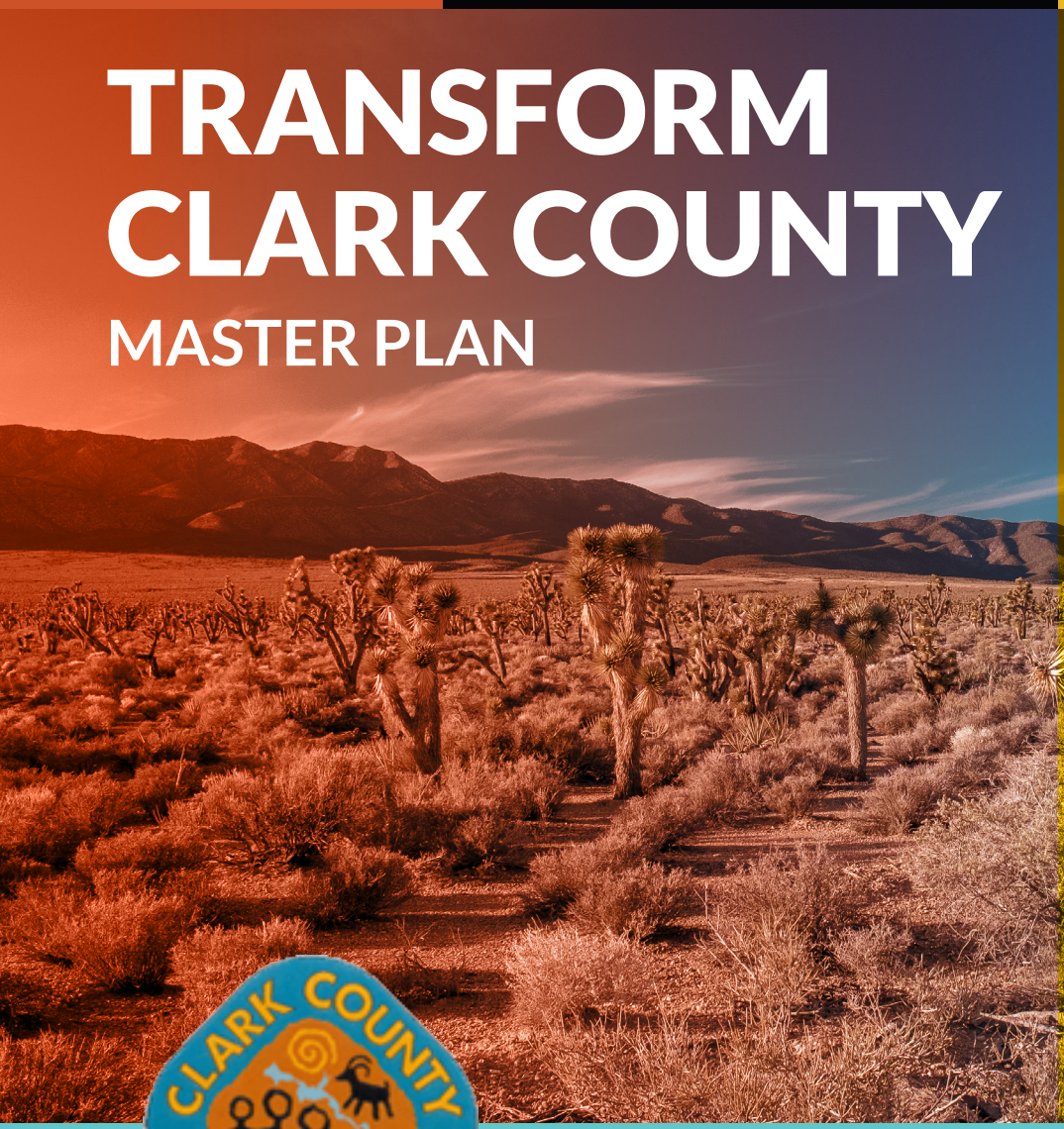




TRANSFORM CLARK COUNTY

MASTER PLAN





CLARK COUNTY NEVADA

ADOPTED - NOVEMBER 17, 2021



Acknowledgements

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Board of County Commissioners

Marilyn Kirkpatrick, Chair

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Ross Miller

William McCurdy II

Tick Segerblom

Justin Jones

Lawrence Brown (2020)

Lawrence Weekly (2020)

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Steve Kirk, Vice Chair

Jenna Waltho

Timothy Castello

Edward Frasier III

Vivian Kilarski

Duy Nguyen

Donna Tagliaferri (2020)

Tom Morley (2020)

Comprehensive Planning Department Staff

Nancy Amundsen, Director

Mario Bermudez, Planning Manager

Sami Real, Planning Manager

Shane Ammerman, Assistant Planning Manager

Garrett TerBerg, Principal Planner

Paul Doerr, Senior Planner

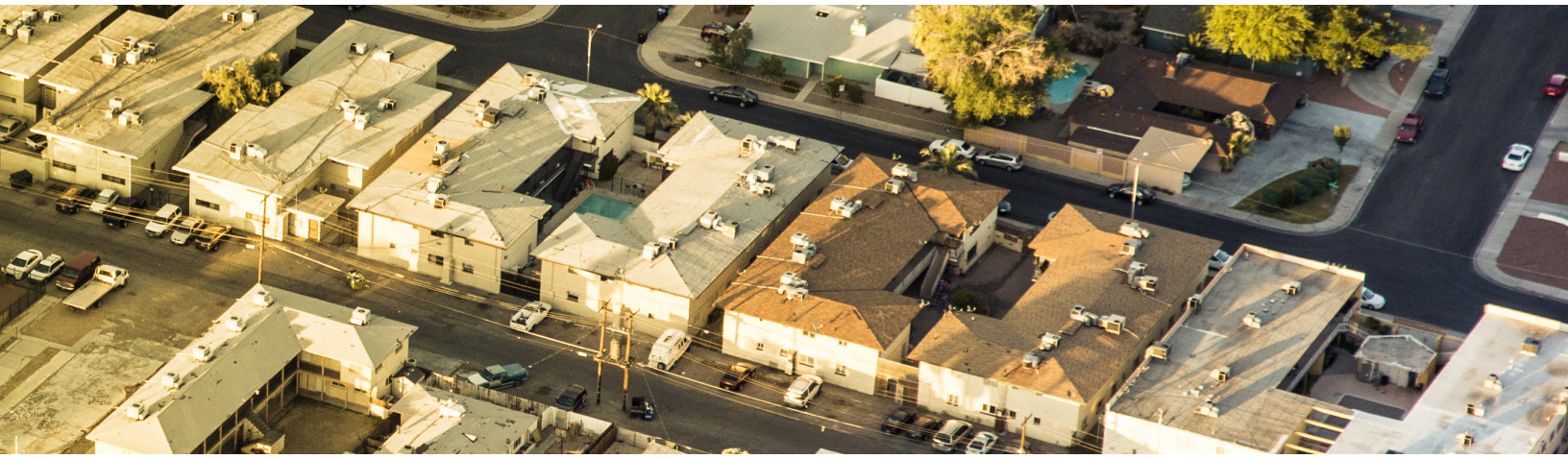
Greg Cerven, Senior Planner

Dan Kezar, Senior Planner

Melissa Candek, Planner

Michael Homa, Senior GIS Analyst

Alexander Tong, GIS Analyst II



Other County Departments

Administrative Services
Aviation
Building
Business License
Clark County Water Reclamation
Community and Economic Development
District Attorney
Environment & Sustainability
Fire
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

Consultant Team

Clarion Associates
MIG, Inc.

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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
AFY	Acre-feet per year
ADA	Americans with Disabilities Act of 1990
ADU	Accessory Dwelling Unit
AEO	Airport Environs Overlay District
BBWD	Big Bend Water District
BCC	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	Citizens Advisory Council
CCB	Clark County Building
CCFD	Clark County Fire Department
CCC	Civilian Conservation Corps
CCP	Comprehensive Conservation Plan
CCCP	Clark County Comprehensive Planning Department
CCDES	Clark County Department of Environment and Sustainability
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
GPCD	Gallons Per Capita Day
HMP	Clark County Multi-Jurisdiction Hazard Mitigation Plan
ITP	Incidental Take Permit
LAS	Harry Reid International Airport
LVCCLD	Las Vegas-Clark County Library District
LVCVA	Las Vegas Convention and Visitors Authority
LVGEA	Las Vegas Global Economic Alliance
LVVWD	Las Vegas Valley Water District
METRO	Las Vegas Metropolitan Police Department
MSA	Metropolitan Statistical Area
MVWD	Moapa Valley Water District
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

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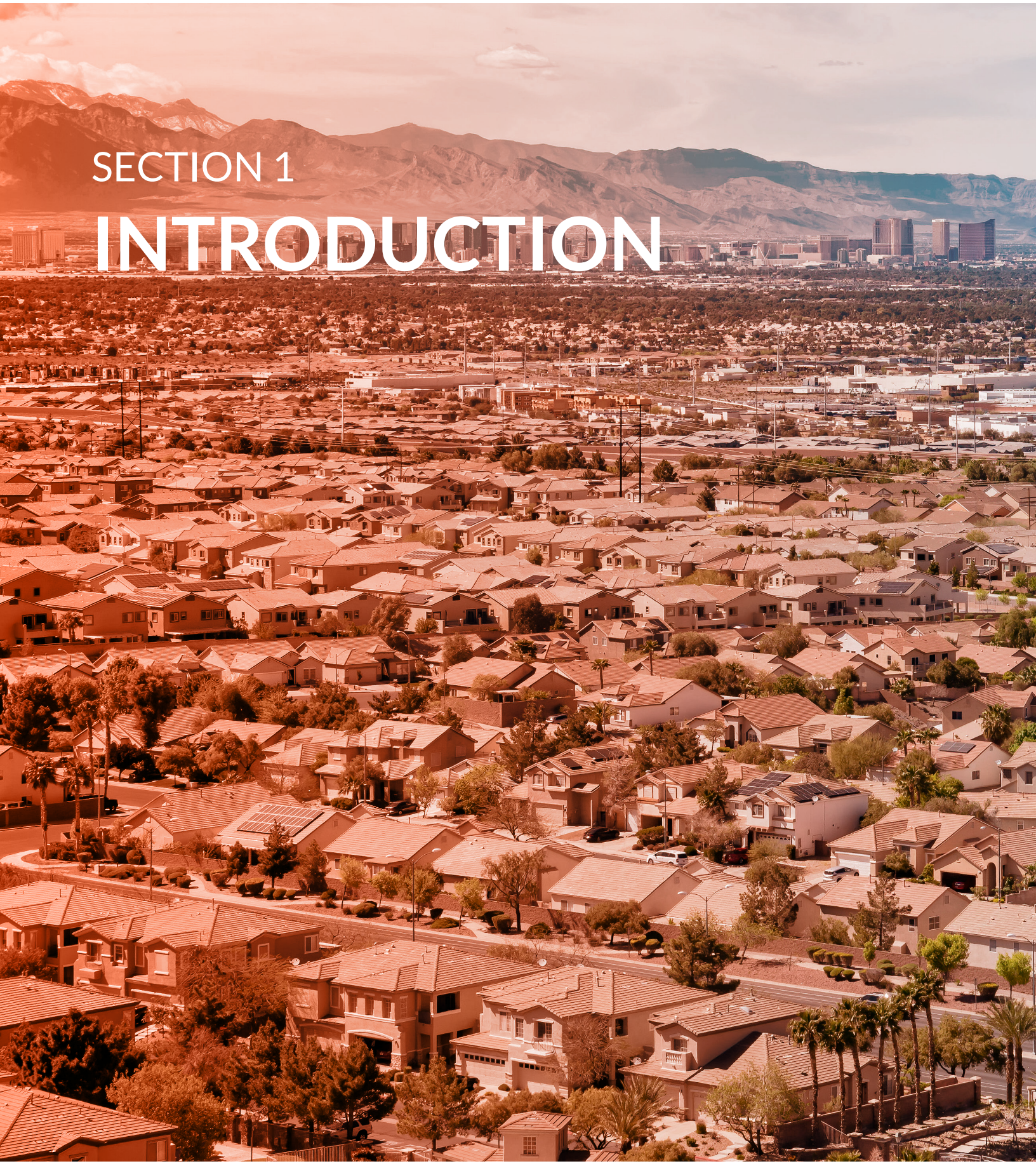
SECTION 1

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 278.150 through 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 to 20 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.

Engagement at Each Phase

The master planning process was divided into six phases with opportunities at each stage for input. A summary of these opportunities is provided below. A detailed summary of community comments and survey results is provided in the Community Outreach Summaries.

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 develop 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

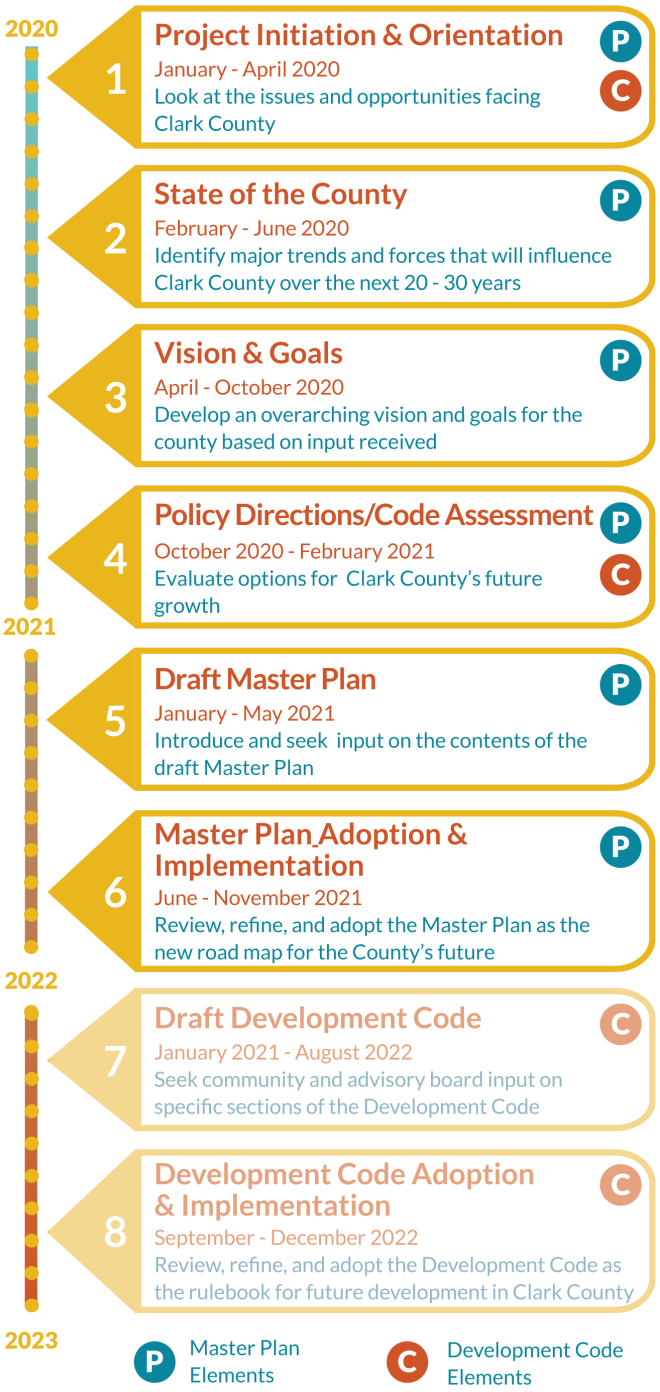
The Draft Master Plan was distributed for review on the project website and through an e-blast to website subscribers and stakeholder contacts in July 2021. Notice of the available draft for public review was distributed in partnership with the Clark County Public Communications Office through local 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 fifth series of public meetings was held online and in-person in July and August 2021 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 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
Community
Arts and Culture
Transportation
Preservation
Economy
Accessible
Transit
Open
Recreation
Thriving
Optimistic
Inclusive
Safe
Beautiful
Clean Air
Resilient
Strong
Hopeful
Healthy
Nature
Healthcare
Green
Education
Free
Fun
Fair
Sustainable
Equality
Modern
Jobs
Connected
Quality
Accepting
Diverse Economy
Friendly
Entertainment
Technology
Prosperous
Clean
Justice
Tourism
Equitable
Conservation
Low Taxes
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.

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.

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. Five 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.
- **Appendix E. 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). The Director shall make a recommendation on the proposed amendment to the Planning Commission, who, in turn, provides a recommendation to the Board. 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 or is compatible with existing and planned service provision and future development of the area; and
7. The proposed amendment will not cause a 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 topic or a smaller geography. Related plans and studies are referenced throughout this Master Plan to highlight the County's role in supporting the implementation of plans developed by other regional agencies or partners, and to note where those plans and studies will help support the implementation of the goals and policies adopted as part of this Master Plan.

Alongside the development of the Master Plan, the County recently adopted the first phase of its *All-In Sustainability and Climate Action Plan,* which focuses on taking action to address climate change and create a more sustainable future for Clark County. Phase 1 focuses on measures that the County can employ in its day-to-day operations 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 the second—community-facing—phase of the *All-In 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 the *All-In Sustainability and Climate Action Plan*.

Instead of replicating the detailed goals and policies of various other plans, this Master Plan captures the community's big-picture vision and ensures alignment with the many topic- or area-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.



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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. Residents 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 progress 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.



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, existing infrastructure, 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 good condition and improve energy efficiency.

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 climate reslient 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. Promote direct connections that allow residents to safely 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. Where walls are warranted, provide periodic breaks for pedestrians and bicycles.

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) that enhance neighborhood quality and pride, reduce crime, and improve climate resilience.

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 to bring substandard units into compliance with adopted codes, improve overall housing conditions and generally prolong the lifespan, efficiency, 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 through flexible standards and other regulatory incentives, while promoting compatibility with the scale and intensity of the surrounding area. Establish more detailed guidance in conjunction with periodic updates to planning area land use plan maps and area-specific goals and 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.

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 ten 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.





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 on sites that are adjacent to RNP 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 where appropriate.

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 north of Las Vegas on Hidden Forest Road	N/A
Little Church of the West	4617 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 *All-In 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 Considerations
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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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.



CV 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 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 adjacent 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, solar and energy efficient lighting, and cooling centers 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.

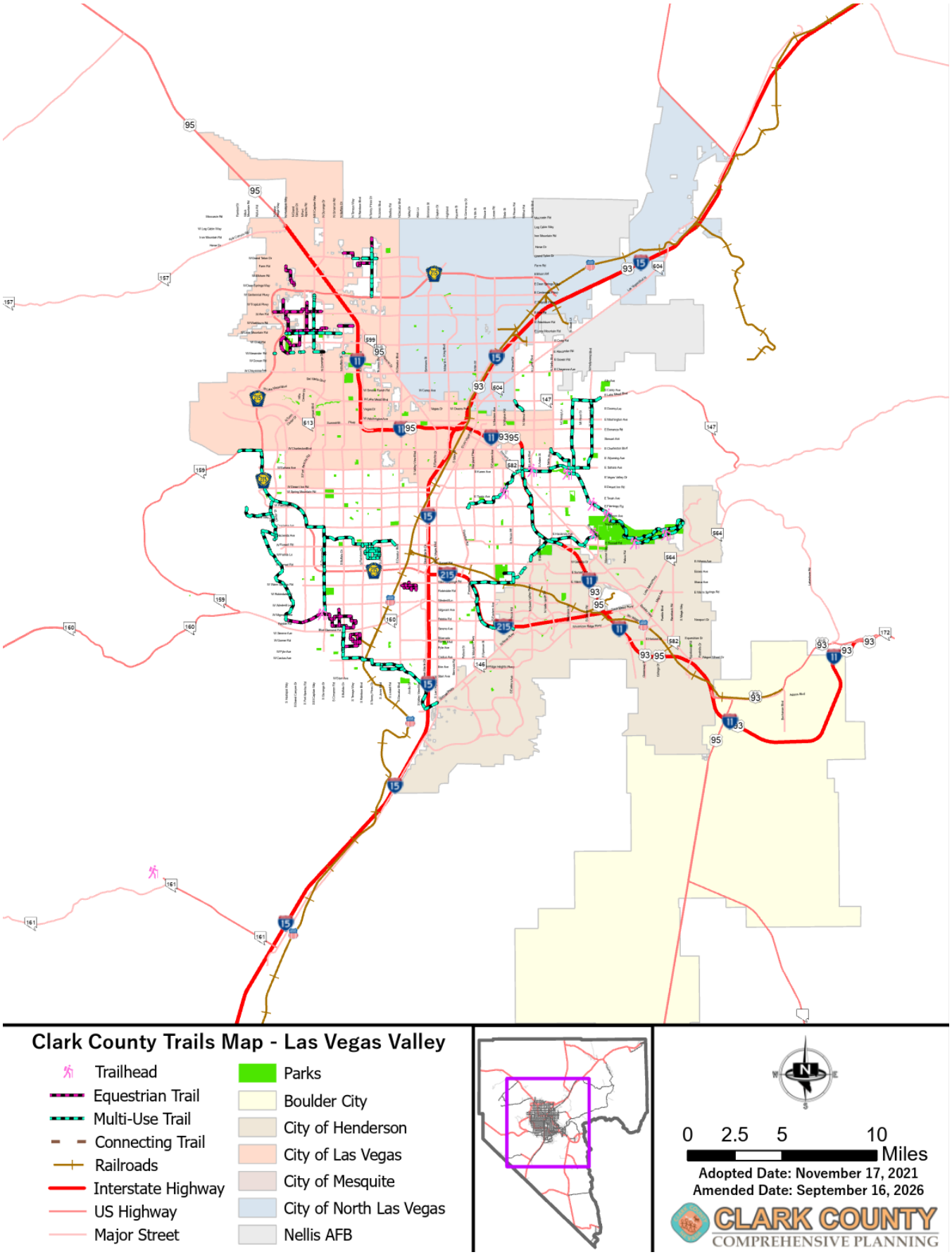
POLICY 2.2.2: LONG-TERM MAINTENANCE

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. Incorporate considerations for a changing climate into facility siting, design, and upgrades.

Clark County Trails 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, seamless networks of support, and preparedness for more extreme heat.

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 services provisions 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, non-profits, and other groups to bring national entertainment and cultural events to destinations and venues throughout Clark County.

Relationship to the County's *All-In 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 Considerations**
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.

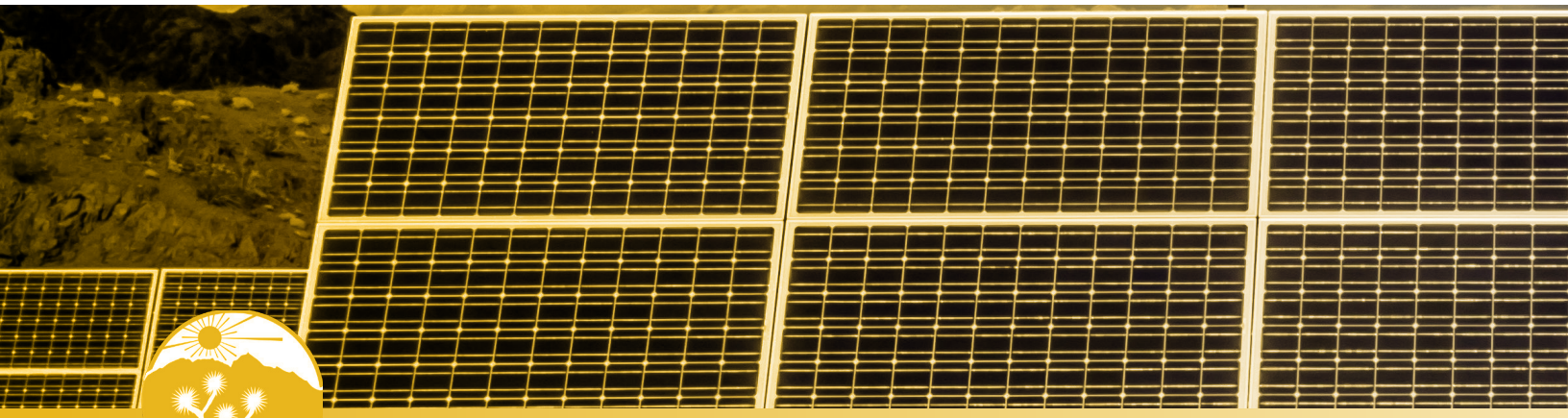
Managing resource use is one frequently cited concern allied closely with the need to preserve existing open spaces from encroachment. Residents have witnessed recent growth that brings development to the very perimeter of open spaces, and while regional growth is forecasted to continue at a slower pace, 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.



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 *All-In 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 fossil fuel consumption and associated pollutant emissions from vehicles, including efforts to encourage use of electronic vehicles and increase 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 non-fossil fuels 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 *All-In 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

Facilitate the expanded use of electric and alternative fuel vehicles and other emerging technologies that support the County's sustainability goals.

POLICY 3.2.5: SUSTAINABLE DEVELOPMENT

Encourage growth that is sustainable for the region, is in alignment with GHG reduction targets, and takes future climate impacts into consideration.

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: 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 3.3.7: 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).

POLICY 3.3.8: FLOOD CONTROL

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

POLICY 3.3.9: GROUNDWATER PROTECTION

Explore land use and vegetation management practices that protect from aquifer contamination, support the proper abandonment of water wells, coordinate the implementation of the 208 WQMP, and support source water protection.

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 3.3.10: 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: Incorporate enhanced sustainability and resilience practices into the built environment

POLICY 3.6.1: URBAN HEAT ISLAND EFFECT

Mitigate the urban heat island effect in existing and new development through site and building features that provide shade, reduce the footprint of hardscaped areas, and otherwise help to reduce heat absorption by exterior surfaces.

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

Reduce energy consumption by encouraging the integration of passive heating and cooling principles, superior insulation, energy efficient windows, use of environmentally-certified materials, and other techniques that improve energy efficiency in the design of new homes and buildings. Prioritize the use of incentives for net zero development.

POLICY 3.6.4: WATER RECYCLING

Encourage the reuse of treated effluent for area green space including, but not limited to, parks and golf courses.

POLICY 3.6.5: 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 3.6.6: MULTI-MODAL TRANSPORTATION

Prioritize efforts to reduce transportation-related carbon emissions through expanded and inter-connected 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 3.6.7: 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 3.6.8: 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 *All-In 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 Considerations**
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
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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, high comfort bike facilities, 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.



