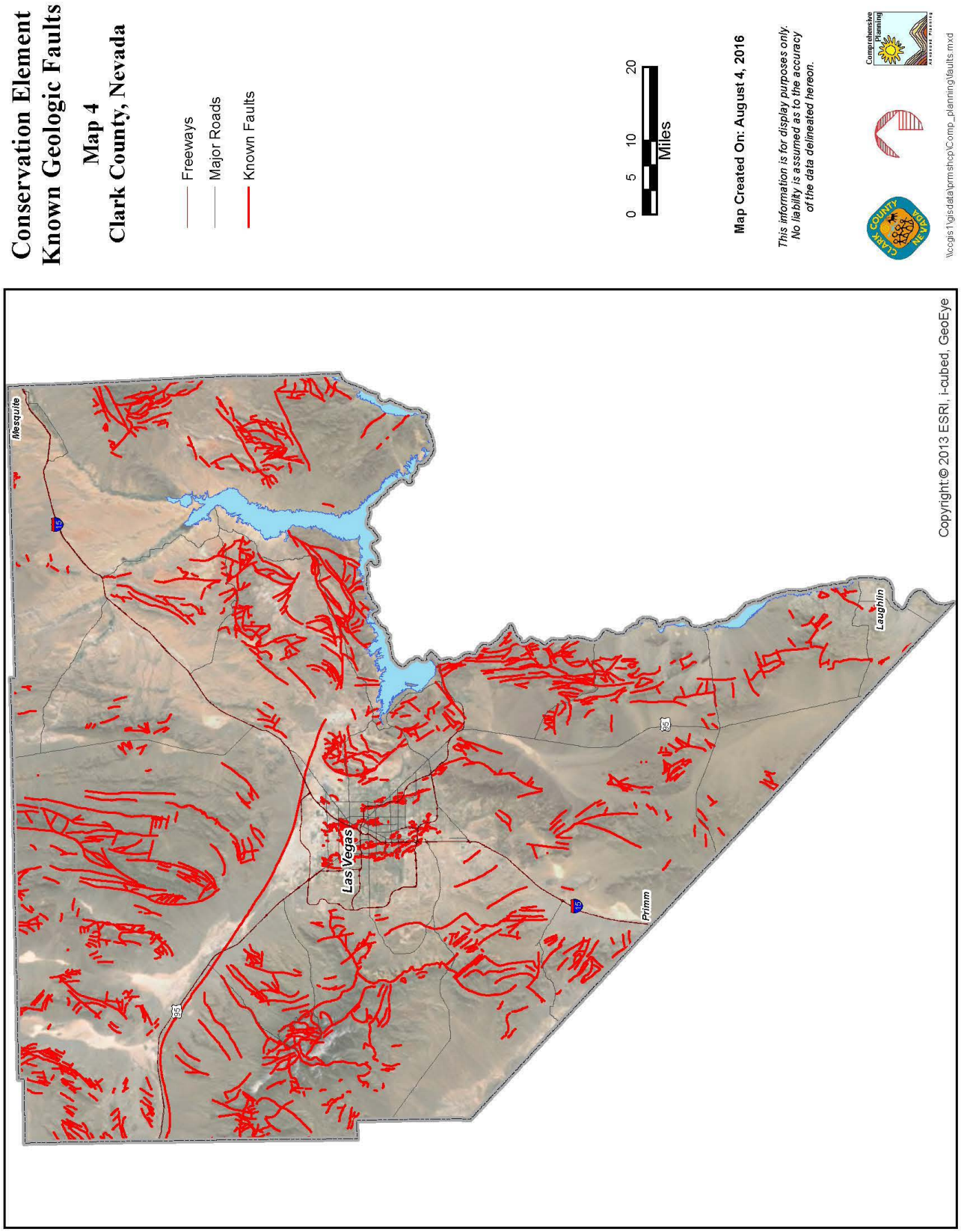
Abandoned Mines

Mining companies are required to reclaim the land and secure any hazardous conditions that may exist around their mines. However, historic abandoned mine sites still exist throughout Clark County. The Nevada Division of Minerals, along with the Bureau of Land Management (BLM), Clark County and local mining companies have been actively locating abandoned mine features and attempting to mitigate the physical safety hazards they present, particularly near urban population centers. The majority of these mines are clustered in and around the Goodsprings, Searchlight and Nelson communities and south of Railroad Pass and the Black Mountains in the Henderson area. According to the Nevada Division of Minerals, as of December 31, 2014, there are 2,151 known hazards in Clark County, of which 1,684 have been secured (Ghiglieri and Perry, 2015).

Soil Guidelines [Placeholder]



Known Geological Faults [Placeholder]



Permanent closures of these features are preferred and these are typically done through backfilling with local material or using polyurethane expansive foam; however, many of the mines discovered have become important habitat for area bat populations. In order to provide continued habitat for the bats, the use of bat compatible barricades began. These allowed the bats to continue to enter the abandoned mine site, while blocking access by the public. Since 2000, about 179 closures have been completed using bat gates, 86 of these types of closures were completed in 2014 (Ghiglieri and Perry, 2015).

Water-Related Hazards

Flooding/Floodplains. Flooding in the form of flash floods has been a recurrent problem in Clark County. In addition to generally impermeable soils, expanded urbanization and increases in impervious surfaces have intensified runoff and led to extensive erosion. This erosion occurs as lateral stream bed channel cutting, undercutting of culverts, roads, and structures, and gully erosion. The eroded materials are deposited not only on private and public properties, but also at the confluence at Las Vegas Bay. Flash flooding hazards also exist for the smaller washes throughout Clark County. Flash floods may exhibit highly localized characteristics, caused by highly intense rainfalls in particularly small areas for short periods. The greatest potential flood hazard exists in the Las Vegas Valley where a large population and intensive urbanization aggravate the potential hazard to lives and property.

The Federal Emergency Management Agency (FEMA) is charged with floodplain mapping, management, and safety. FEMA prepares Flood Insurance Rate Maps, which are the insurance and floodplain management maps that identify areas of 100-year flood hazard in a community. In some areas the map also shows base flood elevations and 500-year floodplain boundaries and occasionally, regulatory floodway boundaries.

The Clark County Regional Flood Control District (District) was created by the Nevada Legislature in 1985 in response to severe flooding problems in the County. The District is responsible for developing and implementing a comprehensive flood control master plan to alleviate flooding problems. The Clark County Regional Flood Control District's Flood Control Master Plan was developed to handle issues associated with flood control within Clark County.

Shallow Groundwater. Hazards associated with shallow groundwater are caused by the natural artesian conditions that existed in the Las Vegas Valley prior to significant groundwater pumping and infiltration from landscape irrigation Although not well defined, shallow groundwater has risen to the point of surfacing in areas throughout the southeastern portion of the Las Vegas Valley within Clark County and the City of Henderson and has caused structural damage to property.

Water Resources

Clark County is located within the Mojave Desert, which experiences an average annual precipitation of four inches resulting in an extremely arid environment. Consequently, it is essential to protect both the quantity and quality of the water supply.

Water Supply and Conservation

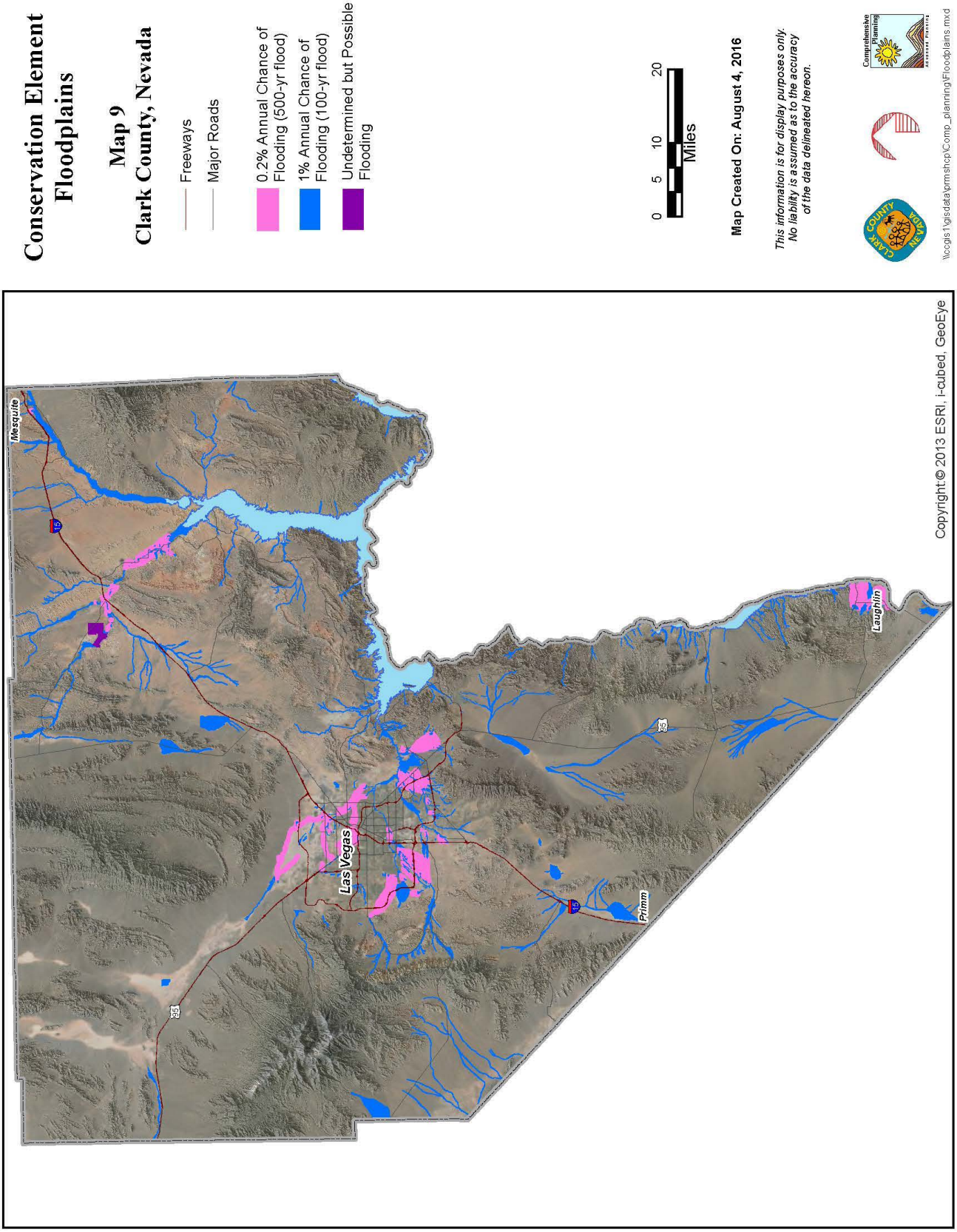
In 1991, the SNWA was established to address water on a regional basis rather than an individual purveyor basis. The SNWA adopts a Water Resource Plan annually which provides a comprehensive overview of projected water demands as well as the water resources available to the SNWA to meet those demands over time. The management agencies that make up the SNWA include the cities of Boulder City, Henderson, Las Vegas and North Las Vegas; the Big Bend Water District (operated and maintained by the Las Vegas Valley Water District); Clark County Water Reclamation District; and the Las Vegas Valley Water District. Several smaller agencies such as the Moapa Valley and Virgin Valley Water Districts handle resource needs for the outlying areas such as Moapa and Bunkerville. Areas of Clark County not serviced by these or other agencies are normally serviced by residential groundwater wells.

Surface Water Resources. The Las Vegas Valley is an externally draining basin. The general drainage pattern of the corridor includes collection of precipitation runoff from tributaries located on alluvial fill from the Sheep Mountains, Spring Mountains, and alluvial fans north of the City of North Las Vegas to the Upper Las Vegas Wash. These flows are then conveyed to the southeast end of the valley and eventually to the Las Vegas Wash and the Colorado River Basin via Lake Mead. Surface hydrology of the Colorado River Basin is marked by complex flow patterns in the alluvial fans of the valley, with areas of concentrated but frequently shifting flows. The dynamic drainage pattern, topography, and soils of the alluvial fan generally are more conducive to sheeting runoff than to channelized flow. Consequently, pronounced gullies and ravines rarely develop, and flash floods are a recurrent problem.

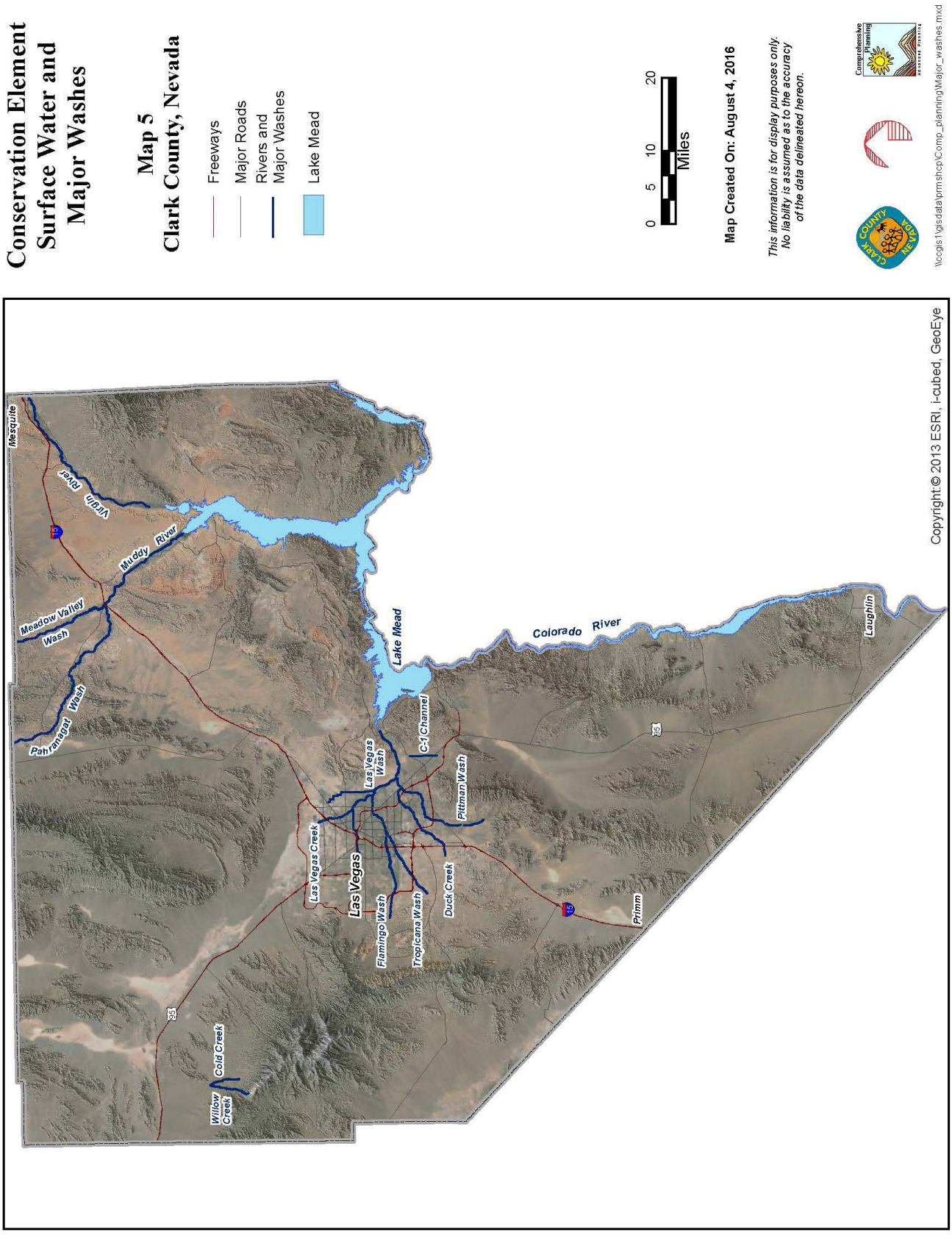
Las Vegas Wash is the primary conveyance corridor of surface water runoff for the Las Vegas Valley and is the only perennial stream in the Las Vegas Valley and one of few in the entire county. The other primary surface waters within the county include Virgin River, Muddy River and Muddy Springs, Colorado River, Lake Mead, and Lake Mojave.

The Las Vegas Wash is the primary channel through which the Las Vegas Valley's excess water returns to Lake Mead. Accounting for less than two percent of the water in

Floodplains [Placeholder]



Surface Water and Major Washes [Placeholder]



Lake Mead, the water flowing through the Wash consists of urban runoff, shallow groundwater, stormwater, and releases from the valley's four water reclamation facilities (SNWA, 2016). Heaviest flow occurs during the winter months, when the most precipitation falls and evapotranspiration rates are lowest.

Colorado River water is the source for 90 percent of Clark County's drinking water. Water is diverted from the Colorado River at Lake Mead. Under the Boulder Canyon Project Act of 1928 and confirmed by the 1964 Arizona versus California Supreme Court Decree, Nevada has a "consumptive use" apportionment of 300,000-acre feet per year (AFY) of Colorado River water. Consumptive use is defined as diversions minus return flows. Return flows in Nevada consist mainly of treated wastewater that is returned to the Colorado River at Lake Mead via the Las Vegas Wash and at Laughlin, Nevada.

Wetlands/Washes/Springs. A network of washes exists within Clark County that divert storm flows and urban runoff from the surrounding watershed to wash/stream channels such as the Virgin and Muddy Rivers and to the Las Vegas Wash that enters Lake Mead. The major tributaries to the Las Vegas Wash include Range Wash, Northern Las Vegas Wash (Las Vegas Creek), Flamingo Wash, Tropicana Wash, Duck Creek Wash, Pittman Wash, and the C-1 channel. These tributaries are ephemeral (i.e., streams that only flow in direct response to precipitation and thus are discontinuous in flow) with the exception of nuisance flow draining from adjacent developments. Protecting water quality in the washes may enhance the water quality of Lake Mead, which is the County's primary source of drinking water. Methods to prevent contaminants from migrating into the washes include land use considerations and wetland enhancements. Land use considerations include the use of a tiered approach to identify, consider and mitigate impacts to sensitive areas. Wetlands provide a natural filter for contaminants and provide habitat for various species of wildlife.

The Las Vegas Wash Coordination Committee was established to protect the Las Vegas Wash and determine a long-term solution to wetlands and wash preservation. The Committee produced the Las Vegas Wash Comprehensive Adaptive Management Plan that details these efforts. Clark County was founded based on the multitudes of naturally flowing springs. The springs generally form important riparian areas for a variety of County species as well as provide water resources. As of 2015, 19 of 21 proposed erosion control structures have been completed on the Las Vegas Wash and over 450 acres of land have been revegetated.

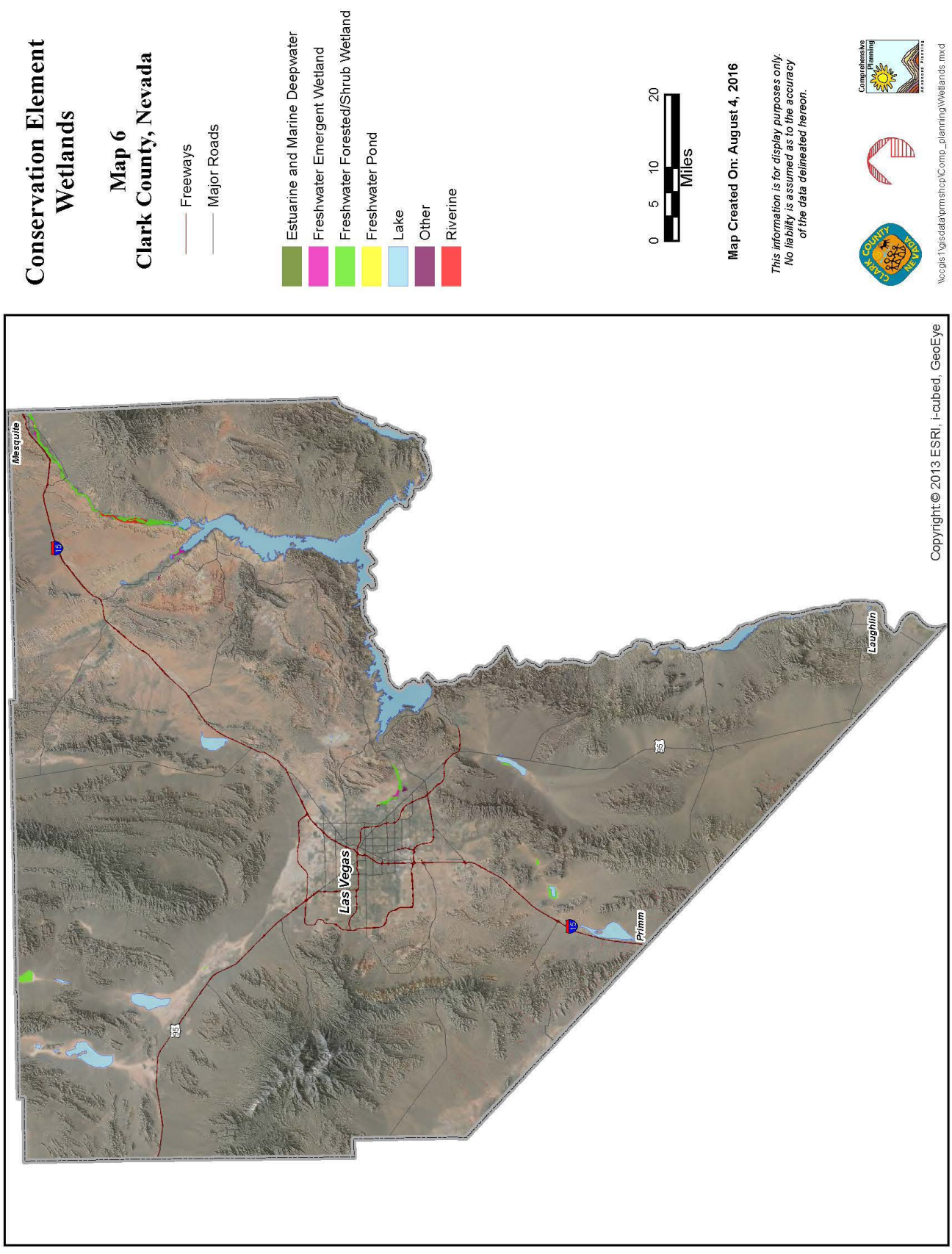
Groundwater. Groundwater currently serves as 10 percent of Clark County's drinking water. The Las Vegas Valley Water District and the City of North Las Vegas have 40,760 AFY and 6,201 AFY, respectively, of groundwater rights issued by the Nevada State Engineer. The groundwater system underlying the Las Vegas Valley is a complex layering of saturated and unsaturated sediments of widely varying hydrologic properties. Previous investigators have grouped these interbedded sediments into aquifers based in part on permeability, thickness, depth below land surface, and water quality. The upper zones of the principal aquifer are tapped by thousands of domestic well users, as well as by approximately 72 municipal wells which supply, along with the Colorado River, the Las Vegas Valley Water District and North Las Vegas water systems. The upper zones are also used by a large number of quasi-municipal wells that serve anywhere from two households to moderately large subdivisions. About 500 of these quasi-municipal wells are located in the northwest part of the Las Vegas Valley.

Records from the Nevada Division of Water Resources indicate that approximately 7,500 wells of all types exist in the Las Vegas Valley Groundwater Basin, of which an estimated 4,527 wells are used for domestic supplies (NDWR, 2015). Other wells in the valley are used for irrigation, recreation, environmental, industrial, commercial, mining, and wildlife purposes.

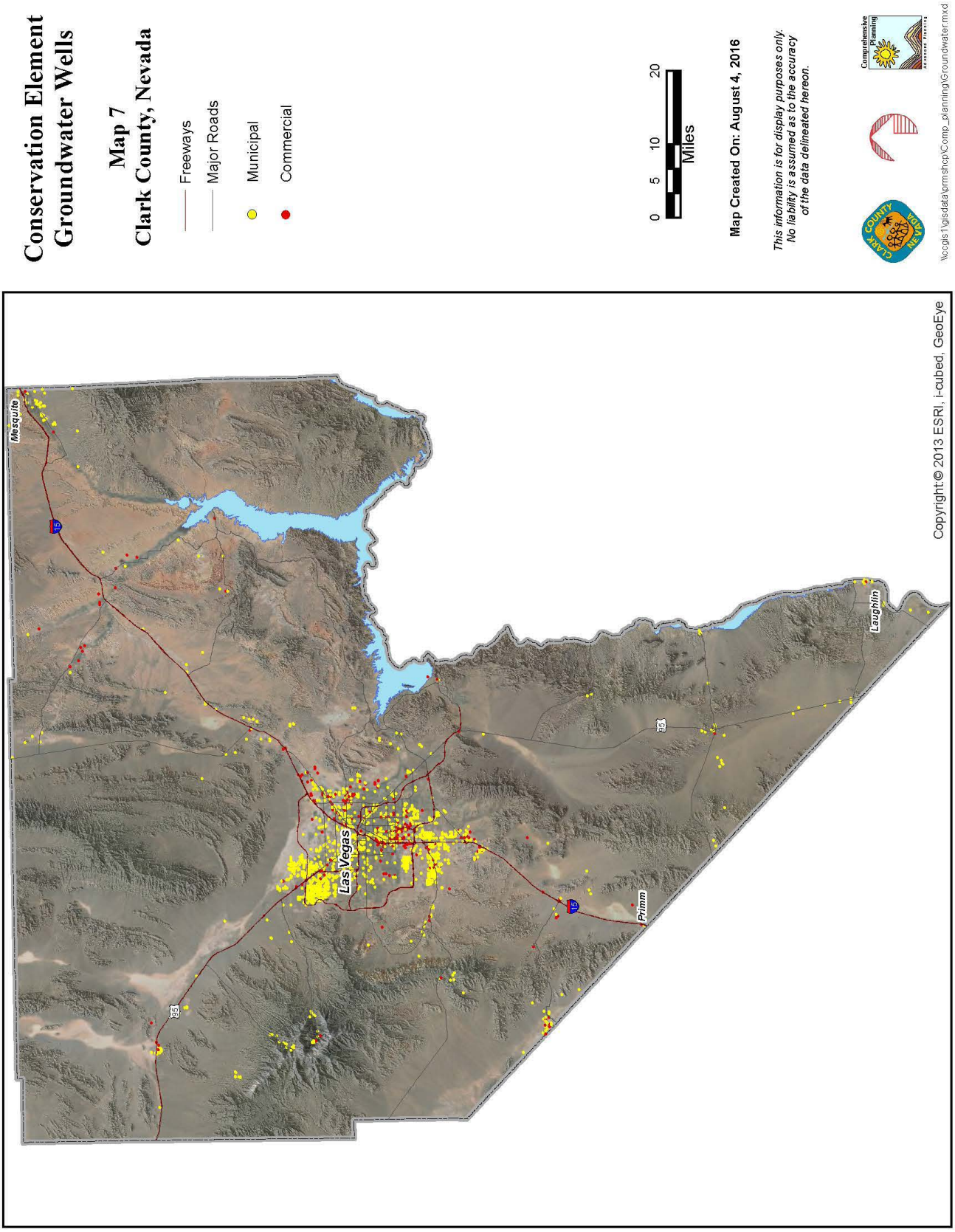
What is GPCD?

GPCD is a metric used by many communities to measure water consumption. For the SNWA, it provides a general means of monitoring water-use trends and for tracking conservation progress. A variety of factors influence GPCD including climate, population dynamics, water-use accounting practices and economic conditions. SNWA calculates "gross" GPCD by totaling water diversions, which includes direct and indirect reuse, by its member agencies, adjusting the water use for weather variations, and then dividing the total diversion by the estimated population served by SNWA's member agencies. That number is then divided by 365 – the number of days in a year. "Net" GPCD refers only to the portion of water that is consumptively used since direct and indirect reuse allows the water to be used more than once. The concept of consumptive use is a tenet of water law used by both the State of Nevada and U.S. Bureau of Reclamation. When calculating population, the SNWA does not include the approximately 40 million annual visitors to the region. This visitor load is equivalent to more than 465,000 additional people supported by the water system each day.

Clark County Wetlands [Placeholder]



Groundwater Wells[Placeholder]



Groundwater has been a principal source of water for Clark County since the 1940s. Over-pumping of this resource caused water levels to decline creating space within the aquifer. Since 1987, SNWA has been reintroducing unused apportionment of the Colorado River water into the aquifer in a program of artificial recharge. In 1997, the state legislature passed legislation that required the SNWA to design and implement a comprehensive groundwater management program for the Las Vegas Valley. The Groundwater Management Program is designed to help coordinate and manage basin activities with an eye toward conservation, aquifer protection and artificial recharge.

Outlying areas of Clark County rely almost entirely upon groundwater resources to meet their needs. Development in the outlying areas of the county will have impacts on the water resources of those and surrounding areas. Future projects such as Coyote Springs and the Southern Nevada Supplemental Airport (also commonly referred to as the Ivanpah Airport) will change the current state of groundwater levels and may have impacts to production wells already in place. As final development plans are still in process, future effects are uncertain at this time. The Nevada Division of Water Resources Office of the State Engineer is responsible for the practical management of groundwater resources throughout the State of Nevada.

Other Supplies. In addition to the resources listed above, a number of other water resources options will be utilized to meet future water demands. Such sources include managed surplus Colorado River water, unused Colorado River apportionment of other lower division states as available. Intentionally Created Surplus from SNWA controlled Muddy and Virgin River surface water rights, groundwater rights from outlying areas such as Coyote Springs, the Southern Nevada Groundwater Bank, and interstate banked water in Arizona and California. Other future resources options include desalination, groundwater from basins north of the Las Vegas Valley, and Colorado River water transfers/marketing. Details regarding SNWA plans for resource viability are defined within the SNWA Water Resource Plan.

Water Reclamation. Managing Southern Nevada's water resources is critical to the continued vitality of the region. Reclaimed (recycled) water constitutes a major portion of the sustainable water resources for Southern Nevada. Wastewater collected from homes and businesses within the Las Vegas Valley is transported through thousands of miles of pipeline where it is received by one of the area's four treatment facilities: the City of Henderson, the City of Las Vegas, the City of North Las Vegas, or the Clark County Water Reclamation District. At the treatment plant, the wastewater undergoes physical, biological, and chemical treatment processes to remove solids, particles, chemicals, bacteria, and viruses. Standards for reclaimed water use are defined in Nevada Administrative Code Section 445A.275. Requirements include measures to prevent the infiltration or runoff of the reclaimed water and define allowable levels of human contact.

The treated effluent is either reclaimed or is released to the Las Vegas Wash. Reclaimed wastewater is pumped to nearby area distribution facilities where it is used for area greenspace irrigation (i.e. parks, golf courses). Effluent released to the Las Vegas Wash counts towards return flow credits for Colorado River water, allowing additional diversions of water from Lake Mead.

Water quality standards and beneficial uses for effluent released to the Las Vegas Wash have been placed on each of the four wastewater treatment agencies that discharge to Lake Mead in order to maintain the beneficial use of the Wash. These requirements include a wasteload allocation for phosphorus and un-ionized ammonia. The NDEP administers the standards.

Outside the Las Vegas Valley, water reclamation policy exists in the Rural and Northeast County 208 Water Quality Management Plans. The latter document recommends that the local agencies should evaluate existing and future public facilities to encourage the use of reclaimed water when and if it is available in the future. Water reclamation areas include the City of Mesquite and Laughlin, Clark County Water Reclamation District's Overton Wastewater Treatment Facility, and the Apex Industrial Park.

Through continuing conservation efforts and by utilizing water resource supplies that are immediately available, Clark County's water demand is expected to be met through 2035, depending on water supply conditions and population growth. The SNWA is committed to managing the region's water resources and developing solutions that will ensure adequate future water supplies for southern Nevada.

Water conservation continues to be an important strategy to ensure future water supplies. Outlying areas of Clark County not currently serviced by SNWA do not have an integrated program to conserve water resources.

Water Quality

The Clean Water Act of 1972 (33 United States Code [USC] 1251) governs water pollution in the United States (U.S.) This act establishes the goals of eliminating releases to water of high amounts of toxic substances, eliminating additional water pollution, and ensuring that surface waters meet standards necessary for human sports and recreation.

Section 208 of the Clean Water Act. Section 208 of the Clean Water Act requires that all activities associated with water pollution problems be planned and managed through an integrated area-wide water quality management program. After passage of Senate Bill 468 by the Nevada State Legislature in May 1975, area wide water quality management planning duties and powers were vested to certain counties. The Clark County Board of County Commissioners was designated the Area-Wide Water Quality Management Planning Organization within Clark County.

Nonpoint Source Pollution and Section 303(d) of the Clean Water Act. Nonpoint source pollution is the leading cause of water quality impairment in the state of Nevada. Stormwater and urban runoff is considered a nonpoint source pollutant, carrying sediment, chemicals, garbage and biological matter from urban land untreated into drainage and waterways, eventually emptying into Lake Mead, the area's primary source of drinking water. Although stormwater and urban runoff as well as treated wastewater constitutes less than 2 percent of Lake Mead water, efforts to control the amounts of contaminants introduced into this source are important and required by the U.S. Environmental Protection Agency (EPA).

Under the National Pollutant Discharge Elimination System (NPDES) the state has issued a Municipal Separate Storm Sewer System (MS4) permit to Clark County, City of Henderson, City of Las Vegas, City of North Las Vegas, and the Clark County Regional Flood Control District. As a requirement of this permit, a Municipal Stormwater Quality Management Committee has been established through an interlocal agreement between the permittees. This committee was formed to manage program development and compliance activities under the state-issued MS4 permit. The permit authorizes discharge of storm water to the Las Vegas Wash from storm sewer systems owned and operated by the Cities of Las Vegas, North Las Vegas, Henderson and Clark County in return for implementation of certain storm water pollution-reducing activities by the permittees. The NPDES permit is issued on a 5-year cycle and requires a Stormwater Management Plan that details how the requirements of the permit will be addressed. The Committee is also responsible for an active outreach program to area businesses and residents.

Under section 303(d) of the Clean Water Act, states, territories, and authorized tribes are required to develop lists of impaired waters. These are waters that are too polluted or otherwise degraded to meet the water quality standards set by states, territories, or authorized tribes. Section 303(d) of the Clean Water Act requires that each jurisdiction establish priority rankings for waters on the lists and develop Total Maximum Daily Loads (TMDLs) for these waters. The TMDL is the maximum amount of a pollutant that a waterbody can receive and still safely meet water quality standards. The State of Nevada is required by the Clean Water Act to develop TMDLs for those waterbodies on the 303(d) List. The Bureau of Water Quality Planning within the Nevada Division of Environmental Protection is the primary agency responsible for the TMDL program. As required by the Clean Water Act, Nevada has set beneficial uses and water quality criteria for waterbodies throughout the state. Water quality data is collected at sampling points throughout the state and every two years, as required by the Clean Water Act, the Bureau of Water Quality Planning conducts a comprehensive analysis to determine whether state surface water quality standards are being met and designated uses are being supported. The 2014 Water Quality Integrated Report lists 15 water bodies or segments within Clark County as impaired. Impaired uses include aquatic life, irrigation, watering of livestock, and recreation involving contact with water. All impaired water bodies in Clark County are designated as low priority impairments.

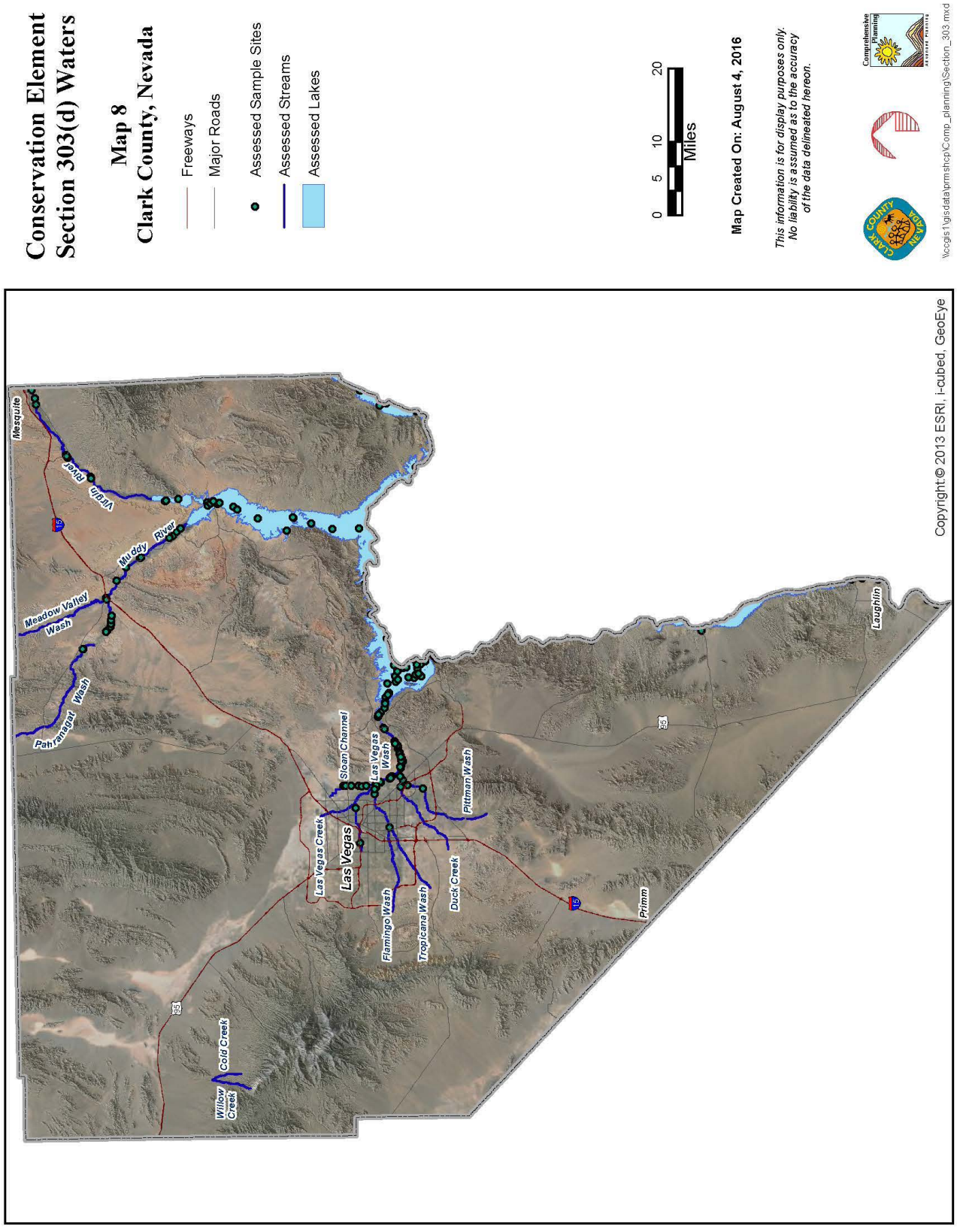
The Bureau of Water Quality Planning, through its Nonpoint Source program, manages activities and implements projects that prevent and reduce nonpoint source loading in the surface and ground waters of Nevada. Nevada's Nonpoint Source program is voluntary, relying on public education/outreach, agency collaboration, technology transfer, implementation of best management practices, and demonstration projects as mechanisms for reducing nonpoint sources loads.

Contamination. Over the years, several major commercial and industrial companies established their operations within the boundaries of Clark County. With environmental regulation being a relatively recent evolution within federal law, companies previously disposed of hazardous and non-hazardous waste materials by dumping either to the land or water. As a result of historic improper waste disposal, leaking underground storage tanks and chemical spill accidents, remediation activities are ongoing within Clark County. Other contaminated sites are discovered as development increases disturbance to the surrounding environment. Chemical materials that are found include petroleum-based products, metals, solvents, polychlorinated biphenyl and dioxin.

The old Kerr-McGee chemical plant, which is in the southeast portion of the Las Vegas Valley, is the site of the nation's largest perchlorate plume. This plume contaminated the Colorado River which is a major source for drinking water in the Southwest. Since 1997 the Nevada Division of Environmental Protection (NDEP) has been overseeing cleanup of the site. In 2014, the Federal Government secured a settlement of over $1 billion to continue the cleanup. Perchlorate is not a federally regulated pollutant; however, the EPA is working on safe drinking water limits and the State of California set a limit of 6 parts per billion. Lake Mead perchlorate levels were 10 parts per billion in 2001. In 2014, levels were down to 1.2 parts per billion.

Illegal dumping of solid waste continues to occur throughout Clark County. Desert dumping is a large contributor to land and water contamination and contributes to flooding by clogging stormwater culverts and drains.

Section 303(d) Waters [Placeholder]



Vegetation and Wildlife Resources

Clark County lies within the Mojave Desert, the smallest of the four North American deserts. It is a region characterized by extreme climatic conditions, an arid environment with very low precipitation rates, and temperatures that can range from 20 degrees Fahrenheit to over 110 degrees Fahrenheit. However, Clark County is also an ecologically diverse region encompassing a variety of vegetation communities that provide habitat for numerous wildlife species. The distribution of species, habitats, and ecosystems within Clark County is the result of the unique biogeography and climate of the region. The interface between ecoregions, climates, desert basins, and the Colorado River watershed creates a dynamic topographic, hydrologic, and climatic region. A number of habitat types or ecosystems occur in Clark County, including alpine, bristlecone pine, mixed conifer, pinyon-juniper, sagebrush, blackbrush, salt desert scrub, Mojave desert scrub, mesquite/catclaw, and desert riparian.

Management and recovery of vegetation and wildlife in Clark County is the responsibility of numerous governmental agencies including the U.S. Fish and Wildlife Service, the Nevada Department of Wildlife, Nevada Division of Forestry, Nevada Department of Agriculture, and the Clark County Desert Conservation Program.