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, more equitable, 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 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: MICROTRANSIT

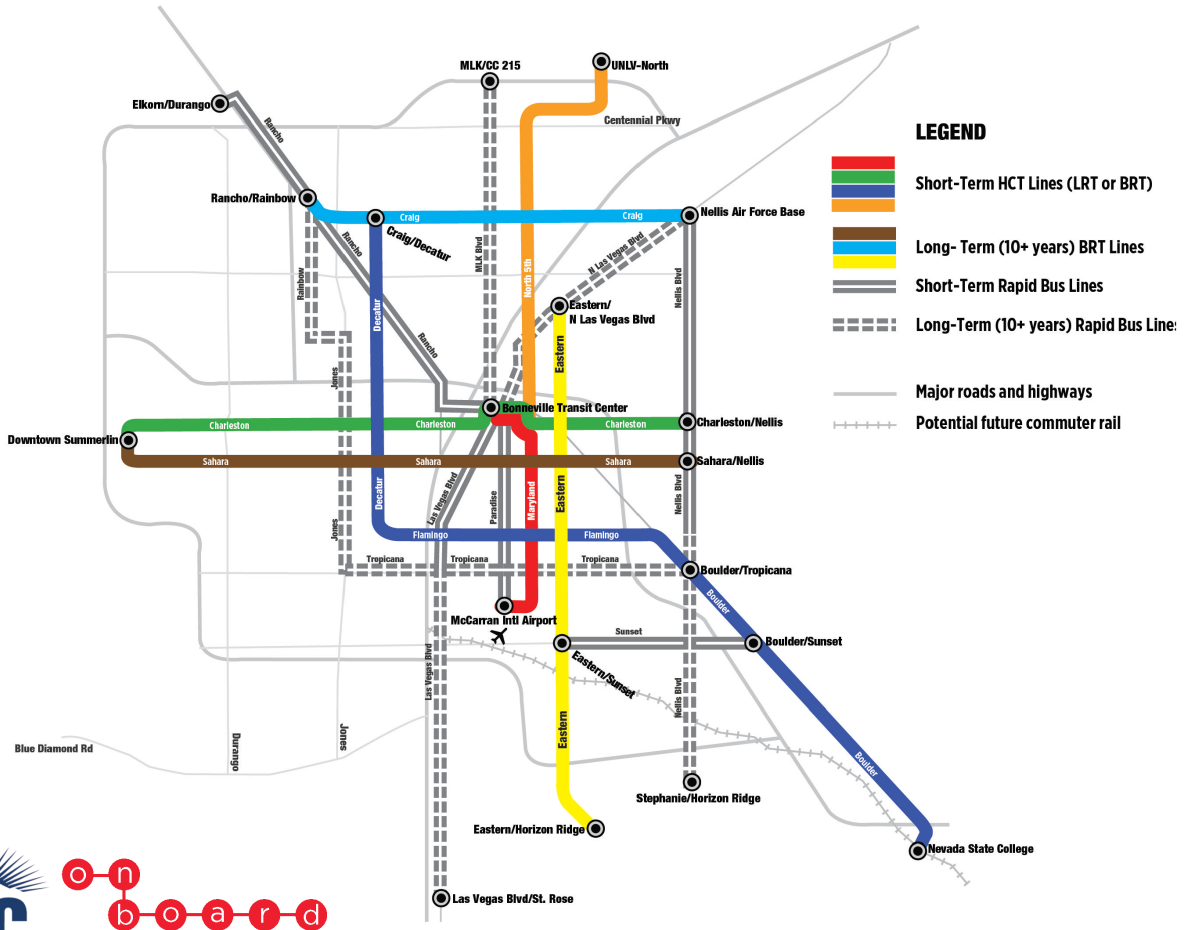
Support efforts by RTC and partners to expand on-demand transit service in underserved areas of Clark County.







Proposed Southern Nevada High-Capacity Transit System



RTC onboard
YOUR FUTURE MOBILITY PLAN





POLICY 4.1.5: HIGH-SPEED PASSENGER RAIL

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

POLICY 4.1.6: BICYCLE AND PEDESTRIAN CONNECTIVITY

Support the implementation of the *Regional Bicycle and Pedestrian Plan for Southern Nevada* by:

- Planning and implementing incremental improvements to existing roadways and trails in unincorporated Clark County to improve safety and connectivity for all modes, and people of all ages and abilities;
- Prioritizing the installation of pedestrian, equestrian, and high comfort 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 4.1.7: 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 4.1.8: 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 and climate goals.

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 elimination of 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 *All-In 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**	**Economic**	**Built Environment**	**Equity Considerations**
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.



CV 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, autonomous technology and vehicle systems, 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

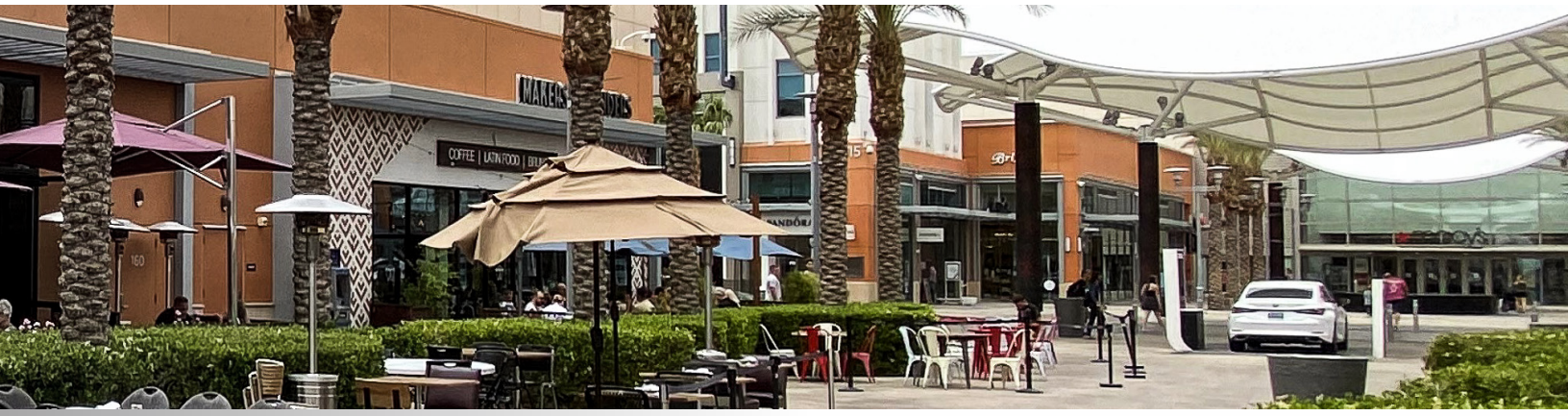
Clark County's Department of Community and Economic Development serves as the primary point of contact for companies looking to develop a new business, expand an existing business, or relocate a business to Clark County. An analysis of Clark County's communities and economy was prepared on a parallel 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 or vacant commercial centers through the adaptive reuse or redevelopment of blighted properties, and the introduction of a broader mix of uses (e.g., multi-family residential).





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: EXISTING PUBLIC-USE AIRPORTS

Minimize encroachment on operations at existing public-use airports throughout Clark County (as listed in Section 4) by restricting the expansion of land uses within the Airport Environs Overlay District (AEOD) and Airport Airspace Overlay District (AAOD) that are incompatible due to noise, safety, and other concerns, according to, at a minimum, guidance provided by federal agencies. [See also, Section 3: Growth Framework, Airport Environs]

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.

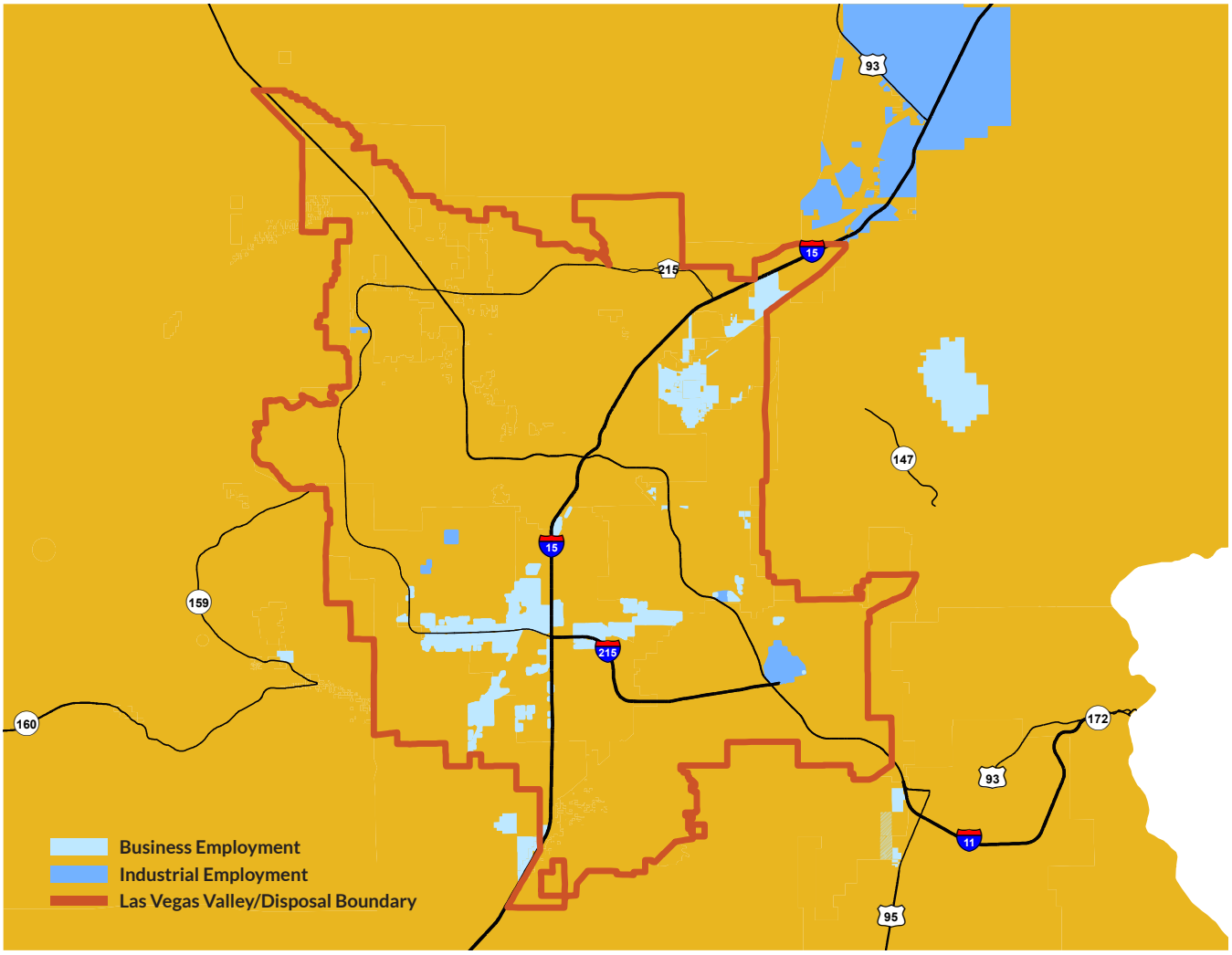
POLICY 5.4.2: VOCATIONAL TRAINING

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.

Planned for Employment Areas



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.

Relationship to the County's *All-In 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	INCREASED RESILIENCE: Economic	INCREASED RESILIENCE: Built Environment	Equity Considerations
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?

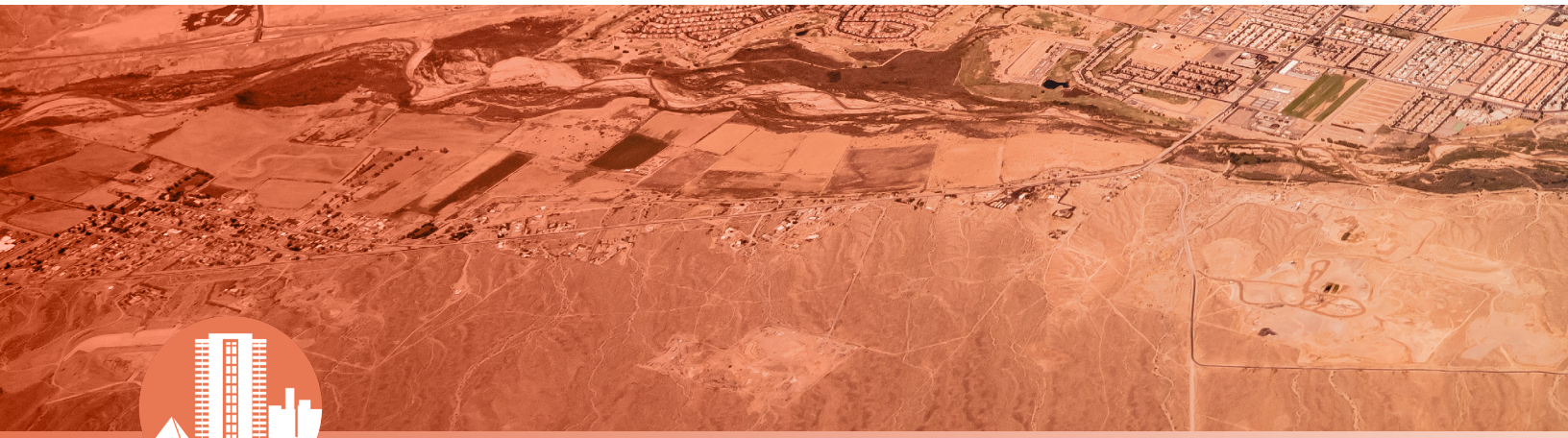
Over the past decades, Clark County has grown at a very rapid pace, with residents occasionally expressing the sentiment that the only constant is change and expansion. There have been "bumps in the road," such as the Great Recession of 2008, which had particularly severe effects in the region and resulted 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 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 sustainability 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.



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*]

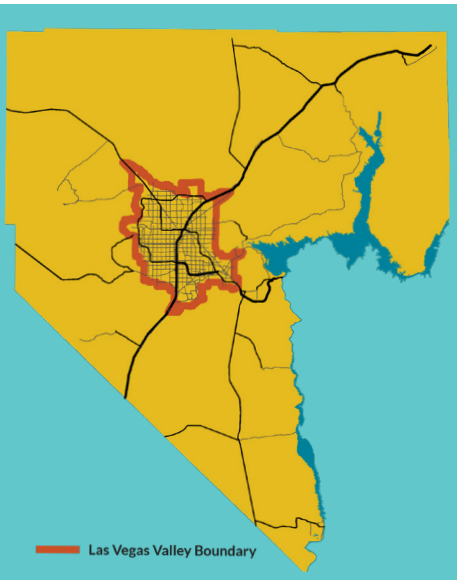


POLICY 6.1.7: DISPOSAL BOUNDARY

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 and future 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 long distances between intersections/ crosswalks 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, including climate hazards and impacts.

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 identified in land use plans, including the Airport Environs Overlay District (AEOD) and Airport Airspace Overlay District (AAOD, 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 a 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 the 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 and Moapa Valley Fire Protection 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 *All-In 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 Considerations**
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 and Tribal lands. 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.

The stated maximum densities and intensities in no way obligate the County to approve developments at a given density or intensity including up to the maximum. It shall be the obligation of the developer to show, through sound land use planning practices and exceptional site and building design, that approval of a density or intensity up to the maximum is warranted.

Neighborhoods

- ON — Outlying Neighborhood
- EN — Edge Neighborhood
- RN — Ranch Estate Neighborhood
- SN — Suburban Estate Neighborhood
- LN — Low-Intensity Suburban Neighborhood
- MN — Mid-Intensity Suburban Neighborhood
- CN — Compact Neighborhood
- UN — Urban Neighborhood

Commercial and Mixed-Use

- NC — Neighborhood Commercial
- CM — Corridor Mixed-Use
- EM — Entertainment Mixed-Use

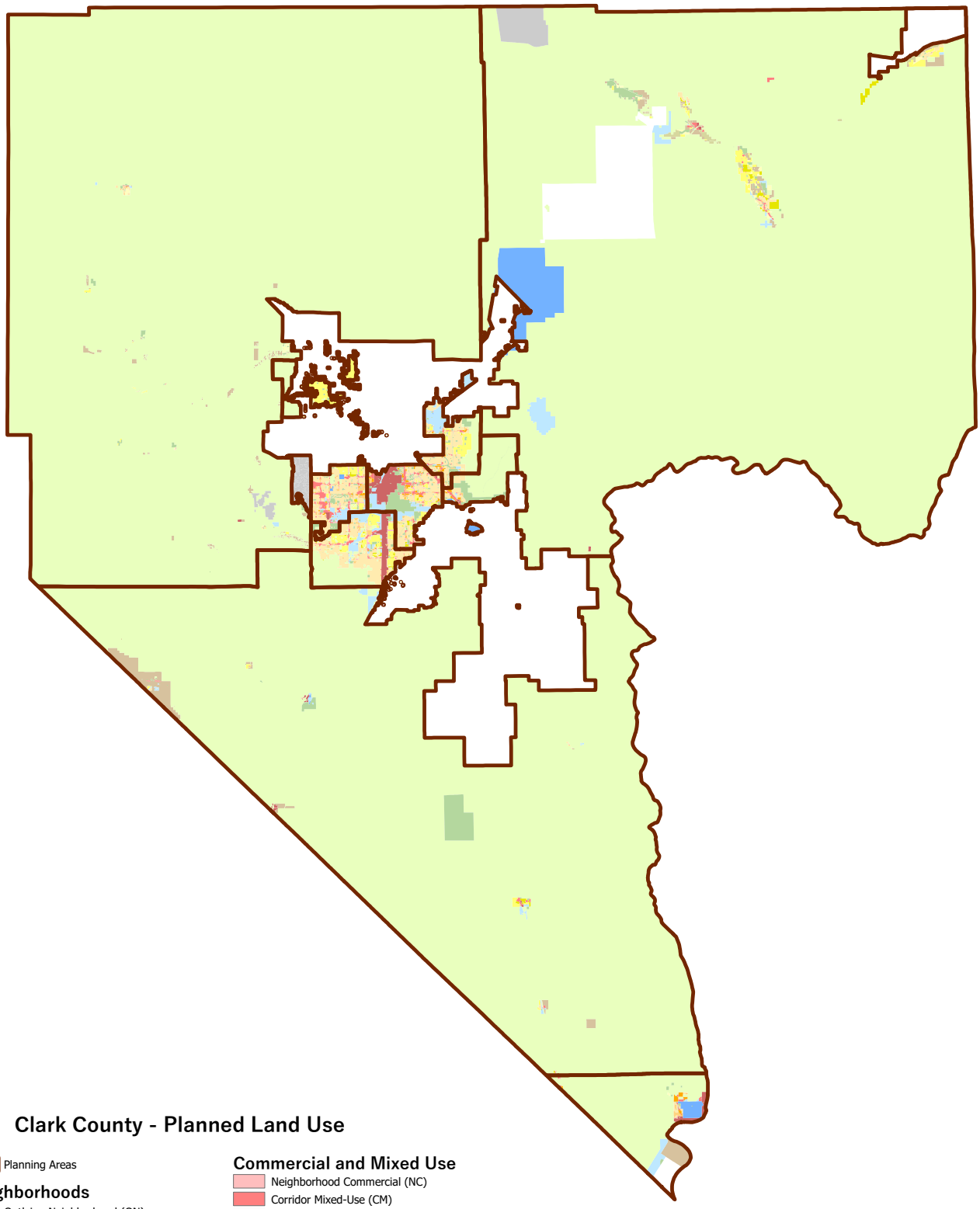
Employment

- 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

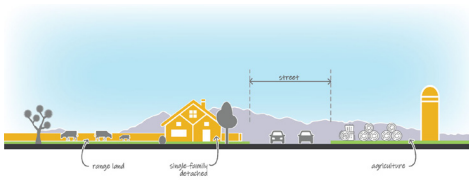
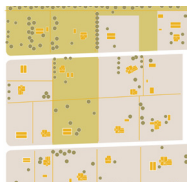
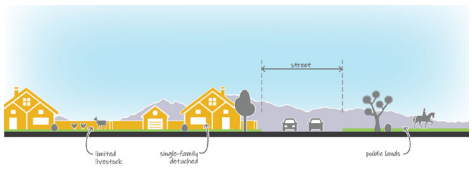
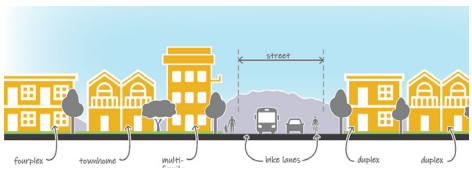
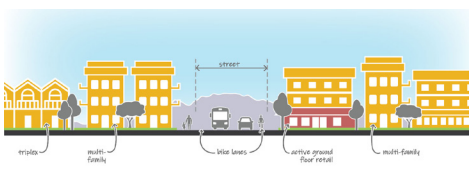
Clark County is made up of many unique neighborhoods and communities offering a wide range of lifestyles—ranging from "big city" urbanized areas to sparsely populated rural expanses, plus everything in between. The Neighborhood land use categories support the continuation of existing lifestyle choices in unincorporated Clark County while also encouraging further diversification of housing options over time. Neighborhood land use categories include:

- Outlying Neighborhood
- Edge Neighborhood
- Ranch Estate Neighborhood
- Suburban Estate Neighborhood
- Low- Intensity Suburban Neighborhood
- Mid- Intensity Suburban Neighborhood
- Compact Neighborhood
- Urban Neighborhood

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.

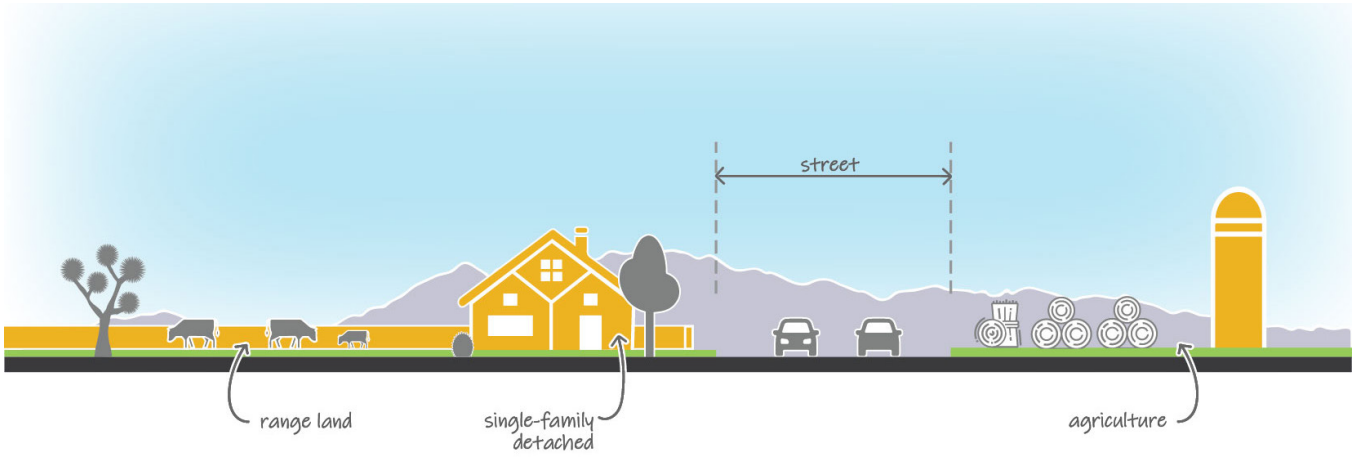
Within the Las Vegas Valley, opportunities for additional major development projects are limited. Outside of the Las Vegas Valley, major development projects are expected to be limited, but may occur within and adjacent to outlying communities.



Land Use Category	Land Use Characteristics	
Outlying Neighborhood (ON) *(up to 0.5 du/ac)*		
Edge Neighborhood (EN) *(up to 1 du/ac)*		
Ranch Estate Neighborhood (RN) *(up to 2 du/ac)*		
Suburban Estate Neighborhood (SN) *(up to 3.5 du/ac)*		
Low-Intensity Suburban Neighborhood (LN) *(up to 5 du/ac)*		
Mid-Intensity Suburban Neighborhood (MN) *(up to 8 du/ac)*		
Compact Neighborhood (CN) *(up to 18 du/ac)*		
Urban Neighborhood (UN) *(greater than 18 du/ac)*		







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, and neighborhood-serving public facilities such as parks, trails, open space, and other complementary uses

Density
Up to 0.5 dwelling unit per acre

Conforming Zoning Districts
RS80, PF

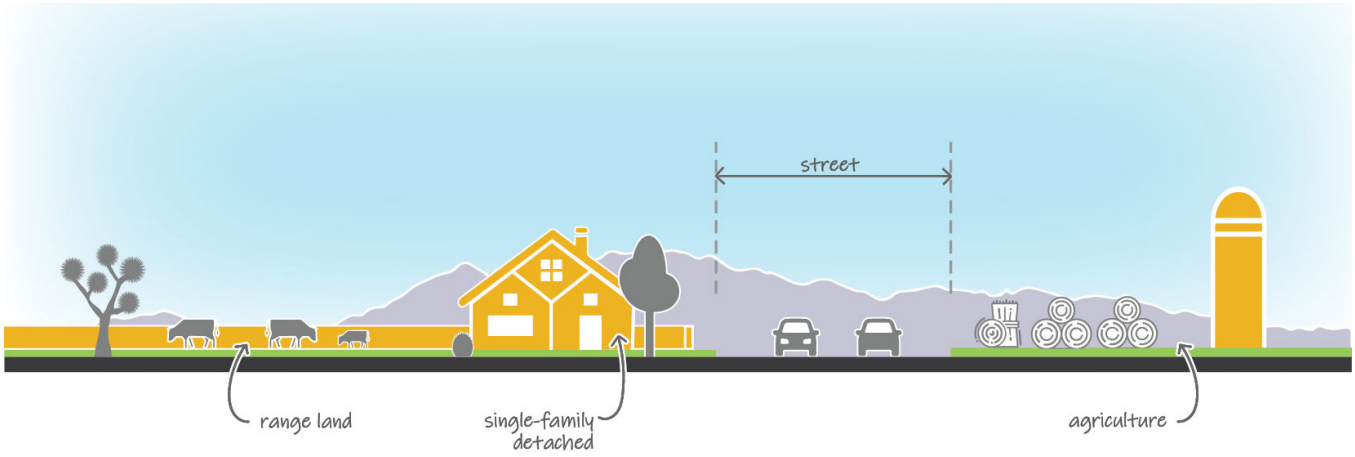
Characteristics
- Supports opportunities for rural residential on large lots in areas outside of the Las Vegas Valley consistent with established development patterns
- Protects existing neighborhood character and rural lifestyles
- Neighborhoods are designed to maintain working agricultural or ranch 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, and neighborhood-serving public facilities such as parks, trails, open space, and other complementary uses

Density
Up to one dwelling units per acre

Conforming Zoning Districts
RS80, RS40, PF

Characteristics

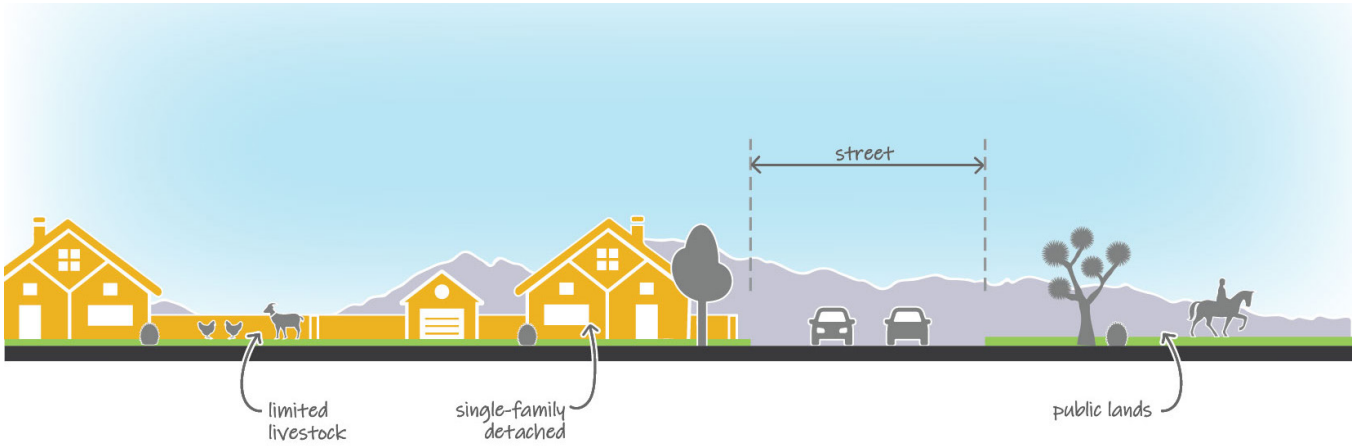
- Supports opportunities for very low density residential on large lots in areas outside of the Las Vegas Valley consistent with established development patterns
- Protects existing neighborhood character and rural lifestyles
- Neighborhoods are designed to preserve common open space for residents or protect sensitive natural or environmental features
- Neighborhoods may have urban services



- Where possible, signature trails at the urban edge provide access to natural landscapes.
- Transit service may be limited
- Typically, limited or no off-site improvements







Ranch Estate Neighborhood (RN)

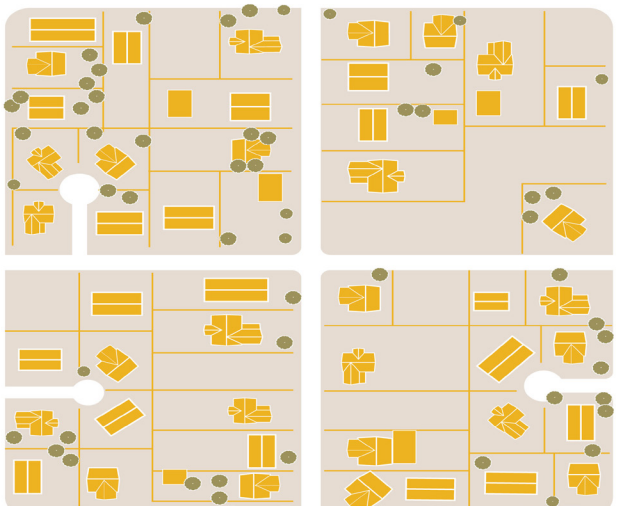
Primary Land Uses
Single-family detached homes

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

Conforming Zoning Districts
RS80, RS40, RS20, PF

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



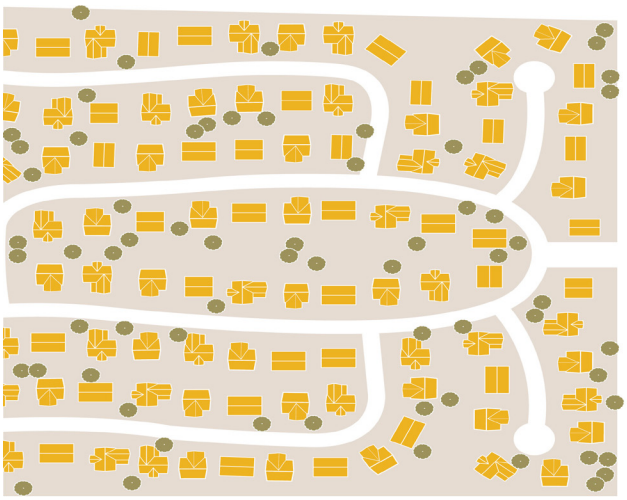
- Greater setbacks between neighboring dwellings than typically found in suburban/urbanized areas







Suburban Estate Neighborhood (SN)



Primary Land Uses
Single-family detached homes

Supporting Land Uses
Limited opportunities for the raising and keeping of animals for personal enjoyment, accessory dwelling units, and neighborhood-serving public facilities such as parks, trails, open space, places of assembly, schools, libraries, and other complementary uses

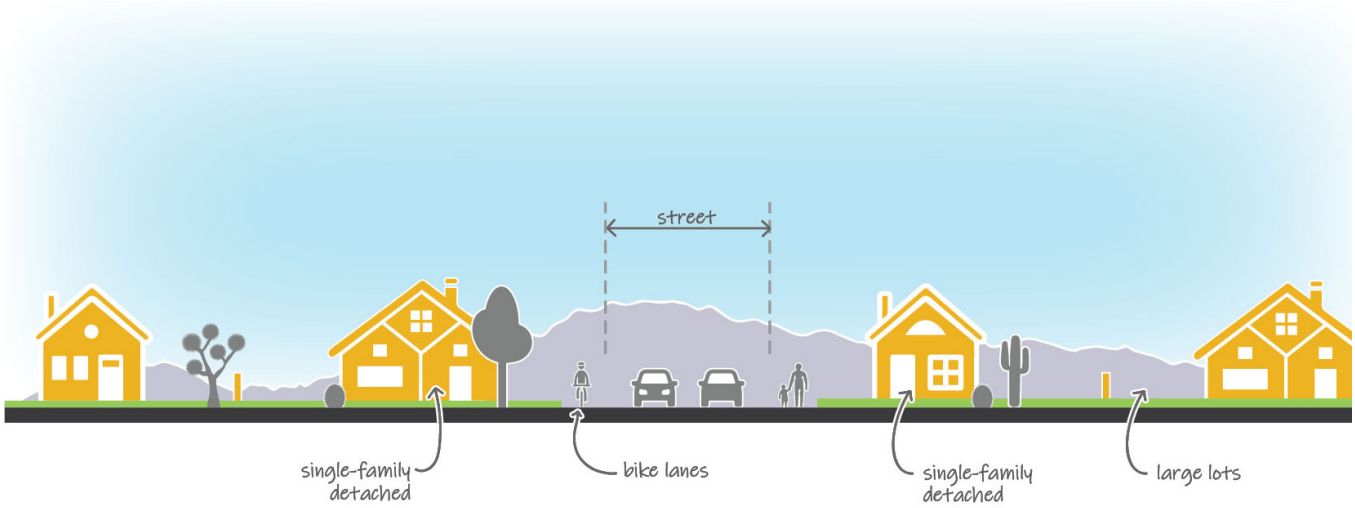
Density
Up to three and a half (3.5) dwelling units per acre

Conforming Zoning Districts
RS80, RS40, RS20, RS10, PF

Characteristics
- Predominantly comprised of single-family detached homes on large lots
- Provides a transition between lower density, large lots and higher density, medium to large lots
- Amenities and infrastructure encourage walking and biking, including access to trails
- Transit service is typically limited







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

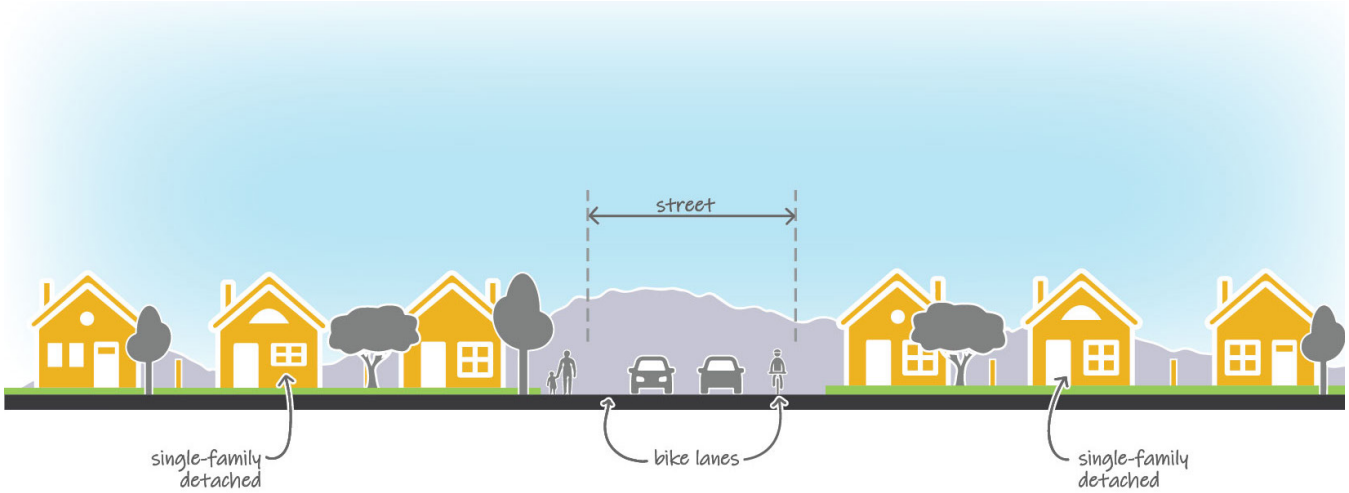
Density
Up to five dwelling units per acre

Conforming Zoning Districts
RS80, RS40, RS20, RS10, RS5.2, PF

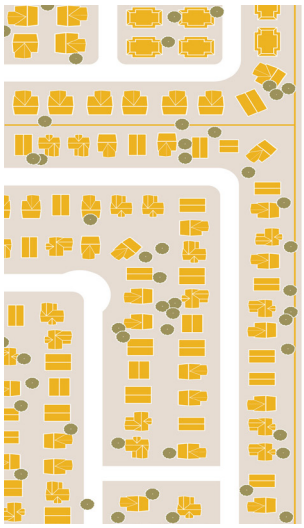
Characteristics
- Predominantly comprised of single-family detached homes on medium to large lots
- Clustered development is encouraged to preserve common open space or recreational amenities
- Amenities and infrastructure encourage walking and biking
- Transit service is typically limited

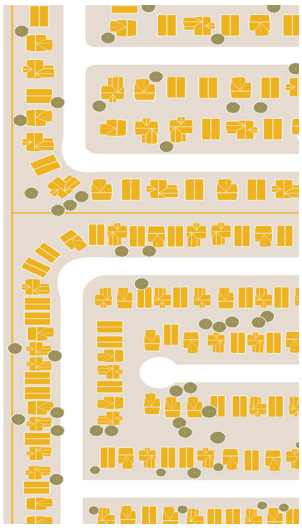






Mid-Intensity Suburban Neighborhood (MN)





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

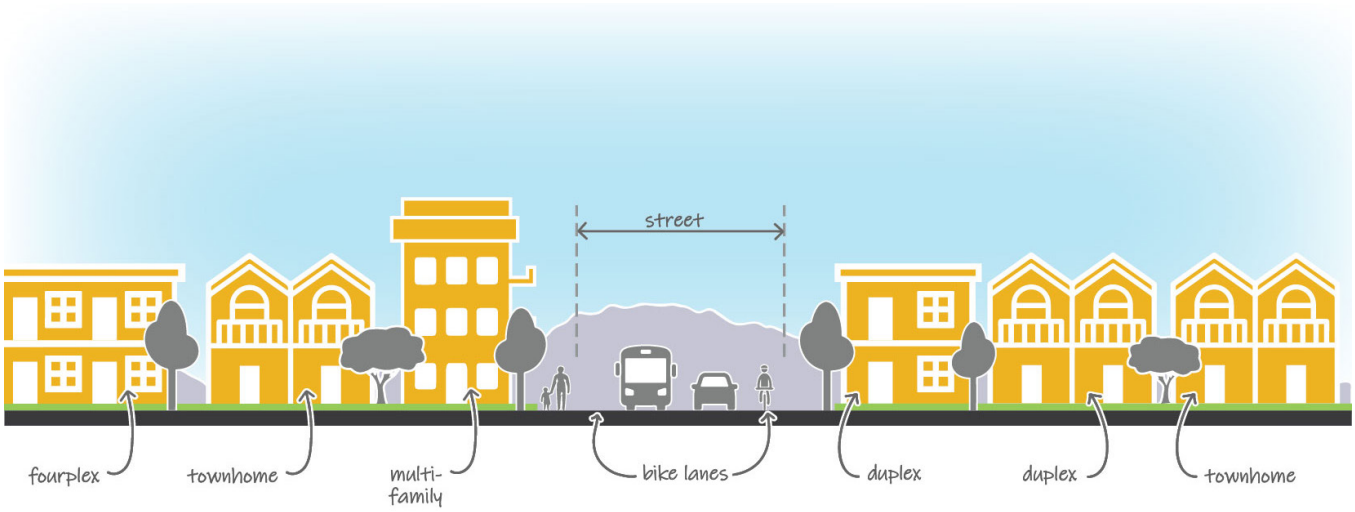
Density
Up to eight dwelling units per acre

Conforming Zoning Districts
RS80, RS40, RS20, RS10, RS5.2, RS3.3, PF

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, high comfort bicycle facilities, 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

Conforming Zoning Districts
RS80, RS40, RS20, RS10, RS5.2, RS3.3, RS2, RM18, PF

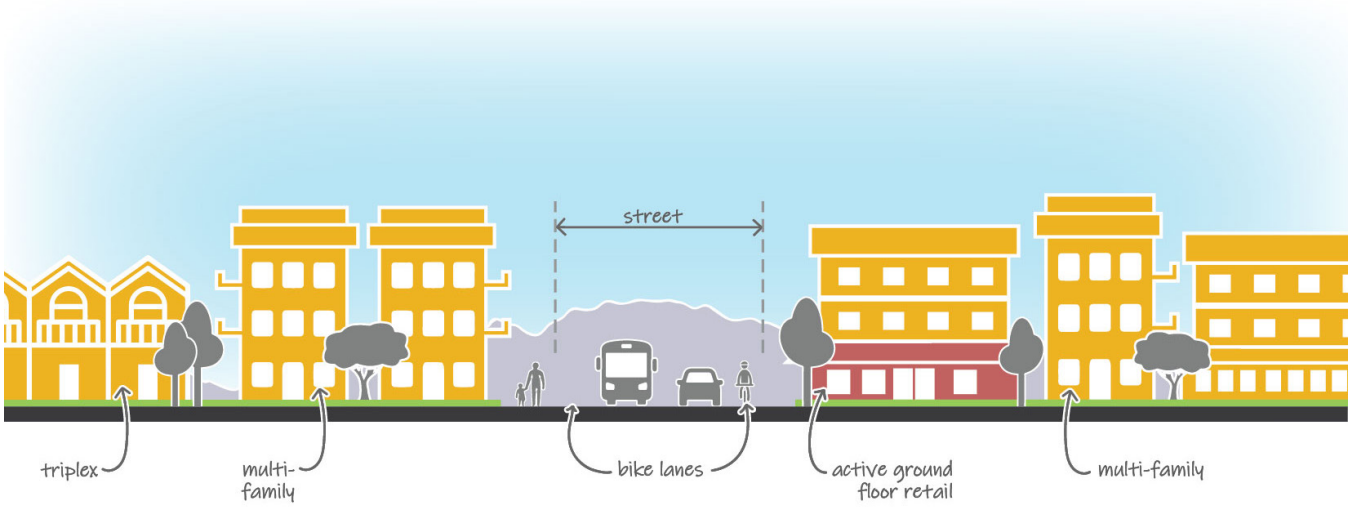
Characteristics
- Supports a wide-range of housing types at varied densities—ranging from attached and detached single-family dwellings on small lots to small-scale multi-family dwellings
- While many existing Compact Neighborhoods include a concentration of either single-family or multi-family dwellings, 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



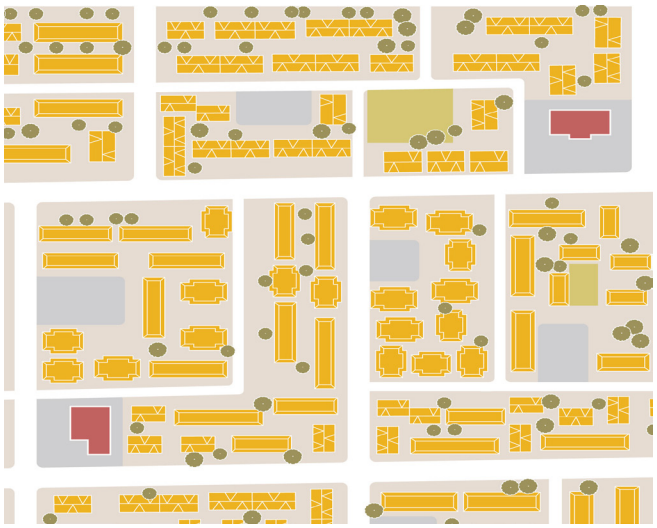
- Typically located within walking and biking distance of services and amenities, including transit







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

Conforming Zoning Districts
RM18, RM32, RM50, PF

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 clusters 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)

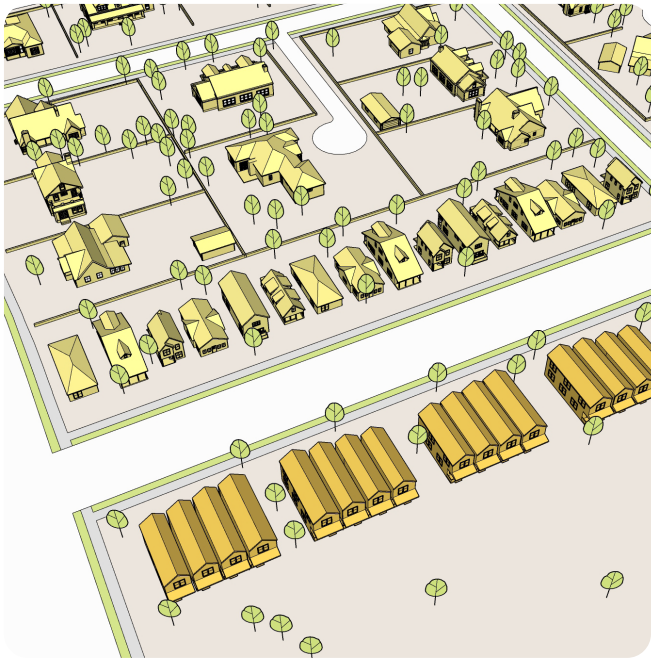
[See also, Countywide Goals 1.1, 1.3, and 1.4, and supporting policies.]



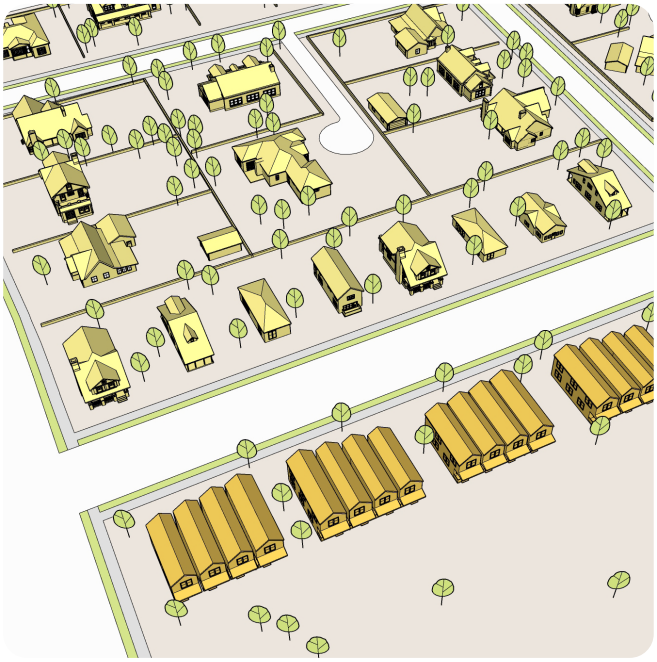




Abrupt Transition in Density between Land Use



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 are adjacent to 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 adjacent 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 All-In Sustainability and Climate Action Plan.]



Commercial and Mixed-Use Areas

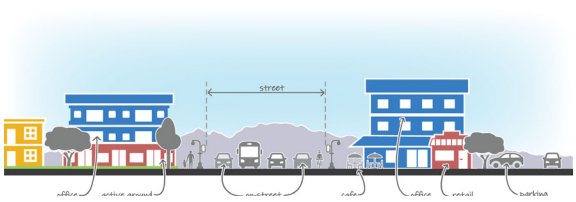
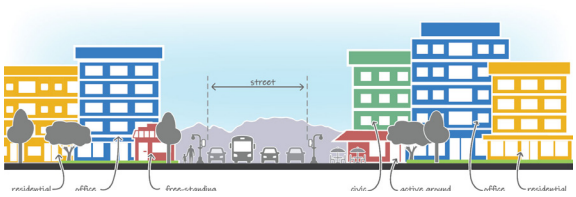
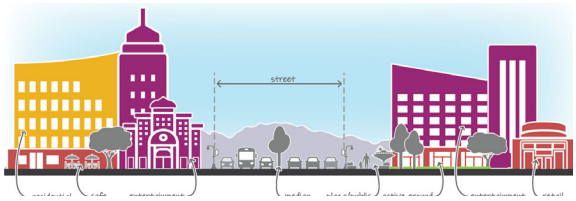
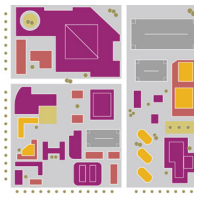
Commercial and Mixed-use land use categories provide opportunities for retail, restaurants, offices, service commercial, entertainment, and other professional services. In some locations, opportunities for multi-family residential uses are also provided. The mix of uses, scale, and intensity of commercial 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.

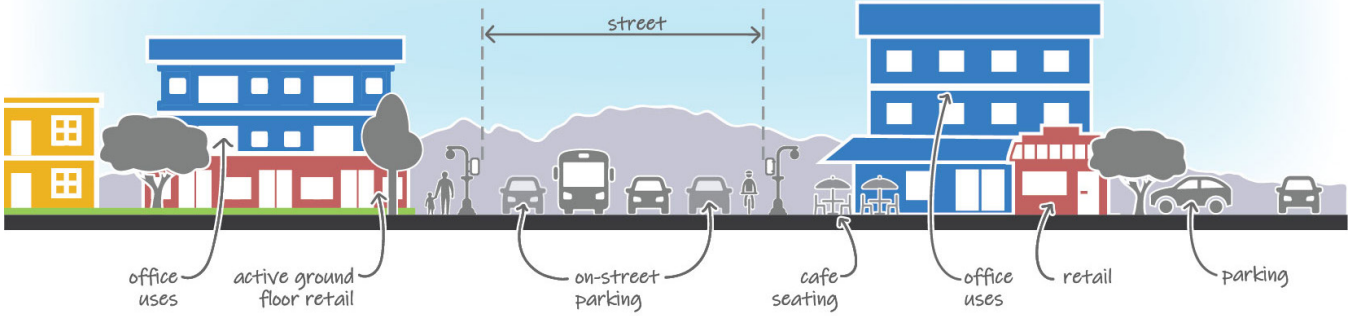


COMMERCIAL AND MIXED-USE

Land Use Category	Land Use Characteristics	
Neighborhood Commercial (NC)		
Corridor Mixed-Use (CM)		
Entertainment Mixed-Use (EM)		







Neighborhood Commercial (NC)

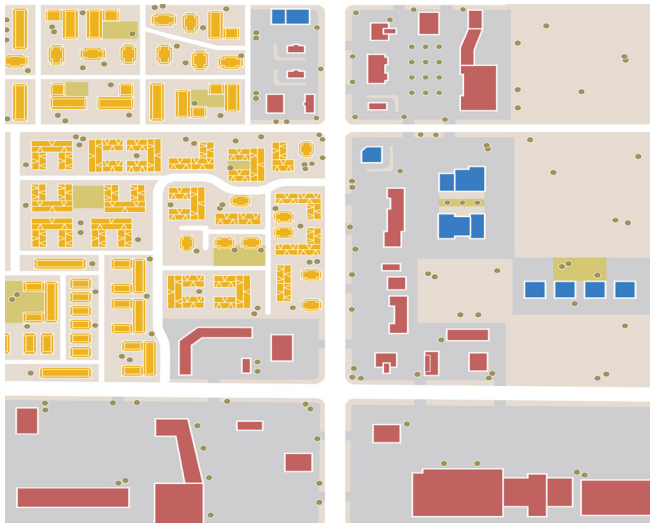
Primary Land Uses
Mix of retail, restaurants, offices, service commercial, and other professional services

Supporting Land Uses
Public uses such as parks, trails, open space, places of assembly, schools, libraries, and other complementary uses

Residential Density
Not applicable

Conforming Zoning Districts
CN, CP, CG, PF

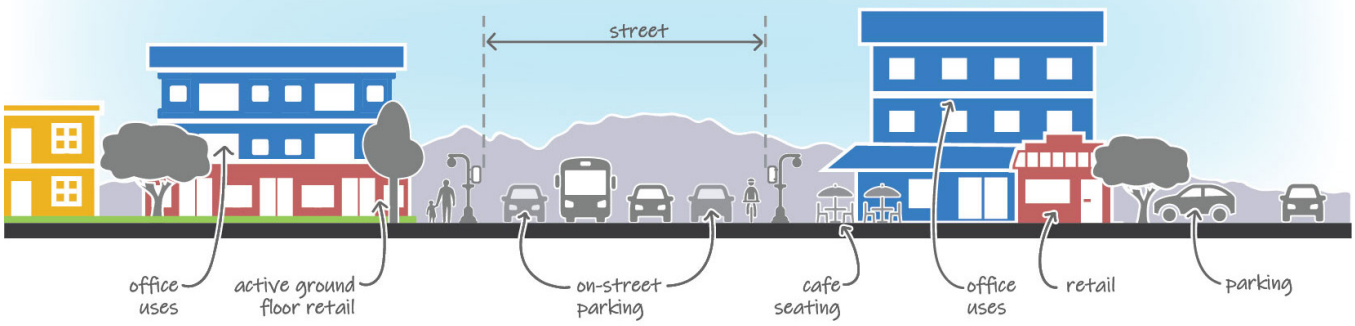
Characteristics
- Provides opportunities for compact nodes of low-intensity retail, services, and offices that serve residents of the immediate neighborhood(s)
- Pedestrian- and bicycle-friendly site layout with direct connections to adjacent uses and designated bicycle and pedestrian routes between bus stops, sidewalks along major streets, and entrances of commercial businesses
- 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 are adjacent to existing or planned neighborhoods to promote compatibility