Federally Threatened and Endangered Species

The Endangered Species Act of 1973 was signed into law on December 28, 1973 (16 USC 1531 et seq.; Public Law [PL] 93⊠205). The purpose of the Endangered Species Act is to protect and recover imperiled species and the ecosystems upon which they depend. Within Clark County, Endangered Species Act compliance and oversight is administered by the U.S. Fish and Wildlife Service. There are currently 14 species listed as threatened or endangered in Clark County, Nevada; these include:

- Desert tortoise (Gopherus agassizii), threatened
- Yellow-billed cuckoo (Coccyzus americanus), threatened
- Lahontan cutthroat trout (Oncorhynchus clarkii henshawi), threatened
- Southwestern willow flycatcher (Empidonax traillii extimus), endangered
- Mount Charleston blue butterfly (Icaricia shasta charlestonensis), endangered
- Yuma Ridgway's rail (Rallus obsoletus yumanensis), endangered
- Pahrump poolfish (Empetrichthys latos), endangered
- Humpback chub (Gila cypha), endangered
- Bonytail chub (Gila elegans), endangered
- Virgin River chub (Gila seminuda), endangered
- Moapa dace (Moapa coriacea), endangered
- Woundfin (Plagopterus argentissimus), endangered
- Colorado pikeminnow (Ptychocheilus lucius), endangered
- Razorback sucker (Xyrauchen texanus), endangered (U.S. Fish and Wildlife Service, 2016)

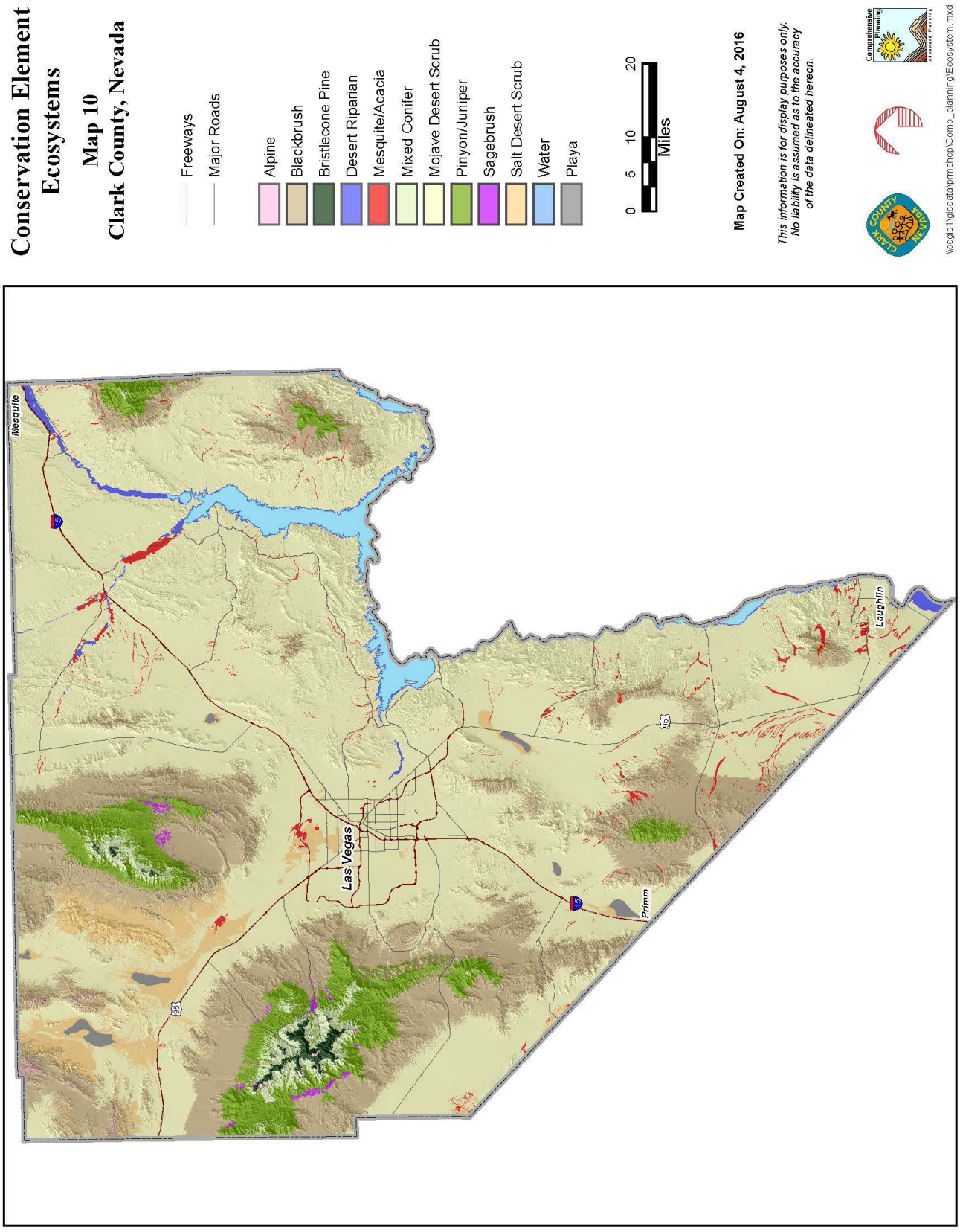
The Endangered Species Act and its implementing regulations prohibit any action that would "take" a federally listed, threatened, or endangered species or its critical habitat (on public or private lands). Under the Endangered Species Act, the definition of take includes to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in any such conduct toward any federally listed species. Harm is further defined to include significant habitat modification or degradation when it actually kills or injures wildlife by significantly impairing essential behavioral patterns, including breeding, feeding, or sheltering, of a listed species.

Endangered Species Act Compliance for Federal Projects. Federal agencies are required to ensure that any action they authorize, fund, or carry out is not likely to jeopardize the continued existence of a listed species in the wild, or destroy or adversely modify its critical habitat. If a federal agency determines that a proposed action may adversely affect such a species, it must formally consult with the U.S. Fish and Wildlife Service pursuant to Section 7 of the Endangered Species Act.

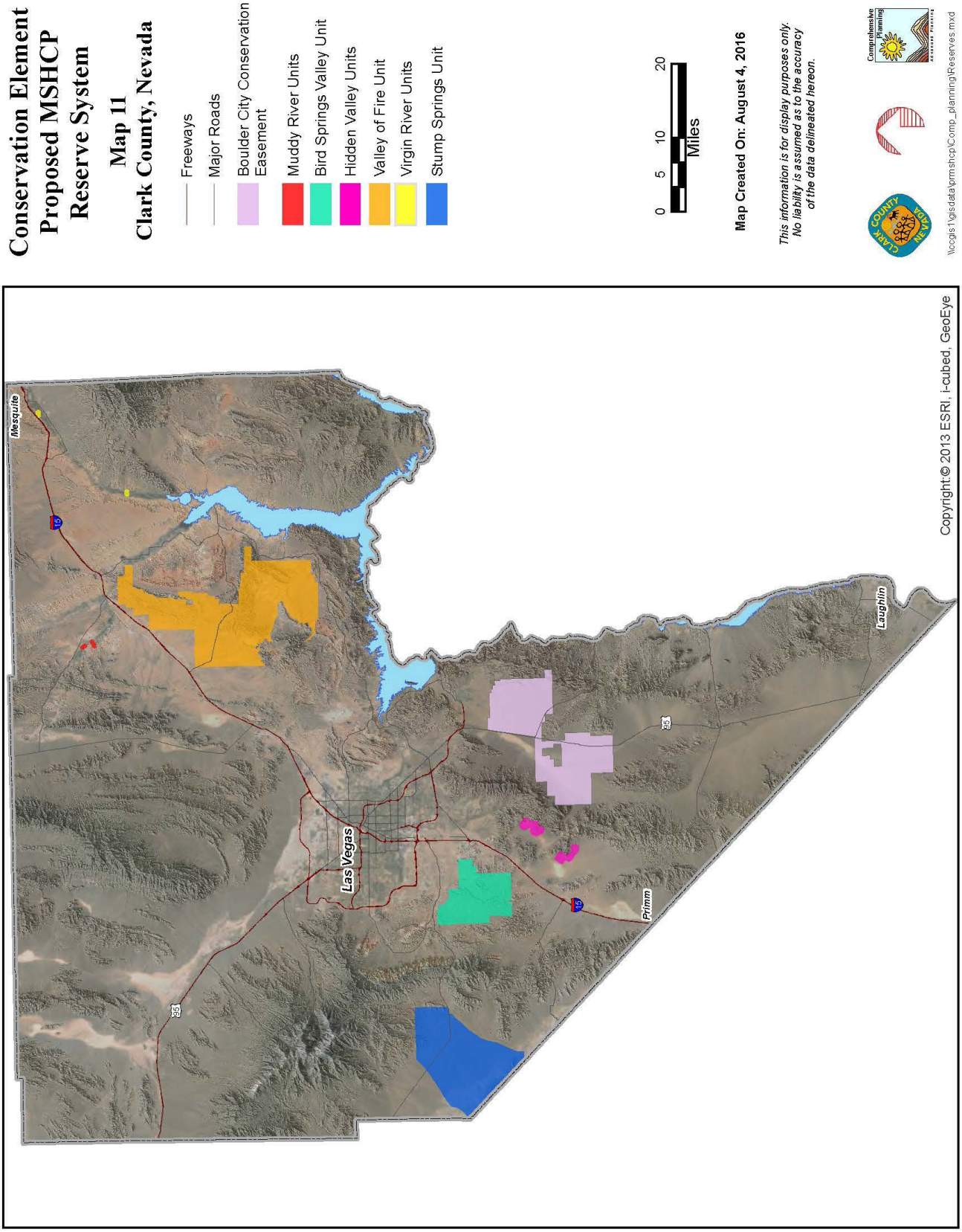
Endangered Species Act Compliance for Non-Federal Projects. Development activities without a federal nexus within Clark County are covered by an incidental take permit that was issued pursuant to the provisions of Section 10(a)(1)(B) of the Endangered Species Act. This permit, which became effective on February 1, 2001 for a permit term of 30 years, is administered by the Clark County Desert Conservation Program on behalf of seven permittees: Clark County, City of Las Vegas, City of North Las Vegas, City of Henderson, City of Boulder City, City of Mesquite and the Nevada Department of Transportation (Clark County, 2000). Compliance with the incidental take permit is achieved through implementation of the Clark County Multiple Species Habitat Conservation Plan (MSHCP). The Clark County MSHCP and associated incidental take permit allow private landowners to develop land in Clark County without the need for individual project-by-project consultations and negotiation with the U.S. Fish and Wildlife Service to comply with the Endangered Species Act.

Balancing species conservation with a streamlined Endangered Species Act permitting process for development, the MSHCP is a plan that describes the types of species conservation actions that the Desert Conservation Program will carry out to offset the impacts of development within Clark County. The MSHCP covers 78 species, including four that are listed under the Endangered Species Act: desert tortoise, southwestern willow flycatcher, yellow-billed cuckoo, and Mount

Ecosystems [Placeholder]



Proposed MSHCP Reserve Systems [Placeholder]



Charleston blue butterfly. Developers and private-property owners obtain coverage under this county-wide permit by paying a disturbance fee of $550 per-acre. These fees are collectively administered in an endowment fund that is used to pay for conservation actions.

Migratory Birds

All migratory bird species that may occur within Clark County, with the exception of rock pigeons (Columba livia), house sparrows (Passer domesticus), and European starlings (Sturnus vulgaris), are protected under the Migratory Bird Treaty Act of 1918, as amended (16 USC 703-712). Any impacts on migratory birds are primarily a concern during the breeding season, when most species protected under the Migratory Bird Treaty Act are expected to be rearing young. The Clark County MSHCP does not provide take authorization for species protected under the Migratory Bird Treaty Act.

Project proponents, property owners, and other developers that schedule initial ground-clearing activities to occur during the migratory bird nesting season (approximately March through August) should coordinate with a qualified biologist to conduct a survey for active nests prior to any ground-disturbing activities. If active nests are located on a project site, then a protective buffer should be established and construction-related activities should be avoided within the buffer area until the young have fledged from the nest(s). Protective buffers for nesting migratory birds are established through consultations with the U.S. Fish and Wildlife Service.

State of Nevada Protected Wildlife

The Nevada Department of Wildlife (NDOW) has established a list of species that are declining in all or portions of their natural range within the state of Nevada. These species are listed and "protected" under Nevada Administrative Code (NAC) 503 and NRS 501.100 to 501.110. NDOW performs administrative and regulatory actions involving state game and furbearer species, and wildlife species protected by the state of Nevada. A person cannot hunt or take any wildlife that is classified as protected, or possess any part thereof, (from public or private lands) without first obtaining the appropriate license, permit, or written authorization from NDOW.

Nevada Fully Protected Flora

The Nevada Division of Forestry performs administrative and regulatory actions involving state protected plants. The Nevada Division of Forestry State Forester Firewarden has an established list of "fully protected" native plant species (NAC 527.010) that are critically endangered and threatened with the potential to become extinct within the state of Nevada. Within Clark County, there are currently five plant species listed as critically endangered by the state:

- Las Vegas bearpoppy (Arctomecon californica)
- Threecorner milkvetch (Astragalus geyeri var. triquetrus)
- Unusual catseye (Cryptantha insolita)
- Sticky buckwheat (Eriogonum viscidulum)
- Blue Diamond cholla (Cylindropuntia multigeniculata)

The purpose of NRS 527.260 through 527.300 is to provide programs for the conservation, protection, restoration, and propagation of critically endangered and threatened plant species, and the continuation of the habitats of such species (NRS 527.260).

Fully protected native plant species require a special permit from the State Forester Firewarden for their removal or destruction from both public and private lands (NRS 527.270). The Clark County Desert Conservation Program administers a master permit that authorizes removal or destruction of Las Vegas bearpoppy plants as a result of private-land development activities within the county. Coverage under this permit is obtained by individual developers and landowners through the same process that provides coverage under the Clark County MSHCP and associated incidental take permit. The Desert Conservation Program is pursuing a new permit with the State Forester Firewarden that would provide removal/disturbance authorization for all fully protected flora species in the county; however, until such time that this permit is made effective, developers and landowners are responsible for contacting the State Forester Firewarden if development activities may impact fully protected flora.

Cacti, Yucca, and Evergreen Trees

All native cacti, yuccas, and evergreen trees are protected and regulated by the State of Nevada under NRS 527.060-.120. This provision prohibits the removal or destruction of the listed plant species on Nevada state lands, county lands, reserved or unreserved lands owned by the federal government, and from privately owned lands without written permission from the legal owner or the legal owner's duly authorized agent, specifying locality by legal land description and number of plants to be removed or possessed.

Invasive and Noxious Weeds

Invasive weeds are alien species whose introduction does or is likely to cause economic or environmental harm (National Invasive Species Council, 2006). Invasive weeds include but are not limited to designated noxious weeds.

Noxious weeds are those weeds designated as a pest by state or federal law or regulation. The Nevada Department of Agriculture recommends plants for listing as noxious

weeds "after consultation with outside experts and a panel composed of Nevada Weed Action Committee members." If a plant is found to be "detrimental or destructive and difficult to control or eradicate," the Department, with approval of the Board of Agriculture, will designate the plant as a noxious weed (NRS 555.005). The Nevada Department of Agriculture manages the noxious weed program whose mission is to effectively coordinate resources and efforts toward proactive prevention, control and management of invasive weed species in Nevada to benefit all land users in the state. NRS 555.150 calls for the eradication of noxious weeds within the state, and states:

Every railroad, canal, ditch or water company, and every person owning, controlling or occupying lands in this State, and every county, incorporated city or district having the supervision and control over streets, alleys, lanes, rights-of-way, or other lands, shall cut, destroy or eradicate all weeds declared and designated as noxious as provided in NRS 555.130, before such weeds propagate and spread, and whenever required by the State Quarantine Officer.

Noxious weeds and invasive species are a concern in most parts of the U.S. and in southern Nevada because they are opportunistic and can exclude native plants from an area if left unchecked. Weed management is an integral part of maintaining ecosystem health. State designated noxious weeds confirmed to occur in Clark County include the following:

- African mustard (Brassica tournefortii)
- African rue (Peganum harmala)
- Camelthorn (Alhagi maurorum)
- Canada thistle (Cirsium arvense)
- Crimson fountaingrass (Pennisetum setaceum)
- Diffuse knapweed (Centaurea diffusa)
- Giant reed (Arundo donax)
- Hoary cress (Cardaria spp.)
- Johnsongrass (Sorghum halepense)
- Malta starthistle (Centaurea melitensis)
- Mediterranean sage (Salvia aethiopis)
- Musk thistle (Carduus nutans)
- Perennial pepperweed (Lepisium latifolium)
- Puncturevine (Tribulus terrestris)
- Purple loosestrife (Lythrum salicaria)
- Russian knapweed (Acroptilon repens)
- Saltcedar (Tamarix spp.)
- Scotch thistle (Onopordum acanthium)
- Silverleaf nightshade (Solanum elaeagnifolium)
- Spotted knapweed (Centaurea biebersteinii)

Landscaping Plant Life

Plant life in urban areas offers a variety of benefits including reduction in temperatures as well as active soil stabilization and control of irrigation runoff. Trees can provide shade and cooling through evapotranspiration, and this type of urban-scale cooling can help lower emissions from vehicles by reducing the speed of chemical reactions that lead to the formation of ozone and particulate matter (Nowak, 2002). Trees can also reduce emissions by shading occupied buildings and thereby reducing the need for electricity by air conditioning units. Plant life also has the ability to sequester carbon by absorbing carbon dioxide.

All developments in non-residential and multi-family residential zoning districts are required to install plant materials listed within the Southern Nevada Regional Planning Coalition's Plant List. The plants listed are drought tolerant and water efficient and have a low likelihood of causing allergic reactions. Clark County experiences pollen production in abundant amounts during the spring months, particularly from fruitless mulberry and European olive trees. These two species of trees contribute to unhealthy respiratory conditions as a result of pollen production. In 1991, the Southern Nevada Health District banned the fruitless mulberry and the European olive trees from being planted or sold in Clark County. Other plant life such as oleander and tamarisk are also highly discouraged for planting within Clark County.

Africanized Honey Bees

The Africanized honey bee is well established in the Las Vegas Valley (Clark County, 2016b). Africanized honey bees are descendants of southern African bees imported in 1956 by Brazilian scientists attempting to breed a honey bee better adapted to the South American tropics. When some of these bees escaped quarantine in 1957, they began breeding with local Brazilian honey bees, quickly multiplying and extending their range throughout South and Central America at a rate greater than 200 miles per year. The first Africanized honey bee swarms arrived at the southern border of Nevada in 1998 and are expected to continue to move northward into other areas of Nevada that domestic European honey bees now inhabit.

Africanized honey bees look the same and in most ways behave like the European variety. However, Africanized honey bees display ultra-defensive behavior while protecting their colony causing them to be dubbed "killer bees." All bees fly about 12 to 15 miles an hour, but the Africanized honey bee will travel much farther from the colony than a domestic bee. European varieties may chase a victim for 50 yards while an Africanized honey bee may chase a victim for 400 yards. Africanized honey bees will also remain agitated up to 8 hours before their defensive behavior subsides.

The Nevada Department of Agriculture is the agency that regulates the bee keeper industry within the State. The Nevada Department of Agriculture also monitors the migration of the Africanized honey bee into and throughout Nevada. Removal of the Africanized honey bee is currently the responsibility of the property owner. Both the Nevada Department of Agriculture and Clark County provide public outreach and educational programs to inform the public about the Africanized honey bee, methods of removal and applicable safety precautions.

Pollinator Protection

Many types of plants, including fruit and vegetable crops, depend on animals for pollination. In addition to honey bees, many other types of animals pollinate crops and wildflowers, including: wild bees, ants, beetles, wasps, lizards, birds, bats, and butterflies. Pollinator health is a high priority national issue due to significant honey bee colony losses experienced over the past decade. In response to a June 2014 Presidential memo, Creating a Federal Strategy to Promote the Health of Honey Bees and Other Pollinators, the Nevada Department of Agriculture, in coordination with the EPA, has developed the Nevada Managed Pollinator Protection Plan (Nevada Department of Agriculture, 2016). The primary purpose of the plan is to reduce pesticide exposure to bees and other pollinators through timely communication and coordination among key stakeholders, including beekeepers, growers, pesticide applicators, and landowners. The plan outlines both regulatory and voluntary approaches to managing pollinator health in the state of Nevada.

Regulatory protections are outlined in Section 12(a)(2)(G) of the Federal Insecticide, Fungicide and Rodenticide Act and NAC 555.440.4, which require applicators to use pesticides only in accordance with label directions. In addition to this, NAC 555.470 requires any pest control licensee who intends to apply any pesticide known to be harmful to bees give 24 hours advance notice to any apiarist having bees on the land or adjacent land by telephone or in person.

Voluntary measures intended to protect pollinator health includes:

- Stakeholder participation: stakeholder meetings provide opportunities for stakeholders to offer input and recommendations during plan development.
- Pollinator Awareness Zones: The Nevada Department of Agriculture is developing a method for growers/applicators to know if there are managed pollinators near treatment sites, which will include a voluntary hive/apiary registration system.
- Process for Notification: The plan outlines the process for a pesticide applicator to contact beekeepers with colonies near a treatment area to alert them of a pending treatment.
- Best Management Practices: development and implementation of best management practices can be effective in mitigating risk of pesticides to managed bees.
- Public Outreach: meetings with stakeholder groups, trade associations, commodity groups, and beekeeping associations will spread awareness of the Nevada Managed Pollinator Protection Plan and its recommendations/requirements.

Vector-borne Diseases

Vectors are living organisms that can transmit infectious diseases between humans or from animals to humans. Many of these vectors are bloodsucking insects, which ingest disease-producing microorganisms during a blood meal from an infected host (human or animal) and later inject it into a new host during their subsequent blood meal. Mosquitoes are the best known disease vector. Others include ticks, flies, sandflies, fleas, triatomine bugs, and some freshwater aquatic snails (World Health Organization, 2017). The Southern Nevada Health District conducts routine surveillance and control of diseases in animals that can be transmitted to humans. Vector-borne diseases tracked by the Southern Nevada Health District include West Nile virus, western equine encephalitis, St. Louis encephalitis, rabies, plague, Zika virus, and Hantavirus.

Both the Southern Nevada Health District and Clark County Vector Control Division use an Integrated Pest Management approach to controlling mosquitos (a significant source of vector-borne disease in Clark County). This may include the introduction of mosquito fish or the use of chemical or biological insecticides, in addition to public outreach efforts. The most effective way to prevent the spread of West Nile virus, encephalitis, and Zika virus is to prevent mosquito bites. Abandoned residential swimming pools provide significant breeding habitat for mosquitos. Other vectors for disease in Clark County include bats (which can spread rabies), fleas (which can spread plague), and rodents (which can spread Hantavirus), although the incidence of these diseases is very low.

Air Quality

Air quality in a given location is described as the concentration of various pollutants in the atmosphere. Air quality is determined by several factors, including the types and amounts of pollutants emitted into the atmosphere, the size and topography of the air basin, and the prevailing meteorological conditions. Clark County is divided into 13 "airsheds" that are roughly defined on hydrographic basins determined by the State Engineer. The Las Vegas valley, located in Hydrographic Basin 212, sits in a broad desert basin surrounded by mountains rising from 2,000 feet to over 10,000 feet above the valley floor. These features often create stagnant air and inversions that can cause elevated pollutant concentrations.

There are six common air pollutants regulated by the EPA. These pollutants, which are often referred to as criteria pollutants, include: carbon monoxide, ozone, particulate matter less than 2.5 microns in size and less than 10 microns in size (PM2.5 and PM10, respectively), nitrogen dioxide, sulfur dioxide, and lead. The EPA has established National Ambient Air Quality Standards (Standards) for each of the pollutants. These Standards are periodically reviewed and modified, if deemed necessary, so that they continue to protect the public health and environment.

The Clark County Department of Environment and Sustainability operates a monitoring network that measures the ambient concentrations of the criteria pollutants under a quality-assured system. The pollutant data is submitted to EPA's Air Quality System database, and disseminated to the public in a timely manner through the Department's website and EPA's AirNow database.

Currently, EPA has designated all of Clark County as either in attainment or unclassifiable for all of the criteria pollutants (Table 2). However, parts of Clark County are still subject to the federal enforcement of measures set forth in Nevada's State Implementation Plan (SIP). For example, hydrographic area 212 (Las Vegas Valley), which was previously designated as a nonattainment area for carbon monoxide, PM10, and ozone, is currently subject to SIP maintenance plans for those criteria pollutants.

Criteria Pollutant Attainment Status for Clark County Hydrographic Area 212

Pollutant	Federal Status
Carbon monoxide	Maintenance Area
Lead	Attainment
Nitrogen Dioxide	Attainment
Particulate Matter (PM10)	Maintenance Area
Particulate Matter (PM2.5)	Attainment
Ozone	Attainment
Sulfur Dioxide	Attainment

Located in southern Nevada, the Las Vegas valley is an urbanized area that had an estimated population of 2,376,683 in 2020. Pollution sources impacting the valley's air quality include long-range transport and high-pollutant events caused by a variety of factors, including stratospheric ozone intrusion, wildfires, and high winds. The Las Vegas valley's ambient air quality is also affected by local human-caused pollution from mobile, non-road, point, and nonpoint sources.

Carbon Monoxide

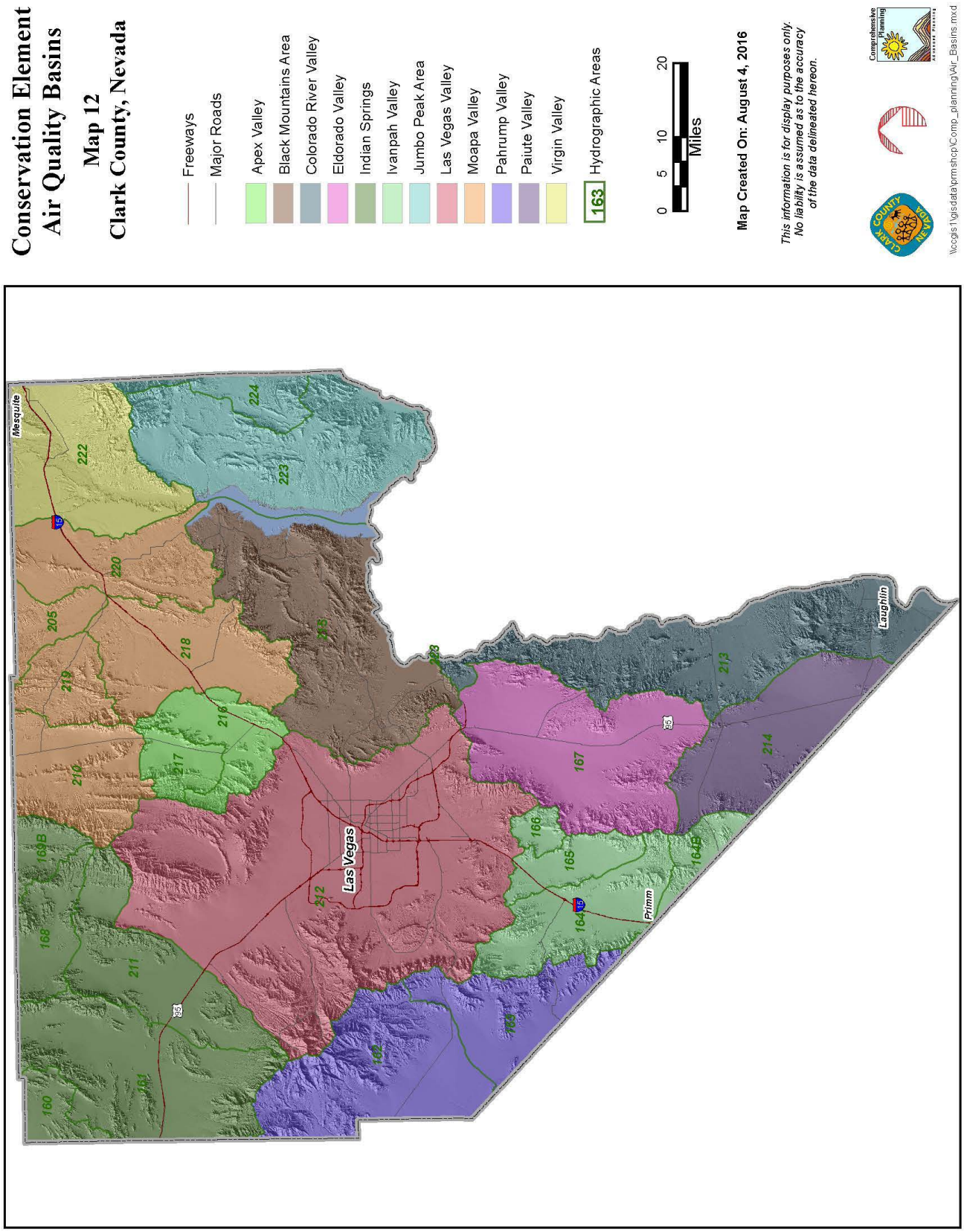
Carbon monoxide (CO) is a colorless, odorless gas that results primarily from the combustion of hydrocarbon based fuels. It can be toxic because it tends to reduce the oxygen carrying capacity of blood. The EPA has established two Standards for CO: (1) 35 parts per million (ppm) for a one-hour average, and (2) 9 ppm for an eight-hour average. EPA can designate areas that violate one or both Standards, more than once per year, as non-attainment areas.

In the Las Vegas Valley, carbon monoxide air pollution has most commonly been elevated during the winter months because of low wind conditions. Given the right conditions, normal vertical temperature gradients can be inverted such that the air is colder near the surface of the Earth. A warmer air mass moving over a cooler one can reduce convection and effectively create stagnant air conditions that can trap carbon monoxide and increase its concentrations.

In the Las Vegas Valley, as in other urban areas, motor vehicles are the major source of CO emissions, comprising approximately 86 percent of total daily CO emissions. Conforming to the eight-hour standard was problematic decades ago due largely to the lack of available emissions controls for motor vehicles. However, since then, EPA has promulgated a series of stringent emission and evaporative standards for motor vehicles as well as cleaner fuel standards. These control measures resulted in substantial reductions of vehicle pollutants, to include CO emissions. In addition, EPA promulgated a vehicle inspections and maintenance rule that required states with areas of high CO concentrations (such as the Las Vegas Valley) to adopt a vehicle emissions inspection program to further reduce emissions from the mobile sector.

The result of these control measures is that CO concentration levels nationwide have dropped substantially. The last time there was a CO exceedance in the Las Vegas Valley was in 1998. On an annual basis, there has been a general trend towards decreased CO concentration levels. The average eight-hour levels measured in the Las Vegas Valley have stayed below 5 ppm since 2007.

Air Quality Basins [Placeholder]



Currently, all areas within the U.S. have been designated as either in attainment of the CO Standard or as unclassifiable due to a lack of monitoring data. In 2010, the Las Vegas Valley was the last area in the U.S. re-designated as an attainment area, and is currently subject to a federally-enforced maintenance plan.

The control measures implemented to reduce levels of CO are outlined in the maintenance plan. The reductions in elevated CO concentrations are largely attributed to the following control measures:

- Improved motor vehicle emission control technology and the continued displacement of older and poorly maintained vehicles;
- Improved standards for gasoline and diesel fuels;
- Requirements for smog tests for motor vehicles;
- Computerized traffic signal management programs; and
- Roadway and traffic-flow improvements.

Ozone

Unlike the CO Standard, the ozone Standard has been revised several times since the first Standards were promulgated in 1971. In 1997, EPA established a 0.08 ppm eight-hour ozone Standard. An area with an annual fourth-highest daily maximum eight-hour concentration, averaged over three years, is subject to being designated nonattainment if it exceeds this Standard. However, due to the precision of monitoring equipment available at that time, an area was effectively allowed to have a design value of up to 0.084 ppm without violating the Standard.

In 2004, EPA designated parts of Clark County (to include all of the Las Vegas Valley) as being in nonattainment of the 1997 ozone standard. Due to local and federal control measures, ozone concentration levels decreased to the extent that in 2011, Clark County requested EPA to redesignate the ozone nonattainment areas to an attainment status subject to a maintenance plan. In 2013, EPA issued a final rule for redesignation subject to the approved maintenance plan.

In 2008, EPA established a 75-part per billion (ppb) eight-hour ozone Standard. Clark County was designated as in attainment of the 2008 standard.

The most recent revision of the ozone standard occurred in October 2015 when EPA established a 70 ppb eight-hour ozone standard. Current ozone concentration levels within the County indicate that it is likely to violate this standard. EPA's formal designation occurred in October 2017; however, court litigation initiated by opponents of the revised standard may extend this time period as it did for the 1997 and 2008 ozone standard designations.

Prior to EPA's designation, the Department of Air Quality will conduct a five-factor analysis to provide their recommendation to EPA as to the appropriate geographic boundaries of a nonattainment area as well as the classification of the area under Section 181 of the Clean Air Act.

Particulate Matter (PM10)

PM10 is particulate matter that has an aerodynamic diameter of 10 microns or less (about one-seventh the diameter of a human hair). The current Standard for PM10 is 150 micrograms per cubic meter measured over a 24-hour time period. The standard cannot be exceeded more than once per year on average over three years. PM10 represents a hazard to public health when concentrations approach and exceed the standard since these small particles can be inhaled into the lungs and cause respiratory distress.

Clark County is largely an arid desert environment where wind-blown dust is a natural occurrence. The major fugitive sources of human-caused PM10 within the Las Vegas Valley are dust from disturbed vacant land, construction activities, paved and unpaved roads. Background sources (from undisturbed natural desert) and particles formed from motor vehicle combustion also contribute to PM10 emissions.

In 2005, the Department of Air Quality formalized a Natural Events Action Plan in accordance with EPA's guidelines. The Natural Events Action Plan outlines a high-wind notification system that is utilized by the Department of Air Quality to, among other things, warn the public and regulated community of an impending event; provide education and outreach programs to affected entities; and to ensure that appropriate control measures are implemented during high-wind events.

The Las Vegas Valley was previously designated as a non-attainment area for PM10; however, in 2014, EPA re-designated the Las Vegas Valley to an attainment area and is currently subject to a federally-enforced maintenance plan. The control measures implemented to reduce levels of PM10 largely concern fugitive dust from open areas, vacant lands, unpaved roads, unpaved alleys, unpaved easement roads, unpaved parking lots and storage areas, paved roads, street sweeping equipment, and permitting and dust control for construction activities. The reduction in PM10 concentration levels in the Valley are primarily a result of detailed local regulations adopted by Clark County that set forth the fugitive emission control requirements in Sections 90 through 94 of the Clark County Air Quality Regulations.

Other Criteria Pollutants

Clark County has been, and currently remains, in attainment or unclassifiable for the remaining criteria pollutants: PM2.5, nitrogen dioxide, sulfur dioxide, and lead.

PM2.5 is particulate matter that has an aerodynamic diameter of 2.5 microns or less (a quarter of the diameter of a human hair). PM2.5 is closely monitored as elevated

concentration levels can present even greater health concerns than elevated PM10 concentrations levels. High PM2.5 levels present serious public health concerns since the particles not only are inhaled into the lungs but are small enough to enter a person's blood stream. EPA first established a PM2.5 Standard in 1997, setting the 24-hour standard at 65 micrograms per cubic meter (µg/m3), and the annual standard at 15 µg/m3. Since then, EPA has revised the 24-hour primary standard twice: in 2006, EPA lowered the 24-hour primary standard to 35 µg/m3, and in 2012 it was lowered again to 12 µg/m3. Clark County is currently in attainment or unclassifiable for both the 24-hour and the annual standard.

The nitrogen dioxide annual Standard has remained the same since it was first set at 53 ppb in 1971. However, in 2012, EPA established a one-hour nitrogen dioxide standard at 100 ppb. Clark County is currently designated as attainment or unclassifiable for both the annual and one-hour standards.

In 2010, EPA established a one-hour sulfur dioxide Standard at 75 ppb, and revoked the 24-hour and annual sulfur dioxide standard that had been in existence since 1971. Clark County is currently designated as attainment or unclassifiable for the one-hour standard.

In 2008, EPA revised the quarterly lead Standard from 1.5 µg/m3 to 0.15 µg/m3. Clark County is currently designated as attainment or unclassifiable for this standard.

Periodically, EPA revises or establishes a new Standard for the criteria pollutants. For each such Standard, the Clean Air Act requires that an infrastructure SIP be submitted to EPA that ensures that a responsible agency has the programs in place to implement, maintain, and enforce the standards. In 2009, through a joint effort of the Department of Air Quality, the Washoe County Health District, and the Nevada Department of Environmental Protection, a consolidated infrastructure SIP was submitted for the 1997 ozone Standard, 1997 PM2.5 Standard, and the 2006 PM2.5 Standard. In 2012, infrastructure SIPs were submitted for the 2010 nitrogen dioxide Standard and the 2008 lead Standard. Then in 2013, infrastructure SIPs were submitted for the 2010 sulfur dioxide Standard and the 2008 ozone Standard.

In addition to the infrastructure SIPs, the Department of Air Quality submits on an annual basis an Annual Network Plan report pursuant EPA's regulatory requirements. The plan provides a comprehensive review of the current pollutant monitoring network in accordance with infrastructure SIP requirements, and sets forth any proposed changes to the network. The Department of Air Quality currently operates the monitoring network under a quality-assured system that measures ambient concentrations of all criteria pollutants.

Visible Urban Haze

Visible urban haze refers to the darkish cloud that sometimes hovers over the Las Vegas Valley and reduces visibility. Such visible impairment occurs as a result of the scattering and absorption of light due to particulate matter and gases in the atmosphere. Emissions from fossil-fuel combustion, fossil-fuel power generation, motor vehicles, as well as wind-blown fugitive dust emissions contribute significantly to the formation of the urban haze that is occasionally seen in the Las Vegas Valley. The Department of Air Quality operates visibility instrumentation at the North Las Vegas Airport.

In 2002, the Desert Research Institute conducted a study that characterized the chemical composition of PM2.5 and PM10 sources in the valley. The Desert Research Institute determined that about 45 to 75 percent of the haze was locally generated (i.e., consisted largely of fugitive dust from disturbed vacant lands, dirt roads, and construction activities). The Clean Air Act requires states to submit regional haze SIPs in order to protect Class I areas such as the Grand Canyon and Zion National Park. In 2015, EPA proposed to approve the Nevada Regional Haze SIP submitted by NDEP.

Waste

Landfills, Transfer Stations, and Convenience Centers

Clark County meets its solid waste management needs through franchise agreements. Most of unincorporated Clark County is serviced by Republic Services. Virgin Valley Disposal provides waste pickup service for Mesquite and Bunkerville.

The Apex Regional Landfill started accepting waste in October 1993 with the closure of the Sunrise Landfill. The 2,285-acre landfill was designed with a refuse capacity of approximately 865 million cubic yards and a service life of over 400 years. The Apex Regional Landfill primarily accepts municipal solid waste, commercial solid waste, treated sewage sludge, and construction and demolition waste. The Apex Regional Landfill also responsibly manages treated medical wastes, household hazardous wastes, asbestos, and regulated non-hazardous wastes. The Apex Bioremediation Facility, also part of the Apex Regional Landfill, treats, solidifies, and evaporates contaminated soils and liquid wastes with some of the residual materials from this process being re-used as daily cover at the landfill.

The Laughlin Landfill started accepting waste in 1987. The 40-acre landfill has a 3 million cubic yard capacity and a total estimated service life of 48 years. In addition, a 40-acre expansion could be permitted on adjoining property which would double both the existing capacity and service life of the landfill if necessary in the future.

Virgin Valley Disposal uses landfill facilities located within Lincoln County.

Republic Services operates a network of landfills, transfer stations, recycling centers, and convenience centers. Transfer stations act as temporary consolidation and holding areas for residential solid waste for the convenience of Republic Services. Convenience centers are located throughout rural Clark County and are smaller collection points for the convenience of residential customers. Solid waste collected at transfer stations and convenience centers is then transferred to the Apex Regional Waste Management Center for permanent disposal.

Recycling and Source Reduction

Recycling is the diversion or removal of materials from a solid waste stream in order to reuse it in the same way or for a different purpose. Source reduction is any action that reduces the amount of solid waste to be collected. Examples of source reduction include using materials designed with longer life spans or less packaging.

The Nevada Environmental Commission (NEC) establishes recycling rate goals for the State of Nevada. The NEC works with the NDEP which is the agency responsible for implementing and enforcing regulations adopted by the NEC. NDEP has designated the Southern Nevada Health District as the local solid waste management authority. Republic Services offers curbside recycling services to its residential customers and some businesses including the casino industry.

Reclamation

Sunrise Landfill

The Board of County Commissioners directed staff to expedite the acquisition of the Sunrise Landfill site from the BLM. BLM is currently preparing an Environmental Assessment in accordance with the National Environmental Policy Act to analyze the impacts of this proposed transfer. The Environmental Assessment identifies the extent and perimeter of the lands that are occupied or impacted by waste at the Sunrise Landfill site. Once completed, the County will submit a formal request to purchase the property from BLM. Clark County is initiating a process for developing a future alternative use for the Sunrise Landfill site. The first step in this process will be to determine developer, stakeholder, and community interest in regards to potential end use. The types of encouraged plans will include public and recreational purposes.

Maryland Parkway Brownfield Project

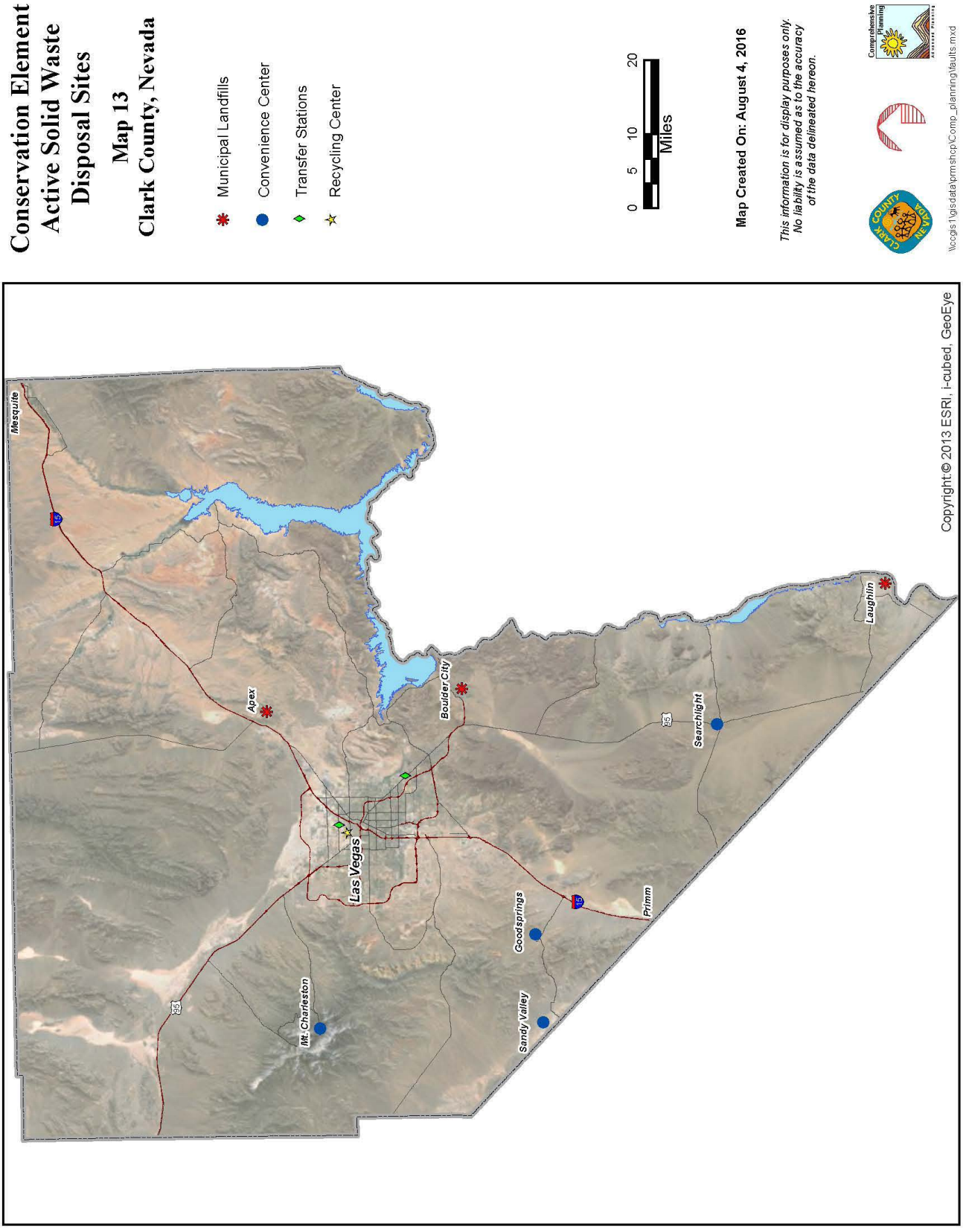
In collaboration with the City of Las Vegas and the Regional Transportation Commission of Southern Nevada, Clark County has received funding from the EPA to assist property owners with completing environmental assessments and related activities that may spur the redevelopment and reuse of Brownfield sites along the Maryland Parkway Corridor from McCarran International Airport to Charleston Boulevard. Brownfield sites are properties that are not being used to their full potential because of known or suspected environmental pollution. Brownfields are often abandoned by property owners due to fears about the liability and expense of assessment and cleanup. Cleaning up and reinvesting in Brownfields projects along Maryland Parkway will help the environment, and reduces unsightly abandoned properties. The Maryland Parkway Brownfield project will fund activities to identify and test selected sites for hazardous and petroleum issues and will involve community and stakeholder outreach and cleanup plans.

Once the Brownfield sites have been identified by the County, with input from property owners, the sites will be prioritized for clean-up. It is anticipated that future grants will fund cleanup and reuse of these sites so that prospective developers may consider acquisition of properties for private development or for public-private partnerships.

Hazardous Waste

Hazardous waste is generated from many commercial, industrial, and even residential processes. Products such as batteries, paints, solvents, and even certain household cleaners exhibit characteristics such as flammability, corrosivity, ignitability, and toxicity that require special disposal restrictions. Hazardous wastes cannot be disposed of in any landfill within Clark County. These types of wastes either require special treatment to lessen their hazardous characteristics prior to landfilling, or the wastes must be shipped to appropriate landfills outside of Clark County. NDEP has authority over hazardous waste within Clark County and has established various processes and programs to help reduce the quantities of this waste stream. Republic Services offers a household hazardous waste program to its residential customers. Nuclear waste is not addressed in this section.