Corridor Mixed-Use (CM)

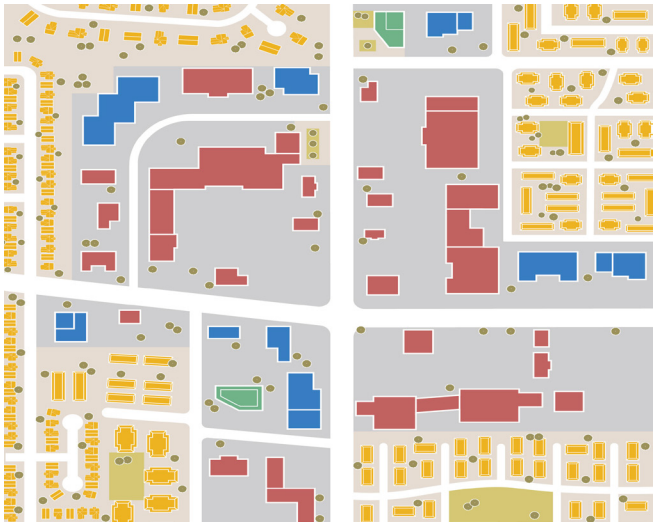
Primary Land Uses
Mix of retail, restaurants, offices, service commercial, entertainment, and other professional services

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

Conforming Zoning Districts
CP, CG, CC, CU, PF

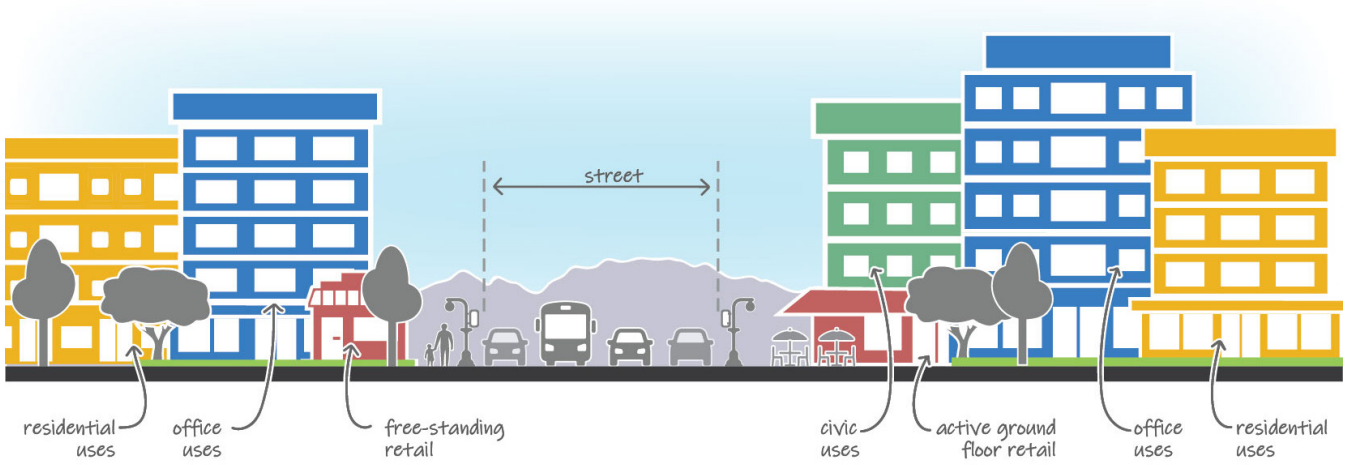
Characteristics
- Provides opportunities for moderate density mixed-use development that serves adjacent neighborhoods as well as the broader community
- Concentrating higher intensity uses and a vertical mix of uses near transit-stops is encouraged to support regional transit investments (transit oriented 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)

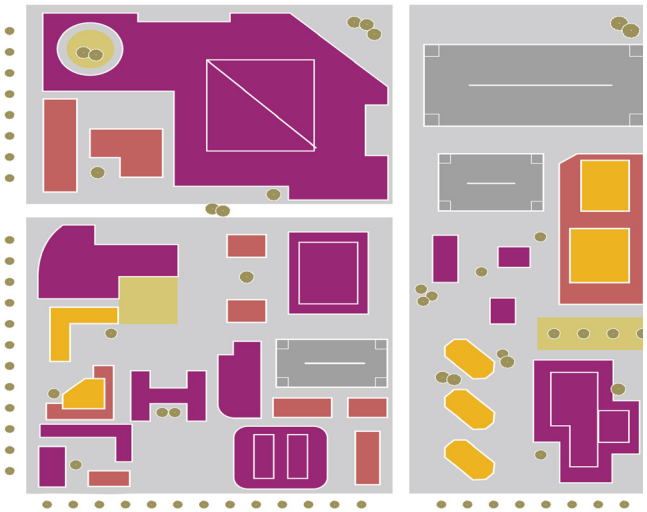
Primary Land Uses
Mix of retail, restaurants, entertainment, gaming, lodging, and other tourist-oriented services, as well as office uses

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

Conforming Zoning Districts
RM18, RM32, RM50, CP, CG, CC, CU, CR, PF

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
- Increase intersection density and provide high-comfort pedestrian and bicycle crossings

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

Mix of Uses

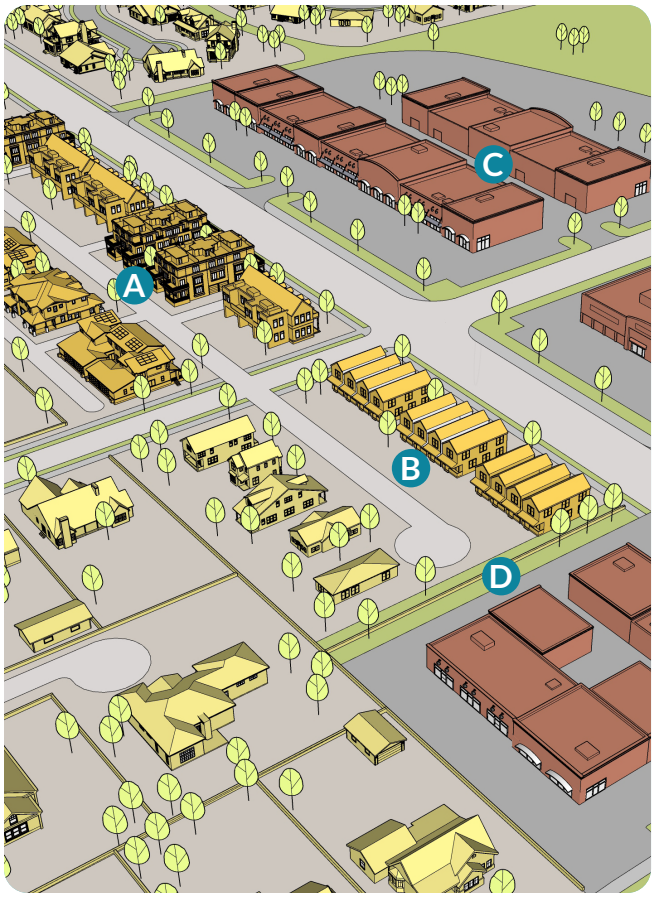
Multi-family residential uses are encouraged as a supporting use in Corridor Mixed-Use and Entertainment Mixed-Use areas to support the expansion of housing options within close proximity of services, amenities, and jobs.

- 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 are adjacent to 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 lessen 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 All-In Sustainability and Climate Action Plan.]



Employment

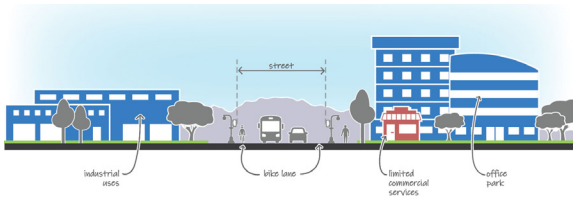
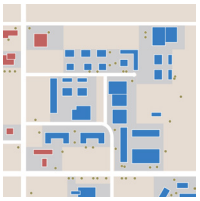
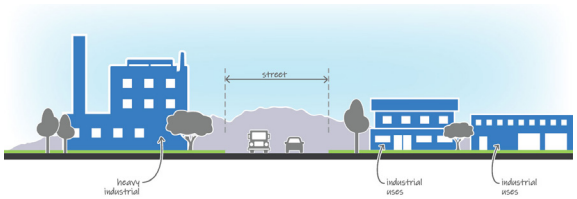
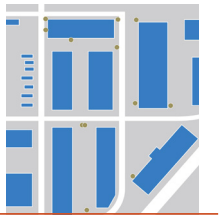
Employment land use categories support opportunities for different types and intensities of office, industrial, manufacturing, and warehouse/distribution, as well as supporting commercial. Employment land use categories include:

- Business Employment
- Industrial Employment

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

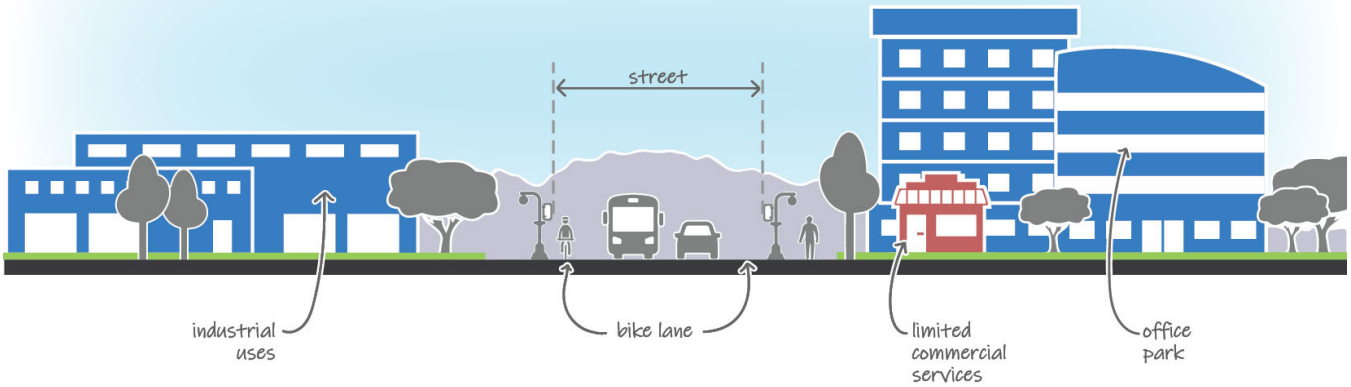


EMPLOYMENT

Land Use Category	Land Use Characteristics	
Business Employment (BE)		
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

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

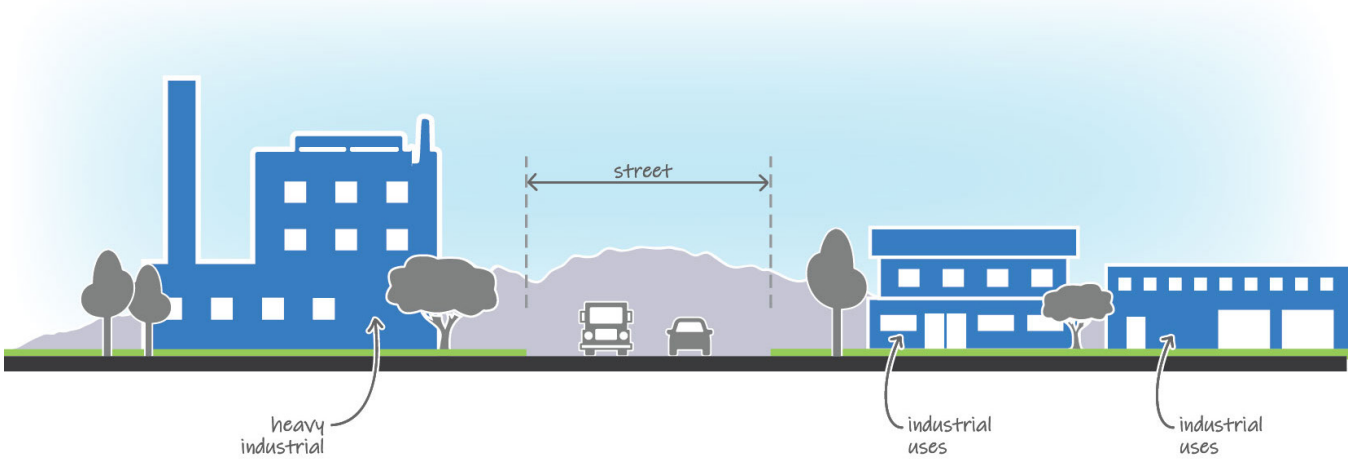
Conforming Zoning Districts
CP, IP, IL, PF

Characteristics
- Provides for concentrated areas of employment and ancillary commercial uses
- Includes opportunities for stand-alone 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)

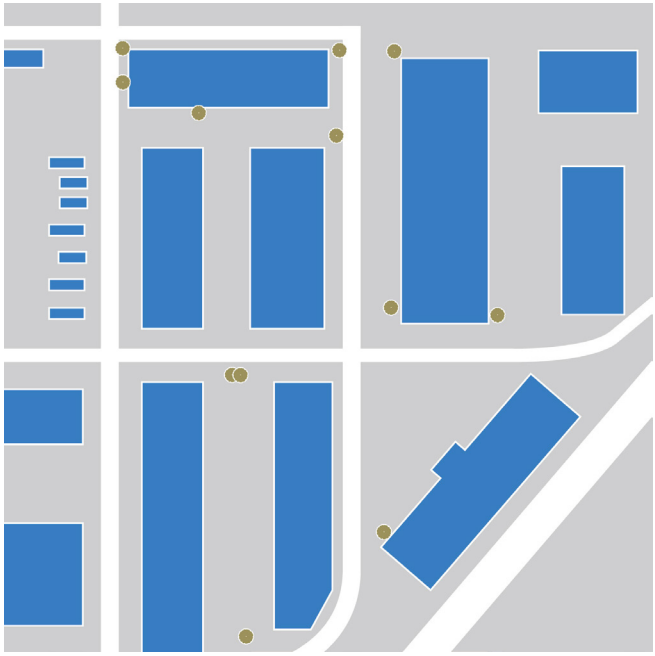
Primary Land Uses
Manufacturing and heavy industry

Supporting Land Uses
Manager's office or residence and other supporting uses

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

Conforming Zoning Districts
CP, IP, IL, IH, PF

Characteristics
- Provides opportunities for high-intensity industrial and manufacturing activities that are undesirable to adjacent land uses
- 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 are adjacent to 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.

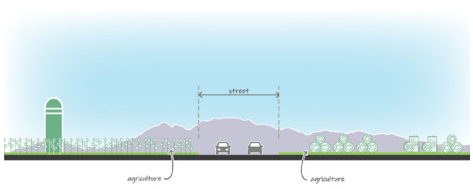
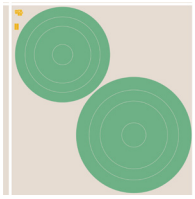
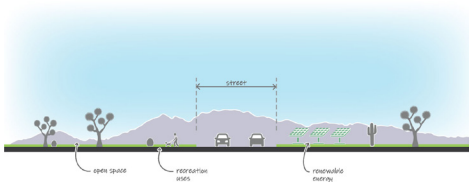
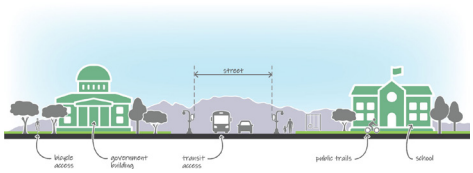
Site Design

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 All-In Sustainability and Climate Action Plan.]

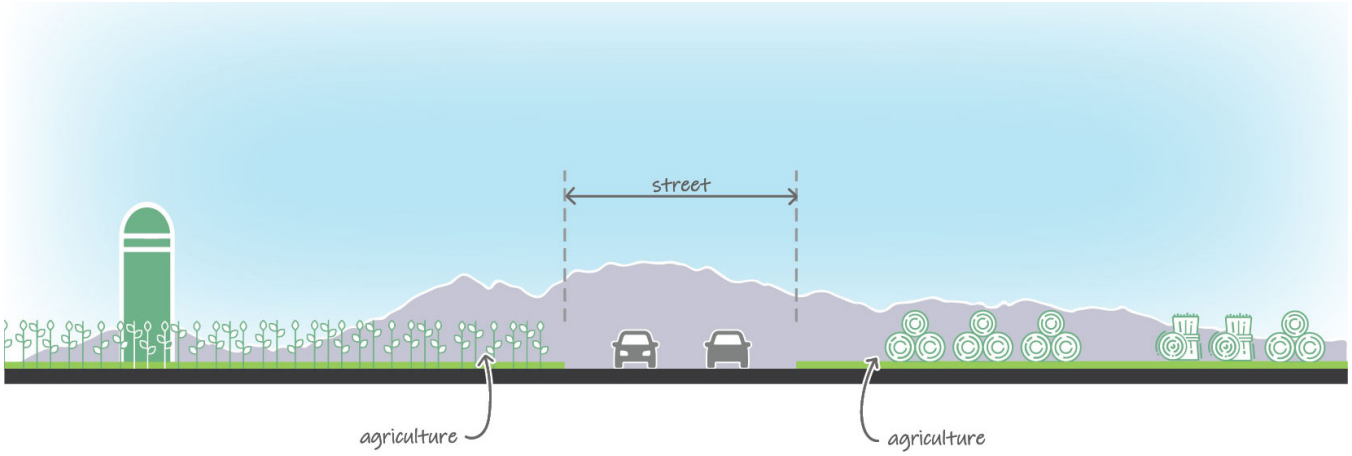


OTHER

Land Use Category	Land Use Characteristics	
Agriculture (AG)		
Open Lands (OL)		
Public Use (PU)		







Agriculture (AG)

Primary Land Uses

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

Supporting Land Uses

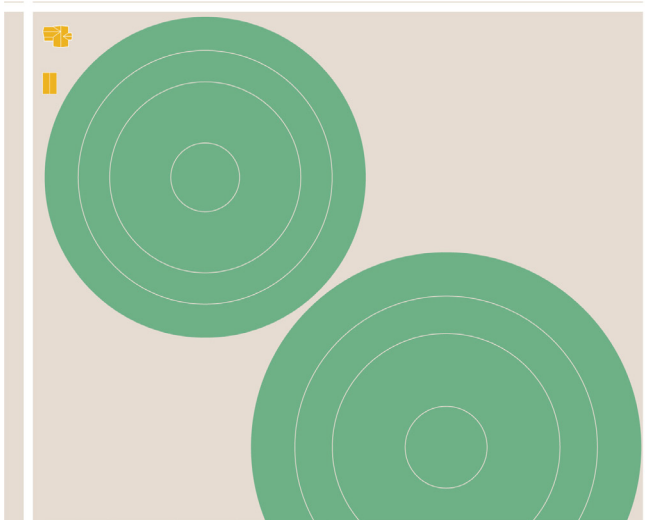
Owner/manager residence, employee housing, as well as barns and other agricultural structures used for hay, grain, or equipment storage

Conforming Zoning Districts

RS80, RS40, AG, PF

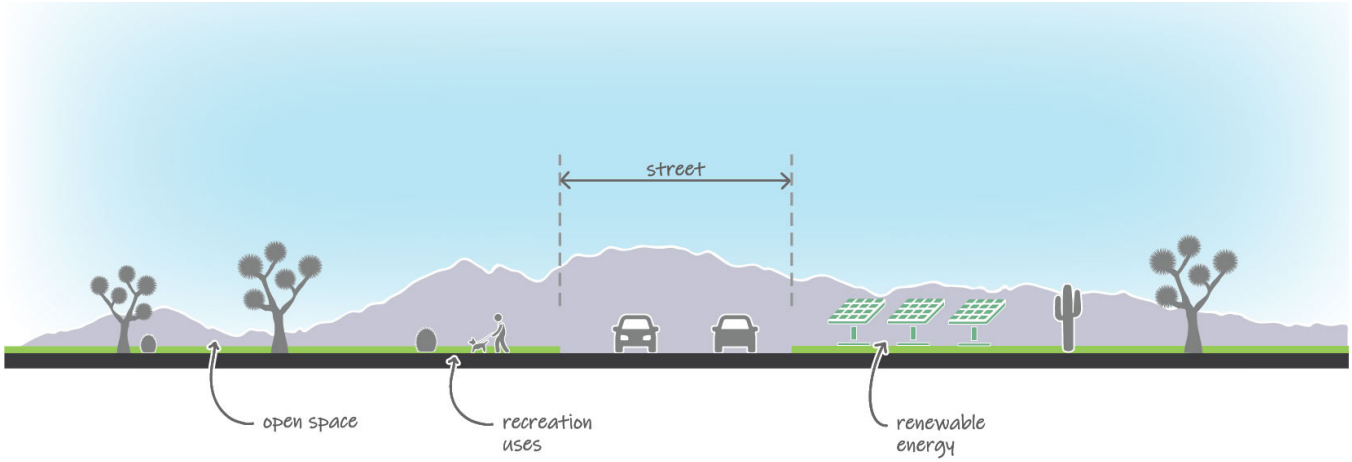
Characteristics

- 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.

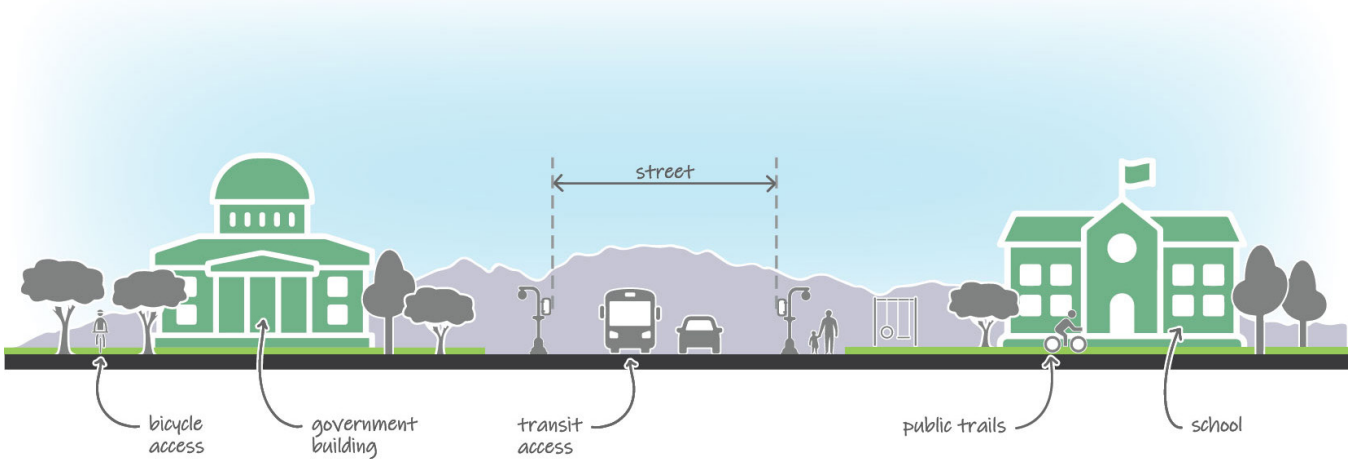
Conforming Zoning Districts
OS, PF

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

Conforming Zoning Districts

OS, PF

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.

The Moapa Valley Fire Protection District (MVFPD) provides fire protection and emergency medical response in the town of Moapa, Logandale, and Overton and covers 267 square miles. The MVFPD is a combination fire department staffed with both career and volunteer staff.

MVFPD response times vary greatly due to the staff mainly being volunteers and due to the remote areas within the MVFPD jurisdiction. Similar to CCFD, 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.

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 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. Clark County is also eligible for federal transportation program funding (e.g. Transportation Alternatives Program, Surface Transportation Block Grant Program).

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.

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 Las 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. MVWD has adopted and implemented local strategies to protect drinking water sources.

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 provides water to Mesquite and Bunkerville.

Water Reclamation

Clark County Water Reclamation District. The CCWRD serves almost 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 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 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.

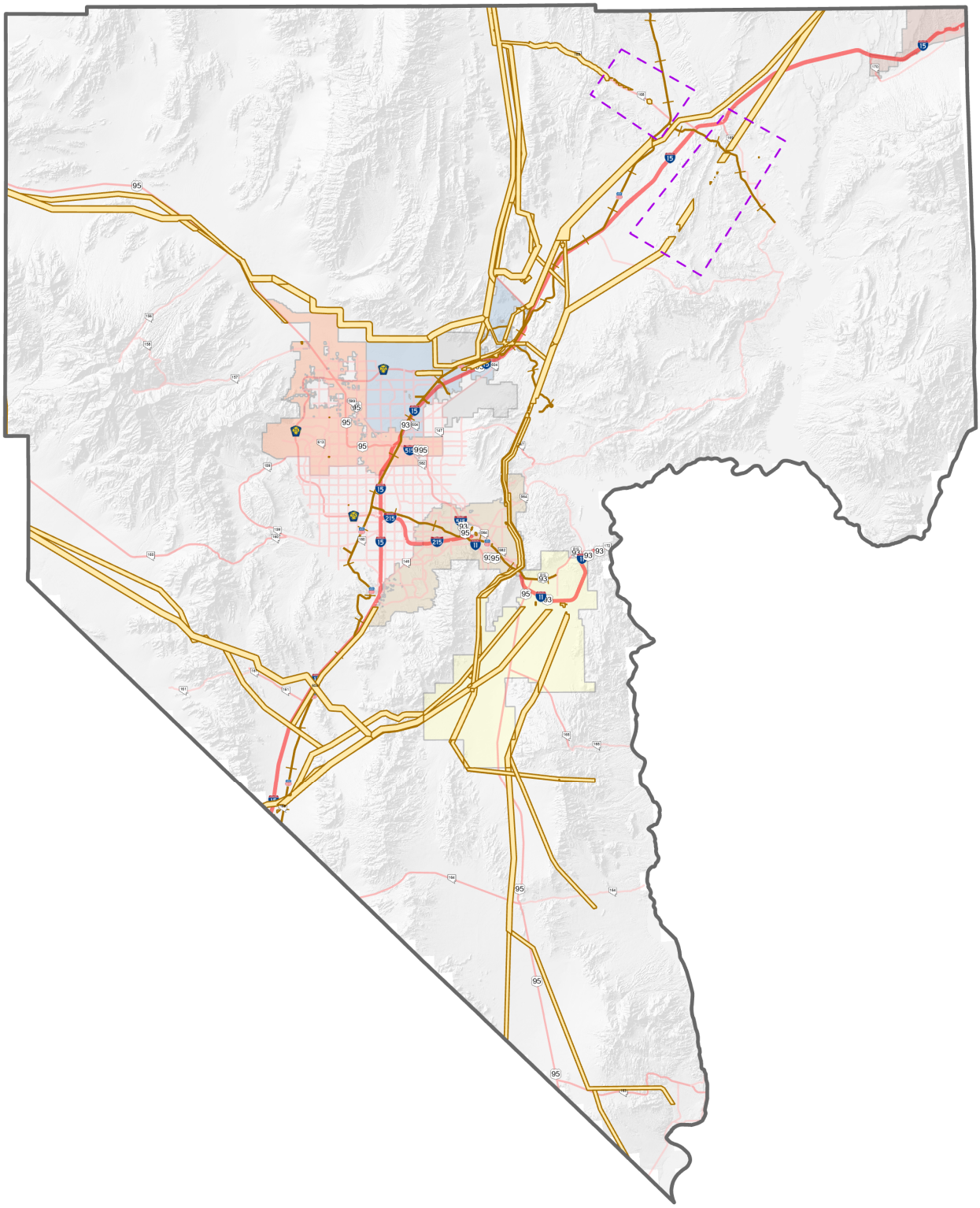
Southern Nevada Water Authority Water Resources Plan

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.