Active Solid Waste Disposal Sites [Placeholder]



Agriculture

Farmland

Clark County experiences high winds and temperatures, is very arid, and has very erodable and alkaline soils. For these reasons Clark County has no federally designated areas of prime farmland. Prime farmland has more developmental controls as established by the United States Department of Agriculture (USDA). Areas of the County used as farmland are primarily for livestock grazing purposes and are generally located in Northeast Clark County along the Muddy and Virgin River Valleys.

Soil Management/Grading/Land Conservation

Management of agriculture areas produces a variety of issues that can affect the environment. Runoff from irrigation increases sediment and contaminant transport. Contaminants routinely found include herbicides, pesticides, fecal coliforms, and nitrates. The USDA publishes material outlining best management practices that area agricultural and livestock communities can employ to deter such contaminant migration. Management practices include use of landscape buffering and vegetative swales.

As part of the development process, land is often graded to create a level base. Even when performed in compliance with the law, grading can accelerate natural erosion resulting in water and air pollution.

Landscaping can help to stabilize the soil and minimize erosion. Further, encouraging landscaping principles most appropriate for a region can maximize environmental benefits. For example, in our desert climate the extent to which we can encourage water-efficient and water-tolerant landscaping maximizes the benefits.

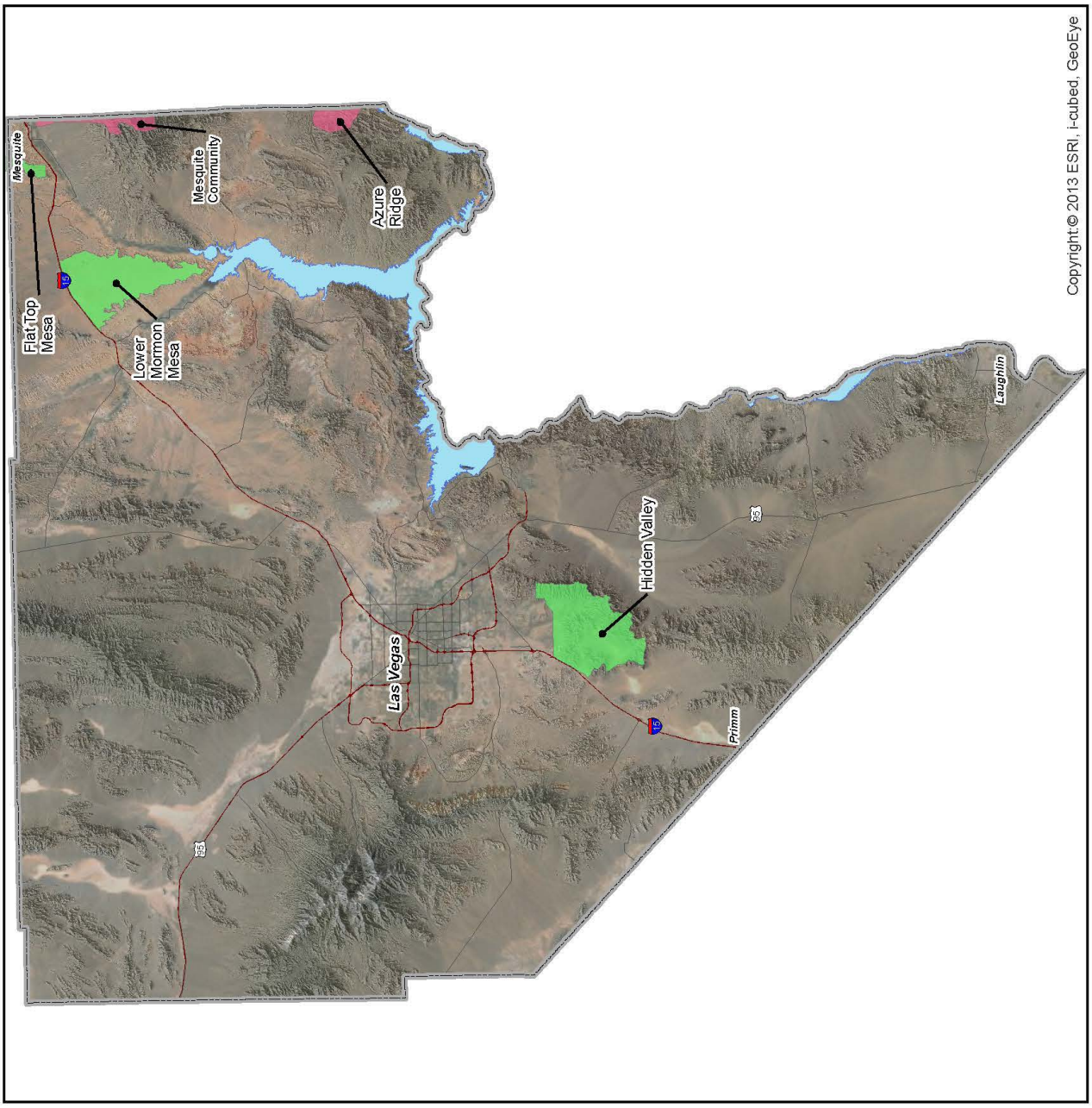
Rangeland

The BLM regulates livestock grazing on public properties through issuance of grazing allotments. Grazing allotments within Clark County were originally established by the federal government in 1934; however, over the past 80 years grazing within many allotments is no longer feasible or authorized because of congressional land transfers and designations and compliance with various federal laws (BLM, 2014). Currently, 12 grazing allotments remain in Clark County; six of these allotments (the Roach Lake, White Basin, Mesa Cliff, Arrow Canyon in Battleship Wash and Jean Lake) are inactive with the grazing preference currently held by Clark County. Clark County purchased the base property with attached grazing preference, water rights, and range improvements from willing sellers as mitigation for desert tortoise and other species covered under the MSHCP between 1998 and 2006. Presently, three allotments, Flat Top Mesa, Lower Mormon Mesa, and Hidden Valley, have active 10 year grazing permits (BLM, 2014).

The majority of rangeland used within Clark County is for wildlife purposes. Animals such as feral horses, burros, mule deer and desert big horn sheep are managed by BLM within designated Herd Management Areas as specified in BLM's Las Vegas Resource Management Plan.

Timber and Fuelwood

Historically, the wood resources within the Spring Mountains National Recreation Area and the Desert Bighorn Sheep Range were harvested for charcoal production, construction material and firewood. Today the only permitted use of timber is non-commercial firewood for family/household use from dead trees. Green fuelwood areas are established throughout the Spring Mountains to provide residential firewood and improved habitat for wildlife.


Conservation Element
Grazing Allotments
Map 14
Clark County, Nevada
Freeways
Major Roads
Arizona Administered Allotments
Active Grazing Allotments
0 5 10 20
Miles
Map Created On: August 4, 2016
This information is for display purposes only.
No liability is assumed as to the accuracy
of the data delineated hereon.
Comprehensive Planning
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Mesquite
Flat Top Mesa
Lower Mormon Mesa
Mesquite Community
Azure Ridge
Las Vegas
Hidden Valley
Primm
Laughlin
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APPENDIX B:

SUPPLEMENTAL INFORMATION (AREA-SPECIFIC)

Contents

About this Section 253

Enterprise 253

Natural and Manmade Hazards 253
Infrastructure and Services 253
Historical Sites and Places of Interest 257
State and Federal Facilities 257

Laughlin 257

Natural and Manmade Hazards 257
Infrastructure and Services 258
Historical Sites and Places of Interest 262
Habitat Conservation 263

Lone Mountain 264

Natural and Manmade Hazards 264
Infrastructure and Services 264
Habitat Conservation 267

Northeast County 268

Natural and Manmade Hazards 268
Infrastructure and Services 269

Northwest County 272

Natural and Manmade Hazards 272
Infrastructure and Services 273
Habitat Conservation 280

South County 281

Natural and Manmade Hazards 281
Infrastructure and Services 281
Habitat Conservation 286
Historical Sites and Places of Interest 287

Spring Valley 291

Natural and Manmade Hazards 291
Infrastructure and Services 291
Water and Wastewater 293

Summerlin South 294

Natural and Manmade Hazards 294
Infrastructure and Services 294

Sunrise Manor 301

Natural and Manmade Hazards 301
Infrastructure and Services 301

Whitney 305

Natural and Manmade Hazards 305
Infrastructure and Services 306
Habitat Conservation 309

Winchester/Paradise 310

Natural Environment 310
Infrastructure and Services 310
Habitat Conservation 314

About this Section

Appendix B provides background information specific to the County's 11 planning areas. This section is provided as a reference to support the area-specific goals and policies contained in Section 4, and countywide information on infrastructure and services provided in Section 3: Growth Framework. Information varies by planning area, but generally addresses the natural environment, natural hazards, infrastructure and services, and historic resources—as applicable.

Information in this section is intended to be reviewed and updated periodically, in conjunction with planned land use maps plan for each planning area.

Enterprise

Natural and Manmade Hazards

Land-Related Hazards

Soils. Most soils in the Enterprise planning area ("Enterprise") are conducive to construction of buildings. However, there are some areas where soil-related corrosion is a concern. Corrosion potential for uncoated steel and concrete could be high within the Drainage Soils. In addition, multi-story level development in areas with soluble and clay material may not be suitable without appropriate engineering. The Clark County Building and Fire Prevention (CCBFD) requires on-site soil analysis of proposed development sites in order to provide site-specific information that Soil Survey maps do not show.

Faults. The Federal Housing Administration (FHA) requires engineering studies and the development of possible mitigation measures for residential projects requesting federally insured mortgages and located within 500 feet of a fault. There are several known fault areas in the northeast part of Enterprise.

Slopes. There are several mountain ranges within Enterprise where development may be constrained by existing steep slopes of 12 percent or greater. Most of the steep slope areas are outside of the established Bureau of Land Management (BLM) disposal boundaries for the towns and cities or within existing conservation areas. If property with a steep slope is to be developed, it should comply with the Design Standards – Hillside Development of Title 30. Generally, public roads exceeding 12 percent are not approved based on inaccessibility of public services such as garbage pick-up and fire service. Slopes of 12 percent or greater may be graded to make it possible for road construction.

Water-Related Hazards

Flood hazards. The major wash systems in Enterprise include the Tropicana, Blue Diamond, Duck Creek, and Pittman washes. Both the Clark County Regional Flood Control District's (CCRFCD) existing and planned improvements and CCPW guidelines allow for land in Enterprise to be developed in and around flood zones.

Infrastructure and Services

Libraries

There are two libraries in Enterprise: 1) the Enterprise Library located on the southeast corner of Shelbourne Avenue on Las Vegas Boulevard South, and 2) the Windmill Library located on the north side of Windmill Lane, just west of Rainbow Boulevard. The Enterprise Library has a conference room, meeting room, study room, story time room, a gallery and Wi-Fi access. The Windmill Library has a meeting room, study rooms, story time room, separate computer labs for adults and young people, a Young People's Library, an art gallery, and Wi-Fi access. There is potential for a future library located at Cactus Avenue and Jones Boulevard.

Public Safety

Fire Protection and Emergency Medical Services. The Clark County Fire Department (CCFD) provides fire protection and emergency medical response to Enterprise.

Enterprise: Existing Clark County Fire Stations

Station Number	Location
11	5150 Las Vegas Boulevard South
21	5015 W. Oquendo Road
24	7525 Dean Martin Drive
29	7530 E. Paradise Road
34	8675 W. Oquendo Road
38	1755 Silver Hawk Avenue
65	3825 W. Starr Avenue
66	7929 Mountains Edge Parkway

Fire Station 13 only responds to McCarran International Airport calls. Also, the City of Henderson has one station in the proximity of Enterprise. Henderson 89 is located at 891 Coronado Center Drive. There are four proposed fire stations to be built in Enterprise: Fire Stations 30, 37, 39, and 60.

Police. The agency responsible for providing police protection in Enterprise is the Las Vegas Metropolitan Police Department (Metro). Metro was formed by the Legislature in 1972 by merging the Clark County Sheriff's Office and the Las Vegas Police Department. Both Clark County and the City of Las Vegas are responsible for funding Metro.

Recreation and Open Space

Clark County park statistics are separated into four Valley quadrants as well as towns. Enterprise is in the southwest quadrant. Clark County has a goal of 2.5 acres of park land per 1,000 residents for parks in the urban area. This equates to Enterprise requiring approximately 353 acres of parks in 2014.

Level of Service. Clark County has level of service standards for each facility type. These standards help in the determination of which facilities and locations are most in need of construction and remodeling. The southwest quadrant level of service is 1.4 acres of park area per 1,000 residents. Additionally, the 2014 Enterprise level of service is 0.8 acres of park area per 1,000 residents, accounting for 15 parks with 139 developed acres. Details of existing Enterprise parks and facilities are listed in the table below.

Private Recreation Facilities. There are private parks, common areas and leisure facilities in Enterprise. These include private parks, swimming pools and golf courses. There is no current information regarding the number and acreage of private parks and swimming pools. Private parks and leisure facilities are not included in the level of service for parks and recreation facilities for Clark County. There are private golf courses in Southern Highlands located within Enterprise and Rhodes Ranch, which is northwest of Enterprise.

Enterprise: Existing Parks

Park	Year	Location	Acres	Available Facilities
Doc Johnson Rose Garden Park	2007	Somerset Hills/Southern Highlands	2	open turf, picnic areas, playground, rose gardens
Exploration Peak Park	2007	Buffalo/Gomer	24	picnic areas, playground, splash pad, walking paths, hiking trail, horseshoes, open turf, volleyball, swings, festival area
Goett Family Park	2002	Starr Hills/ Southern Highlands	4	basketball court, playground, splash pad, walking path, open turf, picnic area
Inzalaco Park	2004	Shinnecock Hills /Salernes	5	playground, walking path, open turf, picnic area
Jimmy Pettyjohn Park	2005	Southern Highlands/ Valley View	2	playground, swings, open turf areas, picnic area, walking path
Mountains Edge Regional Park	2014	Mountains Edge Pkwy/Buffalo	19	soccer fields, basketball court, outdoor fitness equipment, walking path, playground, picnic areas, bike town, sports wall, garden
Nevada Trails Park	2003	Montessouri /Mardon	10	fitness equipment, playground, basketball court, tennis courts, walking path, open turf, picnic areas
Nathaniel Jones Park	2012	Mountains Edge Pkwy/El Capitan	13	basketball courts, playground, splash pad, open turf, picnic areas, waking path
Silverado Ranch Park	2001	Silverado Ranch /Gilespie	22	playground, basketball courts, little league fields, softball field, dog park, horseshoes, skate park, walking paths, picnic areas, open turf
Silvestri Middle School Park	1999	Silverado Ranch /Jack Leavitt	8	softball fields, basketball, open turf (no restroom)
Somerset Hills Park	2005	Somerset Hills/ Valencia Hills	6	playground, splash pad, tennis courts, walking path, open space, picnic area
Southern Highlands Dog Park	2007	Cactus/Jones	1	dog runs, open turf, pavilions (no restroom)
Stonewater Park	2004	Stonewater/ Goett Golf	7	walking path, open turf areas, picnic area (no restroom)
Western Trails Park	2005	Warm Springs/ Cameron	6	playground, horseshoes, open turf, walking path, picnic areas, fire pit, swings
Western Trails Equestrian Park	2008	Warm Springs/ Cameron	10	riding arena, dressage arena, round pens, equestrian riding trails
Total Developed Park Acreage			**139**	

Schools

There are 20 elementary schools, eight middle schools, and six high schools that service Enterprise. See table below for more details. The Clark County School District (CCSD) has also either purchased or reserved future school sites based on land use, zoning and projected population estimates and densities. Other future school sites are included on the Planned Land Use Map for Enterprise.

Enterprise: Existing Schools

Elementary Schools			
Name	Location	Name	Location
Alamo	Eldorado & Torrey Pines	Hummel	Cimarron & Le Baron
Bass	Rancho Destino & Cactus	Jydstrup	Reno & Duneville
Beatty	Bermuda & Pebble	Reedom	Cimarron & Pyle
Cartwright	Maryland & Silverado Ranch	Ries	Lindell & Le Baron
M. Earl	Reno & Torrey Pines	Schorr	Placid & Starr
Fine	Cougar & Torrey Pines	Steele	Mann & Eldorado
Forbuss	Grand Canyon & Ford	Stuckey	Chartan & Star Hills
Frias	Jones & Starr	G. Ward	Hacienda & Tamarus
Gehring	Maryland & Silverado Ranch	Wiener, Jr.	Eldorado & Bermuda
Hill	Eldorado & Bermuda	Wright	Silverado Ranch & Tomsik
Middle Schools			
Name	Location	Name	Location
Canarelli	Windmill & Torrey Pines	Schofield	Wigwam & Spencer
Cannon	Euclid & Oquendo	Silvestri	Maryland & Silverado Ranch
Faiss	Fort Apache & Arby	Tarkanian	Lindell & Pyle
Sawyer	Rainbow & Hacienda	Webb	McCullough Hills & Reunion
High Schools			
Name	Location	Name	Location
Del Sol	Patrick & McLeod	Liberty	Bermuda & Chartan
Desert Oasis	Rainbow & Cactus	Sierra Vista	Cimarron & Robindale
Durango	Rainbow & Hacienda	Silverado	Pebble & Spencer

Transportation

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

The right-of-way width and functional class for the Freeway, Arterial and Collectors in Enterprise are consistent with the adopted Clark County Transportation Element and Clark County Public Works Design Criteria. All Capital Improvement Projects (CIP's) are planned, designed, and constructed by Clark County Public Works.

There are three regional roads and one railroad line within Enterprise. Interstate 15 is the primary north/south route. State Route 160 and Interstate 215 serve as the major east/west routes.

Transit. The Regional Transportation Commision (RTC) is currently involved in the process of developing a Long Range Transit Plan. The purpose of this plan is to analyze and prioritize practical transit alternatives and identify future transit corridors. This long-range plan may ultimately have an effect on some of the arterial systems within Enterprise.

Utilities

Electric. NV Energy (formerly Nevada Power) provides electricity to Enterprise through a series of major and minor service lines. NV Energy can supply existing and future development through their expanding system. There are no constraints on land use associated with electrical facilities in Enterprise at this time, other than incompatible uses directly adjacent to major facilities. NV Energy is a private utility company regulated by the State of Nevada. Services to new developments are determined by agreements between NV Energy and individual developers.

Natural Gas. Southwest Gas (SWG) provides natural gas service to Enterprise through a series of major and minor service lines. SWG can supply existing and future development through their expanding system. The CalNev Pipeline Company also operates a pipeline in Enterprise. There are no constraints on land use associated with natural gas facilities in Enterprise at this time, other than incompatible uses directly adjacent to major facilities. Southwest Gas is a private utility company regulated by the State of Nevada. Services to new developments are determined by agreements between Southwest Gas and individual developers.

Water and Wastewater

Municipal Water. The Las Vegas Valley Water District (LVVWD) provides water to Enterprise through a series of service lines, reservoirs, and pressure zones. The water district can supply existing and future development through their expanding system. In most instances, service line expansion is co-terminus with development. There are some service constraints on land use associated with the water supply facilities in Enterprise at this time. Some of Enterprise is undeveloped resulting in large areas of Enterprise being unserviceable for potable water at this time. Developers have the responsibility for adequate water services to new development.

Enterprise is within the Colorado River Basin. This basin is divided into 27 hydrographic areas. The applicable hydrographic area for Enterprise is the Las Vegas Valley (Basin 212).

Community and Private Wells. There are two community public water systems in Enterprise. Both are located south of St. Rose Parkway and east of Interstate 15. The Wellhead Protection Report for the Clark County Comprehensive Plan discourages certain uses within 3,000 feet of these wellheads to reduce potential contamination of the water supply. Some areas of Enterprise developed before public water service. These areas have private wells.

Water Reclamation. The Clark County Water Reclamation District (CCWRD) provides sanitary sewer service. The main facility is located at the east end of Flamingo Road. An ancillary facility is located at Desert Breeze Park near Flamingo Road and Durango Avenue. The Desert Breeze Water Resource Center is a joint project between CCWRD and the LVVWD. This facility supplies non-potable reclaimed water to golf courses and green belt areas for use in lieu of potable water. The remaining waste material from this center is then transported to the main facility at Flamingo Road through the regular sanitary sewer line for final processing.

Septic systems. Established neighborhoods in Enterprise that operate on individual sewage disposal systems (septic systems) are regulated by the Southern Nevada Health District (SNHD).

Solid Waste

All communities in Enterprise have curbside pick-up provided by Republic Services which is under contract to Clark County. The refuse is then taken to the APEX Regional Waste Management Center located in the Northeast County.

All solid waste in Enterprise goes to the Apex Landfill located northeast of the Las Vegas Valley. There is a Transfer Station, located approximately 1.5 miles south of Enterprise, just west of the Sloan Exit from Interstate 15. There are no Convenience Centers or Landfills located in Enterprise.

Historical Sites and Places of Interest

Currently, there is one significant historic site located in Enterprise. The Arden Historic District has been designated an Area of Critical Environmental Concern (ACEC) by the Bureau of Land Management (BLM) in their "Las Vegas Resource Management Plan and Final Environmental Impact Statement." This area has been set aside for future study of the old Arden railroad construction encampment site. Section 202(c)(3) of the Federal Land Policy and Management Act of 1976 directs BLM to give priority to designation and protection of areas of critical environmental concern. These areas contain significant physical, cultural, or biological values that are more than locally significant and warrant special management attention to prevent their degradation or loss.

State and Federal Facilities

U.S. Department of Commerce. A United States Department of Commerce weather station is located at Dean Martin Drive and Mesa Verde Lane on Department of Aviation (DoA) property.

Nevada Highway Patrol. The Nevada Highway Patrol (NHP) Southern Command is located at 4615 West Sunset Road. The 1949 Nevada Legislature created the NHP by consolidating the Nevada State Police, Inspectors from the Nevada Public Service Commission and several Inspectors from the Nevada Department of Taxation. On July 1, 1949, the Nevada Highway Patrol Division was created within the Nevada Public Service Commission. These officers were directed to act as field agents and inspectors in the enforcement of the State laws as they pertained to Nevada highways. Today the duties range from enforcing the laws on the highways to operating the State's criminal history repository.

Military. The National Guard Readiness Center is located at the northwest corner of Silverado Ranch Boulevard and Arville Street. Per state law, any land use request within 3,000 feet of this facility will be forwarded to the unit commander for comment.

Laughlin

Natural and Manmade Hazards

Water-Related Hazards

Floodplains. There are several floodplains located within the Laughlin planning area ("Laughlin).

Flood Control and Drainage. The Clark County Regional Flood Control District (CCRFCD) updated their master plan for Laughlin and the Clark County outlying areas in 2019. Laughlin is impacted by four major wash courses which originate in the Newberry Mountains. Control for three of the drainage improvements projects has been mitigated by CCRFD: Hiko Springs, Unnamed Wash and Dripping Springs. The remaining drainage control needed is for Bridge Canyon Wash and its alluvial fan surfaces. Bridge Canyon Wash impacts the BLM disposal lands and Mohave Generating Station lands.

The 1998 Master Plan prescribed flood control measures that would impact the future BLM disposal land development. The BLM disposal lands were studied to provide drainage mitigation for private development of the parcels. A combination of detentions and conveyance structures designed to detain 100-year stream flows long enough to reduce down-stream flows are planned, thus reducing the need for additional downstream flows channel improvements. The selected drainage control prescribes a detention basin at the apex of the Bridge Canyon Fan with an outfall to the Hiko Springs Wash Detention Basin and collector facilities for flows downstream of the Bridge Canyon Fan apex. This additional flow, conveyed to Hiko Springs Wash Detention Basin, will require a minor expansion to the detention basin. This alternative also includes a detention basin at the intersection of Bruce Woodbury Drive and Thomas Edison Road. This selected alternative provides the needed flood protection for Bridge Canyon Wash and does not hinder potential development of the Bridge Canyon Fan.

The Ten-Year Construction Program issued in June 2021 shows that Bridge Canyon Detention Basin and Bridge Canyon Outfall is programmed for design in FY 2023/24, and construction funding is programmed in FY 2024/25. The Hiko Detention Basin Expansion is programmed for FY 2024/25.

The CCRFCD has adopted Uniform Regulations for the control of drainage. These regulations include land development policies and construction procedures pertaining to drainage. The agency responsible for enforcing these regulations in Laughlin is the CCPW.

Although a factor, drainage is not a primary concern when determining land use. Both the CCRFCD's existing and planned improvements and CCPW guidelines allow

for land in Laughlin to be developed in and around flood zones. It is important to note that any new drainage mitigation must be coordinated with the CCRFCD in addition to other Clark County permitting agencies.

Land-Related Hazards

Soils. The U.S. Department of Agriculture survey identifies potential and limitation of soil types. Soils within the Laughlin area are primarily erosion remnants (sand, silt, etc.) from the surrounding mountains that have been deposited by flowing water to form alluvial fans. The Clark County Department of Building and Fire Prevention (CCBFP) requires on-site soil analysis of proposed developments in order to provide site-specific information not found in Soil Survey maps.

Overall, the soil types discovered in Laughlin have not adversely affected development. General engineering practice has shown that shrink/swell (expansive) soils, such as clay-based soils, usually require special design considerations. Formal government studies to determine soil shrink/swell potential in Laughlin have not been conducted. Normal practice is that specific project engineering will determine the soil types(s) and necessary construction design. Fortunately, site-specific geotechnical studies to date have not shown high solubility and high shrink/swell soils (clay-based/expansive soils) to be a general consideration within Laughlin. A low shrink/swell potential is a good soil characteristic for construction because soil movement resulting from water in clay soil can damage foundations. Some drainage areas may have a high shrink/swell clay soil, but specific locations have not yet been identified.

One soil unit predominates the developed areas of Laughlin. It is the Carrizo-Gunsight Family association. These soils are located mainly on smooth alluvial fans and in drainage channels. These soils are very deep and well drained and are quite suitable for dwellings and small commercial developments. This soil has light limitations for septic tank absorption fields and is a fair source of landfill cover material. It is also a fair source of gravel but is a poor source of topsoil. Its corrosivity is moderate for steel and low for concrete.

The rest of Laughlin is represented by a variety of soil associations. In general, these associations can be said to be poor sources of gravel. They have a moderate corrosivity to concrete and are highly corrosive to steel. They are poor for development of sewage lagoons because of seepage. Many of these soil associations are poor for construction of dwellings with the exception of the Gilman-McClellan-Coachella and the Whitlock-McCullough-Skyhaven series, which are well suited for this purpose.

Faults. At this time, the identification of faults within Laughlin has yet to be determined. The Federal Housing Administration (FHA) requires engineering studies and the development of possible mitigation measures for residential projects requesting federally insured mortgages and locating within 500 feet of a fault.

Slopes. Development is constrained in portions of north and central Laughlin by slopes of 12 percent or greater. Generally, public roads exceeding 12 percent are not approved based on inaccessibility of public services such as garbage pick-up and fire service.

Infrastructure and Services

Libraries

The Las Vegas-Clark County Library District (LVCCLD) serves Laughlin. The Laughlin Library is 15,000 square feet in size and has over 40,000 volumes. The facility also has a large meeting room, small conference room and a gallery.

The provision for library services does not restrict the growth or land uses in Laughlin, nor are libraries required as part of the Clark County's Public Facilities Needs Assessment process because the Board of County Commissioners (BCC) do not have vested authority to bind these public agencies by the terms prescribed in a development agreement. However, population growth will lead to higher circulation numbers for the existing system. If extensive population growth occurs, more facilities may be needed to keep up with the level of service adopted by the LVCCLD.

Public Safety

Fire Protection and Emergency Medical Services. The Clark County Fire Department (CCFD) provides fire protection and emergency medical response to Laughlin. The CCFD currently has two fire stations, Fire Stations 76 and 85 provide service to the area. These stations are physically located in the town in order to provide a five-minute or less response time to a given area.

Law Enforcement. The agency responsible for providing police protection in Laughlin is the Las Vegas Metropolitan Police Department (Metro). In Laughlin, Metro is funded by Clark County, through the Laughlin Town Manager's Office.

Recreation and Open Space

Level of Service. Clark County has level of service standards for each park facility type. These standards help in the determination of which facilities and locations are most in need of construction, remodeling, and funding. The 2016 level of service for park land in Laughlin is 4.19 acres of park land per 1,000 residents, well above the 2.5 acres goal. Details of the three existing Laughlin parks and other recreation facilities are described below and listed in the table on the next page.

Public Park Facilities. Clark County provides a diverse system of public parks, trails, and open space facilities in Laughlin. The County has a goal of 2.5 acres of park land per 1,000 residents for Laughlin. Therefore, as of the last population count, Laughlin's population would necessitate a minimum of 23.7 acres of parks. Laughlin currently exceeds that standard and residents enjoy 40 acres of developed park land. There are three County parks in Laughlin:

- **Mountain View Park.** This 20-acre park was originally constructed in 1995. Initially this park included the Spirit Mountain Community Activity Center, open turf, one lighted softball field, two lighted tennis courts, one basketball court, two sand volleyball courts, splash pad, picnic pavilions, horseshoe pits, playgrounds, and a walking/jogging trail. A second lighted softball field and public restrooms were added in 1997. Additionally, more horseshoes were added in 2005, a skate park in 2007, and a dog park in 2011. The Spirit Mountain Center facility houses Boys-Girls Club and Senior facilities.
- **Laughlin Aquatic Center.** This facility includes a seasonal pool and water park amenities.
- **Pyramid Canyon Day Use Area.** This facility was constructed near Davis Dam in 2012 as part of the Colorado River Heritage Greenway Parks and Trails Project. Amenities include playgrounds, picnic pavilions, splash pad, restroom, open turf, and walking trails that serve as a trailhead into the Colorado River Heritage Greenway Trails.

Other Recreation Facilities. Big Bend of the Colorado State Park is located on the south end of the populated area of Laughlin along the shores of the Colorado River. The park offers dramatic views of the river, surrounding mountains, and includes activities such as picnicking, boating, nature study, fishing, and swimming

Another state recreation area in Laughlin is the State of Nevada's, Fisherman's Access. Located on Casino Drive along the Colorado River just south of the Laughlin Bridge, this area offers a green, grassy river walk area, picnicking, public boat launch ramp, parking, and restrooms.

Trails. In 1998, Reclamation and National Park Service partnered with Clark County to develop Davis Dam Recreation Lands. After public outreach was conducted, and facilities and environmental assessments were obtained the Southern Nevada Public Lands Management Act (SNPLMA) grant funding was awarded ($32 million) to design and construct the Colorado River Heritage Greenway Park and Trails (aka "North Reach"). The North Reach project includes four developed trailheads connected by nine miles of multi-use desert and river front trails for bicyclists, pedestrians and equestrian riders that links the existing Laughlin Riverwalk, across a signature pedestrian overpass, to the Davis Dam area. Facilities include developed restrooms and trailheads, picnic sites, shade shelters, fishing piers, and a highway pedestrian bridge overpass and underpass providing access to the Colorado River. Visitors of all abilities can enjoy the trails and accessible fishing areas. The North Reach is part of the plans for a regional master plan that will also include a new, Audubon Signature, desert style golf course

Laughlin: Existing Parks

Park Facility	Year	Location	Acres	Facilities Offered
Laughlin Aquatic Center	2004	James A. Bilbray Parkway & Needles Highway	3.7	Seasonal Pool and Water Park
Mountain View Park	1995 and 1997	Arie Ave & Needles Highway	20.0	Includes the Spirit Mountain Community Activity Center, as well as playgrounds, swings, horseshoe pits, lighted basketball court, lighted tennis courts, picnic pavilions, sand volleyball courts, skateboard park, softball fields, splash pad, dog park, restroom, and walking path with fitness stations.
Pyramid Canyon Day Use Area	2012	Pyramid Canyon Drive	16.0	The Pyramid Canyon Day Use Area is part of the Colorado River Heritage Greenway Park and Trails and includes playgrounds, picnic pavilions, splash pad, restroom, open turf, and walking trails which tie into the Heritage Greenway Trails.
Total Developed Park Acreage			**39.7**	

preserve and the proposed 320-acre Laughlin Community Park under its umbrella. The Town's recreation vision is a diverse, multi-use trail system and a river walk (The Laughlin Riverwalk) extending from Davis Dam to the Fort Mojave Indian Reservation lands and connecting to Arizona. The North Reach project was created through a long-time partnership between the US Bureau of Reclamation, the National Parks Service and Clark County. Support from the Laughlin Chamber of Commerce, the Las Vegas Convention and Visitor's Authority, and Laughlin resort hotels were also instrumental in the process. A primary trail system of multi-use and equestrian trails includes a river walk trail, a network of equestrian trails and local and regional trails that will interconnect as growth occurs in the future.

The Clark County Trails Program facilitates the development of recreational trail systems in urban and rural areas of the County to provide recreational opportunities, alternative off-street transportation options, and access from urban areas to federal lands for residents and visitors to Clark County.

Schools

Clark County School District (CCSD) provides two public schools in Laughlin. Grades six to twelve are delivered by Laughlin Jr/Sr High School, which serves 384 students. The William G. Bennett Elementary serves 387 students and covers pre-kindergarten to fifth grade.

Transportation

Surface Transportation. Laughlin has a surface transportation network that is generally consistent with a series of Arterial, Collector and Local streets following the square mile grid pattern. Arterial streets vary in right-of-way width from 100 to 120 feet, collectors are typically 80 feet, and local streets anything less than 80 feet. Arterials and Collectors provide higher traffic capacity than local streets and are more appropriate locations for intense land uses. Traffic is distributed throughout the network.

Laughlin's physical characteristics have influenced the development of its street network. All of the town's development is in an area west of the Colorado River between the Lake Mead National Recreation Area and the Big Bend of the Colorado River.

Casino Drive parallels the river and provides access into the casino area from the north and south. The Laughlin Bridge crosses the Colorado River just north of the intersection of Casino Drive and Laughlin Civic Drive, providing access from Bullhead City and Kingman, Arizona, and other points to the east. The Nevada/Arizona state line bisects the Colorado River with Nevada State Route 163 beginning at the Laughlin Bridge connecting to Arizona and traversing the Northern part of Laughlin until intersecting with U.S. Highway 95. Interstate 40 and U.S. Highway 93 traverse Kingman, and link to the Laughlin Bridge by way of Arizona, State Route 168.

A portion of Needles Highway serves as an arterial that provides Laughlin residents and local businesses with a north-south traffic route through the "town center" as an alternate to the Casino Drive resort corridor. Additionally, Needles Highway is the main arterial providing approximately four million visitors access to Casino Drive and will serve as the link to the majority of future development in Laughlin. It joins with Needles, California, and Interstate 40 to the south and to State Route 163/U.S. Highway 95 to Las Vegas to the northwest.

Visitors traveling to Laughlin from Las Vegas drive U.S. Highway 93/95 through Searchlight and Cal-Nev-Ari, Nevada, to the State Route 163 junction eastbound to Casino Drive.

Air Transportation. Presently, the Laughlin/Bullhead International Airport, located in Bullhead City, Arizona, provides commercial charter flights in and out of the airport.

River Taxis. Privately-owned river taxis are a part of the transportation services offered in Laughlin. Some of the resort hotels have remote parking lots that are located across the Colorado River in Bullhead City. River taxis provide a practical means for tying these remote parking areas to the hotel/casinos. They also provide river travel along the resort corridor, with the hotel/casinos offering dock service, thus reducing the number of automobiles on the local street network.

Transit. The Southern Nevada Transit Coalition (SNTC) operates the Silver Rider service, which provides both fixed-route and demand-response services in several rural communities, including Laughlin. The fixed-route buses operating in Laughlin run 18-24 hours per day, seven days a week. The routes provide hourly connections between the hotel/casinos, residential neighborhoods, and other activity centers in Laughlin. Rider service is open to the general public, and standard fares are collected. Laughlin's Silver Rider routes accommodate more than 41,000 one-way trips per month. Over 90 percent of the passengers' trips are work-related.

Utilities

Electric Service. NV Energy provides electricity to Laughlin through a series of major and minor service lines. NV Energy has the ability to supply existing and future development through their expanding system.

There are no constraints on land use associated with electrical facilities in Laughlin at this time. Electricity is provided on a demand/request basis; meaning when a new development is approved NV Energy is notified of the intended development for their planning purposes. Any planned land uses should be compatible when/if they are directly adjacent to major facilities. NV Energy is a private utility company regulated by the State of Nevada. Services to new developments are determined by agreements between NV Energy and individual developers.

Davis Dam. Completed in 1953, Davis Dam and its reservoir Lake Mohave provide regulation of the Colorado River and hydro-electric energy; contribute to flood control, and storage of irrigation and municipal water supplies; and provide recreational and environmental benefits.

The primary purpose of Davis Dam is to re-regulate Hoover Dam releases to meet downstream needs, including the annual delivery of 1.5 million acre-feet of water to Mexico. This is in accordance with a 1944 water treaty with Mexico. The reservoir formed by the dam, Lake Mohave, is used for that purpose through integrated operations of Hoover Dam and Davis Dam power plants.

Located on the Arizona side of the river, the Davis Dam Power plant adds substantially to the Colorado River hydroelectric energy pool by generating 1 to 2 billion kilowatt-hours annually. This energy is distributed throughout the Southwest through a federal power distribution system operated by the Western Area Power Administration. The total system consists of 2,100 miles of high-voltage transmission lines serving 43 power substations in Arizona, Nevada, and California which supplies power to a number of utilities and other entities in this area.

Lake Mohave, behind Davis Dam, is part of LMNRA administered by the NPS. The area around the lake and along the Colorado River below Davis Dam provides a multitude of recreational opportunities, including fishing, boating, swimming, water skiing, camping, picnicking, exploring, photography, and other outdoor pursuits.

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

There are no constraints on land use associated with natural gas facilities in Laughlin at this time. Natural gas is provided on a demand/request basis; meaning when a new development is approved SWG is notified of the intended development for their planning purposes. Presently, the SWG Division serving Laughlin is located in Bullhead City, Arizona. Should a natural gas facility locate in Laughlin in the future, any planned land uses should be directly adjacent to major facilities that are not in proximity of residential or tourist planned facilities. SWG is a private utility company regulated by the State of Nevada. Services to new developments are determined by agreements between SWG and individual developers.

Water and Wastewater

The creation of the Big Bend Water District (BBWD) in 1983 and the Laughlin Water Reclamation Facilities in 1984 were the results of the need to stay ahead of the rapid growth. The facilities were designed to supply services to a much larger population than the approximate 9,200 people served today.

Water Service. The Big Bend Water District (BBWD) provides potable water service to the Town of Laughlin. In 2008, the Las Vegas Valley Water District (LVVWD) was designated to serve as agent for the BBWD by the Big Bend Board of Trustees. LVVWD operates and maintains BBWD facilities.

The BBWD was originally allocated 10,000 acre-feet per year by the Colorado River Commission. In March 1992, BBWD obtained 3,202 additional acre-feet of water per year (AFY) from the Southern Nevada Water Authority (SNWA) along with the addition of 2,000-acre feet of return flow credits from SNWA bringing the total to approximately 15,000 acre-feet. The Big Bend plant reports that the current capacity of approximately 15 million gallons per day (MGD) is expandable to 30 MGD.

The existing water zone coverage does not provide service to most of the undeveloped areas in Laughlin.

Reuse water is recommended when planning for areas of turf irrigation. The reuse water presently available is 2829 acre-feet. In accordance with Bureau of Reclamation policy, the Water Authority receives credit to withdraw one acre-foot of water from the Colorado for every acre-foot of Colorado River water that was treated and returned. As a result, additional local reuse does not currently enlarge the Water Authority's resource portfolio. It is, however, environmentally responsible by reducing the infrastructure and energy required to move water and wastewater.

Some areas of Laughlin developed before water service was available and installed private wells to provide water. Wells are regulated by the State Engineer and the Southern Nevada Health District (SNHD). The first contact to make when planning for water service should be to the BBWD to determine hook-up availability. If water service is not available through BBWD, contact the Nevada Department of Conservation and Natural Resources and the SNHD.

Sewer Service. The Clark County Water Reclamation District (CCWRD) provides the primary sanitary sewer service to Laughlin through a series of collection lines, lift stations and treatment plants. The CCWRD has the ability to supply existing and future development through their expanding system.

Their main facility is located on the north side of Bruce Woodbury Drive just west of Thomas Edison Drive. The current capacity of the Laughlin Water Reclamation Facility is eight MGD.

Any constraints on land use associated with sanitary sewer facilities in Laughlin at this time, are relative to the cost of additional sewer line expansion for future pipeline connections. All future land use alternatives will generate additional need for sanitary sewer capacity. Infrastructure

installation and maintenance costs are generally less expensive per capita for higher intensity development when compared with lower intensity development. On alignments where additional growth is anticipated, the CCWRD has a mainline extension policy that allows the District to participate with developers in a financial arrangement to install oversized sewer lines capable of serving future development. Property owners have the responsibility to connect new development to the existing system.

Septic Systems. Any property that operates on septic systems is regulated by the State of Nevada and SNHD. Currently the Laughlin Landfill and approximately five other private sites have active septic systems. The main concentrations of these active systems are near the Republic Silver State Disposal transfer center site within the industrial area north of the Fort Mohave Reservation and east of Needles Highway. In June 1968, a moratorium was established limiting new septic systems in Laughlin. At this point in time, that regulation is still active.

Solid Waste

Laughlin has curbside pick-up of solid waste and recyclable materials provided by Republic Services which is under contract to Clark County. All solid waste in Laughlin goes to a site called the Laughlin Landfill. This local solid waste landfill is operated by Republic Silver State located just west of Needles Highway and south of State Route 163.

Historical Sites and Places of Interest

Grapevine Canyon Petroglyphs. The canyon is about one driving hour south of Boulder City on US 95, and a few miles north of Laughlin in the LMNRA. The location is off of State Route 163 on a dirt road that leads through Christmas Tree Pass near the base of Spirit Mountain. Park Rangers offer guided hikes to the ancient petroglyphs and to the seasonal stream in the Grapevine Canyon. It was registered as a National Historic Place on December 15, 1984.

Spirit Mountain (Dead Mountain and Mt. Newberry). This National Historic Place was registered on September 8, 1999 and is also listed as a Traditional Cultural Property because of its significance to the Yuman tribes which include Mohave, Hualapai, Yavapai, Havasupai, Quechan, Pai pai and Maricopa. They believe the mountain (called Avikwame by the Mohave people and Wikame by the Hualapai) is the spiritual birthplace of the tribes. Spirit Mountain is the highest peak in the Newberry Mountains at an elevation of 5,639 feet above sea level. Grapevine Canyon, another National Historic Place, lies to the south of Spirit Mountain.

Nevada Historical Marker 104 – The Camel Corp. Located along State Route 163 outside of Laughlin a historical marker commemorates the Camel Corp's interesting episode in American history. As America expanded westward in the middle of the 19th century, the majority of the land encountered was arid, rocky and unforgiving. Transporting supplies to Army posts was nearly impossible using horses and mules that could only carry relatively small loads and could travel only short distances without food and water. Jefferson Davis, the Secretary of War, thought that camels would be a perfect solution to these challenges presented by the "Great American Desert." They could carry loads up to four times heavier than horses or mules, could subsist on little water and feed and were used to the dry, hot conditions. With $30,000 appropriated by the 33rd Congress, Army Major Henry C. Wayne and Navy Lieutenant D. D. Porter were dispatched to the Mediterranean to purchase camels and bring them back to the United States for military use. After two separate trips, they ended up with a total of 77 camels based at Camp Verde, Texas. For awhile, no one was sure how to put the camels to the best use. Their smell frightened the horses and many of the soldiers were afraid of the large, unusual animals.