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,

Aboveground Utility Corridors Map



Above Ground Utility Corridors

Aboveground Utility Corridors BLM

Locations and connectivity for these and all indicated corridors are under review during the update process for the Bureau of Land Management Resource Management Plan

0 5 10 20

Miles

Date: November 17, 2021

CLARK COUNTY
COMPREHENSIVE PLANNING

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 planning areas in the 208 Water Quality Management Plan.

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 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.

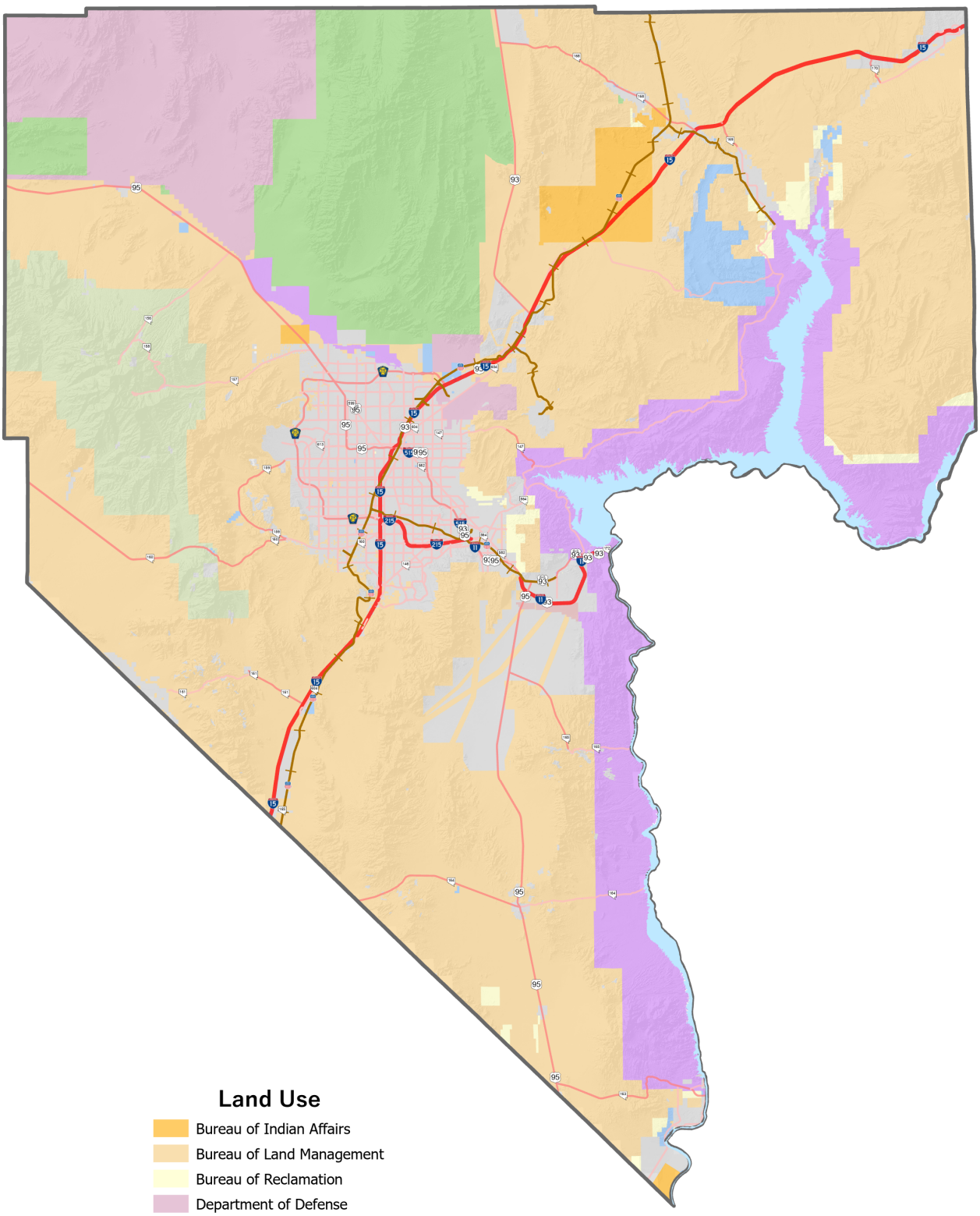
Shallow groundwater. Hazards associated with shallow groundwater are caused by the natural artesian conditions that existed in the Las Vegas Valley prior to significant groundwater pumping and infiltration from landscape irrigation. Although not well defined, shallow groundwater has risen to the point 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 in the following subsection.

Federally Administered Lands in Clark County



Date: November 17, 2021

CLARK COUNTY
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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.

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, land 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.

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:

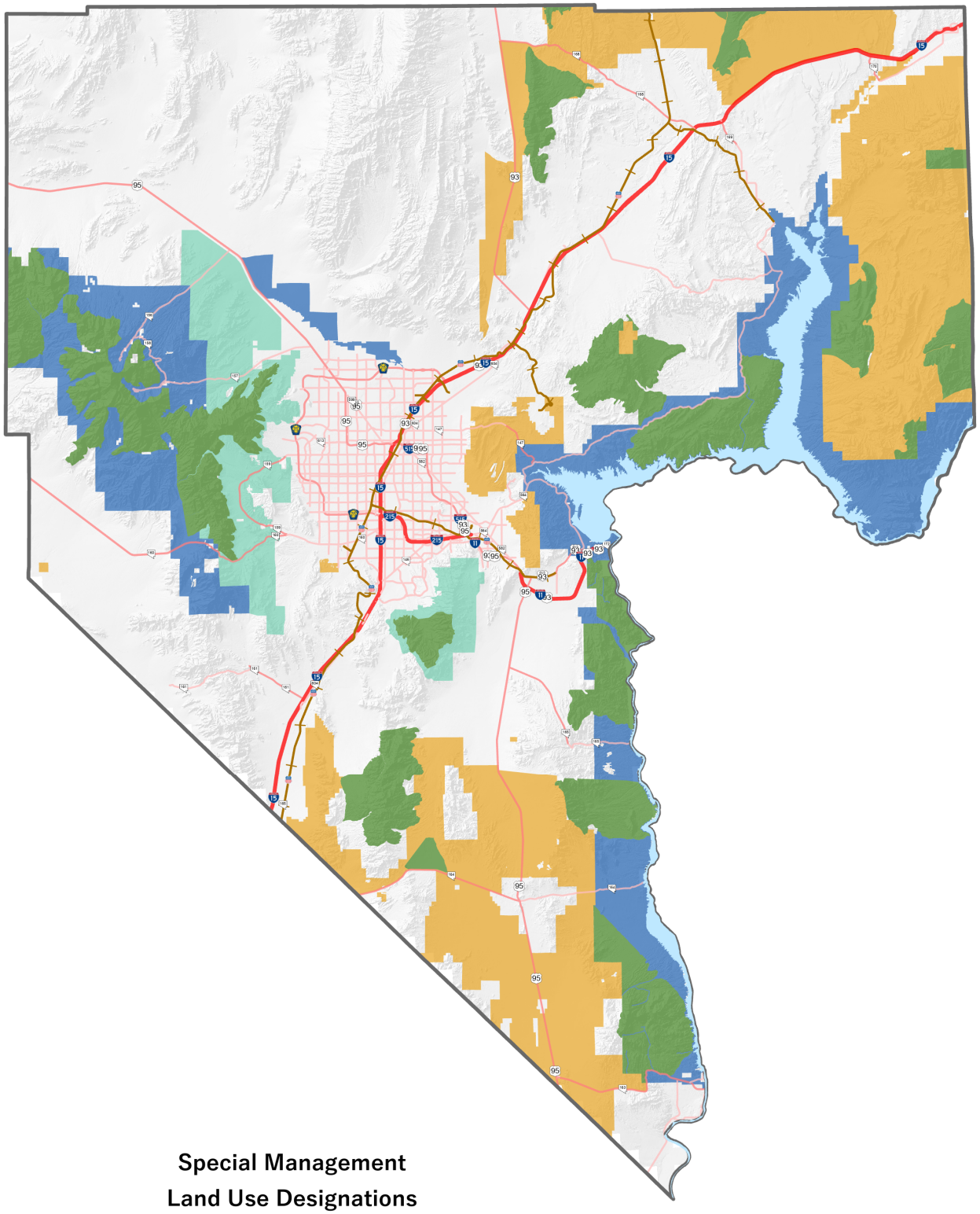
Red Rock Canyon NCA. The Red Rock Canyon NCA is located on the west side of the Las Vegas Valley. This was Nevada's first NCA, established in 1990. The highly-visited Red Rock Canyon NCA offers visitors a variety of recreational activities, including a 13-mile scenic drive, hiking trails, rock climbing, 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

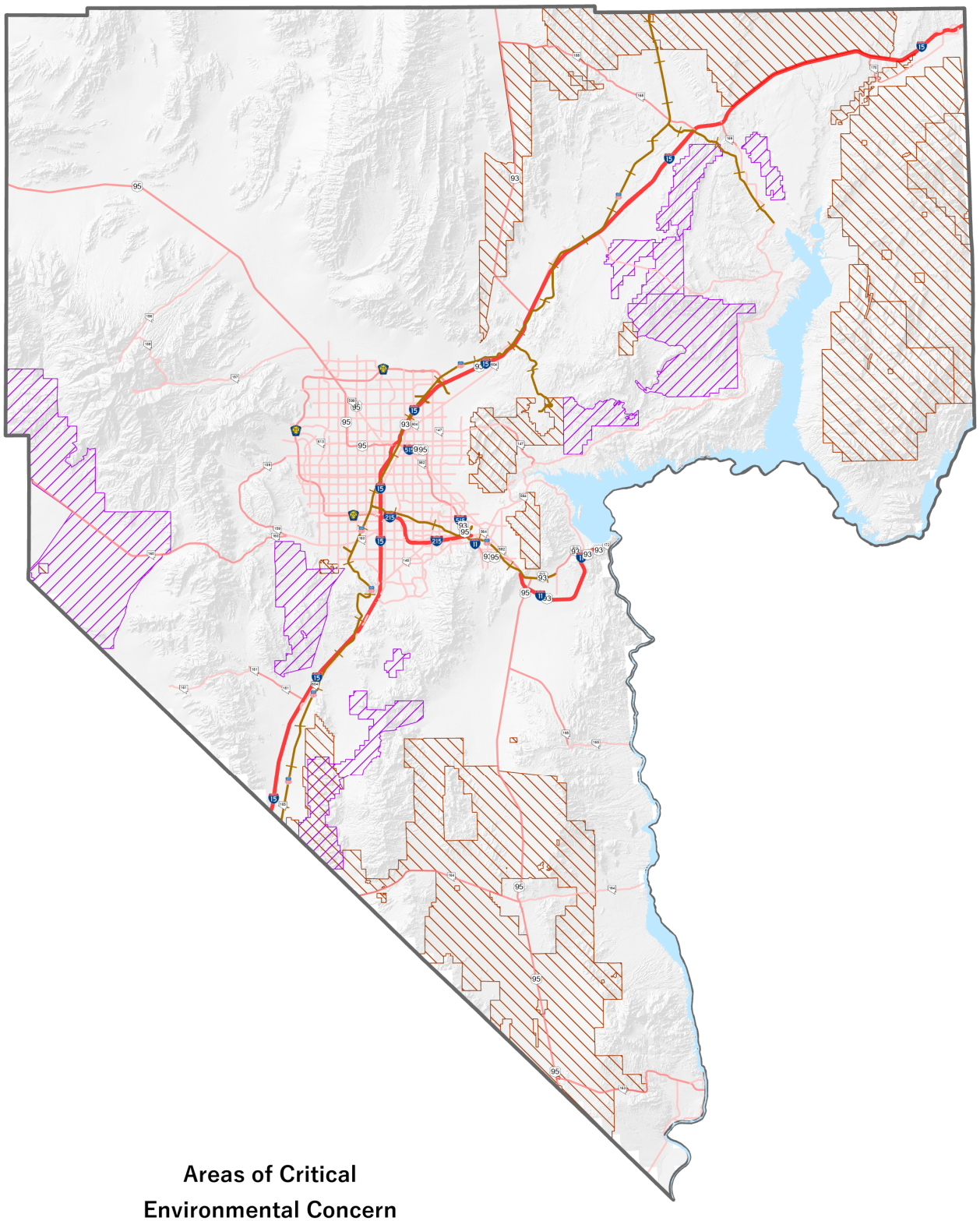
Clark County is responsible for compliance with the federal Endangered Species Act (ESA), compliance with a Section 10(a)(1)(B) incidental take permit, and for implementing the Clark County Multiple Species Habitat Conservation Plan (MSHCP). An incidental take permit exempts a permittee from the take 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.

Special Management Land Use Designations 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	•			

Areas of Environmental Concern in Clark County



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.

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.

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.

Wilderness Areas in Clark County

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

Harry Reid 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 of Aviation. Unlike most 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, the Airport Environs Overlay District (AEOD) and the Airport Airspace Overlay District (AAOD).

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

- Creech Air Force Base
- Henderson Executive Airport
- Jean Sport Aviation Center
- Harry Reid International Airport
- Nellis Air Force Base
- North Las Vegas Airport
- Perkins Field-Overton Airport

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SECTION 4

AREA-SPECIFIC GOALS AND POLICIES



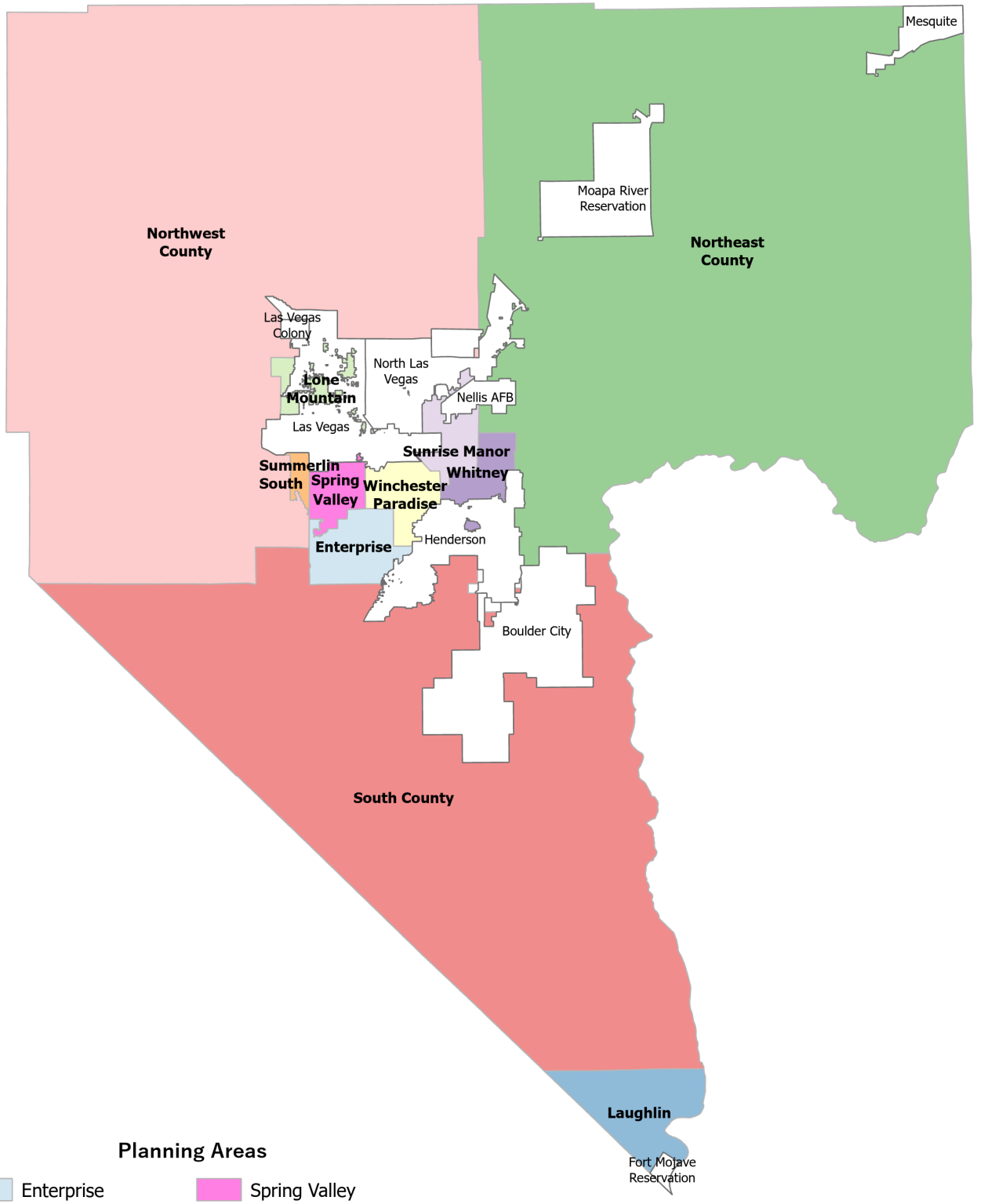


About This Section

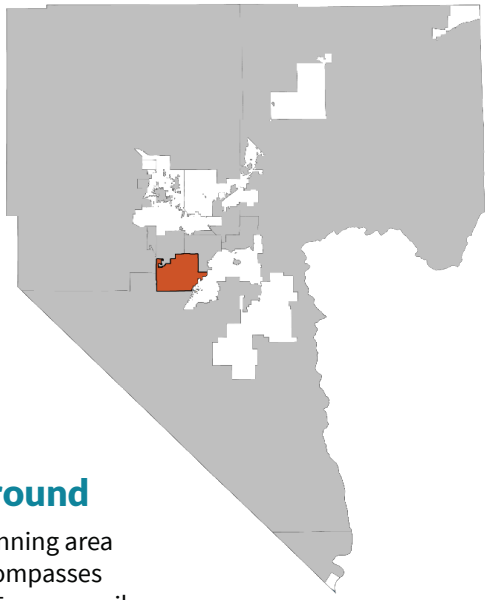
Clark County is responsible for land use planning in all areas outside of the incorporated cities. For land use planning purposes, the unincorporated portion of Clark County is divided into 11 planning areas. Seven planning areas are in the Las Vegas Valley—Enterprise, Lone Mountain, Spring Valley, Summerlin 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 Harry Reid 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).



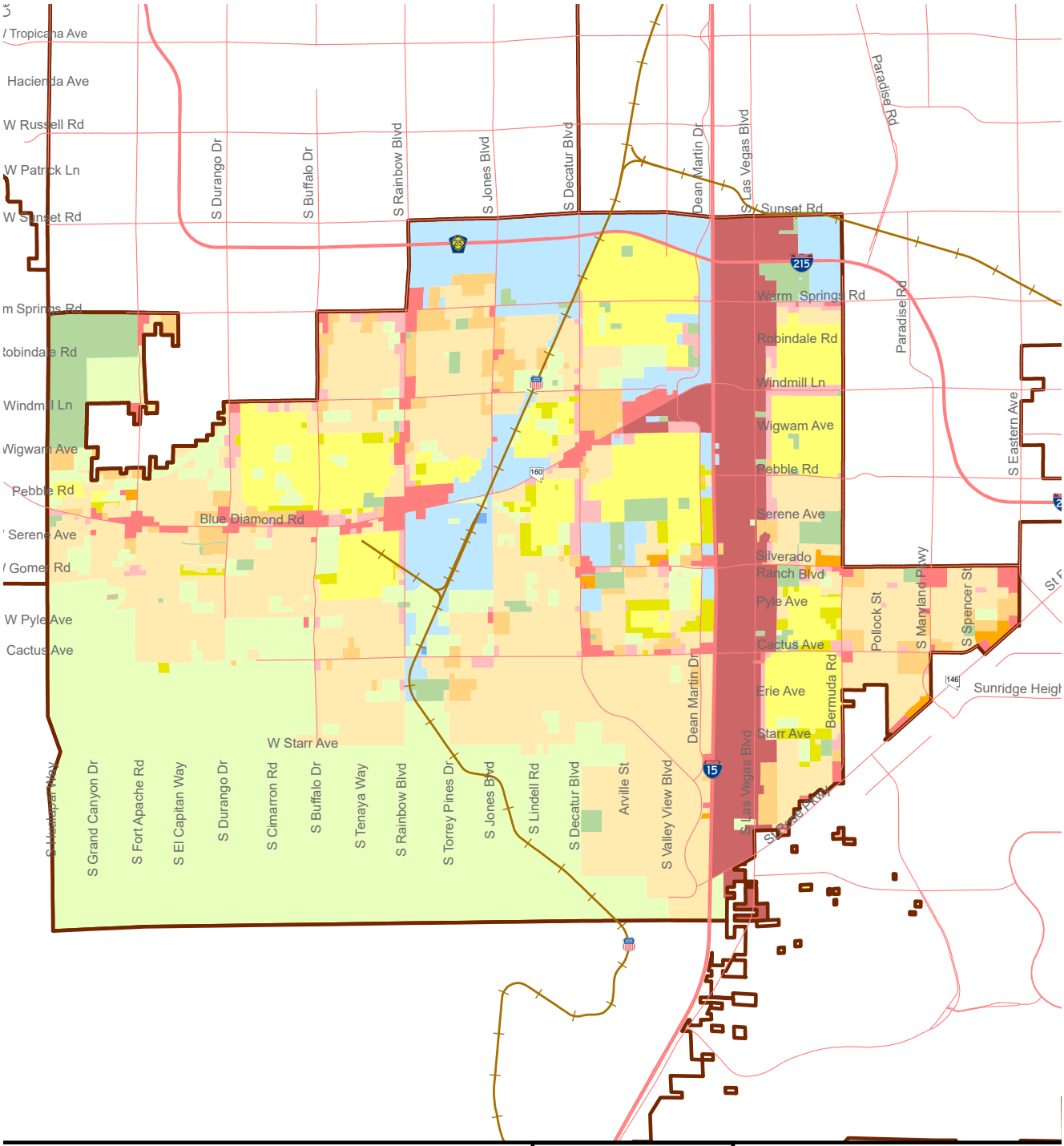




History of the Enterprise Planning Area

The Enterprise planning area was formed in December 1996.

Enterprise Planned Land Use Map



Enterprise - Planned Land Use

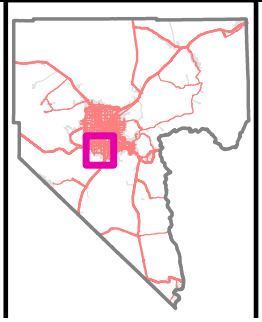
Planning Areas

Neighborhoods
- Outlying Neighborhood (ON)
- Edge Neighborhood (EN)
- Ranch Estate Neighborhood (RN)
- Suburban Estate Neighborhood (SN)
- Low-Intensity Suburban Neighborhood (LN)
- Mid-Intensity Suburban Neighborhood (MN)
- Compact Neighborhood (CN)
- Urban Neighborhood (UN)

Commercial and Mixed Use
- Neighborhood Commercial (NC)
- Corridor Mixed-Use (CM)
- Entertainment Mixed-Use (EM)

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

Other
- Agriculture (AG)
- Open Lands (OL)
- Public Use (PU)
- Major Projects (MP)



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Date Adopted: November 17, 2021

Date Amended: September 16, 2026

CLARK COUNTY COMPREHENSIVE PLANNING

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 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, *Harry Reid 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 or as prohibited within the Airport Environs Overlay District (AEOD).

POLICY EN-6.3: NATIONAL GUARD READINESS CENTER

Concentrate commercial and industrial uses adjacent to the National Guard Readiness Center. Coordinate with the Nevada National Guard on relevant land use applications to ensure proposed uses are compatible with the ongoing operation 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.

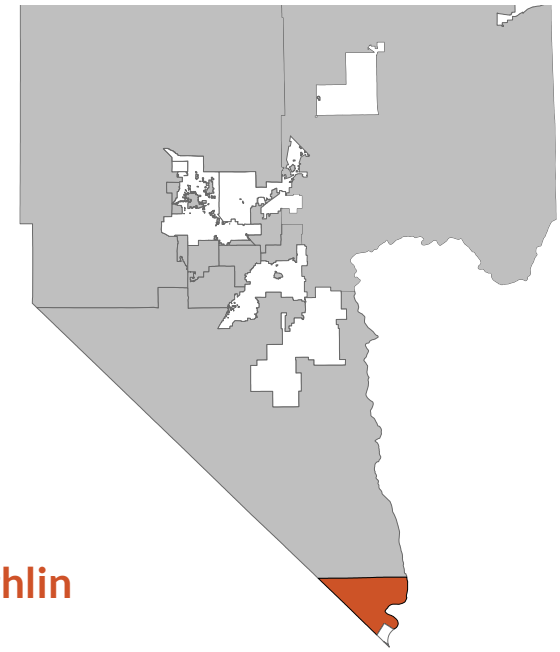
POLICY EN-6.5: CONTIGUOUS DEVELOPMENT

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.