In 1857, Lt. Edward F. Beale was charged with the task of establishing a wagon route from Fort Defiance, New Mexico to San Francisco along the 35th parallel. As a part of this project, he was ordered to make use of 25 of the camels. Along with the camels came two camel drivers – "Greek" George Allen and Syrian Hadji Ali, whose name was "Americanized" to Hi Jolly. Although the camels proved to be extremely useful, the Camel Corps was quickly forgotten as the Civil War began. Beale continued to use the camels in his work as the Surveyor General of California and Nevada. By 1865 all of the remaining camels owned by the government that had not been sold to zoos, circuses and mining companies were set free in the desert. For years afterwards, camel sightings were reported throughout the southwest.

Nevada Historical Marker 140 – Old Spanish Trail (The Garces Expedition). At the junction of U.S. Highway 95 and State Route 163 is a historical marker in commemoration of this expedition event. Seeking to open a land route between Tucson and California, Fray Francisco Garces was the first European to enter Nevada. By the end of February 1776, he had reached the Mohave Villages located a few miles southeast of this location on the Arizona bank of the Colorado River. The Franciscan father traveled alone in areas never before seen by a white man. Relying on Native American guides, he walked from village to village. The Mohaves agreed to lead him to the coast along a trail used for trade purposes. On March 4, 1776, accompanied by four natives, Garces crossed the Colorado River and reached the San Gabriel (California) Mission 20 days later. His route followed a much older prehistoric trail used to bring shells and other trade goods to the tribes of the mountain and desert West.

Nevada Historical Marker 188 – Von Schmidt State Boundary Monument. The Von Schmidt State Boundary

Monument is located 17 miles north of Needles, California, on River Road along the Colorado River. This marker commemorates the iron column erected in 1873 at the southernmost tip of the boundary line. That line was run by Alexey W. Von Schmidt, United States astronomer and surveyor. The iron obelisk mentions Nevada, California, and Oregon which is noted as 612 miles away at the other endpoint. The line dividing Nevada and California was based on preliminary geodetic work by Lieutenant Joseph Christmas Ives. Lt. Ives determined the Colorado River end of the proposed oblique California-Nevada boundary. Von Schmidt calculated and ran the first complete survey of the boundary. His solar observations erred slightly – the actual line is about ¾ mile away.

Davis Dam Post Office and Davis Camp. Just downstream from Davis Dam was Davis Camp on the Arizona and Nevada sides of the Colorado River. The Arizona side of Davis Camp was the former federal housing area for the government workers who built Davis Dam. It literally was Bullhead City back in the 1940's. In its heyday, over 100 homes were located at Davis Camp along with a grocery store, gas station, post office, recreation center, swimming pool, two churches, and various service buildings, most of which no longer exist. The buildings that remain from the Davis Camp era are much like the way they were some 50 years ago.

Directly across the river in Nevada was another Davis Camp community that housed the contractor's camp. In 1982, the Bureau of Reclamation declared the Davis Camp area surplus. The Davis Camp community and construction camp were no longer necessary, and they disbanded. The post office that was established on May 1, 1947 was transferred to Mohave County, Arizona on December 1, 1950.

Davis Camp in Arizona is a now a Mohave County Park (with the same name) that houses Inscription Rock. The previous location of the Davis Dam construction camp in Nevada will soon be a developed trail that extends the Laughlin Riverwalk portion of the Laughlin Heritage Greenway Trail to the "North Reach" developed day-use area on Davis Dam Recreation lands.

Hardyville (Hardy's Ferry). Hardyville (what is now known as Bullhead City, Arizona) was founded in 1864 by William Harrison Hardy. While most of the town of Hardyville was in Arizona, there was a Nevada community as well. This became a major supply center and river port for ferries along the Colorado River and in 1864, Hardyville became the first County Seat for Mohave County in the Arizona Territory. William Harrison Hardy is also credited with the invention of the riveted mail sack. The railroad crossing in nearby Needles, California, doomed the success of the town. Some unmarked graves on a hillside within Bullhead City are all that remains of the original Hardyville site.

Kerwin Camp. A mining camp was established in 1910 associated with a group of claims located by William Kerwin. This camp is located southeast of the US 95 and SR163 intersection in the northwestern portion of Laughlin.

Habitat Conservation

Many federal and state agencies follow environmental laws and policies. In 1995, Clark County moved forward with the development of a Multiple Species Habitat Conservation Plan (MSHCP). Clark County, as Plan Administrator and on behalf of fellow permittees, the cities of Las Vegas, Henderson, North Las Vegas, Boulder City, Mesquite, and the Nevada Department of Transportation (NDOT), is responsible for compliance with the federal Endangered Species Act, compliance with a Section 10(a)(1)(B) incidental take permit (ITP), and for implementing the MSHCP. The MSHCP's 10(a)(1)(B) ITP covers all non-Federal (private, municipal, State), lands within Clark County and NDOT activities within Clark, Nye, and Esmeralda Counties south of the 38th parallel and below 5,000 feet in elevation.

The ITP requires a mitigation fee. The Clark County MSHCP provides conservation for 78 species of plants and animals, including the desert tortoise and their habitats. The regulations for this mitigation are established in the Unified Development Code (Title 30, Sections 30.32 and 30.80). This fee is used to implement the MSHCP.

In 1994, the U.S. Fish and Wildlife Service designated almost the entire lower Colorado River as critical habitat for several endangered species of fish. Following that action, the states of Nevada, California and Arizona and their respective water, power and wildlife resource agencies met to discuss how to address impacts to the Colorado River resources. Agencies of the U.S. Department of Interior, including the Bureau of Reclamation, Bureau of Land Management (BLM), and Bureau of Indian Affairs, as well as representatives of Colorado River Native American tribes and wildlife conservation groups were asked to become participants, making this effort as broad-based as possible. The program that emerged from those discussions, under the direction of the State of Nevada, CRC, became known as the Lower Colorado River Multi-Species Conservation Program (LCRMSCP). In April 2005, an ITP for the LCRMSCP was issued.

Specific to Laughlin, there are multiple conservation, study, and management areas in the overall township. Within Laughlin, limited concerns have been identified during development processes; with most of the habitat issues occurring adjacent to the Colorado River.

Two issues need to be considered for the Laughlin Land Use Plan and for the development of lands in the southern part of the town. These issues are:

- The location and preservation of lands designated as Intensively Managed Areas (IMA) in the MSHCP focuses on illustrating the locations of these lands on land use maps and for planning to preserve these areas because they are either directly, or indirectly, related to requirements set forth in Clark County's incidental take permit. The southern boundary of the Paiute Eldorado Area of Critical Environmental Concern is near the Laughlin Township. The Lake Mead National Recreation Area (LMNRA) is adjacent to the future planning area for the BLM disposal lands and developing Laughlin Regional Park and Golf Course Preserve. Careful planning should be exercised to promote compatible development adjacent to these recreation area borders.
- A reminder of the implications for the development of additional disposal areas within the ITP acreage cap, totaling 145,000 acres.

University of Nevada, Reno, served as Science Advisor to the MSHCP. An analysis performed of known species occurrences in Laughlin identified the presence of five species of interest to the MSHCP program including the Desert Tortoise (*Gopherus agassizii*), Southwest Willow Flycatcher (*Empidonax traillii*) bird, Chalk Liveforever (*Dudleya pulverulenta*) plant, and two fish being the Bonytail Chub (*Gila elegans*) and the Razorback Sucker (*Xyrauchen texanus*). The Science Advisor has indicated that these occurrences were not of great cause for concern.

Lone Mountain

Natural and Manmade Hazards

Water-Related Hazards

The Regional Flood Control District has several drainage and detention facilities built or planned near the border of the Lone Mountain planning area ("Lone Mountain") and the Las Vegas Valley. These facilities protect urbanized areas of the valley from flood hazards.

Land-Related Hazards

Lone Mountain is primarily characterized by gently sloping terrain, with the exception of Lone Mountain itself. The elevation of the Lone Mountain peak is 3,342 feet. In county islands that are developable, the highest elevation is approximately 2,900 feet and the lowest is approximately 2,270 feet. There are a few county islands around the North Las Vegas Airport, that are not part of the Lone Mountain CACs area, but are included in the land use plan and the lowest elevation in that area is approximately 2,100 feet. There are a few areas with slopes greater than 12 percent but they are very limited.

Infrastructure and Services

Libraries

The Las Vegas-Clark County Library District (LVCCLD) serves Lone Mountain with three libraries in the general area. The Rainbow Library located at 3150 N. Buffalo Drive, on the southeast corner of Buffalo Drive and Cheyenne Avenue, has 25,000 square feet of space, an outdoor amphitheater which can seat 900, and free wireless internet access. The Summerlin Library, located at 1771 Inner Circle Drive in Las Vegas, has 40,195 square feet of total space, which includes a 291 seat, 13,000 square foot theater, meeting rooms, a conference room with 160 seats, study rooms, a children's story room, a gallery that displays six exhibits per year, and free wireless internet access. The Centennial Hills Library at 6711 N. Buffalo Drive has 45,555 square feet of space, free wireless internet access and a theater that seats approximately 300.

Public Safety

Fire Protection and Emergency Medical Services. The City of Las Vegas provides fire protection and emergency medical response to Lone Mountain through a reciprocal mutual aid agreement with Clark County. The City of Las Vegas currently has eight fire stations that provide service to Lone Mountain. Stations 3, 9, 41, 42, 43, 45, 48, and 103 are located in areas near Clark County islands. They are placed approximately 1.5 miles from each other to provide a five minute or less response time. As the City of

Las Vegas grows, there are proposals for nine additional stations in the general area.

Law Enforcement. The Las Vegas Metropolitan Police Department (Metro) provides police protection in Lone Mountain. It is patrolled by officers from the Northwest Area Command located at 9850 W. Cheyenne Avenue just west of Grand Canyon Drive.

Recreation and Open Space

Level of Service. Clark County has level of service standards for each facility type offered by the department. These standards help in the determination of which facilities and locations are most in need of construction, remodeling, and funding. The 2014 level of service for park land in the southwest quadrant is 1.4 acres/1,000 residents. Additionally, the 2014 level of service in Lone Mountain is 13.4 acre/1,000 residents, accounting for two parks with 161.5 developed acres. Details of existing Lone Mountain parks and facilities are listed in the table below.

Public Park Facilities. Clark County statistics for parks are separated into four Valley quadrants as well as towns. Lone Mountain is in the northwest quadrant. Clark County has a goal of 2.5 acres of park land per 1,000 residents for parks in the urban area. This equates to Lone Mountain requiring approximately 41 acres of parks in 2014.

There is a master plan for expanding the Lone Mountain Park and it will eventually include an aquatics center, Bocce courts, horseshoes, BMX tracks, interpretive centers, rose garden, disc golf course, dog runs, adventure recreation area and other features.

Private Recreation Facilities. There are numerous private parks, common areas and leisure facilities in Lone Mountain. These include private parks, swimming pools and golf courses. There is no current information regarding the number and acreage of private parks and swimming pools. Private parks and leisure facilities are not included in the level of service for parks and recreation facilities for Clark County.

City of Las Vegas Parks. Since Clark County jurisdiction in Lone Mountain is surrounded by the City of Las Vegas, there are a number of City of Las Vegas Park facilities that are utilized by all area residents. There are approximately 20 City of Las Vegas parks as well as the Northwest Senior Center, in or near the Lone Mountain area. In addition, there is a City of Las Vegas swimming pool complex operated by the YMCA at Durango and Gowan.

Red Rock Canyon National Conservation Area. The western area of Lone Mountain includes a portion of the Red Rock Canyon National Conservation Area (NCA). The Bureau of Land Management (BLM) is responsible for management of the Red Rock Canyon NCA. Red Rock Canyon is bordered by the Spring Mountains range on the west and the Las Vegas Valley to the east. Red Rock Canyon NCA includes a 13-mile Scenic Loop Drive, Visitor Center, campground, and a wide assortment of hiking trails. In October 1994, a federal bill expanded the NCA from 83,440 acres to 195,610 acres. This expanded the northern boundary of the NCA beyond Lee Canyon Road (State Route 156) on the west side of U.S. Highway 95.

The Clark County Shooting Complex is located just north of Lone Mountain at Decatur and Moccasin. Funding for the initial development of the Shooting Park was acquired through the Southern Nevada Public Lands Management Act (SNPLMA) process. A number of Shooting Complex facilities are planned for construction over the next few years.

Schools

Clark County School District (CCSD) serves Lone Mountain and surrounding county islands with six high schools, nine middle schools, and twenty-six elementary schools. CCSD has also either purchased or reserved future school sites based on land use, zoning and projected population estimates and densities. More school sites may be necessary due to changes in land use and population growth. Each school type has a different level of service and requires a certain functional land area.

Lone Mountain: Existing Parks

Park Facility	Year	Location	Acres	Facilities Offered
Lone Mountain Park	19__	Jensen/Red Coach	23	Baseball courts, playgrounds, picnic areas, hockey rink, tennis courts, children's discovery area, restrooms
Mountain Crest Park	19__	Durango/Red Coach	37.5	Disc golf course, playground, picnic areas, fitness course, horseshoes, spray pool, volleyball court, restrooms, community center
Desert Breeze Regional Park	19__	Spring Mountain/ Durango	161	Open space
Total Developed Park Acreage			**222**	

Lone Mountain: Existing Schools

Elementary Schools			
Name	Location	Name	Location
Dean L. Allen	8680 W. Hammer Lane	Ernest J. May	6350 W. Washburn
James H. Bilbray	9370 Brent Lane	J.T. McWilliams	1315 Hiawatha Rd.
Berkeley L. Bunker	6350 Peak Dr.	Joseph Neal	6651 W. Azure Dr.
Kay Carl	5625 Corbett St.	Thomas O'Roarke	8455 O'Hare Rd.
Paul E. Culley	1200 North Mallard	Doris Reed	2501 Winwood
Marshall Darnell	9480 W. Tropical Pkwy	Betsy A. Rhodes	7350 Tealwood St.
Ruthe Deskin	4550 N. Pioneer	Bertha Ronzone	5701 Stacey Ave.
Ollie Detwiler	1960 Ferrell St.	William & Mary Scherkenbach	9371 Iron Mountain
Dorothy Eisenberg	7770 Delhi Ave.	Sheila R. Tarr	9400 Gilmore Ave.
Wing & Lilly Fong	2200 James Bilbray	Sandra L. Thompson	7351 N. Campbell
Edith Garehime	3850 Campbell Rd	R.E. Tobler	6510 West Buckskin
Howard Heckethorn	5150 Whispering Sands	Twin Lakes	3300 Riverside Dr.
Marc A. Kahre	7887 W. Gowan Rd.	Kitty McDonough Ward	5555 Horse Dr.

Middle Schools			
Name	Location	Name	Location
J. Harold Brinley Middle School	2480 Maverick St.	Lied Middle School	5350 West Tropical Pkwy.
Ralph Cadwallader Middle School	7775 Elkhorn Rd.	Irwin & Susan Molasky Middle School	7801 West Gilmore Ave.
Edmundo "Eddie" Escobedo, Sr. Middle School	9501 Echelon Point Dr.	Anthony Saville Middle School	8101 N. Torrey Pines
Robert O. Gibson Middle School	3900 W. Washington	West Preparatory Academy at Charles I. West Hall	2050 Sapphire Stone Ave.
Justice Myron E. Leavitt Middle School	4701 Quadrel St.		

High Schools			
Name	Location	Name	Location
Arbor View High School	7500 Whispering Sands Dr.	Cimarron-Memorial High School	2301 N. Tenaya Way
Centennial High School	10200 Centennial Pkwy	Shadow Ridge High School	5050 Brent Lane
Cheyenne High School	3200 W. Alexander Rd.	Western High School	4601 W. Bonanza Rd.

Transportation

Surface Transportation. Lone Mountain has a surface transportation network that consists of federal, county, and state highways (U.S. Highway 95, Highway 215, and State Route 157). Arterial, collector, and local streets generally follow a grid pattern. Arterial streets vary in right-of-way width from 100 to 150 feet, collectors are typically 80 feet, and local streets are less than 80 feet. Arterials and collectors provide higher traffic capacity than local streets and are more appropriate locations for intense land uses. U.S. Highway 95 is a four lane arterial outside of the Las Vegas Valley and six to eight lanes through the urbanized areas, which is classified as a Major State Highway with a right-of-way greater than 100 feet. It connects Lone Mountain to rest of the Las Vegas, and communities in Northwest Clark County. State Route 157 provides access to the community of Mount Charleston, as well as US Forest Service Spring Mountains National Recreation Area. For county roads, all Capital Improvement Projects (CIP) are planned, designed, and constructed by Clark County Public Works.

Transit. The Regional Transportation Commission of Southern Nevada (RTC) operates numerous routes in the Lone Mountain area, mostly in the areas surrounding the low-density county islands, but some routes pass through county areas. Schedules and routes change to meet passenger demand.

Utilities

Electric Service. The main service provider for electrical service in Lone Mountain is NV Energy. There are existing transmission lines and corridors throughout the Lone Mountain area with a major electrical substation situated near U.S. Highway 95 and Kyle Canyon Road. There are existing and proposed electrical substations which provide service to Lone Mountain and Northwest Clark County. Generally, these substations are located in or near the communities they serve. As the area develops, additional substations and/or transmission lines and corridors may be added.

Lone Mountain includes several energy transmission facilities. Because of growing Clark County energy demands and the County's location as a potential route between energy supply and demand sources, there are proposals for additional facilities.

Natural Gas Service. Southwest Gas provides natural gas service to Lone Mountain through a series of major and minor service lines. Southwest Gas has the ability to supply existing and future development through their expanding system. An additional source of natural gas service in the Lone Mountain area is propane gas provided by independent companies to existing property owners. Service to new developments is determined by agreements between Southwest Gas and individual developers. In addition, the Kern River Pipeline transects Lone Mountain.

Water and Wastewater

Water Service. Las Vegas Valley Water District (LVVWD) has a master plan to provide water to Lone Mountain from the Southern Nevada Water Authority (SNWA) supply line to a 3,090 ft elevation water pressure zone.-

Areas of Lone Mountain not using water service from LVVWD, or that were built before water service was available, use private wells.

Water Reclamation Service. Clark County does not have sewage collection or treatment facilities in Lone Mountain. State laws require developments which have a density greater than two dwelling units to the acre to connect to a sanitary sewage treatment facility. Therefore, any development exceeding that density requires sewer service from the City of Las Vegas. The City of Las Vegas in consideration for sewer service usually requires either annexation or an annexation agreement before providing service to properties outside the City of Las Vegas jurisdictional boundary. In the past, developments which do not exceed the density of two dwelling units per acre within an area called "the excepted area" in an inter-local agreement were allowed to connect without annexation to the City of Las Vegas.

Solid Waste

Solid waste in most areas of Lone Mountain is collected curbside by Republic Services. The waste goes to the APEX Regional Landfill located 13550 North Highway 93 in Northeast County. In addition to curbside service, Republic Services has a recycling center located at 333 W. Gowan Road, and a transfer station and materials recovery facility at 315 W. Cheyenne Avenue, in North Las Vegas.

Habitat Conservation

Lone Mountain contains habitat for a wide variety of native wildlife species including desert bighorn sheep, deer, coyote, mountain lion, a variety of migratory birds, reptiles, amphibians, and small mammals. Non-native wildlife species include turkey, chukar, rainbow trout, etc.

The presence of threatened or endangered wildlife and plant species can influence (and possibly impede) land use. It is important for residents, property owners, and developers of private in holdings to be aware of any federal designations regarding sensitive species, which may impact the development or use of the land.

Northeast County

Natural and Manmade Hazards

Water-Related Hazards

There are major drainage areas and washes throughout the Northeast County planning area ("Northeast County"). Northeast County population centers are closely related to river resources. Moapa and Glendale are considered to be part of the upper Muddy River drainage system. At Glendale, the Muddy River converges with the California and Meadow Valley Washes. In Moapa Valley, the Wells Siding diversion structure is used to divert Muddy River flow to Bowman Reservoir and irrigation channels. Below Wells Siding, the Muddy River functions as a flood control channel. That is, the flood channel receives Muddy River water only as overflow during times of flooding. References to the Muddy River south of Wells Siding should be taken to mean the current flood control channels.

River valley areas contain floodplains that are periodically subject to inundation for storm water storage. Problems arise when development is located within areas that are naturally prone to flooding. Northeast County communities have a history of flood problems, particularly Moapa Valley because of a combination of several drainage circumstances. Two types of events contribute to the flood potential. The first results from spring rains and snowmelt in large drainage areas upstream of the northeast communities. Second, short duration, high density thunderstorms can generate high runoff events in either the rivers or associated washes.

Bunkerville. Bunkerville town site is situated in a drainage area located between the Virgin Mountains to the south and Virgin River to the north. The area south of State Route 170 is an alluvial basin comprised of a series of connected alluvial fans. Alluvial fans are sloping, fan-shaped landforms created over time by deposition of eroded, loose sediment, and they are common at the base of mountain ranges in arid and semiarid regions. Alluvial fans are created when rocks and soil from uplands are carried downward by floodwaters and deposited at the base. Typically, flood flows on alluvial fans are unpredictable because of the loose sediments which can cause the flow to shift suddenly.

Runoff from the Virgin Mountains creates flood problems in Bunkerville for two reasons. First, because of steep mountain slopes and desert soil's low permeability to water, there is a high rate of runoff. Second, the town site lies in the path of two major washes. Most historic Bunkerville flooding has involved street, agricultural field, and property flooding with associated debris accumulation. Structural flooding has not been as substantial.

Of major concern for Bunkerville were flood flows in the Windmill and Jess Waite Washes. Construction of the Windmill Wash Detention Basin and Jess Waite Wash Diversion Dike were completed in Spring 1999. These facilities capture runoff from the washes and channel them through an out-fall structure to the Virgin River. In the event of a 100-year storm, the water will take 3 days to drain from the detention basin.

Moapa – Glendale. Moapa and Glendale are bisected by the Muddy River and lie within the upper Muddy River drainage area. The Muddy River originates at spring sources located in the Warm Springs area of Moapa. Upstream of the springs, the Pahranagat Wash contributes a large amount of potential runoff. Near Glendale, the California and Meadow Valley Washes converge with the Muddy River. The Muddy River and washes include over 4,000 square miles of watershed area that flows through the Muddy River at the Glendale gaging station.

Flooding in Moapa/Glendale can occur from flash floods in the washes or a combination of rain/spring snowmelt in the upper reaches of the watershed. Flood control is a problem in Moapa where development is located within the floodplain. However, currently, there is limited development in the floodplain area. The Clark County Regional Flood Control Master Plan does not indicate any structural flood control improvements for the upper Muddy River drainage area. The Flood Control Master Plan recommends that right-of-way acquisition for existing floodplain encroachment and zoning controls to prevent further encroachment be pursued.

Moapa Valley. Moapa Valley has a history of severe flooding. As in the upstream Moapa/Glendale area, floods can occur from flash flooding in the large northerly washes which cause the Muddy River to overflow its banks. Flood problems are exacerbated in Moapa Valley for two reasons. First, flooding can occur from a series of westerly washes that drain through the community on the way to the lower Muddy River channel. These washes include Logan (Benson), Wieber, Overton, and two smaller washes. Flood problems occur because the westerly washes have inadequate drainage paths between the Union Pacific Railroad tracks and the river channel. For example, the Logan and Wieber Washes do not have defined channels while the Overton Wash has a channel that is not of sufficient size to contain a 50-year flood event. The second primary difficulty with flood control in Moapa Valley is that the historic development pattern has resulted in a substantial amount of development within 100-year floodplain areas.

Flood Control and Drainage. Clark County Regional Flood Control District (CCRFCD) completed an update to the Flood Control Master Plan for Moapa and Moapa Valley in December 2016. Flood control projects are planned and being built in the Moapa Valley area. The Bunkerville Flood Control Master Plan was updated in 2017.

Land-Related Hazards

Soils. The U.S. Department of Agriculture survey identifies potential and limitation of soil types. Soils within Northeast County are primarily erosion remnants (sand, silt, etc.) from the surrounding mountains that have been deposited by flowing water to form alluvial fans and river valleys. The Clark County Building and Fire Prevention (CCBFP) requires on-site soil analysis of proposed development sites in order to provide site-specific information that Soil Survey maps do not show.

Slopes. There are large areas of Northeast County where development is constrained by steep slopes of 12 percent or greater.

Infrastructure and Services

Libraries

The Las Vegas-Clark County Library District serves Northeast County with three libraries. Bunkerville Library is located at 150 West Virgin Street, Moapa Town Library is located at 1340 East Highway 168, and Moapa Valley Library is located at 350 N. Moapa Valley Boulevard. in Overton.

Public Safety

Fire Protection and Emergency Medical Services. The Clark County Fire Department (CCFD) provides fire protection and emergency medical response to Northeast County. CCFD currently has five fire stations that provide service to the area: Stations 23 responds to Apex Heavy Industrial Use Park, 71 in Bunkerville, 72 in Moapa, 73 in Logandale, and 74 in Overton. These crews also respond to emergencies on a large section of Interstate 15. These stations are manned by volunteer firefighters. Due to the rural character of the area and volunteer staffs, response times are greater than in urban areas.

Law Enforcement. Las Vegas Metropolitan Police Department (Metro) is the agency responsible for providing police protection in Northeast County. The Apex Heavy Industrial Use Park is served by the Las Vegas Valley Northeast Area Command. Metro has a Resident Officer Program serving the communities of Bunkerville, Moapa/Glendale and Moapa Valley with about 8 officers. A command station is located in Overton next to the Justice Court. Metro works cooperatively with other law enforcement agencies in and around Northeast County. Metro was formed by the Legislature in 1972 by merging the Clark County Sheriff's Office and the Las Vegas Police Department. Both Clark County and the City of Las Vegas are responsible for funding Metro.

In addition, the Nevada Highway Patrol enforces traffic regulations on State routes in Northeast County. Bureau of Land Management Rangers patrol federal lands in the Bureau's jurisdiction. They are responsible for protecting land resources, along with illegal dumping and traffic code enforcement. National Park Service Rangers are responsible for safety of visitors in the Lake Mead National Recreation Area. Rangers are responsible for police, fire, and medical emergency response. Nevada State Park Rangers are responsible for safety within Valley of Fire State Park.

Recreation and Open Space

Level of Service. Level of Service is the amount of programmable park acreage per population. Clark County has a goal of 2.5 acres of programmable park acreage per 1,000 residents within the urban service areas. Due to the needs and accessibility considerations within the outlying service areas, coupled with the access to federal lands, level of service may vary from the 2.5 acres/1,000 standard that is set within the urban area. Programmable park acreage includes but are not limited to such amenities as athletic fields and outdoor courts, playgrounds, walking paths, open turf areas, etc. Programmable park areas do not include special use facilities or landscaped medians, sidewalks, etc.

The existing 59 acres of programmable park in the Northeast service area include the outlying communities of Bunkerville, Glendale, Moapa, Moapa Valley, Logandale, and Overton. (In addition, the Bureau of Land Management maintains the Nellis Dunes Recreation Area for Off-Highway Vehicles in the area north of Nellis Air Force Base, east of Las Vegas Boulevard North.

Public Parks. Northeast County includes Park Revenue Districts 9A-Bunkerville, 9B-Moapa Valley, and 9G-Moapa.

Northeast County: Existing Parks and Recreation Facilities

Park Facility	Location	Acres
Grant Bowler Park	3280 N. Moapa Valley Blvd., Logandale	6
Moapa Valley Park	320 N. Moapa Blvd, Overton	5
Overton Park	200 E. Virginia, Overton	12
Thomas Leavitt Memorial Park	200 Virgin Street, Bunkerville	7
Ron Lewis Park	1340 E. State Hwy 168, Moapa	9
Fairgrounds – Athletic Fields	1301 W. Whipple, Logandale	20
Total Developed Park Acreage		**59**
Public Facilities	**Location**	
Moapa Valley Community Center	320 N. Moapa Valley Blvd., Overton	
Bunkerville Community Center	200 Virgin Street, Bunkerville	
Moapa Community Center	1340 Highway 168, Moapa	
Parks & Rec. Office Building	1301 W. Whipple, Logandale	
Overton Outdoor Pool (Moapa Valley)	375 W. Thomas Avenue, Overton	
Logandale Outdoor Pool (Moapa Valley)	3280 N. Moapa Valley Blvd., Logandale	
Clark County Fairgrounds	1301 W. Whipple, Logandale	
Bunkerville Cemetery	Cemetery Road/Canal Street, Bunkerville	

Lake Mead National Recreation Area. Lake Mead National Recreation Area provides recreational opportunities in Northeast County, which attracts 6.6 million visitors per year. Four resorts on Lake Mead are located in Northeast County.

Lake Mead Resort and Las Vegas Bay Marina are located in the Boulder Basin portion of Lake Mead, near Hoover Dam. They both provide marina, boat rental store, restaurant, and launch ramp. Lake Mead Resort also has a motel.

Overton Beach Resort and Echo Bay Resort are located on the Overton Arm of Lake Mead. Both resorts provide a marina, boat rentals, RV park, store, and boat ramp. Echo Bay Resort also has a motel, restaurant, and nearby airstrip. Echo Bay, Boulder Beach and Las Vegas Boat Harbor are marinas located on the Boulder Basin of Lake Mead. Callville Bay and Las Vegas Boat Harbor provide boat rentals. Due to lower lake levels, many facilities have closed.

Valley of Fire State Park. Valley of Fire State Park, west of Moapa Valley, attracts about 300,000 visitors per year. There are many hiking trails and some historic sites. Camping, including RV sites, is available in the park. Limited services are available.

Schools

Northeast County is served by two high schools, two middle schools, and three elementary schools. The table below shows the name, type, and location of each school. Clark County School District (CCSD) reserves or purchases future school sites based on land use, zoning and projected population estimates and densities.

Northeast County: Existing Schools

Elementary Schools			
Name	Location	Name	Location
Grant Bowler Elementary School	1425 Whipple Road, Logandale	Ute Perkins Elementary School	1255 Patriots Way, Moapa
Joseph L. Bowler, Sr. Elementary School	851 Vincen Leavitt Avenue, Bunkerville	Virgin Valley Elementary School	200 Woodbury Lane, Mesquite
Middle Schools			
Name	Location	Name	Location
Charles Arthur Hughes Middle School	550 Hafen Lane, Mesquite	W. Mack Lyon Middle School	179 S. Anderson Street, Overton
High Schools			
Name	Location	Name	Location
Moapa Valley High School	2400 St. Joseph Street, Logandale	Virgin Valley High School	820 Valley View Drive, Mesquite

Transportation

Surface Transportation. Northeast County has a transportation network that consists of Arterial, Collector and Local streets generally following a grid pattern. Arterial streets vary in right-of-way width from 100 to 150 feet, collectors are typically 80 feet, and local streets anything less than 80 feet. Arterials and collectors provide higher traffic capacity than local streets and are more appropriate locations for intense land uses. Each community has a State Highway going through the area, which are classified as Major State Highways with a right-of-way greater than 100 feet.

Air Transportation. Three airfields provide service for private aircraft in Northeast County:

Echo Bay airstrip, operated by a Lake Mead National Recreation Area concessionaire is located approximately 3 miles from the Echo Bay Resort area. It serves the Overton Arm of Lake Mead. The paved, day-use runway is 3,400 feet long. No fuel facilities are available.

Mesquite Municipal Airport, owned and operated by the City of Mesquite, is located in the northeastern corner of the city. The paved, lighted runway is 5,100 feet long.

Perkins Field, in Overton, is county owned and operated. It features a 4,800-foot, uncontrolled, paved runway, with a pilot-activated runway lighting system. Originally established in 1947, the airport was built to provide an emergency landing area for aircraft departing Nellis Air Force Base. Perkins Field is named for two local young men, Woodruff and Elwood Perkins, who were killed in World Wars I and II, respectively.

Transit. Bunkerville is the only Northeast County community served daily by a local bus system. The Silver Rider Transit bus system is operated by the Southern Nevada Transit Coalition. Bus service goes between Bunkerville and Mesquite. They also provide monthly paratransit bus service from Moapa and Moapa Valley to Mesquite.

Utilities

Electric Service.

Overton Power District provides electric service to Northeast County communities. Nevada Power Company provides electrical power service to the Apex Heavy Industrial area.

Natural Gas Service. Propane, oil, and other on-site sources of fuel are used for energy needs other than electricity. Natural gas service is not available in Northeast County communities at this time. Natural gas service is available in the Apex Heavy Industrial Area.

Water and Wastewater

Water Service. Two water districts provide service in Northeast County. Moapa Valley Water District, created May 24, 1983, provides water service in Moapa, Glendale, Logandale and Overton. Virgin Valley Water District, formed on May 10, 1993, succeeding the Bunkerville Water User's Association and the Mesquite Farmstead Water Association, provides water service in Bunkerville. Water is a limited resource and may impact future development. Properties outside a service provider's areas are eligible to apply for individual water well permits from the Nevada Division of Water Resources. In addition to potable water, Muddy River Irrigation Company provides irrigation water in the Moapa Valley.

Water Reclamation Service. Clark County Water Reclamation District (CCWRD) provides the primary sanitary sewer service to part of Overton through a series of collection lines, lift stations and a treatment facility. However, most developed areas of Northeast County utilize septic systems, or, in recent years, some new construction has used package treatment plants. CCWRD is in the process of expanding their system in the Moapa Valley area.

The current treatment facility, located in southeast Overton, is a series of evaporation ponds. The existing collection system is limited to a portion of Overton. CCWRD is in the process of designing a system that would provide for a new treatment facility and extend a collection system north through the lower Moapa Valley to the Bowman Reservoir area.

Solid Waste

For Moapa and Moapa Valley, solid waste is collected curbside by Republic Services weekly. The waste goes to the APEX Regional Waste Management Center located in Northeast County of Clark County. There is also a convenience center at 5205 N. Moapa Valley Boulevard (about ½ mile south of the highway along a paved road), serving Moapa and Moapa Valley. Each month, large dumpsters are available for residence to deposit large items.

Bunkerville solid waste collection is by Virgin Valley Disposal, Inc. They provide curbside service to the community.

Northwest County

Natural and Manmade Hazards

Water-Related Hazards

Flood Control and Drainage. The Clark County Regional Flood Control District (CCRCFD) is responsible for implementing and updating the Regional Flood Control Master Plan. The District's 2019 Master Plan Update – Outlying Areas shows planned flood control improvements in both Blue Diamond and Indian Springs.

Blue Diamond. The Town of Blue Diamond is located adjacent to the Blue Diamond Wash, which is a tributary to Duck Creek. The northern portion of the community is within the 100-year floodplain. There is an existing bridge which links the town to the Blue Diamond Highway (State Route 159) and is the only wet weather access to the community. The Regional Flood Control District has recommended expansion of the bridge at Castilia Street to double the conveyance capacity of the wash under the bridge. The Plan also recommends the construction of a levee along the northern edge of town to protect houses closest to the wash.

Indian Springs. To protect Indian Springs from 100-year storm events generated from mountain runoff south of the town, the CCRFCD has constructed a diversion dike/channel, and flood detention basin west of the community. There are plans to construct a diversion channel east of the community to carry storm flows around the developed area.

Las Vegas Valley Drainage Facilities. The CCRFCD has several drainage and detention facilities built or planned on the border of the Northwest County planning area ("Northwest County") and the Las Vegas Valley. These facilities protect urbanized areas of the valley from flood hazards.

Land-Related Hazards

Slope. Northwest County is primarily characterized by mountainous terrain. Most of the area is dominated by the Spring Mountains with a high elevation of 11, 918 feet at Charleston Peak. The northwest quadrant of Northwest County includes the Las Vegas and Sheep Mountain Ranges. The Spring Mountains and Mount Charleston in particular create an alpine environment that is unique to Southern Nevada.

Elevation differences across Northwest County create differing environments for the local communities. Approximate elevations for the Northwest Clark County Communities include the following:

Northwest County: Community Elevations

Community	Elevation (approximate)
Indian Springs	3,100’
Cold Creek	6,400’
Mount Charleston (Lee Canyon)	8,200’
Mount Charleston (Kyle Canyon)	7,500’
Blue Diamond	3,400’
Mountain Springs	5,400’

Avalanche Hazard. Winter avalanche hazard conditions may be present throughout the Spring Mountains. Most of the Northwest Clark County communities are removed from hazard areas. Some of the Kyle Canyon subdivision areas are located outside of direct avalanche paths but are included in avalanche threat areas.

Infrastructure and Services

Libraries

The Las Vegas-Clark County Library District (LVCCLD) provides library services for Northwest Clark County. The library district is funded through property taxes, sales taxes, and user fees. It is a consolidated library district, which operates separately from the local government, providing service to Clark County and the City of Las Vegas. It is governed by a Board of Trustees appointed by the county and city. The district officially formed in 1985, although the two systems had been operating as one consolidated library system since 1973.

LVCCLD serves Northwest Clark County with three libraries. The Blue Diamond Library at 16A Cottonwood Drive is in the community of Blue Diamond. The Indian Springs Library is located in the Indian Springs Community Center at 715 Gretta Lane. The Mount Charleston Library is located at 75 Ski Chalet Place in “Old Town.”

Public Safety

Las Vegas Metropolitan Police Department. Las Vegas Metropolitan Police Department (Metro) is the agency responsible for providing police protection in Northwest County. Rural communities are served by the Metro Resident Officer Program. Six residing officers serve Northwest County including two each at Indian Springs, Mount Charleston, and Blue Diamond. Command stations are located in Indian Springs and Mount Charleston. Metro officers work cooperatively with other law enforcement jurisdictions in Northwest Clark County.

Other Agencies. In addition, the Nevada Highway Patrol (NHP) enforces traffic regulations on State routes throughout Northwest County. Officer response originates from command centers located in the Las Vegas Valley, Indian Springs, and Pahrump. The United States Department of the Interior, Bureau of Land Management Rangers patrol the Red Rock Canyon National Conservation Area and other federal lands in the northwest county under the Bureau’s jurisdiction. Rangers are responsible for protecting land resources, along with illegal dumping and traffic code enforcement. The United States Department of Interior, Fish and Wildlife Service Rangers patrol the Desert National Wildlife Range. An Officer resides at Corn Creek to protect wildfire and refuge resources, and has the authority to arrest, cite, and serve violation notices. Parts of the Nellis Air Force Range are within the Desert National Wildlife Range, and the US Air Force is responsible for safeguarding that area of the range.

The United States Department of Agriculture Forest Service is responsible for the enforcement of Federal laws and regulations for the Spring Mountains National Recreational Area (SMNRA). Forest Service law enforcement officers are qualified to make arrests within the SMNRA. Forest Service law enforcement officers are assisted by Forest Service prevention officers who conduct routine patrols of the SMNRA and issue notices of violations where appropriate.

Both the NHP and Metro share responsibility within the SMNRA for enforcement of state and county laws and protection of private land. NHP, Metro and the Forest Service law enforcement officers work closely and cooperatively within the SMNRA to provide overall public safety and police protection for residents and visitors.

Fire Protection and Emergency Medical Services. The Clark County Fire Department (CCFD) Rural stations are operated by volunteer firefighters. Due to the rural character of the area and availability of volunteer staff, response times are longer than in urban areas and should be considered as part of new construction and development.

Dense or intense land uses should not occur outside fire response areas. CCFD rural and urban service delivery should be considered when new developments are proposed in areas where fire stations are not yet built.

In addition, the extension of existing housing developments and the construction of new residential and commercial structures immediately adjacent to wildland areas, or in the midst of such areas, have brought about a significant increase in wildland-urban interface fires, which present new challenges to both the rural and urban fire stations.

Unincorporated private lands within Northwest Clark County are currently served by the CCFD, the Mount Charleston Fire Protection District, and Nevada Division of Forestry (NDF).

The Mount Charleston Fire Protection District includes Kyle and Lee Canyon areas of Mount Charleston. The district was created under the Clark McNary Act in order to obtain federal funds. The Clark McNary Act is no longer in existence; however, the District is operated under Chapter 473 of the Nevada Revised Statutes. NDF receives federal funding for forest and fire management programs, which are implemented statewide including the Mount Charleston District. The funding has evolved into a consolidated grant through the US Forest Service for specific initiatives. For Mount Charleston, this includes fire hazard risk assessments and fuel reduction projects, landowner assistance for forest health and defensible space, and conservation education programs.

The Nevada Department of Conservation and Natural Resources, Division of Forestry and the State Forester Fire Warden administer the fire district. Funding for staffing and operation is collected from ad valorem and Clark County general funds. Currently, the area is paying the highest tax rate in Clark County, because of the level of property tax collection that is allocated toward fire protection.

Nevada Division of Forestry provides fire protection and emergency medical services from two fire stations within the Mount Charleston Fire Protection District. Station 1 is located in Kyle Canyon and is staffed 24 hours a day, seven days a week. Station 2 is located in Lee Canyon and is considered a residential on call station. Two firefighters live nearby the station and respond to emergency situations as needed.

Clark County Fire Department fire stations (numbered) that provide fire protection and emergency medical services are located in the communities of Mountain Springs (79), Blue Diamond (80), Mount Charleston (81), Cold Creek (82) and Indian Springs (83).

There are three communities in Northwest Clark County that do not have a Volunteer Fire Station but are serviced by CCFD Volunteers. They are Corn Creek, Calico Basin and Trout Canyon. Fire protection and emergency medical services are accomplished through the volunteers and mutual aid agreements along with responses from Las Vegas Valley urban units.

Federal Partners. The United States Department of the Interior, Bureau of Land Management (BLM) is responsible for wildfire suppression in the Red Rock National Conservation Area and all BLM lands. The BLM has fire crews and equipment stationed in Las Vegas, Red Rock (2 engines), and Pahrump (1 engine). The BLM also has aerial firefighting operations (Helitack) which are located at North Las Vegas airport and a single engine air tanker (SEAT) located at the Jean airport. BLM operations are seasonal and in conjunction with wildland fire season.

The United States Department of Agriculture, Forest Service (USFS) is responsible for wildfire suppression in the Spring Mountains National Recreational Area. The Forest Service uses four engines during the wildland fire season (May through October). These engines are located at Mountain Springs, Kyle Canyon and Lee Canyon on Mount Charleston. There is also an engine stationed in Indian Springs. Two of the USFS engines are co-located in CCFD Volunteer Fire Stations in Mountain Springs and Indian Springs.

The Forest Service also shares aerial firefighting operations with the BLM. The USFS has three assigned "Prevention Patrols" located at Mountain Springs, Kyle Canyon, and Indian Springs. These patrols perform prevention duties along with fire leadership roles in suppression activities. Through mutual aid agreements, the different fire service providers respond or provide back-up to all wildland fire emergencies, regardless of jurisdiction.

Water for Fire Protection. One principal difference between operation of a rural and urban department is that the rural departments must deal with water supply issues with a broader variety of solutions than most urban departments. The following communities/areas do not have a recognized fire hydrant system or standpipe system: Corn Creek, Calico Basin, Mountain Springs, Trout Canyon, Lee Canyon, Deer Creek, Lower Kyle Canyon, Bonnie Springs, Potosi Area, Lovell Canyon, and the area west of Hualapai on State Route 160.

The following communities have some sort of a recognized hydrant system, but it does not completely service the community: Indian Springs, Cold Creek, Kyle Canyon, and Blue Diamond.

Emergency Response. Medical emergencies in Northwest Clark County are primarily handled by the rural fire station volunteers. NDF responds to medical emergencies along with the Mount Charleston volunteers within the Mount Charleston Fire Protection District. First response to a medical emergency is performed by Emergency Medical Technicians (EMTs). The EMTs treat the injured persons and prepare them for transportation to a medical facility. The rural volunteers are able to transport to a medical facility, if necessary, by ground. There are also two private ambulance companies located within the Las Vegas Valley that can provide ground transportation also when requested. Emergency air medical transportation is also available by Mercy Air Ambulance. Receiving hospitals are located within the Las Vegas Valley.

During winter season in the Spring Mountains range, emergency responders experience additional challenges traversing the roadways within the Cold Creek, Kyle Canyon, Lee Canyon, and the community of Mountain Springs. The roads are narrow in the best of conditions and barely allow for the passage of fire trucks and rescue units within the residential portions of these areas. But, after a snowfall and/or continued winter operations from the snowplows, these areas at times become inaccessible to emergency responders. It is extremely important to

recognize during planning and development stages that residential setbacks and roadways need to accommodate snowfall and/or long-term winter buildup.

Another challenge that emergency responders face during winter season is the location and accessibility of existing fire hydrants and water sources.

Middle Kyle Canyon Project. The US Forest Service's Middle Kyle Canyon Plan identifies options and new opportunities for conservation, recreation, environmental education, and fire protection for approximately 2,500 acres of National Forest System lands located in the Spring Mountains National Recreation Area (SMNRA).

Kyle Canyon has a rich diversity of natural and scenic resources, and many of its recreation facilities are currently located in areas, with sensitive plants and wildlife, that receive large numbers of visitors annually.

Included in the framework of the Middle Kyle Canyon Plan is the design of an Interagency Public Safety complex that when completed will provide housing, fire, and law enforcement sub-stations for federal, state, and County agencies.

Recreation and Open Space

Level of Service. Clark County has level of service standards (LOS) for each facility. These standards help in the determination of which facility and locations are most in need of construction, remodeling, and funding. Clark County has a rural park acreage standard of 6 acres of programmable park acreage and 2.25 acres of non-programmable open space per 1,000 residents. Northwest County residents enjoy ten park facilities, consisting of 25 programmable acres. Northwest Clark County currently maintains a LOS of 7.7 acres per 1,000 residents. Details of the existing parks and other recreation facilities are described and listed in the table below.

Northwest County: Existing Parks and Recreation Facilities

Park Facility	Location	Acres
Blue Diamond Elementary School Park	Blue Diamond	2
Blue Diamond Village Park (private)	Blue Diamond	4
Indian Springs Community Park	715 W. Gretta Lane, Indian Springs	10
Thunderbird Park	400 Sky Road, Indian Springs	12
Mount Charleston Elementary School Park	State Route 157, Mount Charleston	1
Total Developed Park Acreage		**29**
Public Facilities	**Location**	
Blue Diamond Community Center and Pool (private)	Blue Diamond	
Indian Springs Civic Center	719 W. Gretta Lane, Indian Springs	
Indian Springs Outdoor Pool	400 Sky Road, Indian Springs	
Mount Charleston Elementary - Recreation Center	State Route 157, Mount Charleston	
Camp Lee Canyon	State Route 156 – Mount Charleston	17

Other Recreation Facilities. There are private parks, common areas and leisure facilities in Northwest Clark County. These include private parks, and a swimming pool. There is no current information regarding the number and acreage of private parks and swimming pool. Private parks and leisure facilities are not included in the level of service for parks and recreation facilities for Clark County.

State Parks. Spring Mountain Ranch was purchased by the Nevada Division of State Parks in 1974. It is located northwest of Blue Diamond on State Route 159 and is inside the Red Rock Canyon National Conservation Area, beneath the colorful cliffs of the Wilson Range. The many springs in these mountains provided water for Paiute Indians and later brought mountain men and early settlers to the area. This 520-acre site was developed into a combination working ranch and luxurious retreat by a series of owners who have given the area a long and colorful history. The park offers a visitor's center, a number of historic buildings, picnicking, hiking, nature study, living history programs, and an outdoor summer theater program. The Ranch is listed on the National Register of Historic Places as the Sandstone Ranch.

Red Rock Canyon National Conservation Area. The Bureau of Land Management (BLM) is responsible for management of the Red Rock Canyon National Conservation Area (NCA). Red Rock Canyon is bordered by the Spring Mountains range on the west and the Las Vegas Valley to the east. The NCA includes a 13-mile Scenic Loop Drive, Visitor Center, campground, and a wide assortment of hiking trails. On October 31, 1994, a federal bill was signed into law that expanded the NCA from 83,440 acres to 195,610 acres. This expansion brings the northern boundary of the NCA beyond Lee Canyon Road (State Route 156) on the west side of US Highway 95.

Spring Mountains National Recreation Area. Northwest County includes most of the Spring Mountains National Recreation Area (SMNRA) which is part of the Humboldt-Toiyabe National Forest and administered by the US Forest Service. The SMNRA Act was established by Congress in 1993. The purposes of the Act are to preserve values contributing to public enjoyment and biological diversity in the Spring Mountains, to ensure appropriate conservation and management of natural and recreation resources, and to provide for the development of public recreation opportunities. The designation as the SMNRA prevents new mining and mill claims from occurring in the area. The area includes the Las Vegas Ski and Snowboard Resort, 6 picnic areas, 6 campgrounds, a visitor center, and many hiking trails.

Desert National Wildlife Range. The Desert National Wildlife Range (DNWR), administered by the US Fish and Wildlife Service, was established in 1936 and encompasses 2,200 square miles. Approximately 1,400 square miles are within Northwest County. The southern area of the range is generally bounded by US Highway 93 (Great Basin Highway) to the east and US Highway 95 to the south. This is the largest National Wildlife Range in the 48 contiguous states. The primary management objective is perpetuating the desert bighorn sheep and its habitat. In 1939, Corn Creek Spring – an old ranch site and stagecoach stop used by prospectors and cattlemen, as well as poachers and bootleggers – was purchased and added to the DNWR.

The Desert National Wildlife Range offers a variety of recreational opportunities. Examples include wildlife study and viewing, picnicking, primitive camping, hiking and observation of historic artifacts and sites. All roads within the Range are primitive (unimproved gravel) and high clearance vehicles are recommended, except for access to the Corn Creek Station from US Highway 95.

During early stages of World War II, an aerial bombing and gunnery range was superimposed on the western portion of the Range. This area, though part of the DNWR, is still active as part of the Nevada Test and Training Range. Due to safety concerns, this portion of the DNWR is closed to all public entry.

Schools

The Northwest Clark County Land Use Plan area falls under the administrative control of Clark County School Districy's (CCSD) Northwest Region and Southwest Region. Northwest Clark County is served by four high schools, five middle schools, and four elementary schools. Three of the elementary schools are in the local communities, at Blue Diamond, Mount Charleston, and Indian Springs, allowing for less busing of younger students. Indian Springs has a complete Kindergarten through 12th grade school, all at one site. Some of the Northwest Clark County Communities are too small to support a full range of schools, therefore, children are bused to surrounding area schools. In addition to traditional schools, CCSD also operates three alternative high schools serving the groups quartered at Spring Mountain Youth Camp, the Southern Desert Correctional Center, and an Adult High School at High Desert Prison near Indian Springs.

CCSD reserves or purchases future school sites based on a number of criteria including, but not limited to land use, zoning, projected population estimates, and residential densities. In anticipation of future needs, CCSD continues to acquire new school sites for future construction throughout Clark County.

Northwest County: Existing Schools

Elementary Schools			
Name	Location	Name	Location
Blue Diamond Elementary School	Diamond Street, Blue Diamond	Indian Springs Elementary School	400 Sky Road, Indian Springs
Marshall Darnell Elementary School	9480 W. Tropical Parkway, Las Vegas	Earl B. Lundy Elementary School	State Route 157, Mount Charleston
Middle Schools			
Name	Location	Name	Location
Lawrence & Heidi Canarelli Middle School	7808 S. Torrey Pines Drive, Las Vegas	Walter Johnson Middle School	7701 Ducharme Avenue, Las Vegas
Wilber & Theresa Faiss Middle School	9525 W. Maule Avenue, Las Vegas	Sig Rogich Middle School	235 N. Pavilion Center Dr., Las Vegas
Indian Springs Middle/High School	400 Sky Road, Indian Springs		
High Schools			
Name	Location	Name	Location
Bonanza High School	6665 Del Rey Avenue, Las Vegas	Palo Verde High School	333 Pavilion Center Drive, Las Vegas
Indian Springs Middle/High School	400 Sky Road, Indian Springs	Sierra Vista High School	8100 W. Robindale Road, Las Vegas

Transportation

Surface Transportation. Communities in Northwest County have a transportation network that consists of federal and state highways (U.S. Highway 95, State Routes 156, 157, 158, 159, and 160), arterial, collector and local streets generally following a grid pattern. Arterial streets vary in right-of-way width from 100 to 150 feet, collectors are typically 80 feet, and local streets anything less than 80 feet. Arterials and collectors provide higher traffic capacity than local streets and are more appropriate locations for intense land uses. U.S. Highway 95 is a 4 to 6 lane arterial, which is classified as a Major State Highway with a right-of-way greater than 100 feet. It connects the Las Vegas Valley to the communities of Mount Charleston, Cold Creek, and Indian Springs. State Routes 156, 157, and 158 provide access to communities in Mount Charleston as well as US Forest Service campgrounds. The portions of State Routes 156, 157, and 158 that are inside the Spring Mountains National Recreation Area are designated forest highways. State Route 159 links the Las Vegas Valley with the Calico Basin/Red Rock area. State Route 160 is a 2-lane arterial as it passes through Northwest County. It begins at Interstate 15 and continues westward to Pahrump in Nye County. This highway provides access to the communities of Blue Diamond and Mountain Springs. For county roads, all Capital Improvement Projects (CIP) are planned, designed, and constructed by Clark County Public Works.

Air Travel. There are no civilian airports within Northwest Clark County. In Indian Springs, a military airfield was established in 1942 as a training camp for the Army Air Corps. The base was an auxiliary field to Nellis Air Force Base. On June 20, 2005, Indian Springs Air Force Auxiliary Field officially changed its name to Creech Air Force Base in honor of Gen. Wilbur L. “Bill” Creech. It serves as a training facility for fighter pilots, base and training for Reaper aircraft and staging area for exercises at the Nellis Air Force Range. Portions of Indian Springs are within the Creech Air Force Base Accident Potential Zone and not appropriate for residential development or for any other use that would bring a large number of people to the area.

Utilities

Electric. There are two service providers for electrical service in Northwest Clark County: Nevada Power and Valley Electric Association. Nevada Power provides service to Angel Peak and Kyle Canyon in Mount Charleston, as well as Indian Springs and Blue Diamond. Valley Electric Association serves development along State Route 160, Mountain Springs, Trout Canyon, and Lovell Canyon. Private solar power and generators provide electricity in Cold Creek and Corn Creek.

There are major transmission lines along US Highway 95 and State Route 160. There are a number of electric substations serving the communities of Northwest

Clark County. Generally, these are located in or near the communities they serve.

Northwest Clark County includes several energy transmission facilities. Because of growing Clark County energy demands and the County's location as a potential route between energy supply and demand sources, there are proposals for additional facilities.

Natural Gas. Northwest Clark County includes part of the route for the Kern River Pipeline which runs underground near Blue Diamond. This high pressure (1,200 psi) interstate pipeline connects Rocky Mountain and Canadian natural gas sources with southern California demand centers. There are no other major transmission lines within the area except for a distribution feeder line that serves Blue Diamond.

The only community which receives natural gas service in Northwest Clark County is Blue Diamond.

Water and Wastewater

Water Service. Water service in Northwest Clark County is largely supplied by individual and community wells. Principal water issues facing residents include future availability of groundwater for development and new groundwater restrictions. Water quality in Northwest County is good with the exception of Calico Basin, where water is characterized as elevated in iron, sulfate, and total dissolved solids. Community water supplies that serve 15 or more connections, or 25 or more individuals, are regulated by the Clark County Health District. The District contracts with the Nevada State Health Division for the implementation of all state regulations promulgated under the 1985 Federal Safe Drinking Water Act and adopted by the State Board of Health.

Blue Diamond. Water for the community of Blue Diamond has historically been supplied by the James Hardie Gypsum Mine. The Mine owns two water wells, a water holding tank, pumps, and distribution pipes. The Las Vegas Valley Water District has reached an agreement with James Hardie to provide 150-acre feet per year for the Town of Blue Diamond. According to the Water District, this will leave limited opportunity for future development within Blue Diamond. Service connections in Blue Diamond are very limited. Under the Agreement, the Water District becomes responsible for the repair and maintenance of the Blue Diamond Water System, including the delivery pipeline to the town of Blue Diamond from the point where it leaves the James Hardie wells.

Cold Creek. Residents of Cold Creek receive water from two community water wells belonging to the Cold Creek Water Users Association. The wells have combined source design capacity of 50,000 gallons per day (GPD) or 56-acre feet per year.

Indian Springs. Water in Indian Springs is primarily supplied by the private Indian Springs Water Company Inc. (ISWC). The company operates two primary wells and two smaller wells. The total water rights available for the ISWC are 23,595 million gallons per year, or 724-acre feet per year. With growth over the past few years and currently approved developments, water use is nearing the total available rights. Some residential uses including some mobile home parks and some single-family residences have private wells and are not ISWC customers.

Mount Charleston. Water purveyors in Mount Charleston include the Las Vegas Valley Water District (Kyle Canyon Water District), the Mount Charleston Water Company, the Whispering Pines Water Association (for Lee Canyon Summer Homes and the Whispering Pines Subdivision), and the Camp Lady of the Snows' Mutual Water Association. In 1973 Clark County assumed ownership of the Kyle Canyon Water District. Operation of the water district is the responsibility of the Las Vegas Valley Water District. There are many natural springs, as well as developed springs which includes Three Springs, Girl Scout Spring, Stanley B Spring, and Upper Deer Creek Spring. Lee Canyon Ski Resort is served by a well and the resort uses McWilliams Spring for its snow-making equipment.

The US Forest Service water system serves campgrounds and picnic areas in Deer Creek and Lee Canyons and also provides water to Camp Lee Canyon. Clark County has a system that provides service to Spring Mountain Youth Camp on Angel Peak. Other Forest Service recreation sites and the Ranger Station in Upper Kyle Canyon are served by the Kyle Canyon Water District.

The Mount Charleston Water Company provides water service to development in Section 28 Township 19 South, Range 57 East, which includes the Mount Charleston Hotel, and the adjacent condominiums.

Snow Mountain Reservation. The Las Vegas Paiute Tribe is currently developing the eastern portion of the Snow Mountain Reservation into a resort/casino/theme park development. The Paiute Tribe has completed construction on two of the four proposed golf courses. The reservation contains 4,000 acres of land and development is planned for the 1,600 acres on the east side of US 95. The State of Nevada and Clark County are concerned about the impact of this development on groundwater in the Las Vegas Valley. The state and Clark County require a determination as to water rights, if any, prior to construction on the reservation and would prefer that the Tribe work with the various entities to obtain surface water sources for their proposed development.

Other Developed Areas. Creech Air Force Base has two active wells. State correctional facilities receive water from their own wells.

Groundwater Restrictions and Land Divisions. The increasing demand on groundwater has resulted in new restrictions on residential development. In order to avoid more groundwater over drafting and declines in

groundwater levels, the State Engineer is recommending that Clark County prohibit any new lots within the Las Vegas Valley Artesian Basin that are smaller than 5 acres unless the lots can be connected to a municipal water line, or there is an existing active well approval. In addition, the State Engineer has recommended that Clark County deny all new subdivisions within critical areas defined as Kyle and Lee Canyons, Calico Basin, and the Spring Mountain Ranch areas. Clark County has designated most of Northwest Clark County as Area III for land divisions. Within Area III, land can be divided only if (1) the smallest lot is at least five acres in size, and therefore, no water commitment is required, or (2) water rights are purchased and a transfer to the subdivision site is approved by the State, or (3) water rights exist on the property and can be used to support the subdivision, or (4) an active community well approval exists for the property.

Water Reclamation Service. Except for Blue Diamond, portions of Indian Springs, and a site on Mount Charleston, the rest of the population in Northwest Clark County is served by individual septic systems. Individual systems are regulated by the Southern Nevada Health District. Minimum lots sizes for septic systems are 1 acre when there is an on-site private well or ¼ acre when there is an off-site water well.

Blue Diamond. Clark County Water Reclamation District owns and operates the Blue Diamond Wastewater Treatment Plant which is a series of primary and secondary treatment ponds. The collection system operates on gravity.

Indian Springs. The Clark County Water Reclamation District (CCWRD) took over the sewer and wastewater treatment system in Indian Springs from a private owner in 2005. Since that time, the District has made significant investments in the community by repairing and rehabilitating the collection system, as well as building a new wastewater treatment facility, allowing service to be extended to Creech Air Force Base. The new treatment facilities provide a higher level of treatment, therefore improving the environmental quality of the community.

Service is provided to residential and business customers in Indian Springs. Wastewater is treated by a biological nutrient process, utilizing rapid infiltration basins, located east of the community, on the north side of US 95. Some residential uses in Indian Springs are on individual septic systems

Other Developed Locations. The Southern Desert Correctional Center and High Desert State Prison have their own wastewater treatment systems. The Mount Charleston Water Company operates a wastewater treatment system for the Mount Charleston Hotel. The Spring Mountain Youth Camp maintains an on-site package treatment facility.

Solid Waste

For Northwest County, solid waste is collected curbside weekly by Republic Services in many areas. The waste goes to the APEX Regional Waste Management Center. Also, rural communities are provided with convenience center or transfer station facilities as needs dictate. Solid waste services for each community are outlined below:

Indian Springs. Indian Springs has weekly curbside service and recycling services every other week. Several years ago, there was community discussion about having a convenience station in the community. However, because the level of service meets the needs of the community, there is no convenience station in this area.

Mount Charleston (Lee Canyon and Kyle Canyon). A convenience station for the Kyle and Lee Canyon area is located at Kyle Canyon, along the north side of State Route 157, near the Nevada Department of Transportation Maintenance facility.

Red Rock (Blue Diamond, Blue Diamond Road area, and Calico Basin). Blue Diamond and Calico Basin are in the urban Las Vegas solid waste service area and receive service from Republic Services Inc. A transfer station at Shelbourne Avenue and Las Vegas Boulevard South (in Enterprise) can be used by residents to dispose of items not picked up by curbside service.

Other Areas (Corn Creek, Cold Creek, Trout Canyon and East Pahrump Valley). Cold Creek residents use a container system supplied by Republic Service Inc. located on Cold Creek Road, State Route 372, northeast of the fire station. Corn Creek solid waste collection is performed by a private contractor. Curbside pick-up service is available. Trout Canyon is currently not served by a waste collection company.

Other Public Facilities

Correctional Facilities. The three correctional facilities located within Northwest Clark County include the Southern Desert Correctional Center, the High Desert State Prison, and the Spring Mountain Youth Camp. The Southern Desert Correctional Center is a state-run institution located approximately nine miles southeast of Indian Springs. There are three facilities at this location: 1) A medium security facility with education and prison industry programs; 2) Indian Springs Conservation Camp, which houses juvenile male inmates who assist the Nevada Division of Forestry on conservation projects; and 3) Indian Springs Boot Camp, a program of regimental discipline for evaluation prior to final sentencing by the court. Total capacity is 1,686 inmates.

In September 2000, the High Desert State Prison opened west of the Southern Desert Correctional Center. It is a medium security facility with education and prison industry programs. It has a capacity of approximately 1,890 inmates.

The Spring Mountain Youth Camp is located at Angel Peak in the Spring Mountains National Recreational Area and is run by Clark County. The camp is an 80-bed county facility that cares for chronic juvenile offenders. Educational and vocational opportunities are provided. The average stay for resident is six months.

Other Facilities. Harris Springs Ranch provides short and long-term residential care and treatment for drug and alcohol problems. This facility is located south of Kyle Canyon Road at Harris Springs and is operated by WestCare. Capacity is up to fifty-six patients. The average stay for a patient is from thirty days to six months.

Habitat Conservation

Northwest County contains habitat for a wide variety of native wildlife species including desert bighorn sheep, deer, coyote, mountain lion, a variety of migratory birds, reptiles, amphibians, and small mammals. Non-native wildlife species include elk, turkey, chukar, rainbow trout, etc.

Development Impacts from Sensitive Species. The presence of threatened or endangered wildlife and plant species can influence (and possibly impede) land use. It is important for residents, property owners, and developers of private in holdings to be aware of any federal designations regarding sensitive species, which may impact the development or use of the land. Contact the Clark County Department of Environment and Sustainability, the US Fish and Wildlife Service, or the Nevada Department of Conservation and Natural Resources for specific regulatory and enforcement information that relates to protected species.

Wilderness Areas. In 1964, the Wilderness Act was adopted by Congress to protect wild and pristine areas throughout the United States for present and future generations by designating certain areas as Wilderness; this Act provides a means of preserving federal lands in their natural conditions and protecting the landscape from detrimental impacts. Under the Act, areas designated as Wilderness can only be added to the National Wilderness Preservation System by Congress. The protection mandated by a Wilderness designation only applies to public lands administered by the US Forest Service or the Bureau of Land Management and does not affect private lands. Currently, Clark County has a total of 20 Wilderness Areas (WA), three of which are in Northwest County: Mount Charleston, La Madre Mountain and Rainbow Mountain.

Prior to 2002, the Mount Charleston Wilderness was the only wilderness area in Northwest Clark County. On November 6, 2002, the Clark County Conservation of Public Lands and Natural Resources Act of 2002 was passed by Congress and became law. It added land to the Mount Charleston Wilderness and designated Wilderness Study Areas (WSA) as WAs. The Mount Charleston Wilderness (originally 42,500 acres) had 13,598 acres added. It is within the Toiyabe National Forest and is under the jurisdiction of the US Forest Service. The Act also created the La Madre Mountain Wilderness (47,180 acres) and the Rainbow Mountain (formerly Pine Creek WSA) Wilderness (24,997 acres) which are jointly administered by the US Forest Service and Bureau of Land Management.

Wilderness Study Areas are units of land currently under consideration for designation as Wilderness by the U S Congress. In the State of Nevada there are a number of WSAs, one of them is found in Clark County, the Mount Stirling Wilderness Study Area, which extends into Nye County. It extends northwest from the Mount Charleston Wilderness Area.

Both WAs and WSAs have severe limitations on land uses, including new road construction, mining activities, and use of mechanized equipment. These restrictions are meant to protect and preserve these areas for low impact activities such as hiking, horseback riding, hunting, rockhounding, primitive camping, rock climbing and caving.

South County

Natural and Manmade Hazards

Water-Related Hazards

Flood Risk. Existing and planned flood control facilities in the South County planning area ("South County") are listed below.

- **Goodsprings.** The Goodsprings/Coyote ST Channel is a proposed detention basin with flood conveyances south of Goodsprings. There are a couple completed flood conveyances in northern Goodsprings in Section 26 with an expansion to one of these facilities scheduled to be completed within ten years.
- **Jean.** There is a completed flood conveyance north of the Interstate 15 and State Route 161 interchange.
- **Nelson.** There is a complete flood conveyance within the southwestern portion of Section 3.
- **Primm.** The Primm/Wastewater Treatment Berm is a completed detention basin in the southeastern portion of Section 8 and there is an additional supporting flood conveyance north of that location.
- **Searchlight.** There is a completed flood conveyance along the eastern side of Searchlight in Section 35. There is a proposed expansion along the southern end of that conveyance that would be within the Encinitas Road alignment. Also, there is a flood conveyance that is scheduled to be completed within ten years along State Route 164 west of US Highway 95 that would extend into some other rights-of-way in northeastern Searchlight.
- **Sloan.** The Pittman West Detention Basin and supporting flood conveyances are scheduled to be completed within the next ten years. It is in Section 17 west of Interstate 15 on federal land. When completed, the flood conveyances are designed to support drainage of Sections 17 and 20.

Flood Control and Drainage. Clark County Public Works (CCPW) reviews design plans and proposed on-site facilities to ensure conformance with Federal Emergency Management Area (FEMA) and the Clark County Regional Flood Control Master Plan. Both the Clark County Regional Flood Control District's (CCRFCD) existing and planned improvements and CCPW guidelines allow for land in South County to be developed in and around flood zones.

Land-Related Hazards

Soils. The U.S. Department of Agriculture survey identifies the potential and limitations of soil types. Soils within the South County are primarily erosion remnants (sand, silt, etc.) from the surrounding mountains that have been deposited by flowing water to form alluvial fans.

Faults. Multistory level development in areas with soluble and clay material may not be suitable without appropriate engineering. The Federal Housing Administration (FHA) requires engineering studies and the development of possible mitigation measures for residential projects requesting federally insured mortgages and located within 500 feet of a fault.

Slopes. There are several mountain ranges within South County where development may be constrained by existing steep slopes of 12 percent or greater. Most of the steep slope areas are outside of the established Bureau of Land Management (BLM) disposal boundaries for the Las Vegas Valley or within existing conservation areas.

Generally, public roads exceeding 12 percent are not approved based on inaccessibility of public services such as garbage pick-up and fire service. Slopes of 12 percent or greater may be graded to make it possible for road construction.

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

Infrastructure and Services

Libraries

The Las Vegas-Clark County Library District (LVCCLD) serves South County with three branches. Population growth will lead to higher circulation numbers for the existing system.

Goodsprings. This is one of the smallest communities served by the LVCCLD, but this little town is full of history. In 1968 the Goodsprings Library was started in the living room of an old mining house owned by the parents of the librarian. In 1970 it was moved into its existing trailer where it houses over 5,000 volumes. It is located at 365 West San Pedro Avenue.

Sandy Valley. The Sandy Valley library started as a closet in the old Community Center in 1984, and now occupies 1,200 square feet with over 6,200 volumes in a new shared Community Center/Library. It is located at 650 West Quartz Avenue.

Searchlight. The mining town of Searchlight opened its first library in 1969 and moved into a new joint facility in 1989. Constructed with Federal Block Grant money, the library shares the building with the Health Clinic and the Searchlight Museum. It houses over 7,000 items. It is located at 200 Michael Wendell Way. Contact LVCCLD for operating hours.

Public Safety

Las Vegas Metropolitan Police Department. The agency responsible for providing police protection in South County is the Las Vegas Metropolitan Police Department (Metro). Metro was formed by the Legislature in 1973 by merging the Clark County Sheriff's Office and the Las Vegas Police Department. Both Clark County and the City of Las Vegas are responsible for funding Metro. South County is currently served by the Metro Resident Officer Program. Through mutual aid agreements, the City of Boulder City Police Department will respond to emergencies in the Eldorado Valley, if necessary.

Nevada Highway Patrol. The 1949 Nevada Legislature created the Nevada Highway Patrol (NHP) by consolidating the Nevada State Police, Inspectors from the Nevada Public Service Commission and several Inspectors from the Nevada Department of Taxation. On July 1, 1949, the Nevada Highway Patrol Division was created within the Nevada Public Service Commission. These officers were directed to act as field agents and inspectors in the enforcement of the State laws as they pertained to Nevada highways. Currently there is a NHP substation located in Jean.

Fire Protection and Emergency Medical Services. The Clark County Fire Department (CCFD) provides fire protection and emergency medical response to South County. The CCFD currently has one full time emergency medical station, Fire Station 87 located in Jean. There are also four volunteer stations that provide service to South County communities. Through mutual aid agreements, the City of Boulder City Fire Department will respond to emergencies in the Eldorado Valley, if necessary.

- **Cal-Nev-Ari.** Station 84 is located at 5 Apache Road at the southern end of the landing strip. This was reopened in February 2007 after a fire destroyed the facility on April 7, 2003. This is manned by volunteer personnel.
- **Goodsprings.** Station 78 is located at 375 North Beacon Street. This is manned by volunteer personnel.
- **Jean.** Station 87 is the only full-time emergency station in South County. It is staffed with two full-time personnel. It functions as a paramedic/Advanced Life Support (ALS) unit and currently has no firefighting capabilities. It is located at 20400 Las Vegas Boulevard South on the northern most part of the Jean Sport Aviation Center.
- **Sandy Valley.** Station 77 is located at 650 West Quartz Avenue. This is manned by volunteer personnel.
- **Searchlight.** Station 75 is located at 255 South Nevada Street. This is manned by volunteer personnel.

National Park Service Rangers. National Park Service (NPS) Rangers are responsible for the safety of visitors inside the Lake Mead National Recreation Area (LMNRA) and other national parks and wildlife areas. Rangers are responsible for police, fire, and medical emergencies.

Recreation and Open Space

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

Recently, there was a rural community standard adopted. This is a minimum of 6 acres of programmable and 2.5 acres of non-programmable parks per 1,000 residents. This applies to South County, except for Sloan.

Public Park Facilities. Clark County provides a system of public parks, recreation, and open space facilities. Facilities are managed through the Parks & Recreation Department (P&R). For park planning purposes, South County is separated into geographic areas referred to Rural Park Districts. Sandy Valley is in 9H Park District, Searchlight in 9E, while the remaining portion of South County is located within Rural Park District 9.

South County: Existing Parks

Park	Location	Acres	Available Facilities
Goodsprings Community Center & Park	375 W. San Pedro Avenue	1	Basketball Half Court, Picnic Tables w/ BBQ, Water Spray Feature
Sandy Valley Community Center	650 Quartz Avenue	9	Picnic Area w/ Shade Structures, Picnic Tables, BBQ area, Basketball Court, Multi-use Field, Playground, Horse arena
Searchlight Community Center	200 Michael Wendell Way	18.4	Mining Park with Memorial, Picnic Area, Tot Lot, Turf Area, Paved Walking Trail and Pavilion
Searchlight Teen Center	114 W. Surprise Street	0.5	Exercise Equipment & Weight Room, Restrooms
Searchlight Town Park	255 S. Nevada Street	1	Basketball Court, Picnic Area w/ BBQ, Outside Restroom, Playgrounds (for different age groups), Turf Area, Water Spray Feature
Searchlight Youth Center	114 W. Surprise Street	0.5	Game Room, Playground, Skate Park
Total Developed Park Acreage		**30.4**	

- **Cal-Nev-Ari.** The "Slim" Kidwell Community Center occupies a 3,000 square foot modular structure that hosts activities, meetings, and classes to serve as a focal point for disseminating town information. It features a large multi-purpose room, a kitchen, office, and restrooms. Site work included a new paved parking lot, a new septic system and desert landscaping and picnic benches. The land for the center was donated by Nancy and Ace Kidwell.
- **Goodsprings.** The Goodsprings Community Center & Park is located and developed in conjunction with the CCSD. The park amenities are adjacent to the community center constructed in 1985. There are picnic tables (including shelters) with barbeque equipment, a basketball half court, and a water spray feature.
- **Sandy Valley.** There are developed park amenities associated with the Sandy Valley Community Center. The park facilities include group picnic area with shade shelters and tables including a barbeque area, a basketball court, multi-use field, playground, and horse arena. There are six potential future parks on BLM land noted in the Sandy Valley Parks & Recreation Master Plan. As these sites become secured by P&R, it will be included in the inventory. There is also a private recreational facility owned by the Sandy-Mesquite Valley Educational Foundation, where many community events are held.
- **Searchlight.** The Searchlight Park located at 255 S. Nevada Street was built in 1979, is an acre in size that contains a multi-use turf area, one basketball court, a group picnic area with barbeque equipment, and two playgrounds for different age groups. The town fire station is also located at this park site.
- The Searchlight Community Center and Museum site is located on an 18.4-acre site. The community center site has a tot lot, "mining park with memorial" and a group picnic area. Reid Elementary School and a baseball/softball field are on the site. The Searchlight Justice Court has a separate building on the site. The rest of the site is developed as a ½ mile loop walking trail with landscaping, interpretative signs, and a pavilion. The Teen Center is within a rehabilitated barracks building containing a weight room, restroom and exercise equipment located at 114 W. Surprise Street. The Youth Center, adjacent to the Teen Center, is within a rehabilitated school building renovated to function as a recreation center, game room and playground. There is also a skate park.

Private Park Facilities. There are private parks, common areas and leisure facilities in South County. These include private parks, swimming pools and golf courses. There is no current information regarding the number and acreage of private parks and swimming pools. Private parks and leisure facilities are not included in the level of service for parks and recreation facilities for Clark County. The closest golf courses are located in Southern Highlands within Enterprise and south of Primm in California along Interstate 15.

Open Space Facilities. There are two tracts of federal land reserved for compliance to the Multiple Species Habitat Conservation Plan (MSHCP). The Desert Tortoise Conservation Center is west of the Sloan detail area. In the Jean area is the Large-Scale Tortoise Translocation Area.

Schools

Clark County School District (CCSD) provides the following schools in South County.

South County: Existing Schools

Elementary Schools			
Name	Location	Name	Location
Andrew Mitchell (K-2)	Boulder City	Martha P. King (3-6)	Boulder City
Goodsprings (K-5)	Goodsprings	Sandy Valley (K-5)	Sandy Valley
Harry Reid (K-6)	Searchlight	Steve Schorr (K-5)	Las Vegas
Middle Schools			
Name	Location	Name	Location
Del E. Webb (6-8)	Henderson	Sandy Valley (6-12)	Sandy Valley
Elton M. Garrett (7-8)	Boulder City		
High Schools			
Name	Location	Name	Location
Boulder City (9-12)	Boulder City	Sandy Valley (6-12)	Sandy Valley
Liberty (9-12)	Henderson		

Transportation

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

There are three regional roads and two railroad sidings within South County. Interstate 15 and U.S. Highway 95 are the primary north/south routes for South County. State Route 161 starts in Jean Nevada and travels west to Goodsprings. State Route 164 bisects Searchlight and is the connector for Cottonwood Cove and Nipton, California. There are railroad sidings located in Jean and Sloan that can be used for access to train cars for large scale shipping and receiving on the Union Pacific trunkline.

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

The Silver Rider Express, part of the Southern Nevada Transit Coalition (SNTC), has several bus routes for the Searchlight area. Some of the route destinations include Laughlin, Cal-Nev-Ari, Palm Gardens, Primm, and the Downtown Transportation Center in the Las Vegas Valley.

People Mover. The three resort hotels located in Primm are joined by a people mover system that spans Interstate 15. This system reduces the number of automobile trips in Primm.

Air Transportation.

- **McCarran International Airport (LAS).** This is the primary air transportation facility in Clark County and is located in Paradise Township. McCarran International Airport (LAS) is operated by the Clark County Department of Aviation (DOA). New facilities are continually being added to keep ahead of passenger demand.
- **Southern Nevada Supplemental Airport.** Currently studies are being done for a potential airport located between Jean and Primm and between Interstate 15 and the Union Pacific Railroad tracks.
- **Jean Sport Aviation Center (0L7).** This airport functions as a sports aviation center and includes general aviation aircraft, aerobatic aircraft, gliders, ultra-lights, and skydiving. The DOA owns the site and Henderson Executive Airport manages and maintains

this facility. There are two paved runways at this airport. The 4,600-foot runway is used for powered aircraft. The 3,700-foot runway is intended for gliders and ultra-lights. There is a paved ramp area that accommodates 50 aircraft and a compacted dirt area which will accommodate many more.

- **Kidwell Airport (1L4).** This is a private facility that is part of the airpark located in Cal-Nev-Ari. Kidwell Airport has a 4,140-foot-long lighted dirt runway and has no oversight from the DOA.
- **Searchlight Airport (1L3).** The Searchlight airport functions mainly as a general-purpose airport. It was originally built in the 1950s as an emergency alternate paved airstrip for Nellis Air Force Base. Currently Searchlight Airport offers no services and is uncontrolled, unmanned, unlighted and has one 5,040-foot-long asphalt runway. The majority of the Searchlight Airport is under BLM jurisdiction with a portion of the airstrip under private ownership.
- **Sky Ranch Airport (3L2).** This is a private facility part of the Sky Ranch Estates subdivision located in Sandy Valley and has no oversight from the DOA.
- **Sloan Heliport.** An area just west of the Sloan National Conservation Area, adjacent to Interstate 15, has been selected as a site for a future heliport.

Utilities

Natural Gas Service and Transmission. Several of the communities in the South County can receive natural gas from trunk lines along the SWG route. SWG has the ability to supply existing and future development through their expanding system. There are no constraints on land use associated with natural gas facilities in South County at this time, other than incompatible uses directly adjacent to major facilities. SWG is a private utility company regulated by the State of Nevada. Services to new developments are determined by agreements between SWG and individual developers.

Southwest Gas (SWG) has several natural gas pipelines that follow U.S. Highway 95 through South County to the Las Vegas Valley. South Clark County includes part of the route for the Kern River Pipeline. The route runs north and south on the west side of Interstate 15. This high-pressure (1,200 p.s.i.) interstate pipeline connects Rocky Mountain and Canadian natural gas sources with Southern California demand centers. The CalNev Pipeline Company operates a pipeline that follows the general line of the Union Pacific Railroad tracks in the western portion of South County. This pipeline handles gasoline, diesel fuel, and jet fuel that are used to meet the needs of the Las Vegas Valley.

Electricity Service and Transmission. Most South County residents and businesses receive their service from NV Energy. Residents of Sandy Valley receive their services from the Valley Electric Association (VEA).

Existing major transmission lines (69KV or greater) traverse the area. Most of the power lines in the South County run north and south through South County. With transmission lines crossing expanses of public lands, the United States Bureau of Land Management (BLM) is responsible for utility corridor policy. Current policy as stated in the BLM Management Framework Plan (MFP) is to provide public lands for energy transmission purposes. The MFP calls for common use rights-of-way, wherever feasible, to minimize environmental impacts and avoid corridor proliferation. Planned corridors for future transmission lines will be addressed in the update of the BLM Resource Management Plan.

Power Generation. There are several solar generating plants in South County. There is a power substation in Nelson and two natural gas power plants near Goodsprings and Primm. Due to favorable conditions, other solar and wind power generation sites are proposed or expected to be proposed in some areas of South County.

Water and Wastewater

Water Service. Water for South County communities comes from groundwater that is collected in a series of hydrographic basins. These basins are under the jurisdiction of the State Engineer. Currently, all the basins in the South County have been over allocated, causing the State Engineer to "designate" them. When hydrographic basins become "designated," the Nevada State Engineer can declare preferred uses in those basins.

There are eight groundwater basins in South County. They are Mesquite Valley (Sandy Valley); Ivanpah Valley South (Goodsprings, Jean, Primm); Jean Lake Valley; Hidden Valley; Eldorado Valley; Colorado Valley; Piute Valley (Searchlight, Cal-Nev-Ari); and the Las Vegas Valley (Sloan).

- **Cal-Nev-Ari.** The Spirit Mountain Utility Company, Inc. handles the distribution of water within Cal-Nev-Ari. Total water allocation is 83.8 acre-feet of water per year and the actual use in 2001 was 26 acre-feet. There are currently two wells with two additional wells permitted.
- **Jean.** The Las Vegas Valley Water District (LVVWD) administers the water supply in Jean.
- **Searchlight.** LVVWD administers the water supply in Searchlight.

Community Wells. Several community wells exist in South County. There are three in the Sloan area, four in Jean, two in Sandy Valley, one in Primm, two in Searchlight, two in Cal-Nev-Ari and one in Palm Gardens. The Wellhead Protection Report of the Clark County Comprehensive Plan discourages certain uses within 3,000 feet of these wellheads to reduce potential contamination of the water supply. These community wells are regulated by the Nevada State Engineer.

Private Wells. Some areas of South County developed before public water service. These areas have private wells.

Water Reclamation Service.

- **Jean.** In Jean, there are two package wastewater treatment plants. One facility serves the state prisons and the other the resort hotels.
- **Primm.** The resort hotels in Primm are served by a package wastewater treatment plant.
- **Searchlight.** The Clark County Water Reclamation District (CCWRD) provides sanitary sewer service. A gravity collection system collects wastewater for a majority of Searchlight. One lift station moves flow from the west side of Searchlight to the east side. The treatment facility is located about a half mile south of the Searchlight Townsite.

Established neighborhoods within South County that operate on individual sewage disposal systems (septic systems) are regulated by the Southern Nevada Health District (SNHD).

Solid Waste

All communities in South County have curbside pick-up provided by an independent hauler under contract to Clark County. The refuse is then taken to the APEX Regional Waste Management Center located in Northeast County. In August 1993, the landfills that served Goodsprings, Sandy Valley and Searchlight were closed. The federal regulations established by the Environmental Protection Agency (EPA) could not be met by these landfills, and the cost of upgrading them was not economically feasible. Some of the communities have convenience centers to aid in the removal of items that cannot be disposed of during the regularly scheduled pick-ups.

Goodsprings. There is a County-owned five-acre parcel designated as a future convenience center north of the intersection of Columbia Mill Road and Sandy Valley Road. There are no plans to construct or operate the facility at this time.

Sandy Valley. The Sandy Valley Convenience Center is located at 1575 Beech Street east of Kingston Road.

Searchlight. The Searchlight Convenience Center is located at 651 North Pipeline Road north of the Searchlight Community Center.

Other Public Facilities

Museums. The Clark County Museum and Searchlight Museum Guild have created the Searchlight Community Museum. Located in the Searchlight Community Center at 200 Michael Wendell Way, the museum focuses on the fascinating history of this community. Mining history is a prominent part of the museum's offerings, in addition to the many interesting residents of the community. The admission is free.

Goodsprings. The Goodsprings Cemetery is on a 1.3-acre lot north of the main road on the eastern side of town within Section 25. The cemetery is currently owned by Clark County Administrative Services and is managed by the Goodsprings Cemetery Association. There is also a post office located on the school, park, and community center site.

The Goodsprings Township Justice Court is located adjacent to the airport.

Searchlight. The Post Office is on the northwest corner of Main Street and Hobson Street located at 106 West Hobson Street. The Justice Court is located at 1090 East Cottonwood Cove Road. The Searchlight Cemetery is on a 4.5-acre County owned parcel east of Nugget Lane.

Prisons. Within Jean there are two inmate facilities operated by the Nevada Department of Corrections. The Southern Nevada Correctional Center (SNCC) is a medium custody facility for male inmates. The Jean Conservation Camp (JCC) is a light custody facility for female inmates. These facilities are located on approximately 93 acres east of the railroad tracks in Jean. The use of these facilities fluctuates, sometimes they are in use and sometimes they are not.

Habitat Conservation

There are multiple BLM wildlife conservation, study, and management areas including National Conservation Areas (NCA) in South County. In addition, the Clark County Conservation of Public Land and Natural Resources Act of 2002 (Public Law 107-282) established new wilderness areas and expanded another.

Many federal and state agencies follow environmental laws and policies. In 1995, Clark County moved forward with the development of a Clark County Multiple Species Habitat Conservation Plan (MSHCP). Clark County, as Plan Administrator and on behalf of other permittees including the cities of Las Vegas, Henderson, North Las Vegas, City of Boulder City, Mesquite, and the Nevada Department of Transportation (NDOT), is responsible for compliance with the federal Endangered Species Act, compliance with a Section 10(a) (1) (B) Incidental Take Permit (ITP), and for implementing the MSHCP. The MSHCP's 10(a)(1)(B) ITP covers all non-Federal (private, municipal, State), lands within Clark County and NDOT activities within Clark, Nye, and Esmeralda Counties south of the 38th parallel and below 5,000 feet in elevation.

The ITP requires a mitigation fee. The Clark County MSHCP provides conservation for 78 species of plants and animals, including the desert tortoise and their habitats. The regulations for this mitigation are established in the Unified Development Code (Title 30, Sections 30.32 and 30.80). This fee is used to implement the MSHCP.

An analysis performed by University of Nevada, Reno as Science Advisor to the MSHCP of known species occurrences in South County identified presence of four species of interest to the MSHCP including the Sheep Fleabane (Erigeron ovinus), Rosy Two-tone Beardtongue (Penstemon bicolor var. roseus), Yellow Two-tone Beardtongue (Penstemon bicolor ssp. bicolor), and the White-Margined Beardtongue (Penstemon albomarginatus).

Historical Sites and Places of Interest

There are several National Historical Sites and Nevada Historical Markers within South County. These are locations that are registered as historical places and districts on the federal level. Several of the sites have other designations and registrations associated with the location.

National Historic Landmark

Hoover Dam (Boulder Dam). This project began as the Boulder Dam, but the name was changed to the Hoover Dam in honor of Herbert Hoover who played an instrumental role in its construction, first as Secretary of Commerce and then later as the 31st President of the United States. The construction of the Hoover Dam begun in June 1933 and was dedicated in September 1935 two years ahead of schedule. This concrete arch-gravity storage dam is among the largest and earliest of the Bureau of Reclamation's massive multiple-purpose dams and is located in Black Canyon of the Colorado River east of Las Vegas on U.S. Highway 93 on the Nevada and Arizona borders. By providing electric power, flood control, and irrigation water, this dam made increased levels of population and agricultural production in large areas of the Southwest feasible, affecting not only lands near the river, but also urban centers in Southern California and Arizona. Tours through the Hoover Dam and Power Plant began in 1937. Because of its significance as an engineering structure, it was registered as a National Historic Place in 1981 and a National Historic Landmark on August 20, 1985.