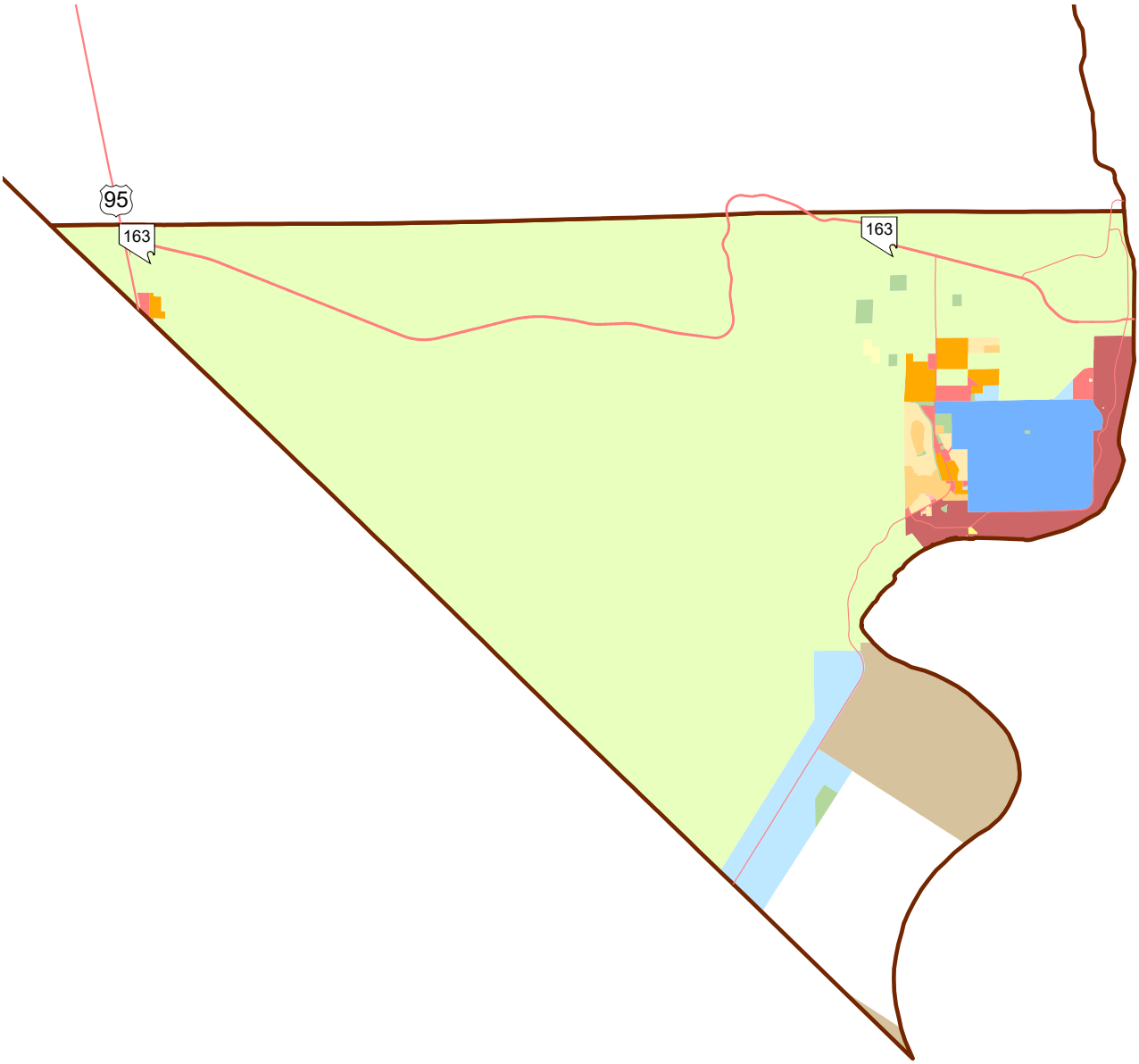
History of the Laughlin Planning Area

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



Laughlin - Planned Land Use

Planning Areas

Neighborhoods
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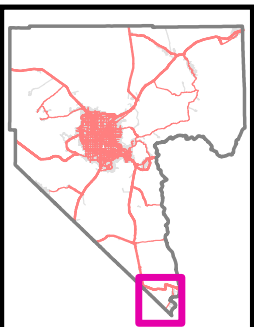



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Date Adopted: November 17, 2021

Date Amended: January 7, 2026

CLARK COUNTY
COMPREHENSIVE PLANNING

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.

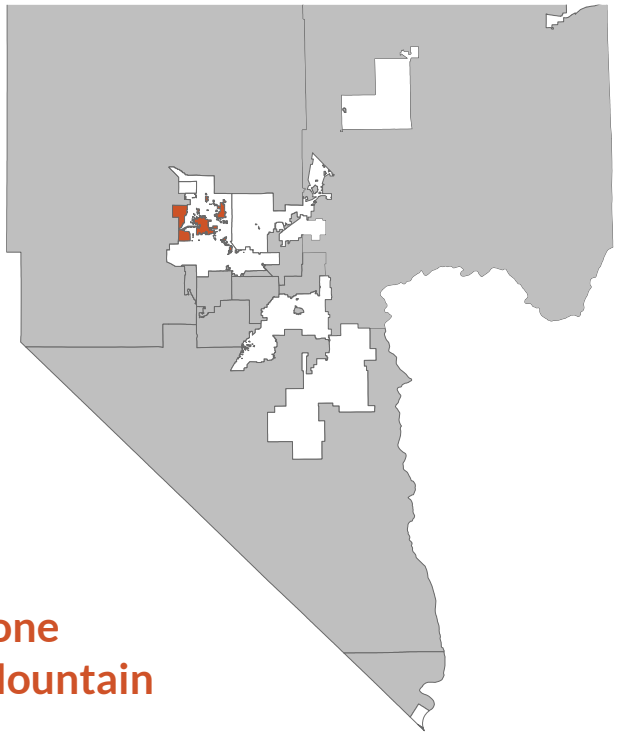
POLICY LA-5.3: POTABLE WATER ALLOCATION

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.





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 are adjacent to 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

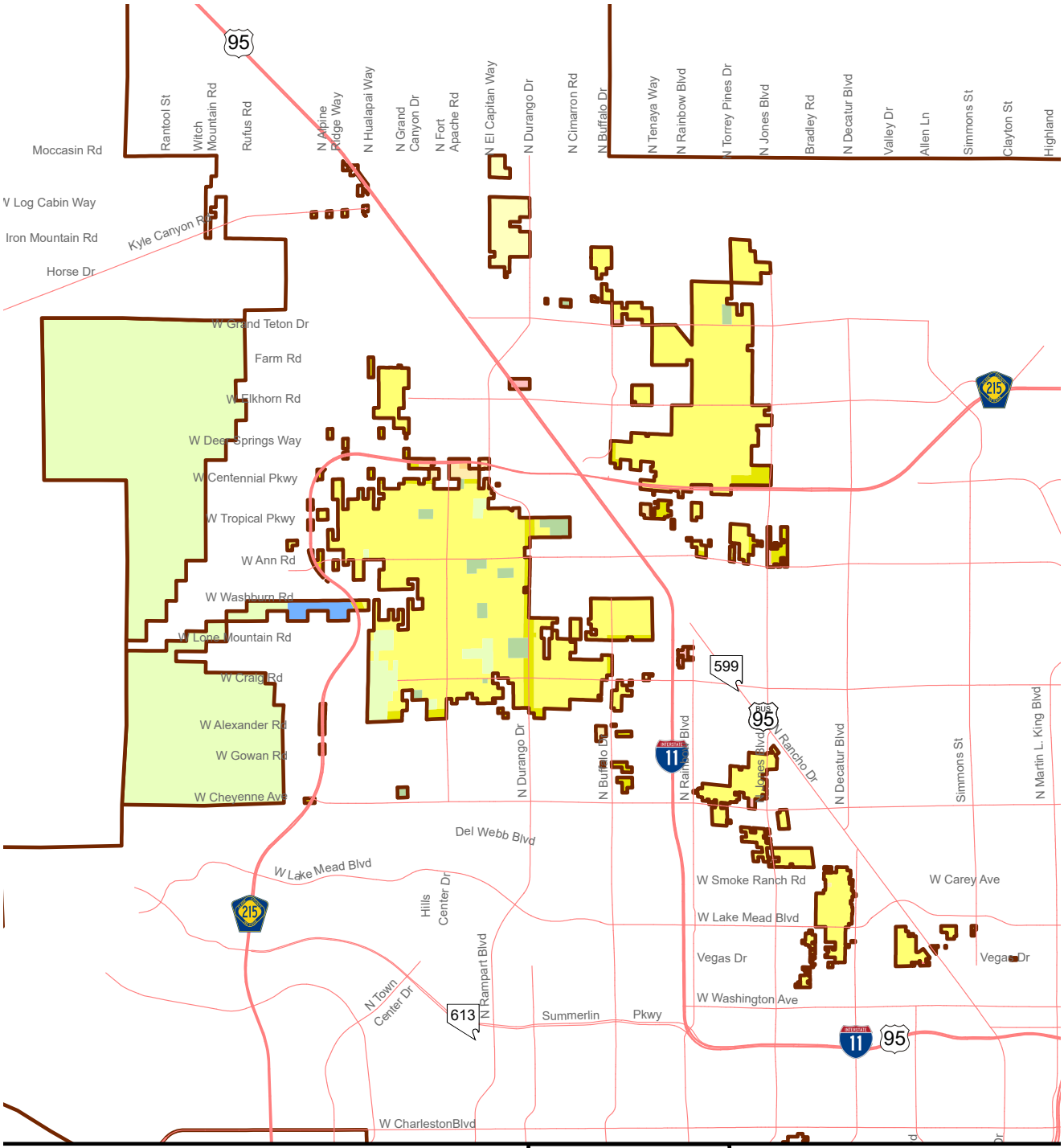
Near the modern-day boundaries of Lone Mountain is Floyd Lamb Park—a City of Las Vegas park. This area that makes up the park was originally called Tule Springs after the thick growth of tules, or cattails, that grew there.

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



Lone Mountain - Planned Land Use

Planning Areas

Neighborhoods
- Outlying Neighborhood (ON)
- Edge Neighborhood (EN)
- Ranch Estate Neighborhood (RN)
- Suburban Estate Neighborhood (SN)
- Low-Intensity Suburban Neighborhood (LN)
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- Compact Neighborhood (CN)
- Urban Neighborhood (UN)

Commercial and Mixed Use
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- Corridor Mixed-Use (CM)
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Employment
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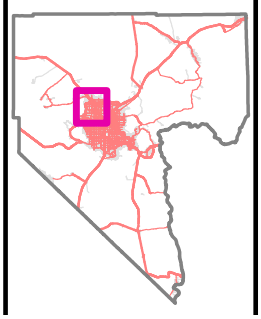

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Miles

Date Adopted: November 17, 2021

Date Amended: May 6, 2026

CLARK COUNTY COMPREHENSIVE PLANNING

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

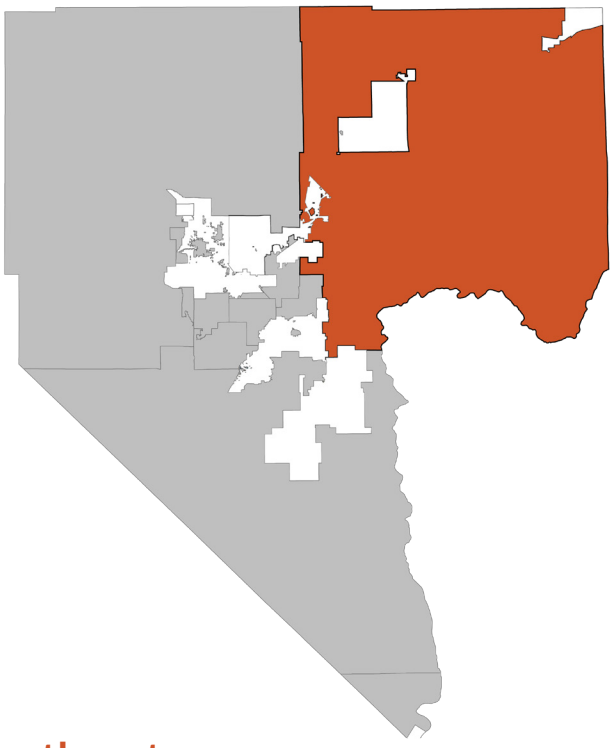
POLICY LM-3.1: DESERT HABITAT

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.

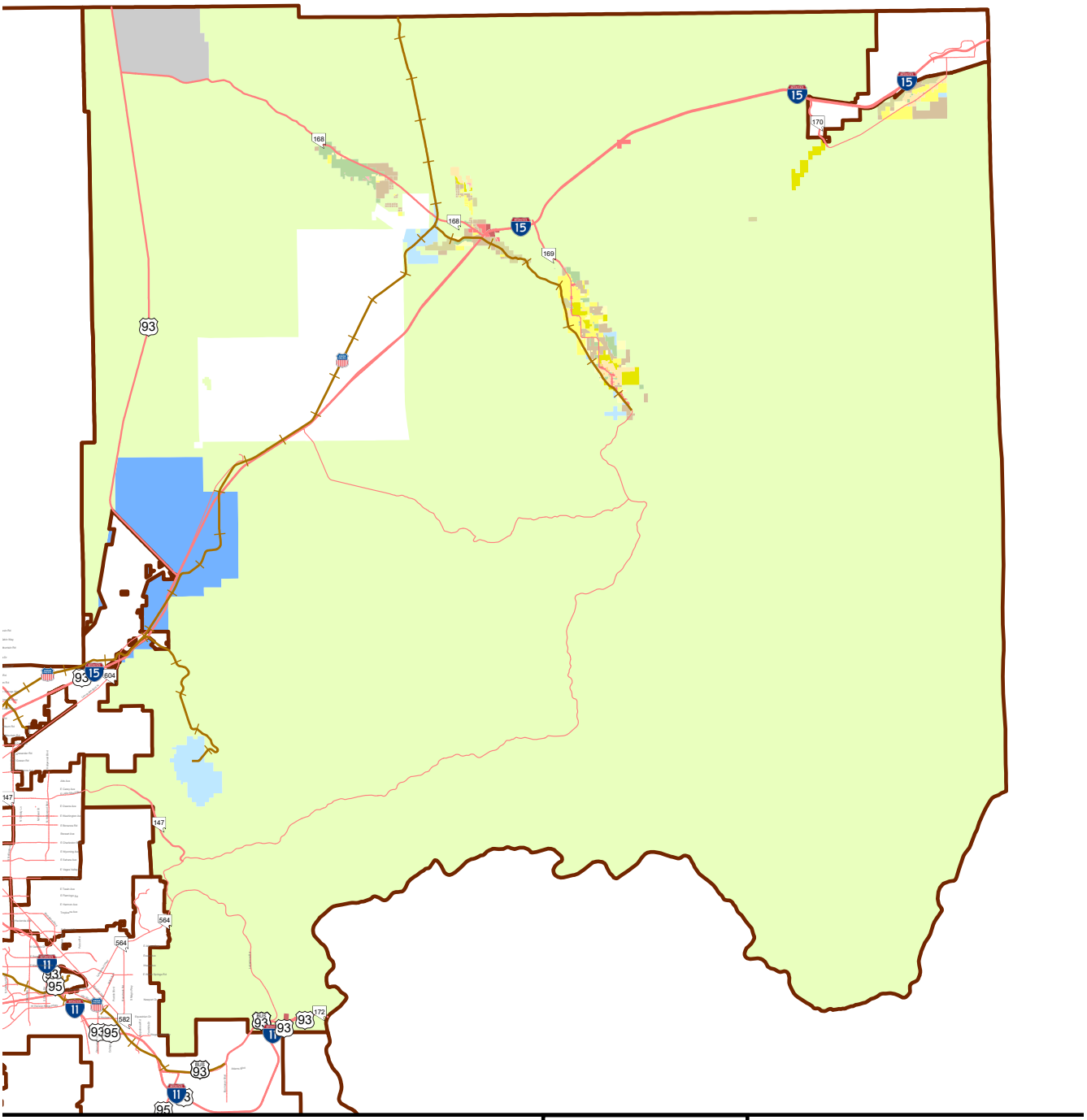
Moapa Valley

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 back as 1000 B.C., and Pueblo occupations of the area began around the time of Christ and spread throughout the valley.

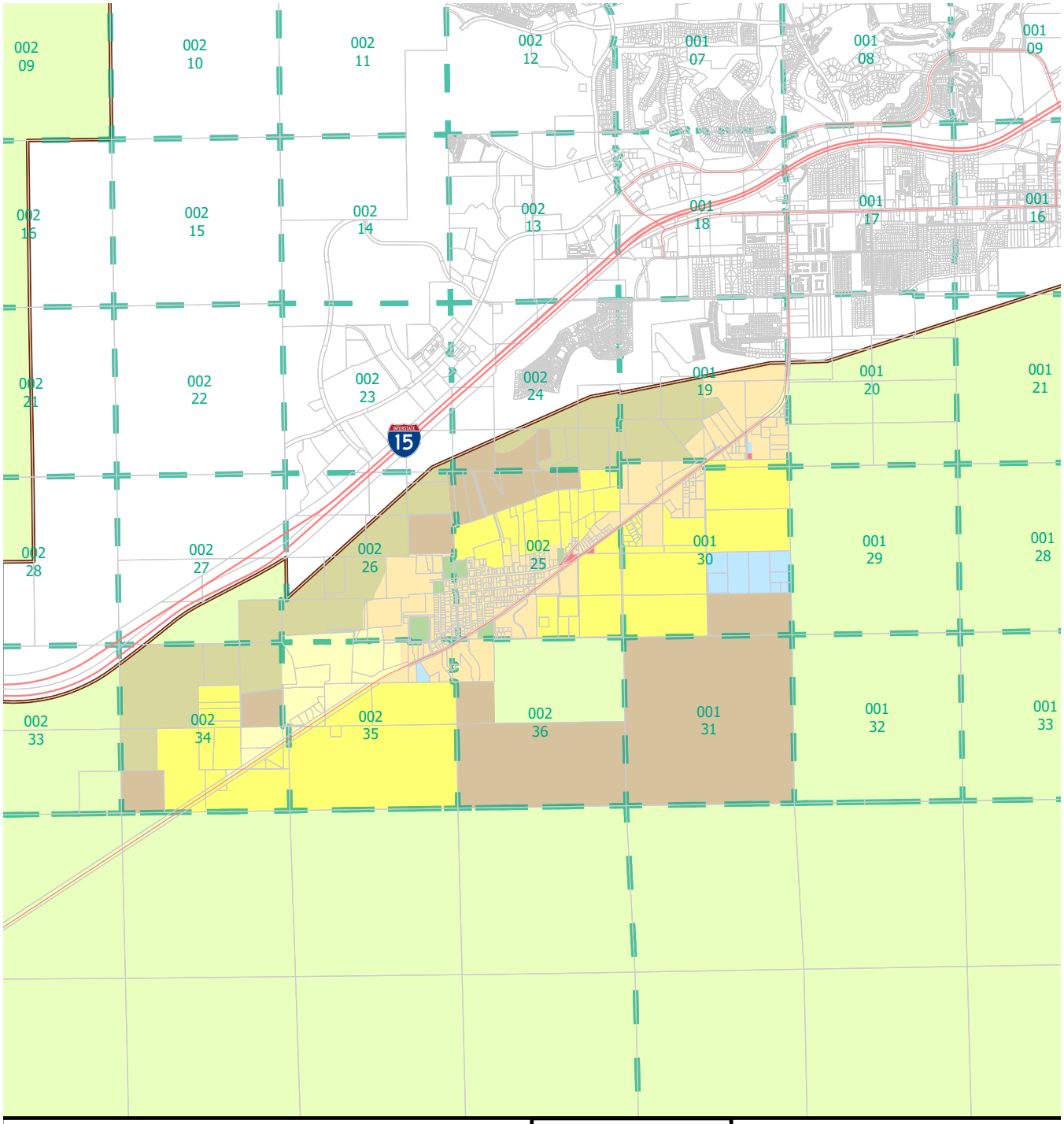
Sometime after 1150 A.D., the Paiute Indians took advantage of the fertile soil of the rivers and resided there until the recorded Mormon settlement in 1864. Towns like St. Joseph (Logandale), Overton, Westpoint (Moapa) and Kaolin began to sprout up around the agricultural community.

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.

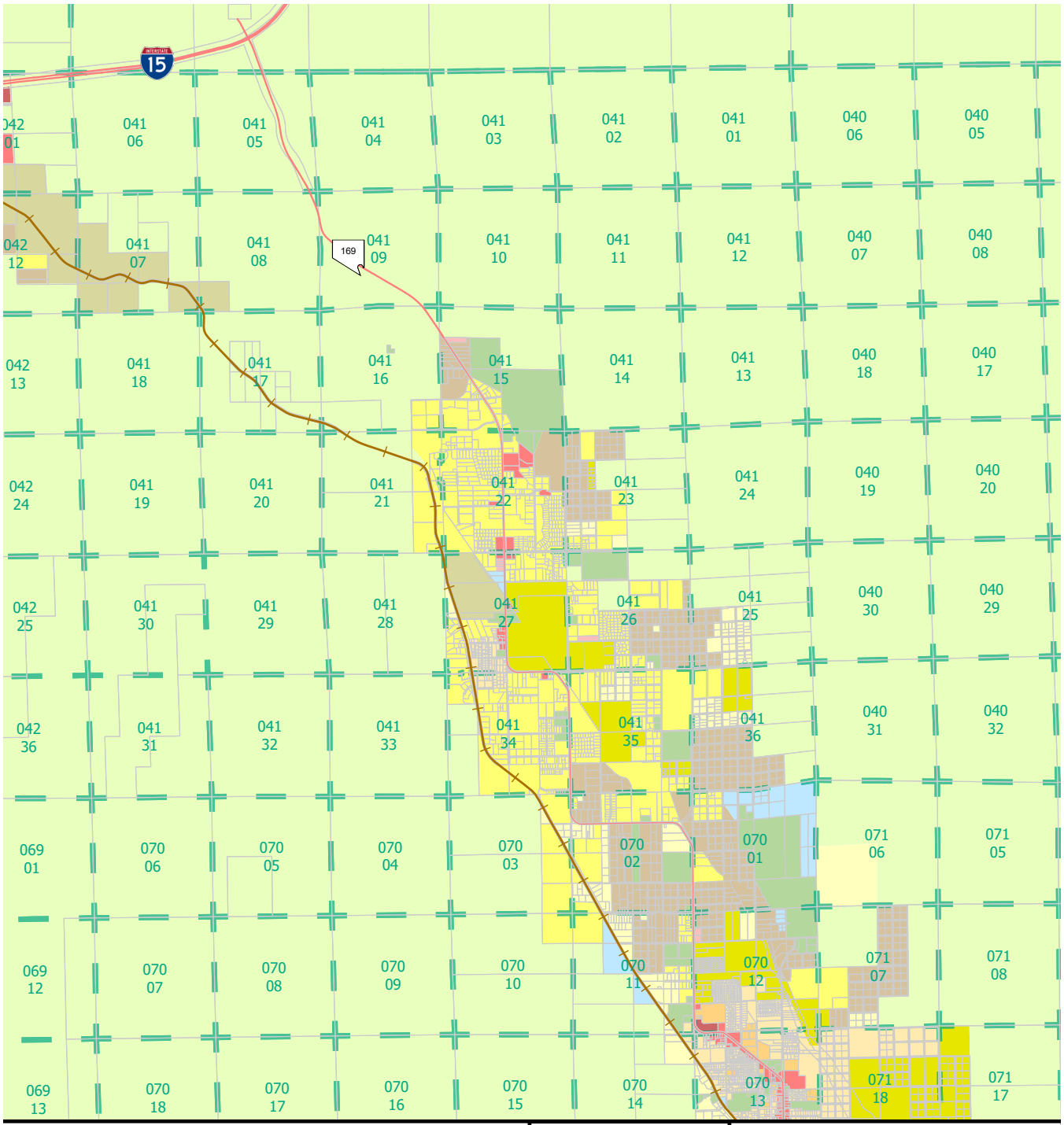
Northeast County Planned Land Use Map



Bunkerville Planned Land Use Map



Logandale Planned Land Use Map



Logandale - Planned Land Use

Planning Areas

Neighborhoods
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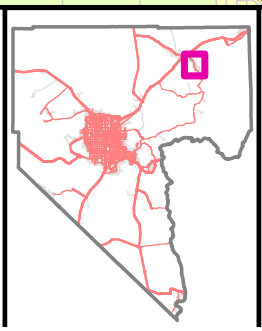
- Major Projects (MP)





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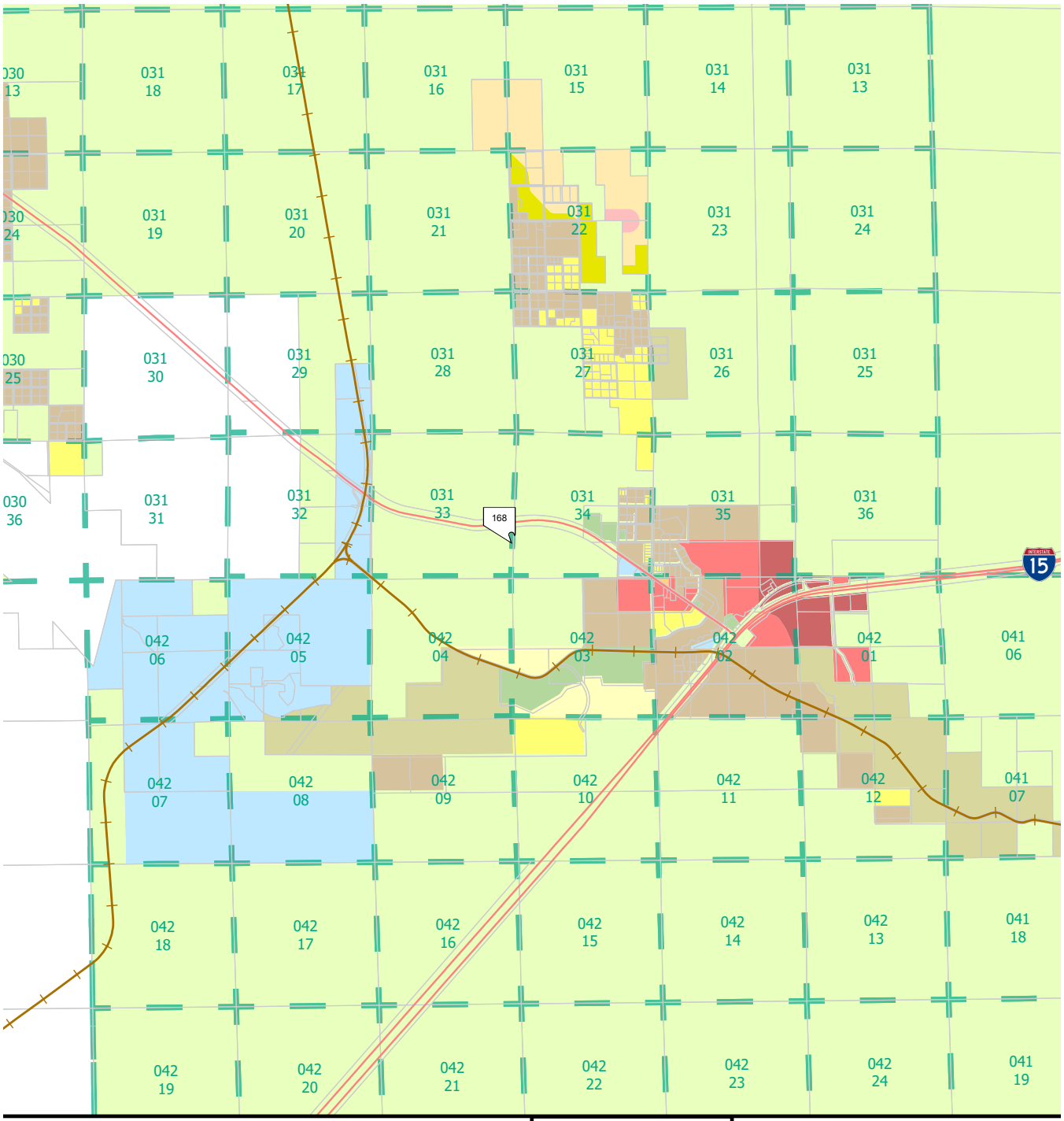
Date Adopted: November 17, 2021