National Historic Places

The following are registered as historical places and districts on the federal level. Several of the sites have other designations and registrations associated with them.

Goodsprings Schoolhouse. This is located at 385 West San Pedro Avenue east of Esmeralda Street. The first school was established in 1907 in a tent southwest of the Yellow Pine Store with Miss Winifred Hardy as the teacher. The doors of Goodsprings School opened in September 1913, to the sound of the bell on the roof. Over the years the school has been remodeled inside and outside, but the basic structure still stands today, including the bell. The school is still in use today and is the oldest active school in Clark County, Nevada and has been registered since March 10, 1992.

Grapevine Canyon Petroglyphs. The canyon is about one driving hour south of the City of Las Vegas on US 95. The location is off a dirt road leading through Christmas Tree Pass near the base of Spirit Mountain. Ancient petroglyphs and a seasonal stream are in Grapevine Canyon, which park rangers point out during guided hikes. It was registered on December 15, 1984.

Homestake Mine District. In the 1930's, the Homestake Mine operated an amalgamation and cyaniding plant on Cottonwood Island for processing gold and silver ore. Mining operations ceased in 1953 as Davis Dam was completed placing Cottonwood Island and the plant under Lake Mohave waters. The 640-acre site was registered as a National Historic District on July 17, 1985.

Sloan Petroglyph Site. Archeologists believe the more than 300 rock art panels with 1,700 individual design elements were created by native cultures from the Archaic to historic era. Mechanized/motorized travel is not allowed, but activities such as hiking, horseback riding, and wildlife watching is encouraged. Ancient petroglyphs are located throughout the National Historic Place created on December 18, 1978. This site also became a State Historical Site on March 4, 1981. On February 5, 2004, the National Historic Place boundary was expanded.

Spirit Mountain (Dead Mountain and Mount Newberry). This is a National Historic Place registered on September 8, 1999, and is also listed as a Traditional Cultural Property because of its significance to the Yuman tribes which include Mohave, Hualapai, Yavapai, Havasupai, Quechan, Pai pai and Maricopa. They believe the mountain (called Avikwame by the Mohave people and Wikame by the Hualapai) is the spiritual birthplace of the tribes. Spirit Mountain is the highest peak in the Newberry Mountains at an elevation of 5,639 feet above sea level.

Willow Beach Gauging Station. Willow Beach may have been a prehistoric trading center based upon artifacts found along the Colorado River. The Basketmaker Indians from Lost City started camping at Willow Beach around 250 B.C. For a while, only the Amargosa people, from the areas to the west, came. Possibly by 750 A.D., the late Basketmaker people were visiting the area again. Seashells, steatite, and asphaltum from the Pacific Coast were traded for salt, pottery, textiles, and other items from the interior. After 1150 A.D., the Shoshoneans mainly camped at Willow Beach. Paiutes were in the Black Canyon area in 1858 when Lieutenant Ives brought his steamboat up the Colorado River.

The Willow Beach Gauging Station is in the Lake Mead National Recreation Area (LMNRA) and was listed in the National Register of Historic Places for the State of Arizona in 1986 and for Nevada on March 21, 1996. Today, the cables, catwalk, trail, and gauging station are located on Lake Mohave north of Willow Beach.

National Historic Trail

Old Spanish Trail. The Old Spanish Trail was stablished as a National Historic Trail in 2001. The National Park Service's National Trails System, Intermountain Region (Santa Fe and Salt Lake City) and the Bureau of Land Management's New Mexico state office (Santa Fe) are leading the planning effort to establish and maintain the trail system that will be within South County including Goodsprings and Sandy Valley, and the Northeast planning areas.

State Historical Markers

The Historic Marker Program was initiated by the Nevada State Legislature in 1967 to bring the State's heritage to the public's attention with on-site markers. There are now 266 historical markers in Nevada commemorating sites and buildings such as Las Vegas Mormon Fort, Stokes Castle in Austin, the Pony Express Station in Elko, and the first airplane flight in Nevada at Carson City. The Historic Marker Program is a cooperative effort involving the Department of Cultural Affairs, State Historic Preservation Office, which administers the Program, the State Historical Society which reviews proposed marker texts, and the Nevada Department of Transportation which assists in installing and funding the markers.

#6 – Eldorado Canyon. This marker is located on the east side of US Highway 95 at State Route 165 within City of Boulder City. This commemorates Eldorado Canyon which was one of the biggest mining booms in Nevada history. Gold and silver were discovered in Eldorado Canyon about 1859, and soon mines were developed. In the 1860's the canyon was bursting with a rowdy population of nearly 500 men, many were deserters from the Civil War. The river was navigable at the time, making it possible to bring in food and supplies by boat. Notorious for its feuds and shootings, the canyon was equally well known for its three largest mines, The Techatticup Mine, Wall Street Mine, and the Savage Mine, which yielded five million dollars during 40 years of operations.

#102 – Goodsprings (Mining District 1856-1957). Located north side of Spring Street between Revere Street and Vegas Street, next to a wooden military barracks building that was moved from Tonopah in the 1940's. This building has served as a community center, church, and post office. This marker commemorates the Goodsprings (Mining District 1856-1957).

Ore deposits readily recognized in the faulted and folded limestone deposits of this district remained unprocessed until 1856, when Mormons developed a single lead mine at Potosi.

Named for cattleman Joseph Good, the Open Springs area was developed into the mining-ranching community of Goodsprings by A.G. Campbell.

With completion of the Los Angeles-Salt Lake Railroad in 1905 and the narrow-gauge Yellow Pine Railroad from Jean to Goodsprings in 1911, transportation costs of the oxidized zinc minerals were reduced. The peak year of operations was reached in 1916, and Goodsprings then had 800 residents.

This district, with the greatest variety of valuable minerals in Nevada, produced a total of $25 million primarily in lead and zinc, with lesser amounts of gold, silver, copper, molybdenum, vanadium, nickel, cobalt, platinum, palladium, and uranium.

#116 – Searchlight. This marker is located on US Highway 95 in Searchlight. Initial discoveries of predominately gold ore were first made at this location on May 6, 1897. George Frederick Colton filed the first claim, later to become the Duplex Mine.

The Quartette Mining Company, formed in 1900, became the mainstay of the Searchlight District, producing almost half of the area's total output. In May 1902, a 16-mile narrow-gauge railroad was built down the hill to the company's mill on the Colorado River. Railroad equipment was brought in by barge from Needles. The locomotive carried ore to the mill and, occasionally, passengers rode down to the steamboat port. The locomotive could run on oil from Searchlight or driftwood from the Colorado River. Operations of the mill and railroad stopped when a new mill was built in Searchlight in 1906. The rails were sold to J. F. Kent, removed, and used on the Yellow Pine line from Jean to Goodsprings in 1910. The foundations of the river mill are below the surface of Lake Mohave near Cottonwood Cove.

Searchlight began to boom in 1902 and reached its peak year in 1907. Up to 1940 total production amounted to $4.5 million. On March 31, 1907, the Barnwell and Searchlight (B&S) Railroad connected the town with the then main Santa Fe line from Needles to Mojave.

By 1919 trains were operating over the B&S Railroad only twice a week. A severe washout on September 23, 1923, halted traffic completely and train service was never restored.

#195 – The Last Spike. About 4.6 miles northeast of Jean off Interstate 15 on Frontage Road, is the marker that celebrates the Last Spike of the San Pedro, Los Angeles and Salt Lake Railroad driven on January 30, 1905. This railroad later changed ownership when it was bought by the Union Pacific Railroad in 1921 from William A. Clark (Senator of Montana). This site is near where workers drove that last spike which completed the railroad between Salt Lake City, Utah, and Los Angeles, California. This was the last "transcontinental" line to Southern California and one of the last lines built to the Pacific Coast. There was no formal celebration at the time, but those present gave some recognition to the event. Las Vegas owes its existence to the railroad, as the men in charge laid out the original Las Vegas Town Site and established a division point there, taking advantage of a good supply of water.

Places of Interest

These are sites that have historical and cultural value but have not been registered as a historical site.

Crescent. This was an area of significance between 1863 and 1878. Mexican miners removed more than $500,000 in gold. Later, others took over the operation of the mines. At one time it had a post office. The town of Crescent came into being in 1904 when new silver deposits were discovered. However, any permanence for Crescent was doomed by the financial panic of 1907 and the town was empty by 1908. Only rubble and foundations remain of the original structures. Crescent is located south of State Route 164 approximately 2.5 miles from the California border.

Eldorado Ferry (Camp Eldorado). A temporary military camp for about forty soldiers was established on January 15, 1865 to protect the miners of Eldorado Canyon from Native American attacks. Soldiers were stationed at Camp Eldorado until August 24, 1867. The site was just north of the mouth of Eldorado Canyon on the west bank of the Colorado River at the Eldorado Ferry crossing. The site of the camp and the ferry crossing are now under Lake Mohave.

Juan. This community was first associated with a railroad siding for the Barnwell and Searchlight Railroad that operated from 1907 to 1924. Area mining activity continued after the railroad failed and was abandoned. Several buildings remain today. The town was originally thought to be in California, but Nevada claimed it also so both states imposed taxes until the survey was done, which proved that Juan was in Nevada. It is currently located on the California border south of Crescent.

Ringbolt Rapids. The Colorado River was also an important route used for steamship travel and trade from the 1860s until the early 1900s when the railroad was completed through the area. Ships docked at the former riverside settlements of Cottonwood, Eldorado City, and Hardysville and went further upstream over precarious rapids with the help of ropes, winches, and ringbolts. Two of these ringbolts, still anchored in the canyon walls, are visible at Ringbolt Rapids which are approximately four miles south of the Hoover Dam.

Roach. This was a former train station south of Roach Lake on the San Pedro, Los Angeles and Salt Lake line constructed in 1905.

Sunset. Ore was discovered at this site during the 1890's but was of small significance. Later in 1905 the Lucy Grey mine was established as the real producer, found by a lone prospector. The camp was laid out near the Nevada-California border, just two miles east of Lyons, California. In 1912 a cyanide mill was built near the mine, for three decades the district's production reached about $50,000. Little remains but tailing piles.

Walking Box Ranch. In 1931, Hollywood stars Clara Bow and Rex Bell built their Walking Box Ranch headquarters after acquiring the ranch property from a remnant of a million-acre ranch created by the Rock Springs Land and Cattle Company in the eastern Mojave Desert in the late 1890s. They and subsequent owners ran cattle on public lands until the late 1980s. Many of the original buildings and structures remain intact.

The Nature Conservancy, BLM and UNLV are working to preserve the headquarters of the Walking Box Ranch. They are working toward listing the site on the National Register of Historic Places. Future uses are to include a museum and a field, research, and training center.

Tristate. This was a town site on the west bank of the Colorado River, located below Bullshead Canyon and above the current site of the Davis Dam. Tristate Town was plotted in July 1921 and is now mostly under Lake Mohave. This site should not be confused with a later site named Tristate which is now Laughlin.

Goodsprings. The Goodsprings Historical Society (GHS) has established a walking tour of historic sites and buildings within that area. Within Goodsprings there are national historic places, state historical markers, and places of interest.

Camp Duncan. Camp Duncan was a turn of the century mining camp named for George Duncan. This site had mining activity from 1900 to 1910. The camp was located about a mile east of Nelson on the side of a small hill, named Mount Duncan near the site of Eldorado City.

Eldorado City. This was a mining camp at the old Eldorado Mine, established by Nat Lewis near Huse Spring. The mine had been revived in 1901, with a 25-stamp mill planned but it was never built. Eldorado City was located about a mile east of downtown Nelson.

Techatticup Mine. There is a monument at a refurbished mining town near the Techatticup Mine that was dedicated by the Queho Posse Chapter 191 of the Ancient and Honorable Order of E Clampus Vitus on September 22, 2000.

The mine is approximately one mile east of downtown Nelson north of State Route 165 before the Lake Mead National Recreational Area (LMNRA). The original Techatticup Mine was founded in 1861. When it was founded, it was the most important mine in El Dorado Canyon. It produced millions of dollars in gold ore and was originally served by steamboats on the Colorado River. It is said the mine's name is taken from two Paiute words meaning "hungry" or "bread".

Two of Nevada's most famous renegade Native Americans lived in the area. Ahvote, killed five victims. Queho was credited with killing twenty-three people, was named as Nevada's "Public Enemy #1" and became the state's first mass murderer. Near this mine, Queho killed his last known victims in January 1919, Maude Douglas and two prospectors named Eather Taylor and William Hancock. Queho successfully eluded the sheriff's posses.







State Historical Markers and Places of Interest by Community

Primm	
Ivanpah	A former railroad siding and mining camp located near the current Nevada/California border along Interstate 15.
Sandy Valley	
Keystone Mill	This was a mill that operated in the 1890s. It is located at the site of Taylor's Well. There was a mining community and a post office that operated from 1893 to 1897 also associated with this mill.
Mandolin	Mandolin was an upstart community planned in 1908. Several lots were sold and a small tent community developed but soon faded. Today some of the lots are still developed while the remaining recorded subdivision still exists.
Platina	The Spanish word for "platinum" is a mining townsite north of the airstrip. The town sprang into existence when H.K. Riddall, discovered platinum in the Boss Mine in 1914. By 1915, the town had 200 people, many businesses, and a post office from January 3, 1916 until May 31, 1917. The Boss Mine was first located by Joseph Yount on January 1, 1886 near the site of the Keystone Mill. Although the boom at Platina only lasted about a year, mining continued until late 1918 or early 1919. Today some of the lots are still developed while the remaining recorded subdivision still exists.
Searchlight	
Abbotsville	This was the terminal location for the 23-mile Barnwell and Searchlight Railroad. Rather than construct up the hill to Searchlight, the railroad only ran to land owned by the Searchlight Terminal Townsite Company. This flat inexpensive location was about a mile southwest of the town. Local objection to the establishment of the terminal about one mile west of Searchlight, owned by the Searchlight Terminal Townsite Company, caused the citizens to apply the name derisively for F.J. Abbot, the managing director of the company. The railroad was completed in the spring of 1907. On December 28, 1911, the line was sold to the Arizona and Santa Fe Railway Company and continued operations until a major washout occurred on September 23, 1923. The railroad was never rebuilt and the line was abandoned on February 28, 1924.
Camp Sunrise	A short lived 1906 mining camp that was located near Summit Spring, approximately three miles east of downtown Searchlight. The site was north of the Emerald City townsite.
Duplex Mine and George Frederick Colton	Just north of Colton's General Store near the current entrance to the Duplex Mine site in Searchlight, is a monument that was dedicated by the Queho Posse Chapter 1919 of the Ancient and Honorable Order of E Clampus Vitus on October 23, 2005. The plaque states that George Frederick Colton can be considered to be the father of Searchlight. The Searchlight claim made on May 6, 1897 was the earliest claim of importance in what became the Searchlight Mining District. He is also credited with providing the name for this new district. Colton's Searchlight claim, New Years Gift Claim later became to be known as the Duplex Mine. The Duplex Mine was one of the important mines in the area, along with the Quartette Mine.
Emerald City	A bunch of copper claims located near Summit Springs about three miles east of Searchlight, just off the Cottonwood Cove Road. A town site was laid out in 1906 but nothing significant has materialized.

Spring Valley

Natural and Manmade Hazards

Water-Related Hazards

The Town of Spring Valley is traversed by three major washes. Red Rock Wash and South Fork of the Flamingo Wash pass from east to west through the center of the area. Tropicana Wash crosses through southern Spring Valley. Land inside of these washes is not suitable for development.

Flood Control and Drainage. Although a factor, drainage is not a primary concern when determining land use. The Regional Flood Control District's (CCRFCD) existing facilities, planned improvements, and various engineering documents as well as regulations in Title 22 (Buildings and Construction) and Title 30 (Unified Development Code) allow for land in Spring Valley to be developed in and around flood zones.

Land-Related Hazards

Soils. Soil related corrosion is a concern in the Spring Valley Planning area ("Spring Valley"). Corrosion potential for uncoated steel is high in central parts of Spring Valley. Corrosion potential for concrete is high in the eastern part of Spring Valley. There is a lack of clay-based soils within Spring Valley. Soil shrink/swell potential is low throughout Spring Valley. A low shrink/swell potential is a good soil characteristic for construction because soil movement resulting from water in clay soil can damage foundations. Areas that have high solubility and high shrink/swell soils are primarily located in the eastern part of Spring Valley. Some drainage areas also have a high shrink/swell clay soil, which runs through central Spring Valley from east to west and from the east central part of Spring Valley to the southwest corner.

The Clark County Department of Building and Fire Prevention (CCBFP) requires an on-site soil analysis of proposed development sites in areas of the valley indicated on the most current soils information map. This is required to provide site-specific information that Soil Survey maps do not show.

Slopes. There are a couple of areas within Spring Valley where development is constrained by steep slopes of 12 percent or greater. These are primarily located in the north central and southwest sections of Spring Valley. Two areas having severe slope are functioning gravel mining operations. These are in sections 15 and 21 within Spring Valley. Generally, public roads exceeding 12 percent slope are not approved based on inaccessibility of public services such as garbage pick-up and fire service.

Faults. Excessive groundwater withdrawal has contributed to subsidence faults in the Las Vegas Valley, including eastern parts of Spring Valley. A combination of active faults and soluble material in soft soil increases the potential of sink/swell in the foundation of a development in the eastern part of Spring Valley. Multi-story development in areas with soluble and clay material may not be suitable without appropriate engineering. The Federal Housing Administration requires engineering studies and the development of possible mitigation measures for residential projects requesting federally insured mortgages and located within 500 feet of a fault.

Infrastructure and Services

Public Facilities Needs Assessment. The Public Facilities Needs Assessment (PFNA) was approved by the Board of County Commissioners (BCC) on January 2, 2001. The planning area for the PFNA is located in the Southwest portion of the valley. The BCC established the PFNA to off-set the infrastructure costs that would be required to develop in the PFNA. The major project within Spring Valley is Rhodes Ranch, which was approved with a negotiated Development Agreement in lieu of the standardized PFNA. In order for major projects to develop, extensive infrastructure had to be brought into this area at the expense of each project. In order to ensure that smaller projects meet the same public infrastructure standards that the Major Projects are providing (including regional parks, police stations and fire stations), the smaller projects have been required to comply with the Southwest Las Vegas Valley Public Facility Needs Assessment Report.

A result of the use of the PFNA was the need for the creation of a Standard Development Agreement. The Standard Development Agreement enables the county to be consistent in its requirements for infrastructure assessments by using a fixed ratio of assessments for each development. The use of the Standard Development Agreement provides an alternative opportunity for the developer and the county versus the use of individually negotiated development agreements.

Libraries

The Las Vegas-Clark County Library District serves Spring Valley with three branch locations. Each library is experiencing significant increases in circulation as population grows. The libraries include Sahara West at Grand Canyon Drive and Sahara, West Charleston at Jones Boulevard and Charleston Boulevard, and Spring Valley at Twain and Jones. Each library has a service radius of approximately two- and one-half miles.

Public Safety

Fire Protection and Emergency Medical Services. The Clark County Fire Department (CCFD) provides fire protection and emergency medical response to Spring

Valley. The CCFD currently has four fire stations that provide service to the area, Stations 21, 22, 26 and 34. These stations are located within 1.5 miles of each other to provide a five minute or less response time to a given area. Current coverage concentrates fire coverage in the north and east of Spring Valley. Proposed Fire Station 35 is planned to be built within the next ten years. In addition, the eventual development of other stations will provide coverage for the entire planning area.

Las Vegas Metropolitan Police Department. The Las Vegas Metropolitan Police Department (Metro) provides police protection in Spring Valley. Most of Spring Valley is patrolled by officers from the Spring Valley Area Command, located at 8445 Eldora Avenue. The area of Spring Valley north of Desert Inn and east of Jones is patrolled by officers from the Bolden Station Area Command, located at 1851 Stella Lake.

Recreation and Open Space

Level of Service. Clark County has level of service standards for each facility type offered by the department. These standards help in the determination of which facilities and locations are most in need of construction, remodeling, and funding. The 2014 level of service for park land in the southwest quadrant is 1.4 acres/1,000 residents. Additionally, the 2014 level of service in Spring Valley is 1.5 acre/1,000 residents, accounting for 14 parks with 303 developed acres. Details of existing Spring Valley parks and facilities are listed in the table on the next page.

Public Recreation Facilities. Clark County statistics for parks are separated into four Valley quadrants as well as towns. Spring Valley is in the southwest quadrant. Clark County has a goal of 2.5 acres of park land per 1,000 residents for parks in the urban area. This equates to Spring Valley requiring approximately 485 acres of parks in 2014.

Private Recreation Facilities. There are numerous private parks, common areas and leisure facilities in Spring Valley. These include private parks, swimming pools and golf courses. There is no current information regarding the number and acreage of private parks and swimming pools. Private parks and leisure facilities are not included in the level of service for parks and recreation facilities for Clark County. Private golf courses in Spring Valley include Spanish Trails and Rhodes Ranch.

Schools

Clark County School District (CCSD) provides public educational services in Clark County. Spring Valley is served by five high schools, seven middle schools, and sixteen elementary schools in the Southwest Region. The table below shows the name, location, and type of each school. Not all schools listed on the table are located within Spring Valley, but they all serve Spring Valley residents.

The CCSD has also either purchased or reserved future school sites based on land use, zoning and projected population estimates and densities. Potential future school sites are included on the land use map. More school sites may be necessary due to changes in land use and population growth. Each school type has a different level of service and requires a certain functional land area.

Spring Valley: Existing Schools

Elementary Schools			
Name	Location	Name	Location
Batterman	Quail & Hualapai	Gray	Torry Pines & Flamingo
Bendorf	Kevin & El Capitan	Hayes	Twain & Park
RM Bryan	Katie & Durango	Jydstrup	Duneville & Reno
Decker	Redwood & Viking	Kim	Tenaya & Peace Way
Derfelt	Lisa & Oakey	Rogers	Riley & Diablo
Diskin	Ravenwood & Westbrook	Roundy	Mohawk & Eldora
Dondero	Jones & Peace Way	Steele	Eldorado & Rainbow
M. Earl	Reno & Redwoods	Tanaka	Maule & Quarterhorse
Forbuss	Grand Canyon & Ford	Thiriot	Harmon & Lindell
Goolsby	Ridge Hollow & Desert Inn	Wynn	Edna & Duneville

Middle Schools			
Name	Location	Name	Location
Canarelli	Torrey Pines & Robindale	Guinn	Torrey Pines & Flamingo
Faiss	Maule & Fort Apache	Lawrence	Juliano & Rochelle
Fertitta	Mesa Vista & Grand Canyon	Sawyer	Redwood & Mesa Vista
High Schools			
Name	Location	Name	Location
Bonanza	Del Ray & Torrey Pines	Sierra Vista	Robindale & Cimarron
Clark	Pennwood & Arville	Spring Valley	Twain & Buffalo
Durango	Dewey & Timber Creek		

Transportation

Surface Transportation. Spring Valley has a transportation network consisting of Arterial, Collector and Local streets following the Las Vegas square mile grid pattern. Arterial streets vary in right-of-way width from 100 to 120+ feet, Collectors are typically 80 feet, and Local streets anything less than 80 feet. Arterials and Collectors provide higher traffic capacity than Local streets, are more appropriate locations for intense land uses, and provide for traffic to be distributed throughout the network. Spring Valley is also traversed by the Bruce Woodbury Beltway (CC-215), classified as a freeway with a right-of-way width of 250 feet.

Mass Transit. The Regional Transportation Commission of Southern Nevada (RTC) is the public transit provider for Clark County. Numerous routes operate in Spring Valley, connecting the area to the rest of the Las Vegas Valley. Schedules and routes change to meet passenger demand.

Utilities

Electric Service. NV Energy provides electricity to Spring Valley through a series of major and minor service lines. NV Energy has the ability to supply existing and future development through their expanding system. There are no constraints on land use associated with electrical facilities in Spring Valley at this time, other than incompatible uses directly adjacent to major facilities. NV Energy is a private utility company regulated by the State of Nevada. Services to new developments are determined by agreements between NV Energy and individual developers.

Natural Gas Service and Transmission. Southwest Gas (SWG) provides natural gas service to Spring Valley through a series of major and minor service lines. SWG has the ability to supply existing and future development through their expanding system. There are no constraints on land use associated with natural gas facilities in Spring Valley at this time, other than incompatible uses directly adjacent to major facilities. Southwest Gas is a private utility company regulated by the State of Nevada. Services to new developments are determined by agreements between Southwest Gas and individual developers.

Southwest Gas (SWG) has several natural gas pipelines through Spring Valley. The CalNev Pipeline Company also operates a pipeline in Spring Valley. This pipeline handles gasoline, diesel fuel, and jet fuel that are used to meet the needs of the Las Vegas Valley.

Water and Wastewater

Municipal Water. The Las Vegas Valley Water District (LVVWD) provides water to Spring Valley through a series of service lines, reservoirs, and pressure zones. The water district has the ability to supply existing and future development through their expanding system. In most instances, service line expansion is co-terminus with development. Developers have the responsibility for adequate water services to new development.

Spring Valley is within the Colorado River Basin. This basin is divided into 27 hydrographic areas. The areas applicable hydrographic area for this plan is the Las Vegas Valley (Basin 212).

Private Wells. The Wellhead Protection Report for the Clark County Comprehensive Plan discourages certain uses within 3,000 feet of these wellheads to reduce potential contamination of the water supply. Some areas of Spring Valley developed before public water service.

These areas have private wells. Community and private wells are regulated by the Nevada State Engineer.

Water Reclamation Service. The Clark County Water Reclamation District (CCWRD) provides sanitary sewer service.

The main facility is located at the east end of Flamingo Road. An ancillary facility is located at Desert Breeze Park near Flamingo Road and Durango Avenue. The Desert Breeze Water Resource Center is a joint project between CCWRD and the LVVWD. This facility supplies non-potable reclaimed water to golf courses and green belt areas for use in lieu of potable water. The remaining waste material from this center is then transported to the main facility at Flamingo Road through the regular sanitary sewer line for final processing.

Established neighborhoods within Spring Valley that operate on individual sewage disposal systems (septic systems) are regulated by the Southern Nevada Health District (SNHD).

Solid Waste

All communities in Spring Valley have curbside pick-up provided by Republic Services which is under contract to Clark County. The refuse is then taken to the APEX Regional Waste Management Center located in Northeast County.

There is a Transfer Station located south of Spring Valley, just west of the Sloan Exit from Interstate 15. There are no Convenience Centers or Landfills located in Spring Valley.

Summerlin South

Natural and Manmade Hazards

Water-Related Hazards

The Red Rock and the Flamingo are the major alluvial fans crossing the area. Alluvial fans are created when rocks and debris erode from upper mountain elevations and are deposited into valleys and canyons. The buildup of this material creates fan-shaped deposits, which pose a potential problem for development because of the unpredictable route of floodwaters. The short-duration, high-intensity storms that are typical in the Las Vegas Valley tend to cause fast-moving floods capable of causing a great deal of damage to developed areas.

Several government entities are involved with drainage and flood control in Clark County. Within the Summerlin South planning area ("Summerlin South"), the Clark County Major Projects process usually requires a drainage study for all development projects, and especially those located within a special flood hazard. The Major Projects Team reviews projects for on-site drainage design, conformance with the Clark County Regional Flood Control Master Plan and for potential regional impacts. Drainage flows resulting from a project must not impact areas located upstream, downstream, or within areas surrounding the proposed development. Guidelines for drainage studies and standards for drainage facilities can be found in the Uniform Standard Drawings for Public Works Construction Off-Site Improvements, Clark County Area, Nevada and in the Clark County Regional Flood Control District (CCRFCD) Hydrologic Criteria and Drainage Manual.

The CCRFCD, whose jurisdiction covers both the incorporated cities and the unincorporated areas within Clark County, has planned a number of facilities that will eventually circle the Las Vegas Valley and mitigate major flood hazards. These facilities are described in the CCRFCD's adopted Master Plan. The CCRFCD and the County have also adopted Uniform Regulations for the Control of Drainage. These regulations include land use development policies and construction procedures relating to drainage. The agency responsible for enforcing these regulations within Summerlin South is the Clark County Major Project Team in coordination with the Department of Public Works.

Infrastructure and Services

Libraries

Regional Libraries. Currently, the Las Vegas-Clark County Library District provides library service in the area through its Spring Valley, Sahara West and Summerlin libraries.

Summerlin South Libraries. The location of any libraries to be situated within Summerlin South will be coordinated between the Master Developer and the Library District.

Public Safety

Fire Protection and Emergency Medical Services. Summerlin South is currently served by Clark County Fire Station 22 located at Flamingo Road and Rainbow Boulevard, City of Las Vegas Fire Station 2 at Durango Drive and Charleston Boulevard, City of Las Vegas Fire Station 42 located at Cheyenne Avenue and the U.S. Highway 95, City of Las Vegas Fire Station 7 located on Banburry Cross Drive northwest of Town Center Drive, and Clark County Fire Station 28, located on Sahara Avenue between Pavilion Center Drive and Town Center Drive.

Summerlin South Fire Service. Water supply with a minimum fire flow of 1,500 GPM with 2-hour duration has been and will continue to be provided for fire suppression needs as Summerlin South continues to develop. Depending on the occupancy or hazard classification, the required fire flow for specific sites may be higher. Additional fire station sites will be established as needed to provide full fire prevention service to Summerlin South. The locations of fire stations will be coordinated between the Master Developer, Clark County Planning, and the Clark County Fire Department. Generally, a fire station should be located within a 1.5-mile response radius or a 4-minute travel time from each developed property (1.5-mile radius equates to the national standard of 5-minute response time or less). Response time will include 1-minute turnout time and 4-minutes of travel time. Travel time is the amount of time it takes for a piece of apparatus to travel from the fire station or current location to the incident scene, or the amount of time from wheel starts to wheel stops. Adequate fire flow and fire station coverage (or approved alternatives) must continue to be in place as development progresses.

Regional Police Service. The Metropolitan Police Department's Summerlin Area Command is charged with the primary response for Summerlin South, and is located at 11301 Redpoint Drive. Back up response is available from the Northwest Area Command, which is located on Cheyenne Avenue between Hualapai Way and Grand Canyon Drive.

In addition to their regular duties and responsibilities, officers are assigned to units that specialize in such areas as canine operations, bicycle patrol, traffic enforcement, helicopter patrol, and gang diversion. There is also a Special Weapons and Tactics (SWAT) team that responds to emergency situations.

Summerlin South Police Service. Although ultimate development within Summerlin South will require significant police services (approximately 36 patrol units), the projected population within Summerlin South alone does not generate the need for a new police substation. By separate agreement with the City of Las Vegas, and as a part of the negotiations with Clark County regarding the Third Amendment to the Summerlin South Development Agreement, the Master Developer agreed to increase the size of the future Metropolitan Police Department substation to be located in Summerlin West in order to address the additional police services required as a result of the increased area and residential dwelling units that were added to Summerlin South. The area of this Summerlin West substation will be increased to approximately 23,000 square feet, fully equipped with furniture, fixtures and apparatus. In addition, the total acreage of land to be dedicated to the Metropolitan Police Department for this substation will be increased to approximately six (6) gross acres. Accordingly, Clark County subsequently agreed that the Master Developer shall have no further obligation to construct, equip, operate, maintain, or man a police station within the Summerlin South.

Recreation and Open Space

Regional Parks and Recreation Facilities. Angel Park in the City of Las Vegas and Prosperity, Meyer, and Desert Breeze Parks in Clark County are the closest regional public parks to Summerlin South.

Summerlin South Parks and Recreation Facilities. The development standard established for neighborhood parks is 2.5 acres per thousand residents. The neighborhood park acreage can be reduced where park sites are adjacent to and have combined recreational facilities with school sites. Based on projected population estimates for Summerlin South, approximately 200 acres of neighborhood parks should be provided depending upon the amount of adjacent school acreage.

Park sites should be combined with other public or community facilities - especially schools, fire stations, and police substations - to achieve efficiencies in development and operating costs wherever possible. Parks will continue to be located along trail systems providing pedestrian access between parks and residential areas. Where appropriate, and if Clark County Public Works (CCPW) approves joint-use facilities, the trail system should be developed in conjunction with drainage control features. Such trails are intended to increase the status of Summerlin South as a walkable community, and every effort will be made to continue the development of the Summerlin trail system. Floodways, detention basins, and retention basins will be designed for recreational and open space purposes where feasible and approved by CCPW.

Whereas neighborhood parks and open space provide areas within a neighborhood for passive recreation and trail systems, village parks may provide more intensive recreational amenities for Summerlin South residents, such as lighted ball fields and tennis courts. These facilities should be located and designed to minimize adverse impacts on adjacent residential communities.

Existing village parks that accommodate active recreational amenities are located in Villages 13 East, 14A, 14B, 16, and 16A.

Allocation of land for neighborhood park facilities will occur at the time of Village Plan approval. In addition to neighborhood parks and other open spaces such as golf courses, the Master Developer will also provide paseos, pedestrian trails, and bicycle paths. The design of the parks and open space for each Village will be coordinated between the Master Developer and the County. The County will have final authority on the design of any park facility that is intended for County operation and maintenance.

The primary revenue source for neighborhood park development in the unincorporated areas of Clark County is the residential construction tax imposed by Clark County Code Chapter 19.05. It is anticipated that parks in Summerlin South will be constructed by the Master Developer in conjunction with development of each Village in lieu of payment of the residential construction tax. The maximum compensation to the Master Developer for a developed park site and related improvements is a 100 percent credit on the residential construction tax. Credit may be transferred between villages to allow flexibility in placement and programming of parks and to respond to topographic and other natural features. Detention basins, retention basins or floodways will only be included in the acreage for which residential construction tax is credited through mutual agreement between Clark County and the Master Developer when they meet recreational use and maintenance criteria.

The development standard established for community parks in the Clark County Parks and Open Space Plan (CCPOSP) is also 2.5 acres of land for parks per thousand residents. Existing County-owned parks land is expected to satisfy this requirement.

There are no identified standards for regional and special use parks. The CCPOSP states that regional park acreage managed by state and federal agencies far exceeds the national standard and will continue to do so throughout the development of Summerlin South.

As negotiated in the Third and Fourth Amendments to the Development Agreement, the Master Developer has developed a (minimum) 25-acre recreational facility abutting the Faiss Middle School along its southern boundary (southwest corner of Fort Apache Road and Maule Avenue). This facility will comprise a 15-acre (minimum) Community Park to be dedicated to Clark County (to own, maintain, and operate) and a 10-acre (minimum) Water Park, to be owned, maintained, and operated by a private third party. It is anticipated that this privately owned and operated Water Park will be expanded beyond the 10-acre size referenced. Both facilities are currently open and in operation. The Master Developer is currently in the process of planning and designing the Aquatic Center, which is also included in the Fourth Amendment to the Development Agreement.

Community Service Campus. A "community service campus," associated with a park, is desired by Clark County. The community service campus may be designed to provide a wide range of services (including such things as a senior high school, fire station, police sub-station, and a government service building) at one central location and serve as a community focal point. Funding for land acquisition and development of a community service campus will have to be identified from Clark County capital funds, not park tax credits, nor any anticipated funding by the Master Developer.

Schools

The Schools and Libraries exhibit shows the locations of public schools in the vicinity of Summerlin South.

In addition, the Milton I. Schwartz Hebrew Academy, the Meadows School, and the Las Vegas Day School, the Alexander Dawson School, and the Faith Lutheran School provide private schools in the vicinity. Bishop Gorman has recently constructed a private high school at the northwest corner of Hualapai Way and Ponderosa Road, which is now open, operating, and under expansion.

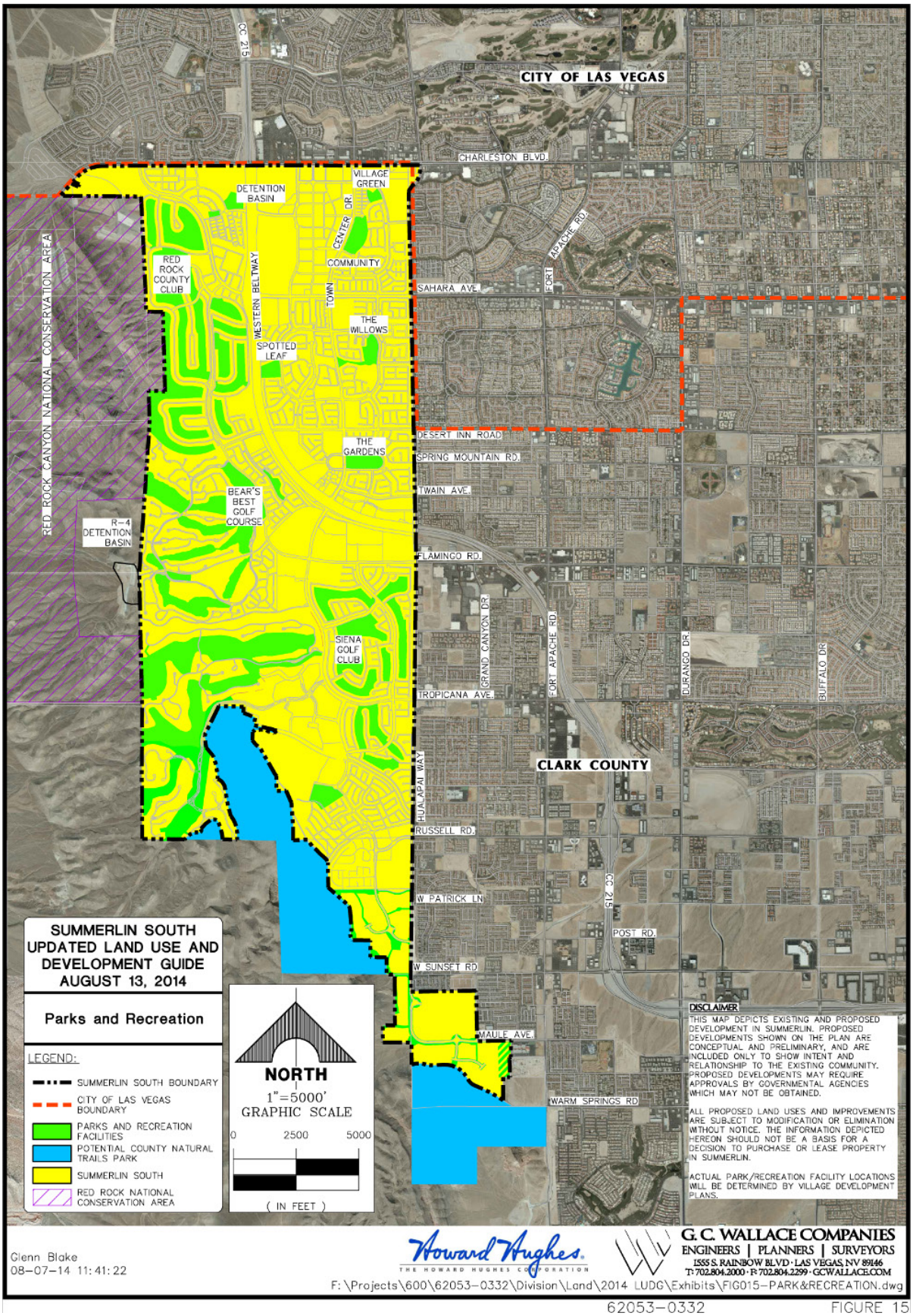
Summerlin South Schools. To date, the following schools have been constructed within Summerlin South:

- Dvorre and Hal Ober Elementary School (public)
- Goolsby Elementary School (public)
- Faiss Middle School (public)
- West Career and Technical Academy (public)
- Bishop Gorman High School (private)
- Faith Lutheran Secondary School (private)
- Alexander Dawson School (private)
- The following school has been proposed for Summerlin South:
  - Unnamed Hualapai-Homestretch Elementary School (private)
  - Unnamed Maule Avenue-Grand Canyon Drive Elementary School

Additional schools may be required as a result of the updated Summerlin South planning effort. The specific number of schools to be constructed to serve the Summerlin South area will be determined during the planning and consideration for each village. Generally, the number of schools will be determined by the following criteria:

Based on the Clark County School District's (CCSD) policy of providing additional capacity to promote a better learning environment and to allow for future growth, the student population expected in Summerlin South may require as many as a total of 7 elementary schools, 2 middle schools, and 1 high school upon build out. The

Summerlin South Land Use and Development Guide



location of new school sites within Summerlin South will be coordinated between the Master Developer, Clark County Planning, and the CCSD. The CCSD's Demographic Criteria will be revised to reflect changes in enrollment patterns over time.

Water and Wastewater

Regional Water Service. The Las Vegas Valley Water District (LVVWD) provides water service to Summerlin South as well as adjacent areas. Major LVVWD pipelines exist adjacent to or within the proposed Villages within Summerlin South that remain to be developed. These existing pipelines serve all pressure zones within these proposed villages and can be extended once development of these areas begins. These include the 2745, 2860, 2975, 3090, 3205 and the 3320 pressure zones.

Pressure zones are based on topography and define regions that generally act as independent water systems, complete with their own reservoirs and pipelines. Accordingly, it is not unusual that land adjacent to existing development may be in a pressure zone that has not been provided with water service.

Summerlin South Water Service. Water facilities capable of meeting the water demands and fire requirements of new developments within the LVVWD's service area are provided in accordance with the LVVWD service rules, policies, and procedures. In cases involving major expansions of the LVVWD system into areas not currently being served, the LVVWD may participate with the developer in a financial arrangement to install oversized main extensions capable of serving future development outside of the developer's property.

Projected Annual Water Usage Rates

The approximate amount of water capacity anticipated for the remaining development within Summerlin South and the approximate dates the supply will be needed are as follows:

Projected Annual Water Capacity

Year	Acre-Feet
2014 - 2018	2,256
2019 - 2023	6,767
2024 >	9,434

The approximate total amount of water capacity anticipated for all development within Summerlin South (existing plus proposed) and the approximate dates the total supply will be needed are as follows:

Projected Total Annual Water Capacity

Year	Acre-Feet
< 2014	22,542
2014 - 2018	24,798
2019 - 2023	29,308
2024 >	31,976

The amounts of water capacity are cumulative. Projected dates of usage are based on estimates of the time of actual connections to service users. Estimates of the timing of water usage are highly speculative and dependent on assumptions of future market conditions. Changes in market conditions could dramatically impact the rate of land absorption and water usage.

Water Conservation. Summerlin South was the first master planned community in Southern Nevada to make widespread use of drought-tolerant desert landscaping in all common areas.

Currently, the conservation managers of the Southern Nevada Water Authority recognize Summerlin South's community-wide self-imposed water conservation guidelines as a model. Since 2003, all home builders in Summerlin South have been required to abide by strict water smart conservation guidelines that include turf and fountain restrictions, efficient irrigation requirements, interior plumbing options, and much more. These guidelines mirror those that were eventually adopted by the agency as its "Water Smart Guidelines.

Regional Sewer Service. The Clark County Water Reclamation District (CCWRD) and the Sanitation Division of the City of Las Vegas Department of Public Works provide sewer service to Summerlin South and areas adjacent to portions of Summerlin South. The Sewer Service exhibit identifies major sewer interceptors (main sewer lines) in the area. To date, no inter-local agreement has been executed between CCWRD and the City of Las Vegas to allow Summerlin South to use the City of Las Vegas sewer outfall mains in the vicinity of the project.

All wastewater in the service area is conveyed through an extensive pipeline collection system and is routed to sewer treatment facilities. Three treatment plants serve the Las Vegas Valley: the CCWRD treatment plant located at 5857 East Flamingo Road; the CCWRD Advanced Wastewater treatment plant at 4060 South Hollywood Boulevard; and the City of Las Vegas treatment plant at 5500 East Vegas Valley Drive. A regional water reclamation plant operated by CCWRD has been constructed adjacent to Desert Breeze Park (Flamingo Road at Tomsik Street) for the purpose of delivering reclaimed water for use in the irrigation of golf courses within surrounding communities, including Summerlin South.

Existing Sewer Mains. Within the City of Las Vegas, an 8-inch sewer was extended to Hualapai Way in Sahara Avenue, and an 18-inch sewer was extended to Hualapai Way in Desert Inn Road. To date, no inter-local agreement has been executed between CCWRD and the City of Las Vegas to allow Summerlin South to use City of Las Vegas sewer outfall mains in the vicinity of the project.

The following CCWRD outfall sewer mains exist and are either currently serving Summerlin South, or will be extended in the future to do so:

- Twain Avenue. An 18-inch sewer outfall main exists in Twain Avenue and has been extended to Hualapai Way, where it serves a portion of Summerlin South.
- Katie Avenue alignment. An 8-inch sewer outfall main exists in the Katie Avenue alignment and has been extended to Hualapai Way, where it serves a portion of Summerlin South.
- Tropicana Avenue. An 18-inch sewer outfall main exists in Tropicana Avenue and has been extended to Hualapai Way, where it serves a portion of Summerlin South.
- Russell Road. A 15-inch sewer outfall main exists in Russell Road and has been extended to Hualapai Way, where it serves a portion of Summerlin South.
- Patrick Lane. A 10-inch sewer outfall main exists in Patrick Lane and has been extended to Hualapai Way, where it will serve a portion of Summerlin South.
- Post Road. A 30-inch sewer outfall interceptor main exists in Post Road and can be extended in the future to provide service to portions of Summerlin South, including Village 16A and Villages 17 and 17A.

Proposed Projects. No CCWRD projects are known at this time that will impact the development of Summerlin South.

Summerlin South Sewer Service. All of the required outfall sewers have been extended to Summerlin South to provide service for existing and proposed development, with the exception of some local sewer main extensions that will be required to fully serve Village 16A. These extensions are currently in the design process and will soon be reviewed for approval by Clark County and CCWRD. As the remaining undeveloped areas within Summerlin South are developed, additional sewer mains may be extended to provide localized sewer collection if deemed necessary during final planning and design stages. All sewer systems within Summerlin South have been and will continue to be designed in accordance with CCWRD standards. In addition, the Master Developer will continue to design these sewer systems in coordination with CCWRD in order to maintain CCWRD capacities.

Projected Sewer Flow Rates

Unit	Average Flow	Land Use
1 ERU =	250 gpd/each	Single Family Unit
8 ERU/ac =	2,000 gpd/ac	Commercial
0.6 ERU =	150 gpd/each	Hotel Room
0.7 ERU =	175 gpd/each	Multi Family Unit
2 ERU/ac =	500 gpd/ac	Parks
0.1 ERU =	25 gpd/student	Schools

Estimated Densities per Land Use

Land Use	Estimated Density
Medium-Low Density	Up to 9.0 Units/ac
Medium Density	Up to 12.0 Units/ac
Medium-High Density	Up to 15.0 Units/ac
High Density	Up to 20.0 Units/ac
Very High Density	Up to 25.0 Units/ac
Mixed Use	Up to 50.0 Units/ac

The approximate amount of sewer capacity required for the remaining development within Summerlin South and the approximate dates the capacity will be needed are as follows (MGD = Million Gallons per Day):

Projected Sewer Capacity Required

Year	Average (MGD)	Peak (MGD) Dry Weather
2014 - 2018	1.3	3.3
2019 - 2023	3.8	8.7
2024 >	4.4	10.0

The approximate total amount of sewer capacity anticipated for all development within Summerlin South (existing plus proposed) and the approximate dates the

total capacity will be needed are as follows (MGD = Million Gallons per Day):

Projected Sewer Capacity Anticipated

Year	Average (MGD)	Peak (MGD) Dry Weather
< 2014	8.5	16.9
2014 - 2018	9.6	20.2
2019 - 2023	12.1	25.0
2024 >	12.8	26.2

The impacts of wet weather peak flows are a recent and new requirement by the CCWRD that affect sewage generation and capacity requirements and were factored into future development for approximately 137 acres of Village 13 West Mixed-Use areas as well as Villages 16A, 15A, and 17.Dates of usage are based on the projected estimated time of actual connections to service users.

All amounts are cumulative. Timing estimates for sewer usage are highly speculative and depend on future market conditions. Changes in market conditions could dramatically impact the rate of land absorption and sewer capacity requirements.

The Master Developer has constructed and/or coordinated with CCWRD and LVVWD the construction of treated effluent distribution lines in Hualapai Way, Flamingo Road, and Town Center Drive for common element, park, and golf course irrigation. These treated effluent distribution lines connect to the LVVWD pumping facilities located on the east side Hualapai Way between Flamingo Road and the Western Beltway. Currently, these treated effluent distribution lines are available for use by the golf course in Siena, and the Bears' Best Golf Course has constructed facilities required to connect to them and has begun using treated effluent water for irrigation purposes. These facilities will also be available for use by the golf course to be developed in conjunction with the Discovery Land Company's Village 17 project.

Sunrise Manor

Natural and Manmade Hazards

Water-Related Hazards

Water-Related Hazards. The Town of Sunrise Manor is traversed by the Las Vegas Wash, Flamingo Wash, and Sloan Channel. All three drain through the Sunrise Manor Planning area ("Sunrise Manor") and out into Lake Mead. Land inside of these washes is not suitable for development.

Flood Control and Drainage. There are three major wash systems in Sunrise Manor. They are the Las Vegas Wash, Flamingo Wash, and Sloan Channel. Flows from the Las Vegas Wash and the Range Wash meet in the southeastern part of Sunrise Manor and flow through Whitney into Lake Mead.

Although a factor, drainage is not a primary concern when determining land use. Both the Clark County Regional Flood Control District's (CCRFCD) existing and planned improvements and the Clark County Department of Public Works (CCPW) guidelines allow for land in Sunrise Manor to be developed in and around flood zones.

Land-Related Hazards

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

(CCBFP) requires on-site soil analysis of proposed development sites in order to provide site-specific information that Soil Survey maps do not show.

Faults. Excessive groundwater withdrawal has contributed to subsidence faults in the Las Vegas Valley, including several parts of Sunrise Manor. Known faults lie in central Sunrise Manor. These same areas also may have inferred and concealed faults. A combination of active faults and soluble material in soft soil increases the potential of sink/swell in the foundation of a development in Sunrise Manor. Multi-story level development in areas with soluble and clay material may not be suitable without appropriate engineering.

Slopes. There are a few areas within Sunrise Manor where development is constrained by steep slopes of 12 percent or greater. The eastside of Sunrise Manor contains a large area with slopes of 12 percent or greater. The other area is located in Section 14 of Book 140 and is functioning as a gravel mining operation. Generally, public roads exceeding 12 percent are not approved based on inaccessibility of public services such as garbage pick-up and fire service.

Infrastructure and Services

Libraries

The Las Vegas-Clark County Library District (LVCCLD) provides library services for Sunrise Manor. The library district is funded through property taxes, sales taxes, and user fees. It is a separate municipal corporation from Clark County governed by a Board of Trustees. The district officially formed in 1985, although the two systems had been operating as one consolidated library system since 1973.

LVCCLD has one library located in Sunrise Manor, however nearby libraries also provide services to Sunrise Manor Residents. Sunrise Library is located at 5400 Harris Avenue between Stanford Elementary School and Eldorado High School. In addition to regular library materials, the facilities include an auditorium which seats 150, study rooms, a story room and art gallery.

Public Safety

Fire Protection and Emergency Medical Services. The Clark County Fire Department (CCFD) provides fire protection and emergency medical response to Sunrise Manor. CCFD currently has five fire stations located in Sunrise Manor: Stations 16, 20, 23, 27, and 31. These stations, and stations near Sunrise Manor, are located within 1.5 miles of each other to provide a five minute or less response time to a given area.

Las Vegas Metropolitan Police Department. The agency responsible for providing police protection in Sunrise Manor is the Las Vegas Metropolitan Police Department (Metro). The Northeast Area Command located at 1851 Stella Lake patrols Sunrise Manor north of Sahara Avenue. The Southeast Area Command, located at 3675 E. Harmon patrols Sunrise Manor generally south of Sahara Avenue.

Recreation and Open Space

Level of Service. Clark County has level of service standards (LOS) for each facility. These standards help in the determination of which facility and locations are most in need of construction, remodeling, and funding. Sunrise Manor residents enjoy nineteen (19) park facilities. Sunrise Manor currently maintains a LOS of 1.1 acres per 1,000 residents. Details of the existing parks and other recreation facilities are described and listed in the table below.

Public Park Facilities. In Sunrise Manor, Clark County provides a diverse system of public parks, trails, and open space facilities. Clark County has a goal of 2.5 acres of park land per 1,000 residents for the Urban Valley. Therefore, as of the last population count, Sunrise Manor population would necessitate a minimum of 533 acres of parks. Sunrise Manor currently has 19 parks with 225 acres of developed park land.

Sunrise Manor: Existing Parks

Park	Year	Location	Acres	Available Facilities
Alexander Villas Park	1985 & 2000	Lincoln & Gowan	13	Softball Fields, Outdoor Basketball, Picnic Areas, Splash Pad, Playground, Fitness Course, Walking Path, and Restrooms
Cesar E. Chavez Park	2002	Radwick & Monroe	5	Picnic Areas, Playground, Fitness Course, and Walking Path
Cora Coleman Senior Center	2007	Lake Mead & Bonnie	2	Senior Citizen Facility and Programs
Dog Fanciers' Park	1974	Stephanie – south of Flamingo	20	Open Space, with a few smaller fenced areas, Picnic Area, and Restrooms
Harney Middle School	2003	Hollywood & Charleston	3	Softball Fields, Outdoor Basketball, Volleyball, Tennis, Walking Path, and Restrooms
Hollywood Recreation Center	2003 & 2007	Hollywood & American Beauty	21	Softball Fields, Picnic Areas, Playground, Walking Paths, Skateboard Park, Aquatic Center, Community Center with an indoor Gymnasium and various youth and adult programs throughout the year
Horseman's Park	1971	Flamingo & Jimmy Durante	38	Horse arena, Open Turf, Picnic Areas, and Restrooms
Joe Shoong Park	1981	Colorado & Wesley	5	Picnic Areas, Playground, Outdoor Basketball, Splash Pad, Volleyball, and Walking Path
Lewis Family Park	1997	Tree Line & American Beauty	5	Picnic Areas, Playground, Walking Paths, Fitness Course, Horseshoes, Volleyball, and Restrooms
Magdalena's Vegas Mountain Park	2000	Vegas Valley & Mountain Vista	1	Picnic Areas, Playground, and Walking Path
Martin Luther King Park	2001	Carey & Betty	8	Picnic Areas, Playground, Outdoor Basketball, Skateboard Park, Volleyball, and Walking Path
Mountain View Park	1975	Kell & Christy	4	Softball Fields and Restrooms
Nellis Meadows Park	1977	Cheyenne & Nellis	19	Softball Fields, BMX Track, Picnic Areas, Public Art, and Restrooms
Parkdale Park and Community Center	1964	Ferndale & Springdale	3	Softball Fields, Picnic Areas, Outdoor Basketball, Playground, Swimming, and Community Center
Robert E. "Bob" Price	2001, 2007 & 2009	Lake Mead & Bonnie	7	Outdoor Basketball, Open Space, and Recreation Center
Shadow Rock Park	1994, 2000 & 2008	Los Feliz & Cartier	24	Softball Fields, Picnic Areas, Playground, Dog Park, Walking Paths, and Restrooms
Sunrise Park and Community Center	1971	Linn & Judson	6	Softball Fields, Picnic Areas, Soccer, Outdoor Basketball, Swimming, and Tennis
Von Tobel Middle School	1974	Carey & Sandy	8	Softball Fields, Picnic Areas, Playground, Outdoor Basketball, Splash Pad, and Volleyball
Walnut Park	2002	Cecile & Walnut	14	Picnic Areas, Playground, Aquatic Center, Public Art, and a Community Center with an indoor Gymnasium and various youth and adult programs throughout the year
Winterwood Park	1971	Winterwood & Consul	7	Softball Fields, Picnic Areas, Playground, Volleyball, Fitness Course, Walking Path, and Restrooms
Total Developed Park Acreage			**225**	

Other Recreation Facilities. There are private parks, common areas and leisure facilities in Sunrise Manor. These include private parks, swimming pools and golf courses. There is no current information regarding the number and acreage of private parks and swimming pools. Private parks and leisure facilities are not included in the level of service for parks and recreation facilities for Clark County. Golf courses in Sunrise Manor include the Sunrise Vista Golf Course, Desert Rose Golf Course, and Royal Links Golf Club.

Trail Facilities and Standards. The Clark County Trails Program facilitates the development of recreational trail systems in urban and rural areas of the County to provide recreational opportunities, alternative off-street transportation options, and access from urban areas to federal lands for residents and visitors to Clark County. Trail Development Standards were adopted with the Trails Element on October 18, 2005. This document provides basic design and construction standards used to build trails, to accommodate trail users, and to minimize maintenance and environmental impacts.

Schools

Clark County School District (CCSD) provides public educational services to the entire county. Sunrise Manor is served by nine high schools, ten middle schools, and thirty elementary schools. Some of these schools may not be located in Sunrise Manor but they serve the residents of Sunrise Manor. The tables below show the name, general location, and type of each school. CCSD is responsible for determining the need for all future additions, replacements, and new schools, as part of a 2015 Capital Improvement Bond.

Sunrise Manor: Existing Schools

Elementary Schools			
Name	Location	Name	Location
Adams, Kirk		Martin Luther King Jr	
Brookman, Eileen B.		Long, Walter V.	
Cortez, Manuel J		Lowman, Zel & Mary	
Cox, Clyde C.		Lynch, Ann	
Cunningham, Cynthia		Manch, J.E.	
Dearing, Laura		Mendoza, John F.	
Diaz, Ruben P.		Miller, Sandy Searles	
Goldfarb, Dan		Mountain View	
Heard, Lomie G.		Rundle, Richard	
Herr, Helen		Smith, Hal.	
Herron, Fay		Snyder, William E.	
Hickey, Liliam Lujan		Stanford	
Iverson, Mervin		Tate, Myrtle	
Jeffers, Jay W.		Wengert, Cyril	
Keller, Charlotte & Jerry		Woolley, Gwendolyn	
Middle Schools			
Name	Location	Name	Location
Bailey, Dr William (Bob) H.		Keller, Duane C.	
Callaghan, Mike O.		Mack, Jerome	

Courtney, Francis H.	Monaco, Mario C. & Jo Anne
Harney, Kathleen & Tim	Sedway, Marvin
Johnston, Carroll M.	Von Tobel, Ed

High Schools

Name	Location	Name	Location
Basic		El Dorado	
Canyon Springs		Las Vegas	
Chaparral		Mojave	
Desert Pines		Sunrise Mountain	
East Career & Technology Academy			

Transportation

Surface Transportation. Sunrise Manor has a transportation network that is somewhat consistent with a series of Arterial, Collector and Local streets following the Las Vegas square mile grid pattern. Arterial streets vary in right-of-way width from 100 to 150 feet, collectors are typically 80 feet, and local streets anything less than 80 feet. Arterials and Collectors provide higher traffic capacity than local streets and are more appropriate locations for intense land uses. Traffic is distributed throughout the network. Sunrise Manor contains Interstate 515/U.S. Highways 93/95 classified as a freeway with a right-of-way width of 250 feet. Sunrise Manor also contains Las Vegas Boulevard North and Boulder Highway which are classified as Major State Highways with a right-of-way greater than 100 feet.

Transit. The Southern Nevada Regional Transportation Commission (RTC) provides bus transit services in the Las Vegas region. In Sunrise Manor bus routes are operated along most of the arterial streets.

The RTC operates a bus rapid transit project (BRT) on Las Vegas Boulevard North between the Downtown Transit Terminal and Nellis Air Force Base. This innovative service, the first in the Las Vegas region, provides a flexible rail-like transit option, at the much lower cost of bus service. RTC's Club Ride commuter services encourage commuters to choose alternative modes of travel such as biking, carpooling, vanpooling or transit. Alternative modes of travel are a low-cost way to better utilize the region's limited transportation capacity as the population continues to grow.

Utilities

Electric Service. NV Energy provides electrical power service to Sunrise Manor through a series of major and minor service lines. NV Energy can supply existing and future development through their expanding system.

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

Natural Gas Service. Southwest Gas provides natural gas service to Sunrise Manor through a series of major and minor service lines. Southwest Gas can supply existing and future development through their expanding system. There are no constraints on land use associated with natural gas facilities in Sunrise Manor at this time, other than incompatible uses directly adjacent to major facilities. Southwest Gas is a private utility company regulated by the State of Nevada. Services to new developments are determined by agreements between Southwest Gas and individual developers.

Water and Wastewater

Water Service. The City of North Las Vegas provides water service for Sunrise Manor north of Owens Avenue. The Las Vegas Valley Water District provides water to Sunrise Manor south of Owens Avenue, through a series of service lines, reservoirs, and pressure zones. The water utilities can supply existing and future development through their expanding systems. As the water district expands their service lines and facilities, development will follow.

Areas of Sunrise Manor developed before water service was available have private wells.

Clark County Water Reclamation District (CCWRD). Clark County Water Reclamation District provides the primary sanitary sewer service to Sunrise Manor through a series of collection lines, lift stations and treatment plants. The water reclamation district can supply existing and future development through their expanding system.

Their main facility is located at the east end of Flamingo Road. There are no constraints on land use associated with sanitary sewer facilities in Sunrise Manor at this time.

Septic Systems. There are some established, large lot neighborhoods within Sunrise Manor that operate on septic systems.

Solid Waste

All solid waste in the Sunrise Manor is collected by Republic Services and goes to the APEX Regional Waste Management Center located in Northeast County. There are no transfer centers, convenience centers, or landfills located in Sunrise Manor.

Whitney

Natural and Manmade Hazards

Water-Related Hazards

The Pittman Wash and the Duck Creek Wash converge just north of Russell Road at Boulder Highway before dumping into the Las Vegas Wash (The Wetlands). The Wetlands typically splits the Whitney planning area ("Whitney") between the developable land to the west and the conservation area to the east and northeast. Land inside of these washes is not suitable for development. The weather and topography of this area contribute to the creation of 100-year floodplains that can cause death, personal injury, and/or property damage. To reduce flood hazards, the Federal Emergency Management Agency (FEMA) requires developments located in the 100-year floodplain to be protected by physical structures and insurance.

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

The CCRFCD has adopted Uniform Regulations for the control of drainage. These regulations include land development policies and construction procedures regarding drainage. The agency responsible for enforcing these regulations in Whitney is the Clark County Department of Public Works (CCPW). Guidelines for submitting drainage studies can be found on CCPW's web page.

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

Land-Related Hazards

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

Groundwater. Groundwater in the Valley is generally divided into two categories: principal and shallow. Principal groundwater is the source of 15 percent of our drinking water supply and is located several hundred feet below ground. Shallow groundwater is located near

the surface in the central part of the Valley and along the washes to the east. Generally, the shallow groundwater is of poor quality. In areas with very shallow groundwater, dewatering is often necessary, especially areas near Boulder Highway.

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

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

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

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

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

Air Quality

Whitney is located within the Las Vegas Valley air shed and Hydrographic Area Boundary (HAB) 212. HAB 212 is in non-attainment for particulate matter (PM10), carbon monoxide (CO) and ozone (O3). This means the air quality does not conform to the national air pollution control standards set by the U.S. Environmental Protection Agency (EPA). Air Quality is under the jurisdiction of the Clark County Department of Environment and Sustainability (CCDES).

Infrastructure and Services

Libraries

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

The Las Vegas-Clark County Library District. The LVCCLD plays an important role providing 24 urban, suburban, and rural branches in unincorporated Clark County, the City of Las Vegas, the City of Mesquite and parts of Henderson and North Las Vegas.

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

The Henderson District Public Libraries. This agency has a role for the southern portion of the Las Vegas Urban Valley Area and goes back to 1943 when a petition to create the Henderson School Public Library was introduced, and then approved by the BCC in 1944. The first library was located on Pacific Street in downtown Henderson during 1943. The Henderson School Public Library became a County Library District in 1956 during a special session of the Nevada Legislature in a major overhaul of education laws. At that time, statutes were written to convert School Library Districts to County Library Districts with identical boundaries.

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

Public Safety

Fire Protection and Emergency Medical Services. The Clark County Fire Department (CCFD) and the City of Henderson provide fire protection and emergency medical response to Whitney. The CCFD and City of Henderson currently have four fire stations that provide service to the area, Clark County Stations 17, 82 and City of Henderson Stations 83 and 86. These stations are located approximately 1.5 miles from each other to provide a five minute or less response time to a given area.

Fire Stations 63 and Calico Ridge – Henderson are planned to be built to provide additional service to Whitney.

Las Vegas Metropolitan Police Department. The Las Vegas Metropolitan Police Department (Metro) provides police protection in Whitney. The Southeast Area Command is responsible for patrolling Whitney.

Recreation and Open Space

Park Level of Service. Clark County has level of service (LOS) standards of 2.5 acres of park land per 1,000 residents for the urban valley. Whitney currently maintains a LOS of 7.02 acres per 1,000 residents. These standards help in the determination of which facilities and locations are most in need of construction, remodeling and/or funding. As of the last population count, Whitney's population necessitates a minimum of 114 acres of parks. With 316 developed acres of park land, Whitney exceeds this standard.

Public Park Facilities. In Whitney, public parks, trails, and open space are managed through the Parks & Recreation Department and the Department of Real Property Management. There are three parks in Whitney, with a total of 261 acres – Wetlands Park, Silverbowl Park and Whitney Park and Recreation Center. Most of the parks acreage in Whitney is within Wetlands Park, which has 210 developed acres. Details of these existing parks and associated recreation facilities are described in the table below.

Wetlands Park. The 2,900-acre (210 developed acres) Clark County Wetlands Park, one of the County's largest parks, is located in central Whitney. The park offers the promise of restoration of valuable natural resources, as well as a unique opportunity not available elsewhere in Clark County. This opportunity is protecting and enhancing wetlands for wildlife habitat, environmental education, and recreation.

The *Clark County Wetlands Park Master Plan*, which was created with substantial public input, intends to use this opportunity to make the Las Vegas Wash an important resource for residents and visitors. At the Wetlands Information/Nature Center, visitors can view videos, displays, and photographs that explain the County's plans for the area, and the ecological and aesthetic resources of the wetlands.

Private Facilities. There are also private recreational facilities within Whitney. These include private parks within neighborhood Home Owners Associations (HOA), swimming pools and golf courses. Stallion Mountain Golf Course is one such facility, located within the townships of Whitney and Sunrise Manor. The County does not collect information regarding the number and acreage of private recreational facilities, and these facilities are not included in the level of service for County parks and recreation facilities.

Whitney: Existing Parks

Park	Location	Acres	Available Facilities
Silverbowl Park	Boulder Hwy & Russell Rd	96	Softball & baseball fields, playground, walking path, restrooms, RC airfield located north of Sam Boyd Stadium
Wetlands Park & Visitor's Center	Broadbent Blvd & Wetlands Park Ln	210 (developed)	Interpretive/nature center, open space, walking paths, nature preserve, picnic tables, amphitheater, bike paths, horse trails, restrooms
Whitney Park & Recreation/ Senior Center	Missouri Ave & Boulder Hwy	10	Recreation center, outdoor pool, basketball, picnic tables, playground, tennis, walking paths, horseshoes, restrooms
Total Developed Park Acreage		**316**	

Schools

Clark County School District (CCSD) provides eight elementary, two middle, and two high schools that service Whitney. CCSD is responsible for determining the need for all future additions, replacements, and new schools.

Whitney: Existing Schools

Elementary Schools			
Name	Location	Name	Location
Sister R. J. Bailey	Tropicana & Stephanie	Jim Thorpe (K-2)	Galleria & Patrick
Cynthia Cunningham	Jimmy Durante & Flamingo	Harriet Treem (3-5)	Galleria & Patrick
Harley Harmon	Hacienda & Hillsboro	J. M. Ullom	Sun Valley & Conrad
Edna F. Hinman	Merlayne & Melton	Whitney	Tropicana & Missouri
Middle Schools			
Name	Location	Name	Location
Francis H. Cortney	Hacienda & Morris	Kathleen & Tim Harney	Hollywood & Charleston
High Schools			
Name	Location	Name	Location
Basic	Palo Verde & Burkholder	Del Sol	Patrick & McLeod
Chaparral	Twain & Lamb		
Higher Education			
University of Nevada, Las Vegas	Tropicana & Maryland		

Transportation

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

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

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

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

Transit. The Clark County Regional Transportation Commission of Southern Nevada (RTC) is the public transit provider for Clark County. Numerous routes are operated in Whitney. Schedules and routes change to meet passenger demand. The Boulder Highway Express is one of several branches of the regional system for the Las Vegas Valley.

Utilities

Electric Service. NVEnergy provides electricity to Whitney through a series of major and minor service lines. NVEnergy can supply existing and future development through their expanding system.

There are no constraints on land use associated with electrical facilities in Whitney at this time, other than incompatible uses directly adjacent to major facilities. NVEnergy is a private utility company regulated by the

State of Nevada. Services to new developments are determined by agreements between NVEnergy and individual developers.

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

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

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

Water and Wastewater

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

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

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

Areas of Whitney developed before water service was available have private wells to provide water.

Sewer Service. The Clark County Water Reclamation District (CCWRD) provides the primary sanitary sewer service to Whitney through a series of collection lines, lift stations and treatment plants. The water reclamation district can supply existing and future development through their expanding system.

Their main facility is located at the east end of Flamingo Road in Whitney. It currently has a capacity of 150 million gallons per day.

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

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

Septic Systems. Any property that operates on septic systems is regulated by the State of Nevada and the Southern Nevada Health District (SNHD) formerly known as the Clark County Health District. A few active septic systems exist but are scattered and mostly associated with larger recreational facilities such as the Soccer Park or older industrial projects.

Solid Waste

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

There are no convenience centers, transfer centers or landfills located in Whitney. Within Henderson is the Black Mountain Transfer Station. There are two closed municipal landfills in proximity to Whitney.

Habitat Conservation

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

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

Winchester/Paradise

Natural Environment

Water-Related Hazards

Flood Risk. The Town of Winchester is traversed by the Flamingo Wash in the east. The Town of Paradise is traversed by four major washes and their tributaries. Flamingo Wash and Tropicana Wash pass from west to east through the center of Paradise. Duck Creek Wash and Pittman Wash cross through southern Paradise

Flood Control and Drainage. The Clark County Regional Flood Control District's (CCRFCD) existing and planned improvements and Clark County Department of Public Works (CCPW) guidelines allow for land in the Winchester/Paradise planning area ("Winchester/Paradise") to be developed in and around flood zones.

Land-Related Hazards

Soils. Soils within the Las Vegas Valley are primarily erosion remnants (sand, silt, etc.) from the surrounding mountains that have been deposited by flowing water to form alluvial fans.

Soil related corrosion is a concern in Winchester/Paradise. Corrosion potential for uncoated steel and concrete could be high within the Drainage Soils. The Department of Building and Fire Prevention (CCBFP) requires on-site soil analysis of proposed development sites to provide site-specific information that Soil Survey maps do not show.

Slopes. Generally, public roads exceeding 12 percent are not approved based on inaccessibility of public services such as garbage and recycling pick-up and fire service. Slopes of 12 percent or greater may be graded to make it possible for road construction.

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

Faults. Multistory level development in areas with soluble and clay material may not be suitable without appropriate engineering. The Federal Housing Administration (FHA) requires engineering studies and the development of possible mitigation measures for residential projects requesting federally insured mortgages and located within 500 feet of a fault. There are several known fault areas in the northeast part of Winchester/Paradise.

Infrastructure and Services

Libraries

The Las Vegas-Clark County Library District (LVCCLD) has one site within Winchester/Paradise. The Clark County Library located on the southeast corner of Flamingo Road and Escondido Road. This facility has a conference room, board room, meeting room, study room, Jewel Box Theater, story-time room, theater, gallery, and photographic gallery. Population growth will lead to higher circulation numbers for the existing system. More facilities may be needed to keep up with the level of service adopted by the LVCCLD.

Recreation and Open Space

Park Level of Service. Clark County has level of service (LOS) standards for each park facility type. These standards help in the determination of which facilities and locations are most in need of construction, remodeling, and funding. Winchester and Paradise residents enjoy nineteen (19) park facilities, two of which are in Winchester and the other 17 are in Paradise. Paradise currently maintains a LOS of 1.8 acres per 1,000 residents, whereas Winchester only maintains a LOS of 0.5 acres per 1,000 residents. Details of the existing parks and other recreation facilities are described and listed in the table below.

As the population continues to grow in Winchester and Paradise additional parks, trails and related amenities will be needed.

Public Park Facilities. In Winchester and Paradise, Clark County provides a diverse system of public parks, trails, and open space facilities. Clark County has a goal of 2.5 acres of park land per 1,000 residents for the Urban Valley. Therefore, as of the last population count, Winchester and Paradise population would necessitate a minimum of 571 acres of parks. Winchester and Paradise currently have 374 acres of developed park land. There are two parks in Winchester, with a total of 18 acres and 17 parks in Paradise, accounting for 356 acres, with the majority of those acres in Sunset Regional Park.

Other Recreation Facilities. There are private parks, common areas and leisure facilities in Winchester/Paradise. These include private parks, swimming pools at the local resort hotels and golf courses. There is no current information regarding the number and acreage of private parks and swimming pools. Private parks and leisure facilities are not included in the level of service for parks and recreation facilities for Clark County. There are several private golf courses within Winchester/Paradise. The Las Vegas National Golf Course is located on the southwest corner of Desert Inn Road and Eastern Avenue. The Las Vegas Country Club is located on the northwest corner of Karen Avenue and Maryland Parkway. The Wynn Golf Club is associated with Wynn Resort on the southeast corner of Las Vegas Boulevard South and Desert Inn Road. Also, the Bali Hai Golf Club on the southwest corner of Las Vegas Boulevard South and Russell Road.

Winchester/Paradise: Existing Parks

Park	Year	Location	Acres	Available Facilities
Cannon Middle School Park	1977	Euclid & Russell	8	Ball Fields, Open Turf, Tennis & Basketball Courts
Cashman Middle School Park (Winchester)	1967	Cameron & Desert Inn	9	Ball Fields, Open Turf, Tennis & Basketball Courts, Picnic Areas, Covered Playgrounds, and Restrooms
Desert Bloom Park	1998	Maryland & Wigwam	20	Ball Fields, Open Turf, Basketball & Sand Volleyball Courts, Picnic Areas, Covered Playgrounds, Walking Path, and Restrooms
Desert Inn Park	1972	Vista Del Monte & Mar Vista Way	4	Open Turf, Picnic Areas, Covered Playgrounds, Walking Path, Dog Runs, Splash Pad and Restrooms
Duck Creek Park	2002	Pollock & Wigwam	15	Open Turf, Basketball & Tennis Courts, Bocce Ball Courts, Horseshoes, Picnic Areas, Covered Playgrounds, Skate Park, Splash Pad, Walking Paths and Restrooms
Grapevine Springs Park	1997	Palm & Hacienda	5	Sand Volleyball Court, Picnic Areas, Covered Playgrounds, Horseshoes, Exercise Equipment, Dog Runs, Walking Path and Restrooms
Harmony Park	2001	Pearl & Harmon	1	Picnic Areas, Covered Playgrounds, Exercise Equipment, and Walking Path
Hidden Palms Park	1994	Hidden Palms & Pebble	7	Little League Ball Fields, Basketball & Tennis Courts, Sand Volleyball, Picnic Areas, Exercise Equipment, and Covered Playgrounds
Maslow Park	1969	Nellis & Pancho Villa Drive	4	Ball Field, Picnic Areas, Covered Playgrounds, Splash Pad, Walking Path and Restrooms
McCarran Marketplace Park	2007	Surrey & Russell	8	Soccer Fields, Picnic Area, Covered Playgrounds and Restrooms
Molasky Family Park	2004	Cambridge & Twain	9	Open Turf, Picnic Areas, Sand Volleyball, Covered Playgrounds, Splash Pad, Exercise Equipment, Dog Runs, Walking Course and Restrooms
Myrna Torme Williams Campus Park & Cambridge Center	2000	Cambridge & Katie	7	Community Center, Picnic Areas, Covered Playgrounds, Skate Park and Outdoor Play Pool
Orr Middle School Park	1995	Spencer & Twain	10	Ball Fields, Open Turf, Basketball Courts, Picnic Area and Covered Playground
Paradise Park & Community Center	1964 / 1977	McLeod & Tropicana	21	Community Center, Ball Field, Open Turf, Basketball & Tennis Courts, Picnic Areas, Covered Playgrounds, Exercise Equipment, Outdoor Play Pool, Walking Path and Restrooms
Paradise Vista Park	1973	Stirrup & Roan Ave.	4	Open Turf, Picnic Areas, Covered Playgrounds and Restrooms
Pebble Park	2007	Topaz & Pebble	7	Open Turf, Picnic Areas, Covered Playgrounds, Splash Pad and Walking Path
Siegfried and Roy Park	2015	Maryland & Russell	20	Open Turf, Public Art, Tennis Courts, Horseshoes, Bocce Ball, Picnic Areas, Splash Pad, Walking Paths and Restrooms
Sunset Regional Park	1967 / 2013	Eastern & Sunset	206	Ball Fields, Open Turf, Events Plaza, Administration Offices, Lake for Fishing and RC Boats, Disc Golf Course, Basketball and Tennis Courts, Sand Volleyball, Horseshoes, Dog Parks, Fitness Course, Picnic Areas, Covered and Themed Playgrounds, Splash Pad, Exercise Equipment, Dog Runs, Walking Path, Trails and Natural Preservation Areas, Memorials, and Restrooms
Winchester Park & Cultural Center (Winchester)	1981	Desert Inn & McLeod	9	Cultural Center, Open Turf, Botanical and Community Gardens, Performing Arts Facilities, Basketball and Tennis Courts, Picnic Areas, Covered Playgrounds, Skate Park, Splash Pad, Exercise Equipment, and Walking Path
Total Developed Park Acreage			**374**	

Trails. The Clark County Trails Program facilitates the development of recreational trail systems in urban and rural areas of the County to provide recreational opportunities, alternative off-street transportation options, and access from urban areas to federal lands for residents and visitors to Clark County.

Schools

School District Service Area. The Clark County School District (CCSD) provides 33 elementary schools, 16 middle, and nine high schools that service Winchester/Paradise. CCSD is responsible for determining the need for all future additions, replacements, and new schools

Public Safety

Fire Protection and Emergency Medical Services. The Clark County Fire Department (CCFD) provides fire protection and emergency medical response to Winchester/Paradise. The Clark County Fire Training Center is located at 4425 W. Tropicana Avenue. Fire Station 13 only responds to McCarran International Airport calls. Also, the City of Henderson has one station in the proximity of Winchester/Paradise. Henderson 98 is located at 891 Coronado Center Drive.

Police. Las Vegas Metropolitan Police Department (Metro) provides police protection in Winchester/Paradise.

Transportation

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

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

Interstate 15 extends from Sunset Road to Sahara Avenue through western Winchester and Paradise and serves as the main access route for visitors to the Las Vegas Strip driving in from Southern California. Interstate 515 traverses the east portions of Winchester and Paradise. Interstate 215 traverses east/west through the southern section of Paradise. The Desert Inn Super Arterial extends from Valley View to Paradise Road and allows east-west traffic to bypass Las Vegas Boulevard South as well as Interstate 15.

Mass Transit. The Regional Transportation Commission (RTC) has a Long-Range Transit Plan. The purpose of this plan is to analyze and prioritize practical transit alternatives and identify future transit corridors. This long-range plan may ultimately have an effect on some of the arterial systems within Winchester/Paradise.

Monorail. The Las Vegas Monorail travels from Tropicana Avenue to Sahara Avenue. Possible expansion of the monorail would help move people within the resort corridor without adding to traffic congestion.

Utilities

Electric Service. NV Energy provides electricity to Winchester and Paradise through a series of major and minor service lines. NV Energy can supply existing and future development through their expanding system. There are no constraints on land use associated with electrical facilities in Winchester or Paradise at this time, other than incompatible uses directly adjacent to major facilities. NV Energy is a private utility company regulated by the State of Nevada. Services to new developments are determined by agreements between NV Energy and individual developers.

Natural Gas Service and Transmission. Southwest Gas (SWG) provides natural gas service to Winchester and Paradise through a series of major and minor service lines. SWG can supply existing and future development through their expanding system. There are no constraints on land use associated with natural gas facilities in Winchester or Paradise at this time, other than incompatible uses directly adjacent to major facilities. Southwest Gas is a private utility company regulated by the State of Nevada. Services to new developments are determined by agreements between Southwest Gas and individual developers.

Water and Wastewater

Municipal Water. The Las Vegas Valley Water District (LVVWD) provides water to Winchester and Paradise through a series of service lines, reservoirs, and pressure zones. The water district can supply existing and future development through their expanding system. As the water district expands their service lines and facilities, development will follow. Developers have the responsibility for adequate water services to new development.

Winchester/Paradise is within the Colorado River Basin. This basin is divided into 27 hydrographic areas. The areas applicable hydrographic area for this plan is the Las Vegas Valley (Basin 212).

Community and Private Wells. There are three community public water systems in Winchester/Paradise. Two are located near the northwest corner of Pecos Road and Warm Springs Road in a residential subdivision. The third well is west boulder highway near the Vegas Valley Drive alignment in a manufactured home park.

Winchester/Paradise: Existing Schools

Elementary Schools			
Name	Location	Name	Location
Beatty, John R.		Mack, Nate	
Beckley, Will		Park, John S.	
Bell, Rex		Peterson, Dean	
Cartwright, Roberta C.		Roberts, Aggie	
Cunningham, Cynthia		Roundy, Dr. C. Owen	
Cox, David M.		Rowe, Lewis E.	
Dailey, Jack		Smith, Hal	
Decker, C.H.		Thiriot, Joseph E.	
Diskin, P.A.		Thomas, Ruby S.	
Ferron, William E.		Tomiyasu, Bill Y.	
French, Doris		Twitchell, Neil C.	
Gehring, Roger		Ullom, J. M.	
Harmon, Harley A.		Vanderburg, John	
Harris, George E.		Ward, Gene	
Hill, Charlotte		Wiener, Louis Jr.	
Jydstrup, Helen M.		Wynn, Elaine	
Lake, Robert E.			
Middle Schools			
Name	Location	Name	Location
Cannon, Helen C.		Mack, Jerome D.	
Cashman, James E.		Miller, Bob	
Cortney, Francis H.		Orr, William E.	
Greenspun, Barbara & Hank		Sawyer, Grant	
Fremont, John C.		Schofield, Jack L.	
Harney, Kathleen & Tim		Silvestri, Charles	
Hyde Park		White, Thurman	
Knudson, K.O.		Woodbury, C. W.	
High Schools			
Name	Location	Name	Location
Chaparral		Green Valley	
Clark		SECTA	
Coronado		Silverado	
Del Sol		Valley	
Durango			
Alternative Schools			
Burk Horizon Southwest		Stewart, Helen J.	

The Wellhead Protection Report for the Clark County Comprehensive Plan discourages certain uses within 3,000 feet of these wellheads to reduce potential contamination of the water supply. Some areas of Paradise developed before public water service. These areas have private wells. Community and private wells are regulated by the Nevada State Engineer.

Water Reclamation Service. The Clark County Water Reclamation District (CCWRD) provides sanitary sewer service. Their main facility is located at the east end of Flamingo Road. An ancillary facility is located at Desert Breeze Park near Flamingo and Durango. The Desert Breeze Water Resource Center is a joint project between CCWRD and the LVVWD. This facility supplies non-potable reclaimed water to golf courses and green belt areas for use in lieu of potable water. The remaining waste material from this center is then transported to the Flamingo facility through the regular sanitary sewer line for final processing.

Solid Waste

All communities in Winchester/Paradise have curbside pick-up provided by an independent hauler under contract to Clark County. The refuse is then taken to the APEX Regional Waste Management Center located in Northeast County.

Habitat Conservation

Many federal and state agencies follow environmental laws and policies. In 1995, Clark County moved forward with the development of a Multiple Species Habitat Conservation Plan (MSHCP). Clark County, as Plan Administrator and on behalf of our fellow permittees the cities of Las Vegas, Henderson, North Las Vegas, City of Boulder City, Mesquite, and the Nevada Department of Transportation (NDOT), is responsible for compliance with the federal Endangered Species Act, compliance with a Section 10(a) (1) (B) incidental take permit (ITP), and for implementing the MSHCP. The MSHCP's 10(a)(1)(B) ITP covers all non-Federal (private, municipal, State), lands within Clark County and NDOT activities within Clark, Nye, and Esmeralda Counties south of the 38th parallel and below 5,000 feet in elevation.

The Clark County MSHCP provides conservation for 78 species of plants and animals, including the desert tortoise and their habitats. The regulations for this mitigation are established in the Unified Development Code (Title 30, Sections 30.32 and 30.80). The ITP requires a mitigation fee. This fee is used to implement the MSHCP.



APPENDIX C: STATE OF THE COUNTY

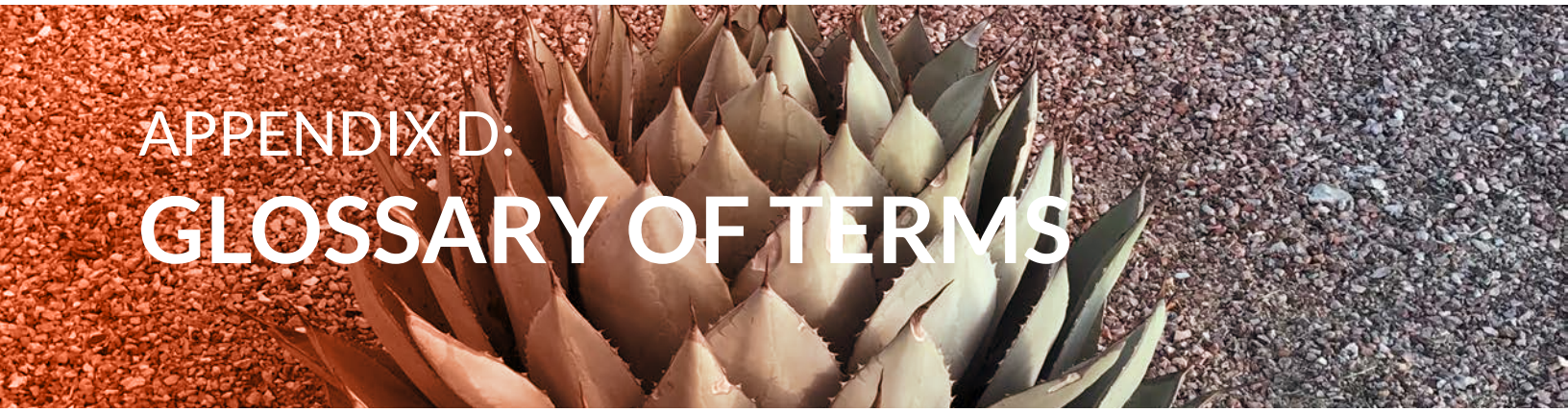
About this Section

The State of the County Report was an interim work product prepared as part of the Transform Clark County process. The report contains two parts:

Part 1: Clark County at a Glance—provides an overview of the County's jurisdiction, representation, services, distinct geographies, regional partners, and other factors that influence how Clark County provides services and plans for the future.

Part 2: Trends and Forces—provides contextual data and information associated with Clark County's population, demographics, housing stock, growth, and economy. Each topical section includes a summary of trends and forces that will influence Clark County's future policies and regulations over the coming decades.

The State of the County Report was used to help build a shared understanding of where Clark County is today, and where it is headed in the future. Data in this report will be updated by County staff from time to time.



APPENDIX D: GLOSSARY OF TERMS

100-year-flood event. A flood caused by a high intensity storm that is defined by the National Flood Insurance Program as, "a flood level with a 1 percent or greater chance of being equaled or exceeded in any given year."

Accessory Dwelling Unit. A dwelling unit that is a separate living quarter from the principal dwelling unit and has its own kitchen and bathroom.

Adaptive Reuse. The process of converting a building to a use other than that for which it was originally designed.

Alternative Fuels. Fuels that can replace ordinary gasoline. Alternative fuels may have particularly desirable energy efficiency and pollution reduction features. Alternative fuels include compressed natural gas, alcohols, liquefied petroleum gas (LPG), and electricity.