CLARK COUNTY COMPREHENSIVE PLANNING

Moapa Planned Land Use Map



Moapa - Planned Land Use

Planning Areas

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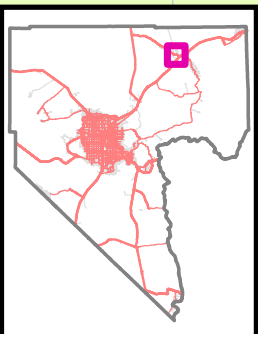



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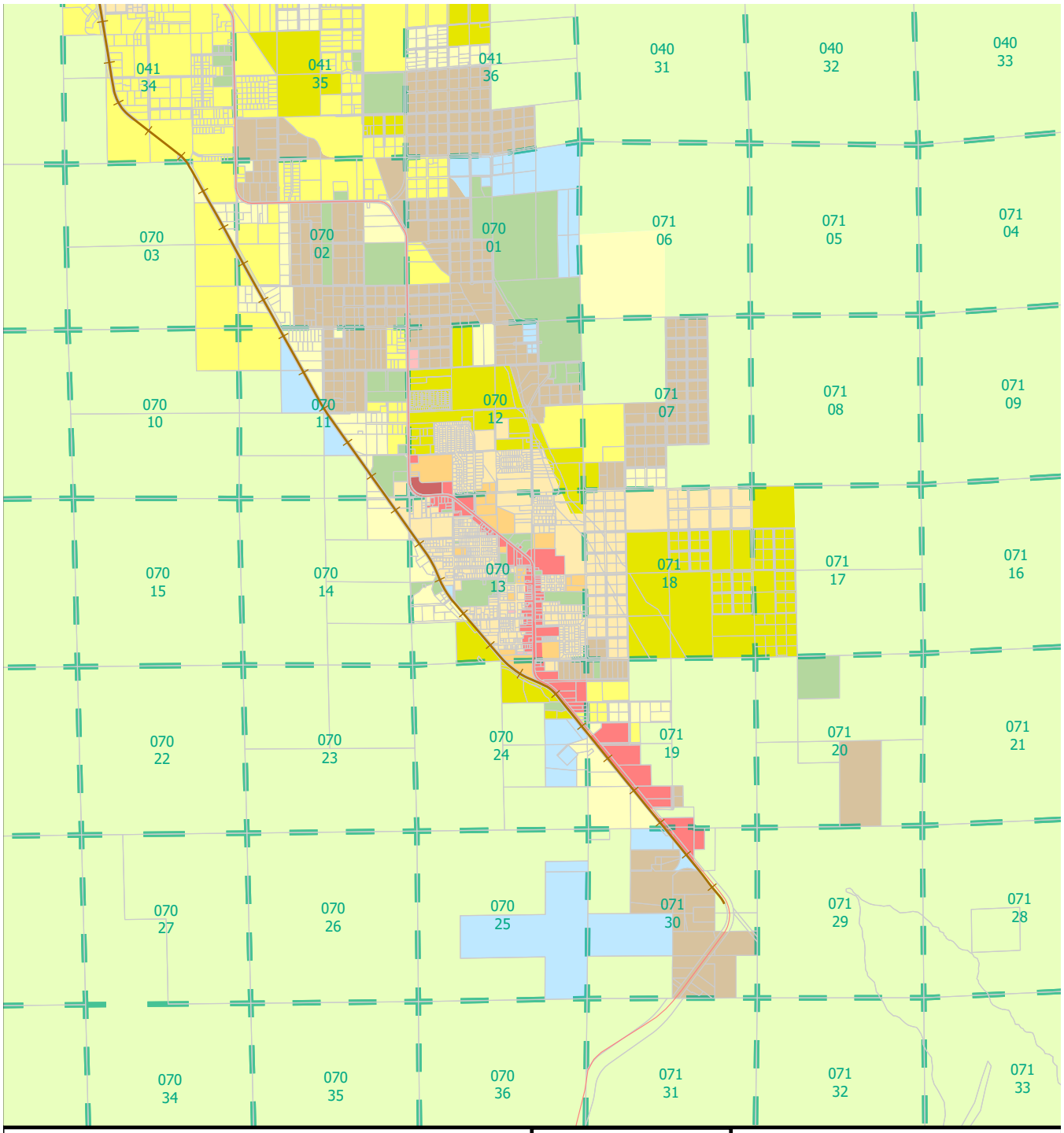
Date Adopted: November 17, 2021

CLARK COUNTY
COMPREHENSIVE PLANNING

Overton Planned Land Use Map



Overton - Planned Land Use

Planning Areas

Neighborhoods
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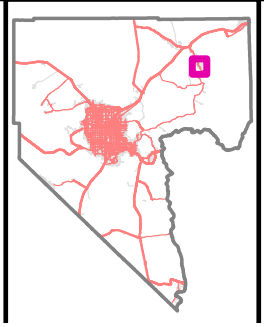



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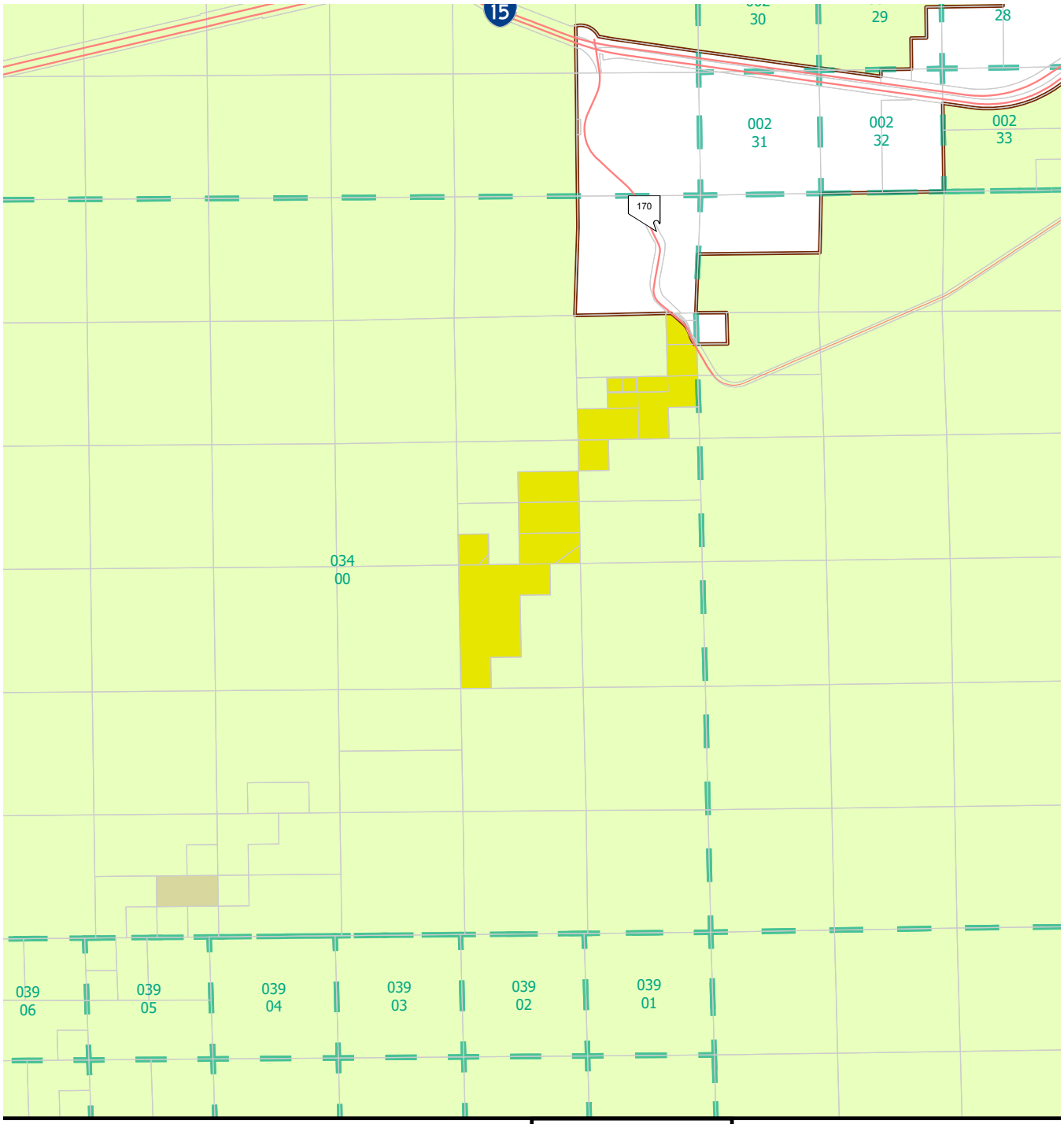
Date Adopted: November 17, 2021

Date Amended: September 16, 2026

CLARK COUNTY COMPREHENSIVE PLANNING

Riverside Planned Land Use Map



Riverside - Planned Land Use

Planning Areas

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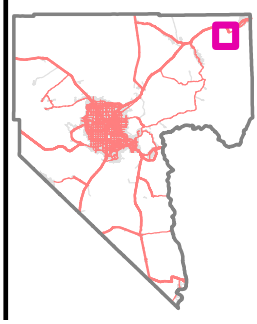



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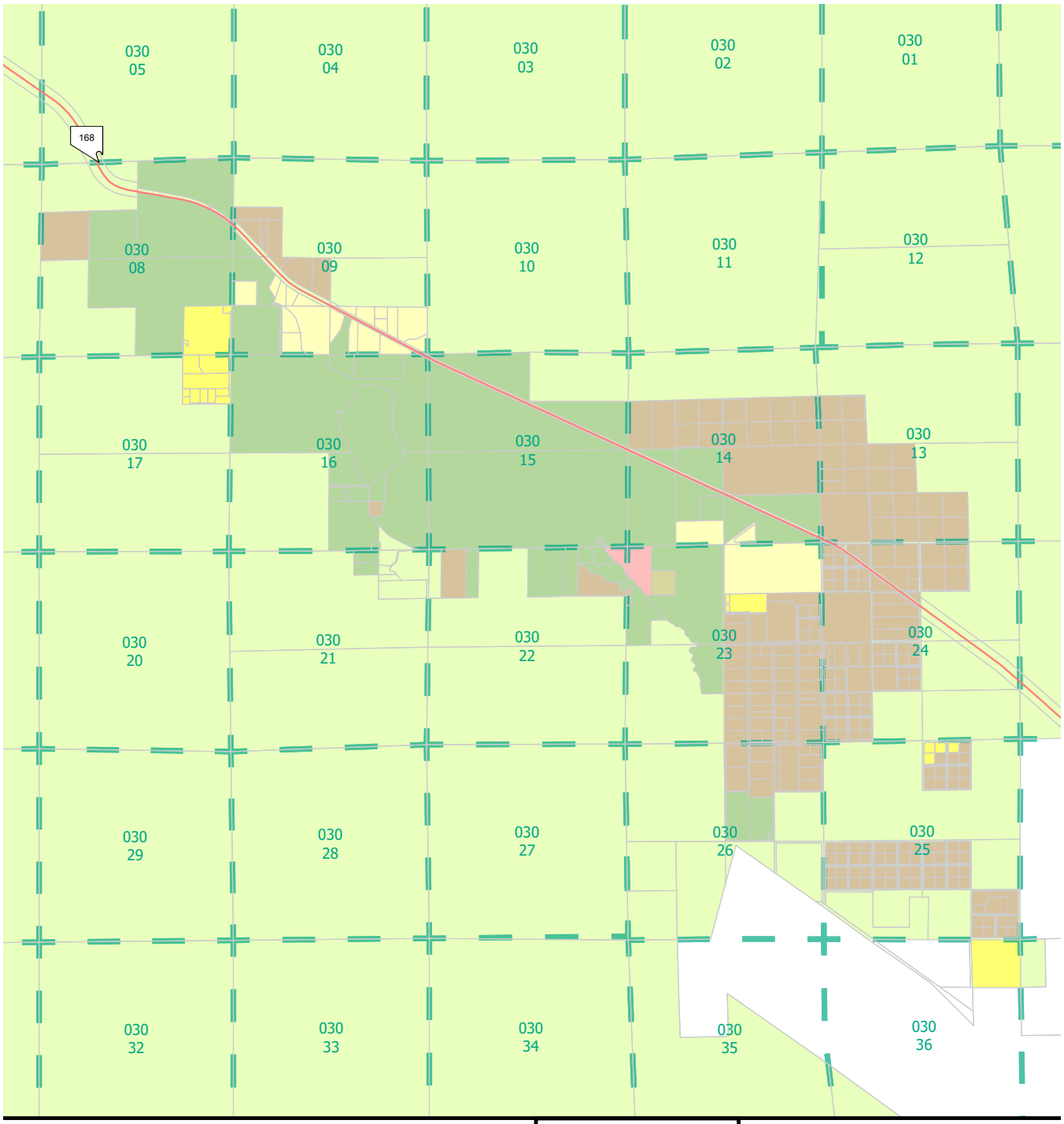
Date Adopted: November 17, 2021

CLARK COUNTY
COMPREHENSIVE PLANNING

Warm Springs Planned Land Use Map



Warm Springs - Planned Land Use

Planning Areas

Neighborhoods
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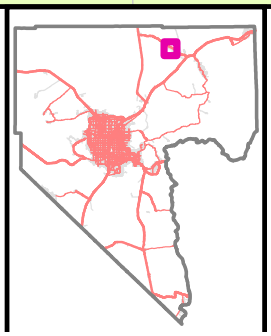



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Miles

Date Adopted: November 17, 2021

CLARK COUNTY
COMPREHENSIVE PLANNING

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. Support development and implementation of well head protection and source water plans including MVWD's Well Head Protection Plan.

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

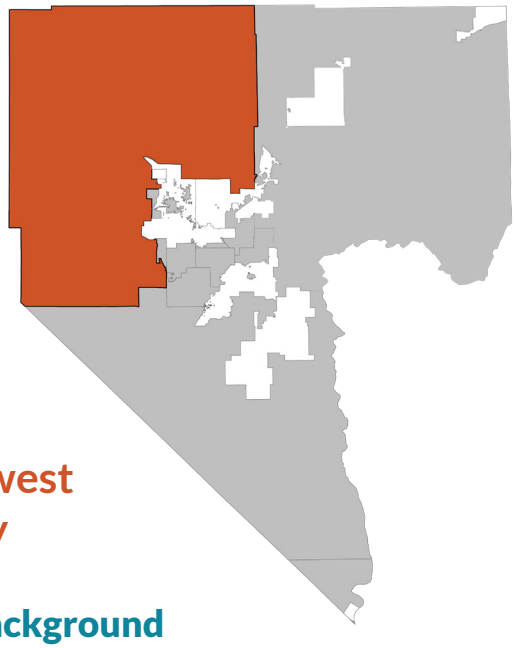
Development within Northeast County should be limited to areas where adequate fire protection services exist or can be efficiently provided.

POLICY NE-5.5: FIRE DEPARTMENT SERVICE

Coordinate with the CCFD, Moapa Valley Fire Protection District, 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, Upper and 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 Upper and Lower Kyle Canyon are more accessible from the Las Vegas Valley—and experience different development pressures and impacts as a result.





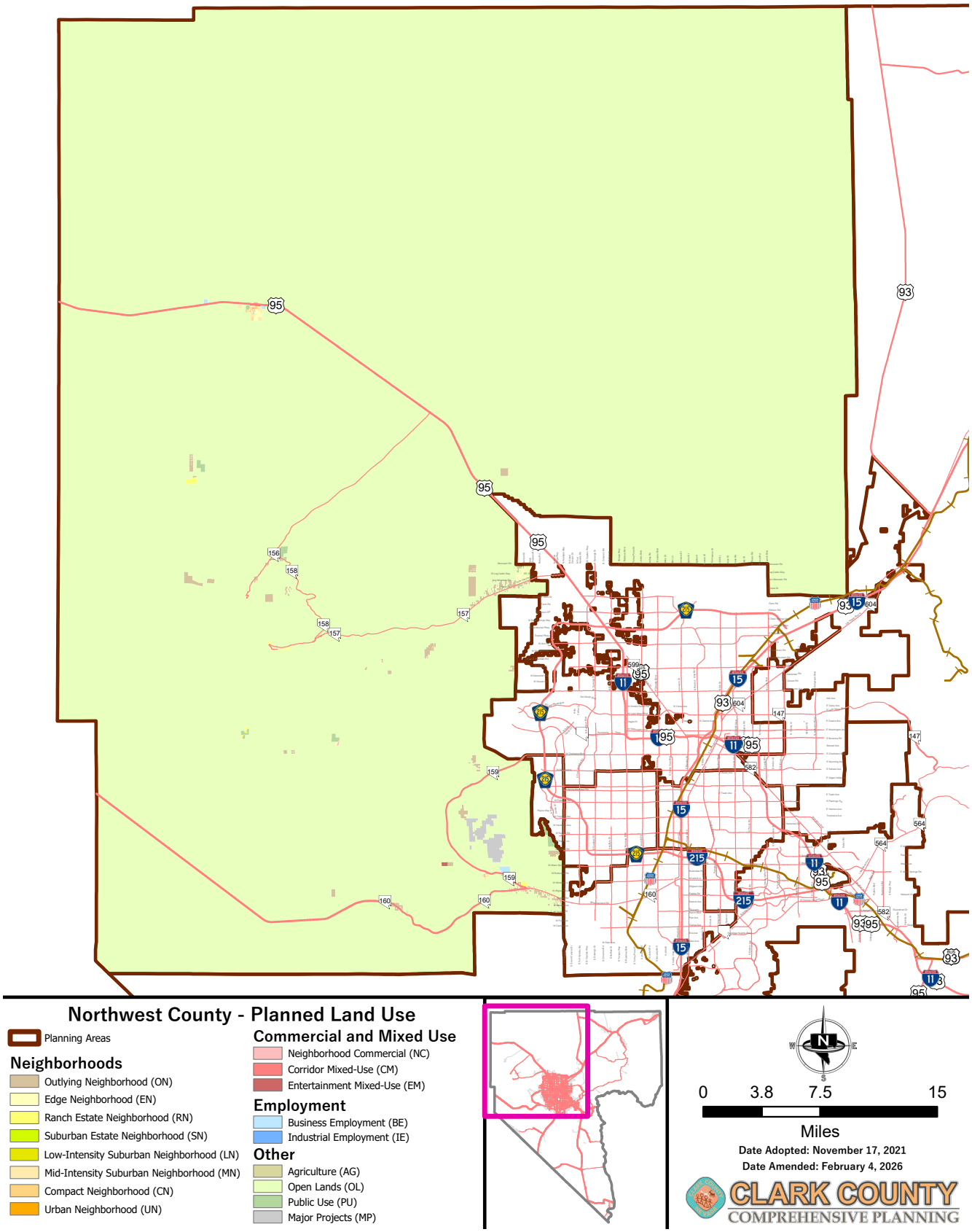


History of the Northwest County Planning Area

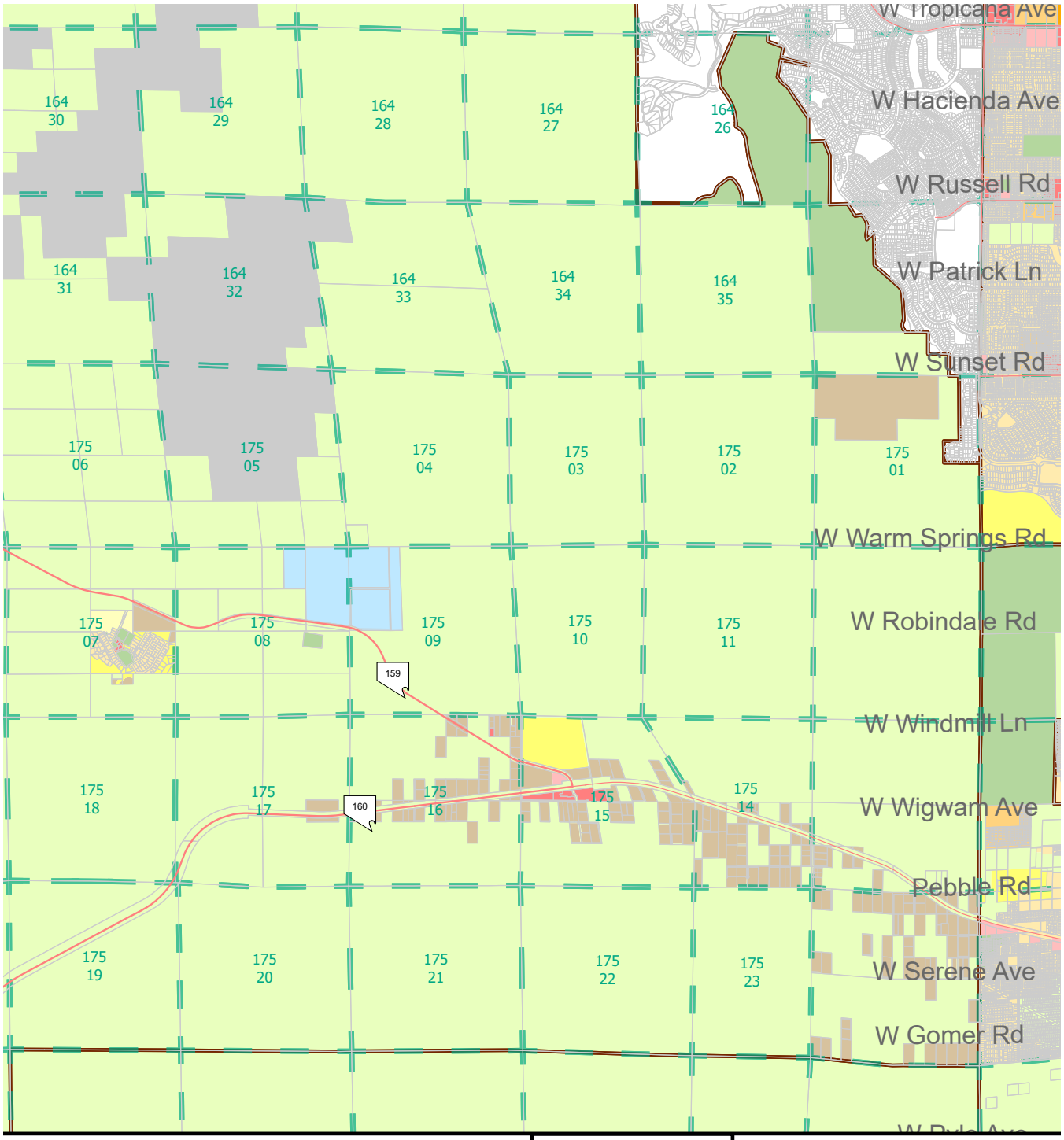
Indian Springs and Corn Creek were stations along the Las Vegas and Tonopah Railroad, which connected the Rhyolite Gold Fields with the communities of Tonopah and Las Vegas. Blue Diamond was originally built in 1941 by the Blue Diamond Mining Company to house workers. Many of the original structures 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



Blue Diamond Planned Land Use Map



Blue Diamond - Planned Land Use

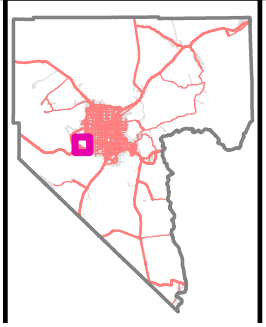
Planning Areas

Neighborhoods
- Outlying Neighborhood (ON)
- Edge Neighborhood (EN)
- Ranch Estate Neighborhood (RN)
- Suburban Estate Neighborhood (SN)
- Low-Intensity Suburban Neighborhood (LN)
- Mid-Intensity Suburban Neighborhood (MN)
- Compact Neighborhood (CN)
- Urban Neighborhood (UN)

Commercial and Mixed Use
- Neighborhood Commercial (NC)
- Corridor Mixed-Use (CM)
- Entertainment Mixed-Use (EM)

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

Other
- Agriculture (AG)
- Open Lands (OL)
- Public Use (PU)
- Major Projects (MP)