Affordable Housing. The relationship between the price of housing in a region (either sale price or rent) and household income. Affordable housing is that which is affordable to households of very low, low and moderate incomes. Generally, for housing to be affordable, shelter costs must not exceed 30 percent of the gross annual income of the household.

Airport Environs (AE). The area that is affected by elevated noise levels and/or increased accident hazards from aircraft operations.

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

Base property. Land owned or controlled by a BLM permittee, which serves as the permittee's base for a livestock operation. The land must be capable of producing crops or forage that can be used to support livestock for a specified period of time.

Best Management Practices (BMP). Urban stormwater management techniques designed to minimize the adverse impacts of development are called best management practices (BMPs). BMPs incorporate strategies for regulating development, managing runoff, and creating supportive policies that minimize the impact of stormwater from both new development and already developed areas on local waterways. This is often accomplished by grading paved areas to direct runoff to swales lined with rocks and native vegetation that allow for on-site retention and infiltration of stormwater.

Broadband Power Line. A Broadband power line (BPL) is the term coined by the Federal Communication Commission for new modems (BPL modems) used to deliver IP-based broadband services on electric power lines. Using inductive couplers to connect the BPL modems to a medium voltage power line, a communication signal can be wrapped around the line, without directly connecting to the line. BPL modems use silicon chips designed to send signals over electric power lines, much like cable and DSL modems use silicon chips designed to send signals over cable and telephone lines.

Building Form. The shape and structure of a building as distinguished from its substance or material.

Building Mass. The three-dimensional bulk of a building height, width, and depth.

Building Scale. The size and proportion of a building relative to surrounding buildings and environs, adjacent streets, and pedestrians.

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

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

Cooperative Management Area (CMA). An area established through an agreement signed in November 1992 between Clark County and the U.S. Bureau of Land Management, located to the west and south of McCarran International Airport, the boundaries of which are defined by aircraft departure flight corridors and the 60 DNL noise contour. Most Clark County owned property within the CMA is subject to the terms of the Southern Nevada

Public Lands Management Act of 1998, which restricts that County land to those uses defined in the Agreement as compatible with aircraft operations.

Density. This refers to the number of housing units on a unit of land (e.g. ten units per acre).

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

Dwelling Unit. Any residential structure, whether or not attached to real property, including condominium and cooperative units and mobile or manufactured homes. It includes both one-to-four-family and multi-family structures. Vacation or second homes and rental properties are also included.

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

Greenfield Development. Term used to refer to development on sites or in areas that have not been previously developed, and where infrastructure needed to serve development does not exist, or has only been partially completed.

Hazard Mitigation. Any action taken to reduce or eliminate the long-term risk to human life and property from natural or manmade hazards.

Housing. Includes but is not limited to, apartments, condominiums, townhomes, manufactured housing, duplexes, multiplexes, single-family dwellings, and accessory dwelling unit.

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

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

Land Use Plan. A document that is used to guide development in a defined area of Clark County. A plan brings together information about community values, land use trends, public services, the natural environment, and other factors and makes recommendations regarding future land uses in the area. Land use plan categories, maps and goals and policies serve as important guides for future zoning and land use decisions.

Master Plan Element. A required or optional chapter or topical component of the Master Plan, as defined by Nevada Revised Statutes (NRS) 278.150 through 278.170, inclusive.

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

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

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

Redevelopment. Development on a tract of land with existing buildings where all or most of the existing buildings would be razed and a new building or buildings built.

Rehabilitation. The upgrading of a building previously in a dilapidated or substandard condition for human habitation.

Resilience. The ability to prepare for, absorb, recover from, and more successfully adapt to adverse events. (National Academy of Sciences)

Renewable Energy. Energy obtained from sources that are essentially inexhaustible, unlike, for example, the fossil fuels, of which there is a finite supply. Renewable sources of energy include wood, waste, geothermal, wind, photovoltaic, and solar thermal energy.

Revitalization. The imparting of new economic and community life in an existing neighborhood, area, or business district while at the same time preserving the original building stock and historic character.

Rural Neighborhood Preservation (RNP) – An area, generally in the Las Vegas Valley, where low density residential, not to exceed two dwelling units per acre, is to be preserved along with the rural character of the area.

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

Sprawl. Low-density, scattered, car-dependent development – often on the periphery of established communities. In time, new building passes this low-density development and creates areas with tremendous pressure to increase in density. Sprawl requires additional infrastructure to accommodate scattered, spread-out, low-density development – which is often cost prohibitive.

Streets. Include all arterial, collector and local streets as defined by Title 30.

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

Sustainable Development Practices. Practices that contribute to the mitigation of climate change

impacts. May include practices that support low-impact development, mixed-use and transit-oriented development, water and energy efficiency, and carbon reduction, among others.

Title 30. This is the current "Clark County Unified Development Code".

Transit-oriented Development. High intensity development located generally within ¼ mile of transit stops. Typically includes a mixture of housing, office, retail, and/or other amenities integrated into a walkable neighborhood. In Clark County, transit-oriented development opportunities are concentrated in areas where fixed-route transit exists or is planned, such as along Maryland Parkway.

Transmission Corridor. Transmission corridor is a tract of land forming a passageway for the delivery of energy from the source to the populated area.

Visitability. 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.

Wildland Urban Interface (WUI). The wildland urban interface, or WUI, is any area where man-made improvements are built close to, or within, natural terrain and flammable vegetation, and where high potential for wildland fire exists.

Workforce Housing. Refers to housing that is affordable to households earning between 80 percent and 120 percent of area median income (AMI). Some workforce housing programs focus on employers providing assistance to their employees; some are instituting inclusionary programs, while others give preference to this group in their homeownership programs. Some jurisdictions have programs for specific segments of the workforce that are vital for the everyday function of the community such as teachers, police officers, and other public employees.

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

Zoning. Regulatory tool adopted by Clark County to direct and shape land development activities and implement the Master Plan. Clark County's zoning and development standards are contained in the Clark County Unified Development Code (Title 30).



COMMUNITY OUTREACH SUMMARY

Contents

About this Section 316

Online Survey Response Comments 316

Countywide Policies Draft Comments (December 2020 – January 2021) 316

Individual Comments – General 316

Individual Letters 317

About this Section

This section provides a summary public input received as part of the Transform Clark County process.

Online Survey Response Comments

Three online surveys were conducted during the early stages of the Master Plan process. A brief explanation of each is provided below along with a link to individual summary reports.

Vision & Values Survey, August 2020

An initial online survey was conducted in August 2020 to seek input from the community-at-large about current and future conditions in Clark County, as well as their values and vision for the future of Clark County. The survey was offered in English and Spanish and was widely advertised through traditional and social media channels. More than 2,800 responses were received. Summary Report

Preliminary Plan Framework Survey, November 2020

A second online survey was also offered (in both English and Spanish) over more than a month in September and October 2020. Nearly 900 responses were received. Summary Report

Unified Development Code Assessment, December 2020

An online survey was launched in November 2020 to help inform kick-off meetings for the Unified Development Code portion of the process that were held in January 2021. Over 500 people responded to the survey. Summary Report

Countywide Policies Draft Comments (December 2020 – January 2021)

A third round of community and stakeholder meetings on the Master Plan was conducted in December 2020 to review the Draft Countywide Policies, followed by an online input opportunity that ran through the end of January 2021. Results Summary

Individual Comments – General

The table below includes individual comments received from the public via the project website or direct e-mail during the initial stages (drafts of Vision & Values, Preliminary Plan Framework, and Countywide Policies) of the Master Plan process.

Comment
Want to point out about Preliminary Framework on page 25 that the goal of a diverse and resilient economy depends on fair wages for all residents not just those seen as "well-educated residents."
Two items that seem worthy of mention now are to consider inserting "water quality" more often in your documentation. In general references to improving air quality, it seems a good fit to also include "water quality," as Clark County is defined in NRS as Master Agency for Wastewater. Also to consider inserting an additional Goal relating to maintaining and protecting water quality for current and future residents.
Reviewing the county policies, sustainability and future stability in our region are guiding goals throughout the document, but it is concerning that both climate change and the boundaries of further sprawl are not explicitly planned around in this draft. All in Clark County, the BLM, and federal lands bills have been named as the entities responsible for climate planning and determining the areas for further sprawl, but this Master Plan has the ability to outline clear goals when it comes to these topics, and to not do so is a missed opportunity to ensure our county's future stability. As one example, in Policy 6.1.7: Disposal Boundary; there is an opportunity to directly limit sprawl beyond the current SNPLMA boundary; which would unequivocally aide in the region's climate stability, and be a driver for the implementation of this plans own goals for infill, mixed used transit oriented development, and affordable housing. We recommend strengthening the language for the disposal boundary to catalyst the urban planning goals outlined in this document.
One of the largest issues living in the area is that the lifestyle is heavily car dependent mainly due to land use and layout. Streets need to focus closer to a grid system and land uses need to either mixed or not vastly separated into large acreage blocks.
1. Helping the county communicate important messages to vulnerable populations that are highly represented by low income families, Spanish speaking households, and racially and ethnically diverse but over-represented among African-American, and Caucasian with Hispanic or Latino/a ethnicities. Information needs to be simple, one-page, include a call to action and be translated to Spanish. 2. Three Square is very interested in geographic equity of services across the county. We see a need for partners to help us serve food insecure residents in the far Northwest, Southwest and Nellis areas. Our strategic plan also calls for equity in distribution of nutritious resources across our five regions in Clark County but to do this there needs to be a focus on partnership engagement in those areas of the valley as well as a focus on implementing a network-wide client database so that we can truly see how far people go to get food help and how many times a month these services are accessed so that we can better understand the need in each region. 3. Three Square is leading the committee on Food for People Not Landfills, legislation passed in 2019 to focus on food diversion from banquets/casino events, restaurants, grocery stores, schools, vendors and manufacturers for distribution to those in need. This committee is part of the Governor's Council on Food Security and is closely partnered with the Nevada Resort Association. If there is a way to partner with the County on the line in the plan dedicated to reducing waste to landfills, we'd like to be part of that conversation. Our efforts at Three Square lead the country in food rescue, even among larger cities with robust entertainment and hospitality industries! So continued improvements here in Clark County to food rescue from landfills will go a long way to demonstrate Nevada's commitment to being good stewards of food resources that are freely available. 4. We have pinpointed three food desert areas: (unless this has recently changed) the historic Westside in LV, the Pittman neighborhood in Henderson, and the Nellis AFB area are all food deserts that deeply concern us. Our collaboration with municipalities and in looking at the demographics of the neighborhoods and rooftops that could support a brick and mortar store, we would suggest cultural-based retail grocery stores. This kind of small business support would be transformative for these neighborhoods and also help to serve as community hubs in these at-risk neighborhoods.

Individual Letters

Individual Comments: Draft Area-Specific Policies (April 2021)

A fourth round of public engagement on the Master Plan—in April and May 2021—focused on the Draft Area-Specific Policies, Draft Land Use Categories, and Preliminary Zoning Districts (to help inform and ensure alignment with the Development Code). A virtual open house allowed the public to review the full document online and leave comments specific to individual planning areas. The comments in the table below were received via virtual open house, individual e-mails, and direct submittal to County staff.

Public Comment on Item 21, AG-20-900524

For the record, my name is Jasmine Vazin, zip code 89128. I am an organizer with the Sierra Club's Clean Transportation for All Campaign in Nevada.

Overall, we appreciate all the work the county has done to take community input and create this plan, and we look forward to continuing to support this work through the development code stage of the process.

Reviewing the county policies, sustainability and future stability in our region are guiding goals throughout the document, but it is concerning that both climate change and the boundaries of further sprawl are not explicitly planned around in this draft. All in Clark County, the BLM, and federal lands bills have been named as the entities responsible for climate planning and determining the areas for further sprawl, but this Master Plan has the ability to outline clear goals when it comes to these topics, and to not do so is a missed opportunity to ensure our county's future stability.

As one example, in *Policy 6.1.7: Disposal Boundary*; there is an opportunity to directly limit sprawl beyond the current SNPLMA boundary; which would unequivocally aide in the region's climate stability, and be a driver for the implementation of this plans own goals for infill, mixed used transit oriented development, and affordable housing. We recommend strengthening the language for the disposal boundary to catalyst the urban planning goals outlined in this document.

Again, thank you to Clarion and the county for putting together this policy plan, we support a majority of the content presented, and we look forward to ongoing conversations with the county on mechanisms to ensure that this master plan will provide stability and security in the face of a changing climate.

Comment
This is in response to the Draft Area-Specific Policies and Consolidated Land Use Categories. I would like to see the development stop. It should have stopped in the late 1980's. But, in spite of a continued drought, the building goes on--both commercial and residential. I would, at least, like to see the outlying areas, such as Blue Diamond and the area along the Blue Diamond Road, from Las Vegas going into the Red Rock Canyon, protected from any future development. The environment, air, ground needed to be protected, and particularly the animals/wildlife. We've had more than enough development.
We live in Boulder City, Nevada. We hope that there is consideration of the sensitive nature of the Eldorado wildlife and plants when any kind of development is proposed now and in the future in Eldorado Valley. We know we have the most amount of land of any city in Nevada. But, a lot of this land is home to many valuable animals, birds, plants, etc. that need protection.
"Summerlin South should be expanded to include areas not developed by the master developer; the expanded area should include the Desert Sportsman Club, & all of the southwest ridge area."
"EN-1.2 Absolutely NO"
This is a hollow criterion if no recurring requirement exists to ensure the SW PFNC remains reliable in assessing infrastructure costs. As history has shown simply "as may be updated" is not in the interest of the development/builder community and too often ignored by politicians.
define "proportionally". PFNC has long been required but not enforced. Growth should pay for growth when it comes to public safety and park/open space standards.
Goal EN-1 Keep large lot areas the same. Residential should stay residential. NO CHANGES to the zoning from when the neighborhoods were built! No group homes! No halfway houses! No multi family homes!
No need for libraries anymore.
Clark county MUST remove parking and lot size minimums. It must also remove SFR zoning and allow for infill development so that we can start building neighborhoods that are not car dependent.
Infill should always be encouraged over urban sprawl.
"I would like to see the roads that are directly adjacent to parks to be skinny streets. Vegas streets are already over engineered. Take a drive down Spring Valley Parkway sometime. You will see how insanely wide it is. You can park 3 tanks shoulder to shoulder on one side of the road. And this is supposed to be a school and park area with a 25 mph speed limit. 99% of our streets are also the same way. So fixing those are going to take a long time. But what we can do is stop the insanity from continuing. Make the streets around any new area parks especially, skinny streets."

Comment
I am very skeptical of "more roads" talk. Vegas has enough roads. If it means the people who live in Enterprise have a 3 minute longer commute because we're not extending Cactus Ave even further...that's fine by me. The horse zoned area north of Fort Apache and Craig is starting to widen Fort Apache and I already see property values for people who live along there going down.
Now a 2 lane road is becoming 4+ lanes. Traffic noise and speed is going to ruin that bucolic area.
What type of access? Another road? I would like Clark County to be more ambitious and maybe only trails in quiet areas. Almost all bicycle trails are extensions of a street in some form.
The 215 western beltway trail...is adjacent to the 215 highway and would never have been built if there wasn't a sewer canal and power lines running parallel there. The trail only got "built" because the county needed to have service vehicles have access.
Besides, how pleasant of a walk is this for people? With cars zooming by at 80+ mph, it's not a peaceful walk by any means.
Yes, but don't just 'limit' - Restrict allowing developers to purchase land to attempt to change the zoning from commercial to residential. Specifically high-density residential.
Is there a better way than tearing up roads (such as Cactus) repeatedly each time a developer starts construction on a parcel adjacent to a major road? Why can't the utility connections be developed all along a road or a partial chunk, so that the road doesn't need to be closed and demolished and re-paved and traffic be affected incessantly? Also, why are all of these projects approved at the same time? There is road construction on every artery leading to my neighborhood in Enterprise. It seems more rational and considerate to stagger the projects so that residents are able to choose an uncongested route.
Airports should be just that AIRPORTS. We spend billions on terminal 3 for what? You have to walk a mile to the planes. Too much shopping. It's an airport not a shopping mall! What a waste of money.
Do not make changes that will force people to leave their homes because they are in a newly minted or expanded zone. Look what you did to the poor people that lived in the manufactured homes across from the airport on Tropicana. Most were elderly living on SSA and were happy there. For what a non used strip mall?
While your other comments have been rather tone deaf, this is a good point. Gentrification needs to be avoided.
As long as a developer isn't buying a super fund site, I don't see a problem with building on a previous industrial zone. Industrial zoning is completely backwards in this country and Clark County is no different. The most valuable land which is in the center of town should be for mixed use
residential. You put industrial zoning on the outskirts. That is how it's done in almost every other major metro in the world.
Maybe have an actual train that goes to Laughlin from Vegas? Right now the only option that isn't a car to get from one to the other is a greyhound bus that takes 2 hours 30 minutes.
More highways, huh? Doesn't Nevada have enough highways?
With this growth plan there won't be any water in Lake Mead.
Will that mean politicians will take away a car lane to build out protected cycle infrastructure? Because that's the only way you can actually get people to go out on their bicycle in large numbers.
Again, this will require that the design of that street is fundamentally altered. Is Laughlin going to want to do what Vegas did and spend hundreds of millions on elevated pedestrian walkways because it refuses to slow down car traffic? That's one option. The other option is to markedly reduce the speed limit along Casino Drive to ~20 mph, make right on reds illegal and make right turn bulb outs so that people aren't drifting on a turn and possibly taking out someone walking along the cross walk.
With this you can see what I am talking about in all of my comments. We don't need growth. We need to shrink the population. that is the best way to preserve water.
Did you know that Clark County returns nearly all of the water it draws from the Colorado River? Most of the Colorado River is being used for agriculture for watering nut trees and alfalfa in California.
The BLM should stop selling land for development. The population growth is out of control now here. If any new development on BLM land it should be industrial or parks. No more high density housing.
Yes to stop selling the land for development. No to using the land for industry. Yes for parks.
Ferry commuting didn't work for NYC for Staten Island commuters. It's mostly a gimmick in Rotterdam as far as I can tell.
It's a quaint idea for tourism. But as a realistic mode of transportation? Probably not.

Comment
How about getting a pedestrian crosswalk along Durango by Centennial Hospital that isn't a set of flashing yellow lights where drivers don't know how to give priority to a crossing walker? These types of signals are dumb. Make it a standard light that turns red when a pedestrian requests to cross the street.
No more high density housing. MAX 4 per acre.
Do not FORCE people to connect to the city services
Yes protect estate neighborhoods. No infill unless it is the same as the rest of the area. No multi-family. no high density housing. Residential only.
I don't understand how you can have infill development as a goal and to also "protect the character of existing estate neighborhoods" in the next policy that is listed. Clark County has to make a decision. Does it want some change? Or does it want to be frozen in amber? Jane Jacobs has written about this. Residents do have a right to things not changing drastically, but they also do not have the right to say that neighborhoods remain unchanged in perpetuity.
As long as these areas are not linked by high speed roads, maybe? I am hesitant to develop any more of the critical desert areas that have plants growing. I see the development going on west of Summerlin Parkway where it terminates and I do not like what is in store for that area. The same goes for the gypsum mine that is trying to get a variance to sell to a developer and Bonnie Springs. We're giving away the pristine desert lands where joshua trees are actually growing so that some California multi millionaire can live in a McMansion and it's wrong.
This report should reference agricultural land use and activities in reference to historic resources. The County Master Plan should acknowledge that these agricultural lands and water resources are being depleted as a result of constraints for development on BLM managed lands, lands that have no agricultural value and minimal environmental sensitivity. Because the County and the Federal government will not relax development restrictions on those non-agricultural lands, and are instead constantly increasing those restrictions, pressures for development continue to be concentrated on existing private lands, much of which are historic agricultural land. Consequently, the agricultural heritage has been steadily eroded and is in danger of disappearing entirely.
Night sky protection is a small problem for the Northeast Area. Most of the light pollution in the night time sky of the Northeast Area comes from four sources: 1) the radiance from the urban lights in Las Vegas Valley on the western horizon 2) the radiance from the urban lights in the City of Mesquite on the eastern horizon, 3) the two 1,400-foot tall radio towers on the Weiser Ridge skyline, and 4) the high and bright luminaires at the school and park ballfields. Control those four light polluting sources and any concern about the impairment of the night sky darkness will be a non-issue.
Leave the area alone. It seems to be doing fine without government interference.
Dust pollution is a minor issue in the Northeast Area. It certainly is not worth the cost and effort of a dust control program like the county imposes in the urban Las Vegas area.
You already have rules for that. just enforce what you have, This sounds like a way to steal someone's water rights.
From what I see with the current washes that the county developed, you have no idea how to protect surface water. You built flat washes. the water spreads out over the concrete and evaporates. the washes should be a deep V shape so that the water have a much smaller surface area. It would also stop the homeless from clogging the washes.
Much of the Muddy River flows through private property. Do not assume those property owners will welcome trespassers to their property.
I note the mention of Bed & Breakfasts to support local tourism. Another way to support local tourism is by the presence of licensed vacation rentals. This has proven to bring tourism and develop the economy in other rural areas, for example in Southern Utah. While vacation rentals are currently prohibited in Clark County, allow them in rural clark county would make a lot of sense. Rural vacation rentals are very different from "party houses" that are found in Las Vegas, and typically cater to retirees (one or multiple couples) as well as families with children (both domestic and from overseas). I operate such properties in Southern Utah and they have a positive impact on the community. We have never once had an issue with noise, rowdyness or any parties taking place.
No objections to agricultural tourism, but this is a such a minor issue of limited application that it is hardly worthy of mention in a document of this scope. It seems incongruous that this minor issue would get a mention when the bigger issue of streamlining property and business development standards and practices are of much larger importance.
Be sure to consider funding for rural emergency services as more and more urbanites and out-of-state visitors flock to conservation lands in the area.

Comment
Does the wording of this mean development will be allowed if municipal water becomes available? This policy would be better worded without the municipal water system exception.
The sale for Bonnie Springs seems to be a done deal and will probably have expensive tract housing on it in a couple of years. It's a pity but that sale was allowed to proceed with no oversight. The gypsum mine on the other hand, the sale might be able to be stopped. That area of the desert needs to be left alone.
To help accomplish this the following should be done, and should be encouraged with the City of Las Vegas area as well: (1) Limit development adjacent to Kyle Canyon Road to single story buildings so as to not obstruct views into the desert landscaping. (2) Limit density so as to not crowd out and destroy the natural landscape. (3) Prohibit street lights and parking lot lights in developments so as to preserve the night skies, and where lights are necessary require them to be setup on motion detection so they turn off when not in use. (4) Preserve natural landscape, and please do not add non-native palm trees. (5) Do not change density of land along Kyle Canyon Road past the Las Vegas city limits. The city limits have gone up far enough. (6) Where commercial development is allowed along Kyle Canyon Road, require screening and architectural features consistent with the natural environment. (7) Do not allow strip malls or apartment complexes along Kyle Canyon Road. It experiences too much traffic already from weekend tourists, and allowing such dense development along the highway, or with access to the highway, would cause severe congestion and unsafe driving conditions. The tall apartments would also inhibit the views in the area. (8) Keep Kyle Canyon Road a highway by not installing stop lights or reducing the speed limit. Where stop lights are necessary consider using the style of stop light that allows one lane to continue travel without stopping.
As in my comment above, this needs some teeth behind it. The recently passed Nevada statute is essentially meaningless because it has no real requirements. Eliminating/prohibiting street lights and parking lot lights in the area would go a long way. Requiring any such lights, where necessary, to be on a motion detection timer would also help. These type of street lights are commercially available: https://www.citintelly.com/intelligent-street-lighting-products/motion-sensor-street-lighting/ Clark County also needs to work with the City of Las Vegas to ensure that their development on Kyle Canyon Road follows similar standards
Dust control during construction is necessary, but dust control on rural roads is not important and ineffective at reducing PM-10 emissions. Clark County has attained its PM-10 goals since 2013, and is officially in maintenance status. The original PM-10 State Implementation Plan for Clark County recommended dust control on streets, but only for streets exceeding 150 automotive daily traffic (ADT). Lower Kyle Canyon residents want to keep the rural atmosphere and avoid paving all of the roads in the community. With the exception of Kyle Canyon Road, none of the other roads in Lower Kyle Canyon experience greater than 150 ADT, nor are they expected to. Paving and even dust reduction products would not materially affect dust or PM-10 particles in the area. If residents do find that they are having dust problems, they can simply water down the dirt road to compact the dust, or they can choose to install gravel which essentially eliminates any dust concerns and continues to be in line with the rural appearance of the area.
This I disagree with. The Northwest area covers a huge land area. Telling someone in far rural NW Clark County that they can't build a house there because there's no fire department would be absurd. It is a fundamental right to live in areas without access to these services if one so chooses. Allowing fire-proof building products would help - ie more support for ICF, steel framed residential, etc, would reduce the need for fire protection in rural areas. But ultimately that choice should be left to the landowner.
And should be limited to areas where the development would pose additional fire hazards to the surrounding areas.
Work out a land exchange with Gypsum Resources. Relocate the Desert Sportsman away from Summerlin
Connection to municipal water would directly impact areas allowed to develop as stated in 1.2. This would, over time, reduce protected areas
I would largely agree. The county can't have two opposing goals. Do you want to protect areas that are designated as "scenic areas"? Or do you want to allow future development? Utilities inevitability leads to residential housing. We have enough urban areas where actual dense infill needs to be the focus for future housing.

Comment
Agreed. The community does not benefit from expanding municipal water farther up Kyle Canyon. This will only result in increased densities. Also, current residents of Kyle Canyon should be permitted to maintain their wells and septics, and not connect to municipal sources. It benefits no one but the water district to require otherwise. Residential wells do not significantly affect the amount of groundwater, and should be allowed to co-exist with municipal water. Further, expanding the municipal water source will require digging significant trenches and will have a negative environmental impact. The same goes for expanding sewer. It's unnecessary. Especially in this area where wells are 600-1000 feet deep, so the chance of a septic contaminating groundwater is Zero.
Stop building in fire-prone areas or stop governmental fire protection. Society at large does not owe rich homeowners fire protection.
Agreed. This is also a problem for fire prone Malibu, CA and hurricane prone areas along the gulf. Rich home owners are being subsidized by federal insurance and instead of realizing that maybe it's not a good idea to build in a fire/flood zone, they keep rebuilding.
You want to reduce floods? Stop building so much impermeable road surfaces. Allow the land to be an actual sponge instead of covering everything in concrete and asphalt.
Wholeheartedly agree! Not every road needs to be paved. it's bad policy.
So far the protection & preservation of public lands, specifically Mount Charleston, has been woefully inadequate. Overcrowding with vehicles bumper to bumper & parking everywhere blocks emergency access, severe understaffing of law enforcement, salt on the roads which kills trees and harms wildlife...the list goes on and on.
While I agree with you, what is the solution? When you build for cars, you get cars. Tolling the entrance to Mount Charleston will probably never fly. Even if there was a bus line, nobody is going to take a bus out there from Durango and Elkhorn let alone another transit hub.
Cleanup crews should be employed by the county and city to cleanup surrounding areas. When we've gone on walks through the desert there are loads of trash scattered throughout. The pending development will probably worsen this problem if nothing is done about it. A do believe people would use a bus line to Mt. Charleston. When faced with no parking there many I believe would prefer to ride a shuttle, as long as the shuttle is frequent enough to make it convenient. It's a better solution than building a parking lot on Mt. Charleston itself. And it's proven in many national parks, including Zion's.
A dedicated running/biking path along Kyle Canyon Road would be helpful for the safety of the thousands of pedestrians and riders and run and bike the road daily, and especially on weekends.
The county's capital improvements fund should pay for this rather than any increase of property taxes or private developers. Too often government fails to do any improvements until they can get a private developer to pay for it, but then why are we even paying taxes. Plus, there will never be development along the majority of the highway, so getting private developers to flip the bill is unlikely.
Non-urban street standards should allow for dirt and gravel roads. It should also allow for smaller roads instead of current requirements of 32 ft roads. 16 ft is plenty wide for two cars to pass each other, and for most rural residential roads even 8 feet would be fine - cars just take turns passing.
These types of rural areas are the highest hanging fruit to be served by transit. I'm all for transit projects. But I'm afraid that people will see an empty bus heading towards Red Rock and they will use that as evidence to gut very necessary transit projects on Las Vegas Blvd.
We already had the president of the Convention Authority waste 50 million on that Tesla tunnel that nobody is going to use, which was paid for by an increase in hotel room tax. That money could've been used to extend the monorail to the airport and actually make it loop around the LV BLVD.
How about making a segregated trail along Charleston Blvd? There are many cyclists and runners in this area, especially during Saturday and there is literally no protection.
5 cyclists were killed in Searchlight because a truck driver was high on speed. Paint is not protection.
Whatever trail you make, make sure it's unpaved. Horses do not like walking on concrete surfaces
This needs clarification.
Yes, this does need clarification. It would be great if most of the new
development along Kyle Canyon Road had their access from the frontage road rather than from Kyle Canyon Road, so that Kyle Canyon Road can remain a highway with a limited number of stop lights, and to reduce the congestion on Kyle Canyon Road. It would also be nice to have an onramp from the feeder onto the 95, so that you don't have all of Sky Canyon and other developments attempting to use the Kyle Canyon interchange and congesting that interchange.

Comment
Need to consider the proposed Avi Kwa Ame (ah-VIK wa-may) National Monument (also called Spirit Mountain National Monument) because it includes some of the most visually stunning, biologically diverse, and culturally important lands in the entire Mojave Desert. It would also help Nevada power forward with 30x30 Goals of conserving the land that supports us.
Is it possible for the Searchlight Town Advisory Board to amend by expansion the present town boundary? There are areas of land around Searchlight that are open and Searchlight is going to continue to grow based on commercial interests, housing, proximity to historic sites and Cottonwood Cove.
Cottonwood Cove Road and Main Street have Commercial properties.
I support SO-1.2, 1.3, 1.4, 1.5 in order to bring Searchlight back to reflect its heritage. There are currently serious encroachments to these standards that need to be scaled back.
Additional Flood Control is needed in Searchlight.
I support SO-2.1. Our Volunteer Fire Station needs to be upgraded with more personnel who would be available day and night. We need at least 2 EMT's to drive the ambulance and offer care.
There are sidewalks where needed in Searchlight.
Would like to see the trails from town to the community center maybe looked at for future.
I support SO - 3.2. Searchlight does not have a good Walkability score. We need sidewalks, safer crosswalks, better connectivity to facilities spread around the town. We seriously need traffic calming construction on Hwy 95 through town. The traffic, both cars and trucks have increased dramatically, speed is unacceptable. This is a very dangerous situation.
I rather the county kick out Nellis AFB and use that as an auxillary airport. But I MUCH rather Vegas actually get high speed rail and connect it with SF and LA. That would reduce the burden on McCarran quite a bit.
I support SO-5.4. Our airport is invaluable, however, it has been mismanaged and left to disintegrate. A private citizen wants to help, but the County is putting roadblocks in his way. We need this to be managed and treated as a major connectivity site that will benefit Searchlight and South County tremendously.
This should be said for all of Clark County.
I would like more explanation as to what this statement means.
Update the portion of Spring Valley to Summerlin South.
OK. Stop giving the green light for large plazas then. If there are any tax breaks being given to Amazon or Walmart, those need to stop, immediately. From a strictly taxation standpoint, these big box retailers are financial losers for tax revenue.
So does that mean removing SFR zoning from Spring Valley? That's what Minneapolis and Oregon did. I can get on board with that.
As someone that actually lives in Spring Valley, I don't see what "character" is trying to be preserved by preventing upzoning. Almost all houses here are cookie cutter. Spring Valley Parkway is an obscenely wide, overengineered road. Rainbow has 45 mph speed limit in all parts of Spring Valley, even in the hospital areas. In fact, this repeated mantra of "preserving integrity" is in direct contradiction to infill development. Does the city planner who writes this policy book even know what their intention is? Density is not a problem. The problem is the $%^& cars whizzing by on Flamingo Rd at 50 mph. Maybe any future development should have strict road width limits.
NO in fill housing unless it is the same as the original neighborhood plans. No multi-family. No higher density housing. If the area is 1 acre minimum KEEP it. If it is 1/4 acre Keep it.
Protect the integrity of the neighborhoods at all costs.
I can't think of anyone that is actually using the trail that runs parallel to Hacienda as a commuter trail. Too many dips and curves. Clark county is going to have to build out some actual protected cycle infrastructure if it's serious about encouraging people to commute by bicycle. Paint doesn't work and even the bus lanes along Sahara do not have that many people using them because it is unnerving to have motor vehicles whizzing past you at 45 mph and the only thing keeping you alive is the focus of hundreds of motorists.

Comment
This is an excellent approach! The current concrete storm drainage system is an eyesore, results in extreme runoff conditions, causes pollutants in the Las Vegas Wash, and eliminates any potential for groundwater recharge. Given the current mega drought conditions, this should be a highest priority County action.
If this is in reference to the gypsum mine that wants to sell for residential development, then Clark County needs to forbid this transaction and tell the gypsum mine company to abandon the mine and leave if they are done with the operation.
Expansion of Summerlin South borders from Charleston to Windmill.
Creation of Summerlin South town board
Expand Summerlin South borders to include the Desert Sportsman Rifle & Pistol Club & the unincorporated areas south of warm springs road and portions of the spring valley planning area.
Again, I have to inquire, what is this going to mean for swimming pools in the area?
I am very concerned that this would eliminate the need for cars! I enjoy driving around the area and I would very much like to continue to do so!
Does this mean that you are looking into getting rid of cars and trucks in Summerlin? I really hope that it is not what that means! Is that your intention?
I am very concerned about this! Many residents would be very much opposed to the elimination of swimming pools! Is that this means?
Development of Village 17A along the Clark County Southwest Ridge Area.
Honestly, DT Summerlin is a failure. When malls are on the decline, Howard Hughes Corporation decided to build another one. No residential nearby, you gotta walk all the way to Red Rock Casino to get to the nearest condos that are by the ball park. Half of the land in DT Summerlin is parking lots. That should tell you how walkable the area is, which is not very. You barely see anyone walking from Costco to Red Rock. Does Howard Hughes Corporation really see this project as a success?
Create a new road along the Kern River pipeline from village 17A to Blue Diamond road.
I would prefer driving my own vehicle thank you very much!
How about reducing the amount of lanes near the 215? Charleston Blvd has 3 car lanes in each direction and 2 left turning lanes and 1 right turning lane for a total of...12 lanes. You want people to walk around Summerlin, especially in areas near the trail and shopping? You need to reduce the amount of cars that are in the area.
That's good. tear down some dilapidated apartment buildings and make parks. Let's be less urban for the sake of the environment. Less people less water used. Less people less crime. Less people less air pollution. Less people less police needed. Let's make Las Vegas beautiful and a nice place to live again.
Sounds good but your existing development plans are for High density housing. No apartment buildings. Keep these areas the same but help them improve the lots. Any infill could possibly be at twice the current housing density levels. Maybe you can see a pattern here of my comments. Lower densities, less people. Better air quality. Less water use. Less infrastructure costs. Lower taxes.
If bike lanes = paint, this is doomed to fail. Make actual protected cycle lanes and work on a plan to make them inter connected.
When making washes. Make them in a deep V shape to minimize evaporation and to make the washes un-livable for the homeless to live in.
Does that mean taking away car lanes and making bus only lanes? If so, then I'm all for it.
I'm sure the majority of residents that live in Sunrise Manor despise the air force base. The sound the jets make is insane. Clark County needs to evaluate if having the air force is actually worth it. The land values directly adjacent to the base are sundered IMMENSELY by the AFB.
Again you want higher density. High density means dirty cluttered, higher crime, higher taxes, more noise. More light pollution. More air pollution. More water usage. More ineffective schools. More illegal aliens.
And what happened to the light rail/BRT line along Maryland? Is that kaput because of the pandemic?

Comment
The stadium is a disaster and horribly placed. I imagine the majority of locals will be driving into the stadium while tourists will have to be shuttled in via bus. Nobody is going to be walking along Mandalay Bay Rd from LV BLVD to get to Allegiant Stadium as it is an alienating, ugly and unfriendly area for pedestrians. You have parking lots for Mandalay Bay and Luxor sandwiching you in and all the loading docks as "landmarks". The sidewalks on both sides of the street are tiny and that bridge gets as wide as 6.75 lanes by Luxor Drive.
This is the lowest hanging fruit for the county. If you can't reduce car lanes here, it will never happen anywhere else. This area should be the prime focus for the next 2 decades to reduce car usage and promote bus, bicycle and walking as transportation options. That means reducing car lanes along the major arterials of LV BLVD, Maryland Pkwy, Koval, Tropicana, Flamingo, Spring Mountain, Desert Inn. LV BLVD starting at Russell and terminating at downtown should have bi-directional protected cycle lanes on both sides and a bus only lane. What's the hold up? You think the Tesla tunnel projects are going to solve the issues of traffic in this area? That is snake oil. Stop waiting for magical solutions and start implementing actual ones.
Cultural heritage? you mean change the cultural heritage don't you. Sounds like more of the same high density, more regulation BS.
This is the area I live in. You have been destroying my neighborhood with Halfway houses and group homes. You create tremendous ugliness. You cause the value of the homes to diminish by allowing forbidden uses to come in to the neighborhood. You have increased crime with your policies. Yet, have you done anything for the neighborhood? No. You only try to destroy it.
Non of you would ride transit on Maryland parkway without a gun. You need to get rid of half the apartments. There is a high police presence on Maryland pkwy but only for traffic violations. The area is over run with gang activity. Covered in graffiti and human feces and needles. A very nice area. Thank you Planning Commission.
Infill at the same density or less than original planning. discourage high density use.
One thing I'd like to ask the policy makers writing these books is, "What your true goal is here?" Making this book 55 pages long and making it so difficult to find means you're only going to get city planning wonks to opine on the policies. Perhaps that is what you want? A lot of the policies are copy and pasted for the different areas of the county. And I do see a general theme that can be broken down as such. 1. Sensible infill 2. "Preserving" neighborhood character. 3. Encouraging multi-modal transportation. 4. Environmental considerations for vulnerable ecosystems. The first two are almost in opposition to each other. You can't have infill and then also say you want to preserve the neighborhood character. You're so afraid of upsetting people from upzoning that you've frozen the entire county in amber and all the new housing is being done by companies like KB Home that blast out cookie cutter properties on empty parcels near Blue Diamond and Centennial Hills with no character, terrible connectivity (all of these developments have ~2 paths of ingress/egress and are cul-du-sac communities) and require a car to live there. I'm skeptical that county planners take any of the suggestions written here by me and others that are asking for true protections for cyclists and walkers. I've never encountered a protected cycle lane that was built from a repurposed car lane. Clark County builds all of it's infrastructure to acquiesce to cars and I don't see that trend trying to be reversed. On the contrary, I see plenty of road works projects that are widening streets that don't even need widening. All road and highway widening projects for the next 5 years NEED to be stopped and reevaluated through the lens of multi modal transportation. This should not be a hard sell, right? This will save the county money while you guys get your act together and muster up the courage to figure out how to undo decades of bad design.

SIERRA CLUB
TOIYABE CHAPTER

To: Mario Bermudez
CC: Clark County Commission
RE: Sierra Club Recommendations for Transform Clark County Final Draft
May 7, 2021

Dear Transform Clark County Team;

The Sierra Club Toiyabe Chapter and our 40,000 thousand members and supporters in Nevada appreciate all the work the county has done to create a comprehensive plan that is accessible and straightforward. Thank you for the opportunity to participate throughout this process.

Overall we support many of the goals, core values, and principles laid out in the draft comprehensive documents. However, Clark County is uniquely positioned on the frontlines of climate change and resulting impacts.[1,2,3] We strongly feel climate considerations should be prioritized to a greater degree in all planning for our region than has been done in these plans. All-In Clark County is a newly developed program without a clear pathway to implementation, while the comprehensive plan offers a clear opportunity to articulate tangible ways to address climate change in our land use and urban planning decisions going forward. We know the dire impacts of climate change that we are already experiencing in Southern Nevada, thus we urge Clark County to center climate change planning in the new comprehensive plan. All-In Clark County will be able to uplift and build off of a comprehensive plan that centers climate action, and both processes will benefit in the long term.

To give examples of how climate stable planning decisions can be strengthened in these plans, we have compiled Sierra Club's recommendations for transportation and land use below:

Land Use and Transportation Recommendations

Land use patterns should be designed to prioritize walking and biking, reduce vehicle miles traveled (VMT), increase public transit use, enhance the economic viability of public transit, and decrease private motor vehicle use (auto mobility). Therefore zoning, financing, land-use controls, and other policies should:

- Promote desirable, affordable, dense, and equitable mixed-use infill development;
    - **In the proposed land use categories draft**, by far the largest acreage impacted by the proposed changes is the mid-suburban neighborhood designation, which limits housing to up to 8 dwellings per acre. This is a consolidation of two designations, the 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. Southern Nevada is on the front lines of the climate crisis — Las Vegas is the fastest warming city in the nation, 12th in the nation for ground level ozone pollution, and is facing a decades-long drought. Suburban development directly impacts all of these environmental threats, and we are

[1] American Lung Association State of the Air Report 2021
[2] America Warming: The Fastest Warming Cities and States in the U.S.
[3] U.S. West prepares for possible 1st water shortage declaration

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concerned with a consolidation of any designations that decreases the density of dwelling units on any parcels in the valley. We encourage the Transform Clark County program to designate as many areas within the 40,409 currently assigned mid-suburban acres to compact or urban neighborhood designations to reduce sprawl development and protect Southern Nevada from climate threats over the coming decades.

- Expand affordable and accessible rail and bus transit networks and service to create good local and regional transportation options;
    - **In the proposed land use categories draft,** four out of six neighborhood designations state that "transit service is limited or not present." There are well-researched and defined connections between urban density, robust public transit options, and upwards economic mobility. If we are to create a new planning paradigm that lifts up our communities and provides economic prosperity to all, public transportation must be a top priority. To achieve core values 2 and 5 of this comprehensive plan (*Core Value #2: Equitable Access to Programs, Services, and Amenities Core #5: A Diverse and Resilient Economy*), transit service needs to be equally distributed among all neighborhood designations.
- Protect land outside presently developed areas from urban sprawl through urban limit lines or similar policies.
    - **In Countywide Policies, *Policy 6.1.7: Disposal Boundary,*** there is an opportunity to directly limit sprawl beyond the current SNPLMA boundary. Doing so would unequivocally improve the region's climate stability and be a driver for the implementation of this plan's own goals for infill, mixed-used transit-oriented development, and affordable housing. We recommend strengthening the language for the disposal boundary, distinctly limiting its expansion to achieve the urban planning goals outlined in the countywide policies document.
    - **For South County Area Specific Policies SO-5 and SO-6;** what are the explicit details and parameters for development that this master plan will require of future projects proposed for this area? The current language in this report calls for "collaboration with the Bureau of Land Management, and other federal, state, and regional partners" to plan for development of an auxiliary airport south of town, while SO-6 explicitly calls out the lack of resources available in this region. This comprehensive plan is the County's chance to be transparent about plans for future development. There are bills currently proposed that will develop the *Southern Nevada Area* covered in this plan. Not delineating how these new developments will occur, or detailing how development will be regulated outside of the current broad, generalized language leaves development guidelines up to interpretation. We would like to see explicit details on the plans for this specific area in the final draft.

Existing communities should be revitalized or retrofitted to achieve the above recommended qualities. Enhancing their quality of life should be a higher priority than pursuing new development. Urban sprawl is proven to increase emissions, drain resources, and increase inequality. We urge the county to limit

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urban sprawl to the greatest degree possible. Focus should be on revitalization of our current built environments. Revitalization of existing communities must include the participation of members of that community. And it must be conscious of potential impacts on vulnerable communities that reside in or around such community, including, but not limited to; protecting residents from economic and physical disruption, and providing residents the ability to access the benefits being fostered during revitalization.

Thank you for considering these recommendations, and for all the work you have done to create these plans.

Sincerely,



Jasmine Vazin, Clean Transportation Organizer, Toiyabe Chapter



Manny Becerra, Chair, Toiyabe Chapter