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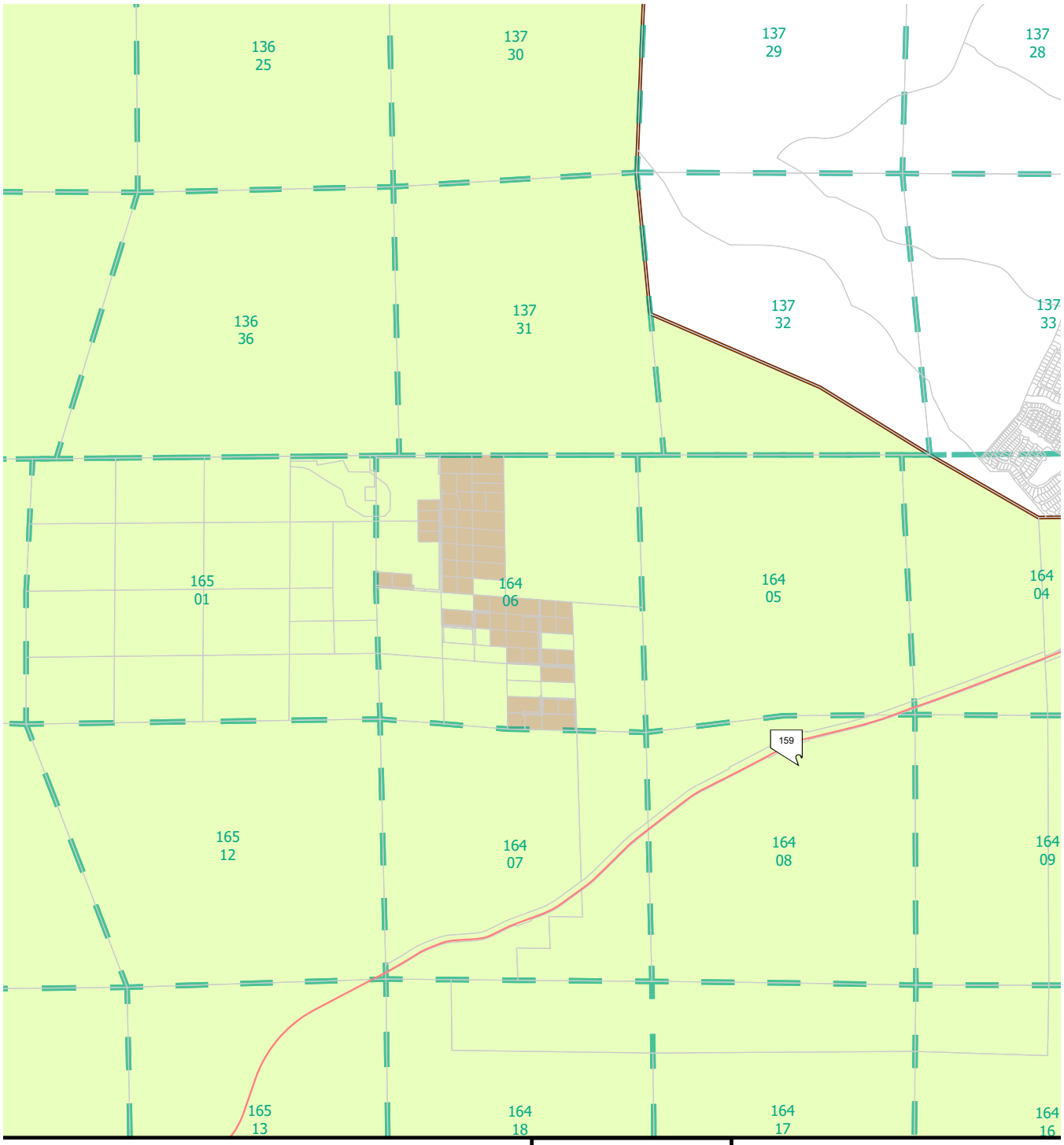
Miles

Date Adopted: November 17, 2021

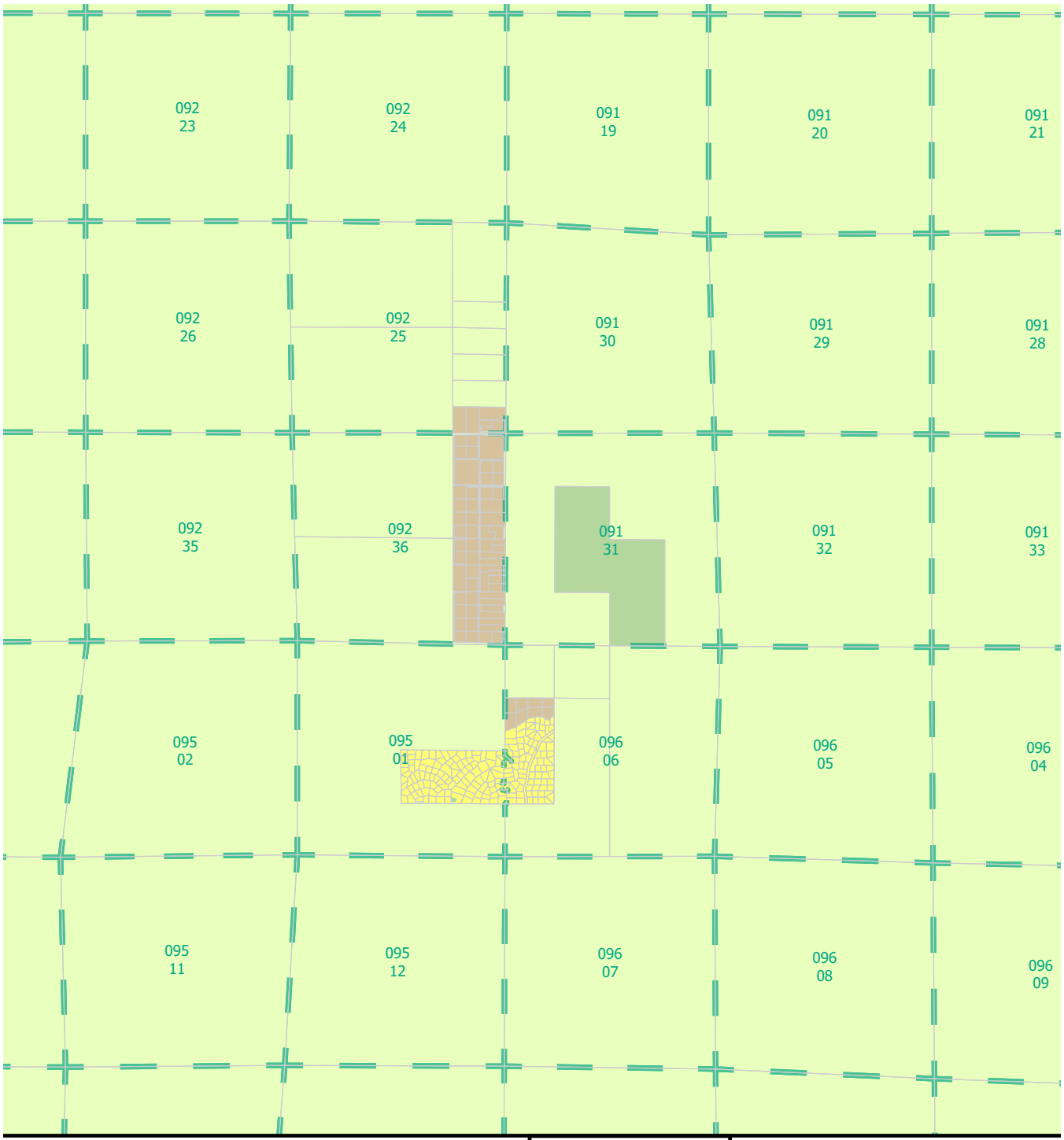
Date Amended: May 21, 2025

CLARK COUNTY COMPREHENSIVE PLANNING

Calico Basin Planned Land Use Map



Cold Creek Planned Land Use Map



Cold Creek - Planned Land Use

Planning Areas

Neighborhoods
- Outlying Neighborhood (ON)
- Edge Neighborhood (EN)
- Ranch Estate Neighborhood (RN)
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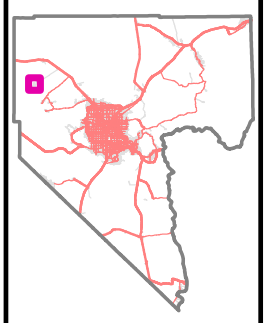



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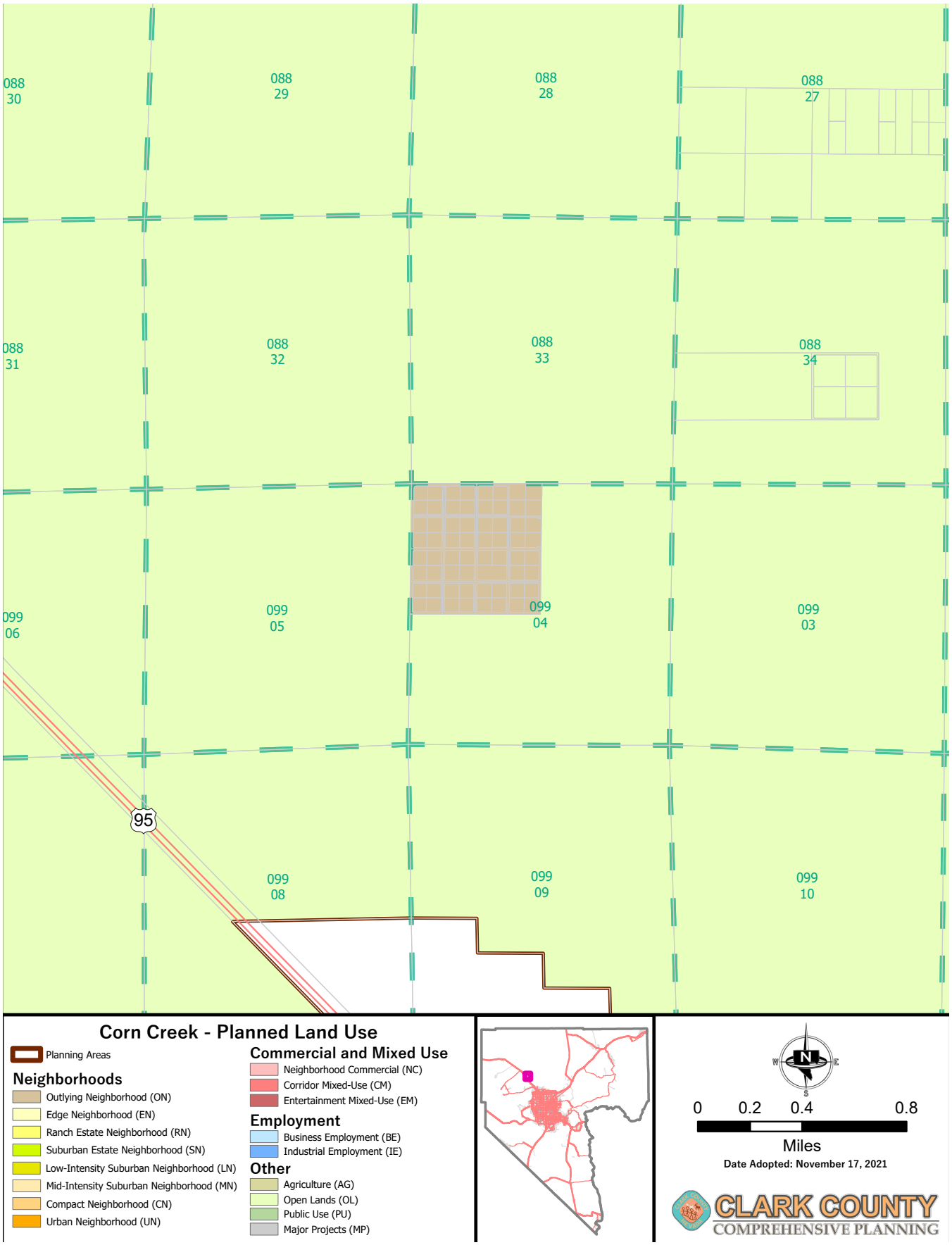
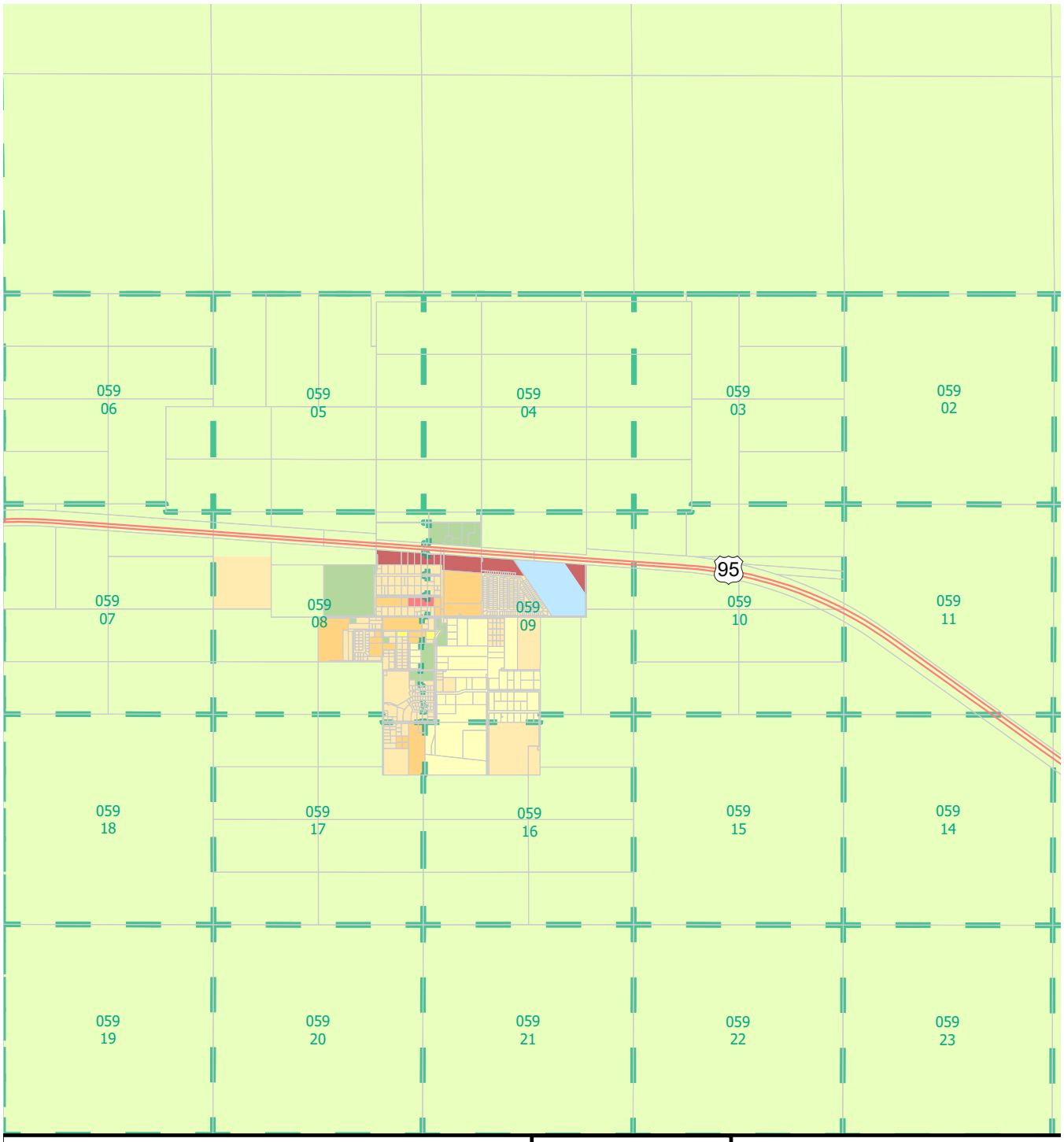
Date Adopted: November 17, 2021

CLARK COUNTY COMPREHENSIVE PLANNING

Corn Creek Planned Land Use Map



Indian Springs Planned Land Use Map



Indian Springs - Planned Land Use

Planning Areas

Neighborhoods
- Outlying Neighborhood (ON)
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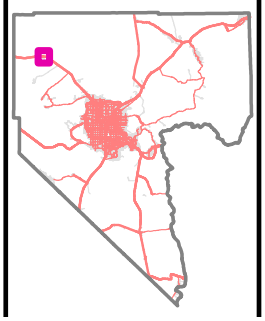



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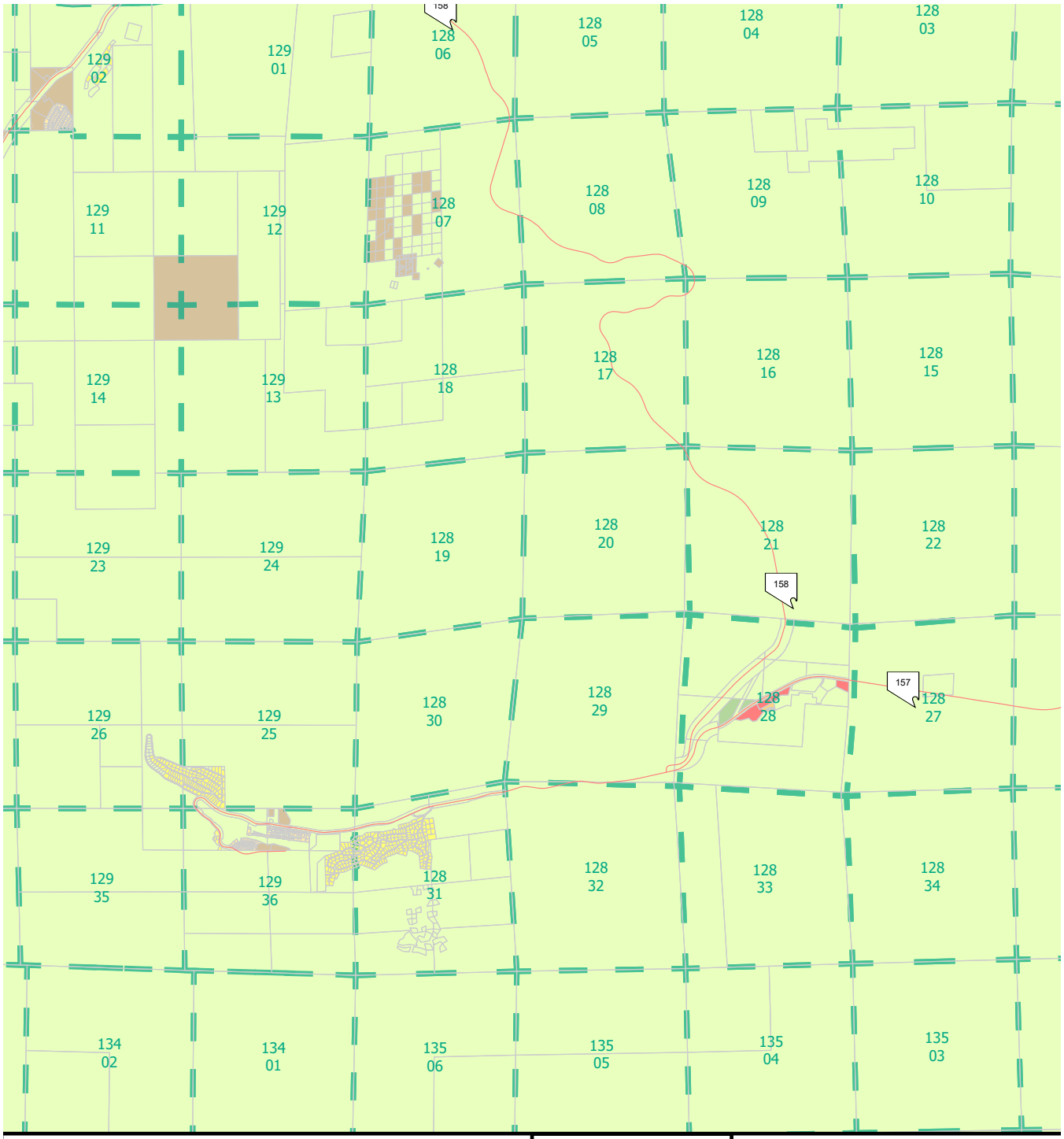
Date Adopted: November 17, 2021

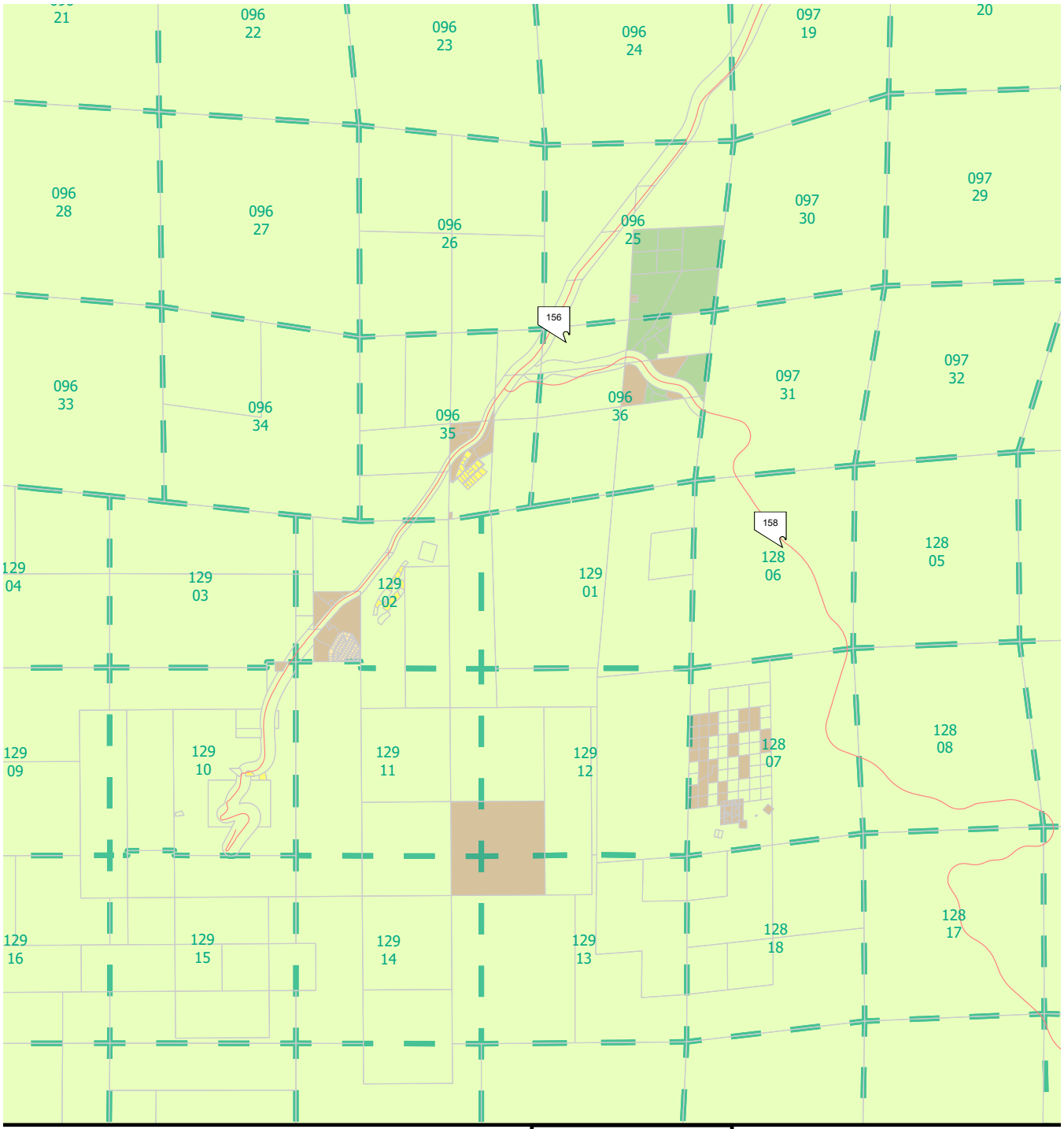
Date Amended: April 2, 2025

CLARK COUNTY COMPREHENSIVE PLANNING

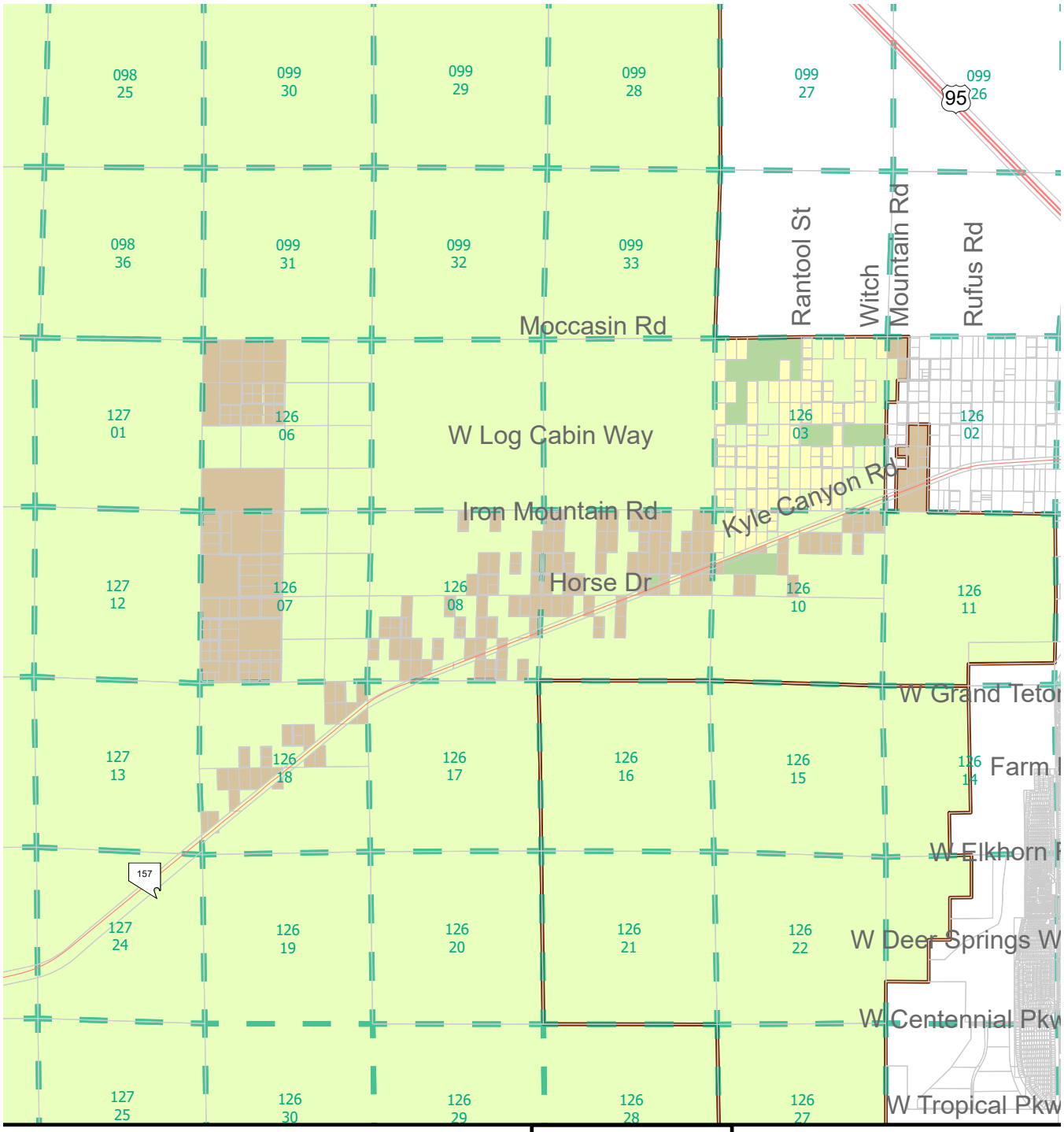
Kyle Canyon Planned Land Use Map



Lee Canyon Planned Land Use Map



Upper and Lower Kyle Canyon Planned Land Use Map



Upper and Lower Kyle Canyon - Planned Land Use

Planning Areas

Neighborhoods
- Outlying Neighborhood (ON)
- Edge Neighborhood (EN)
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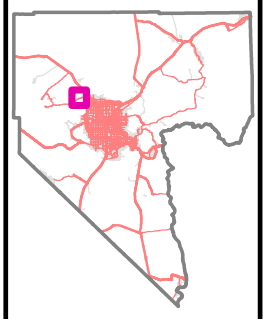

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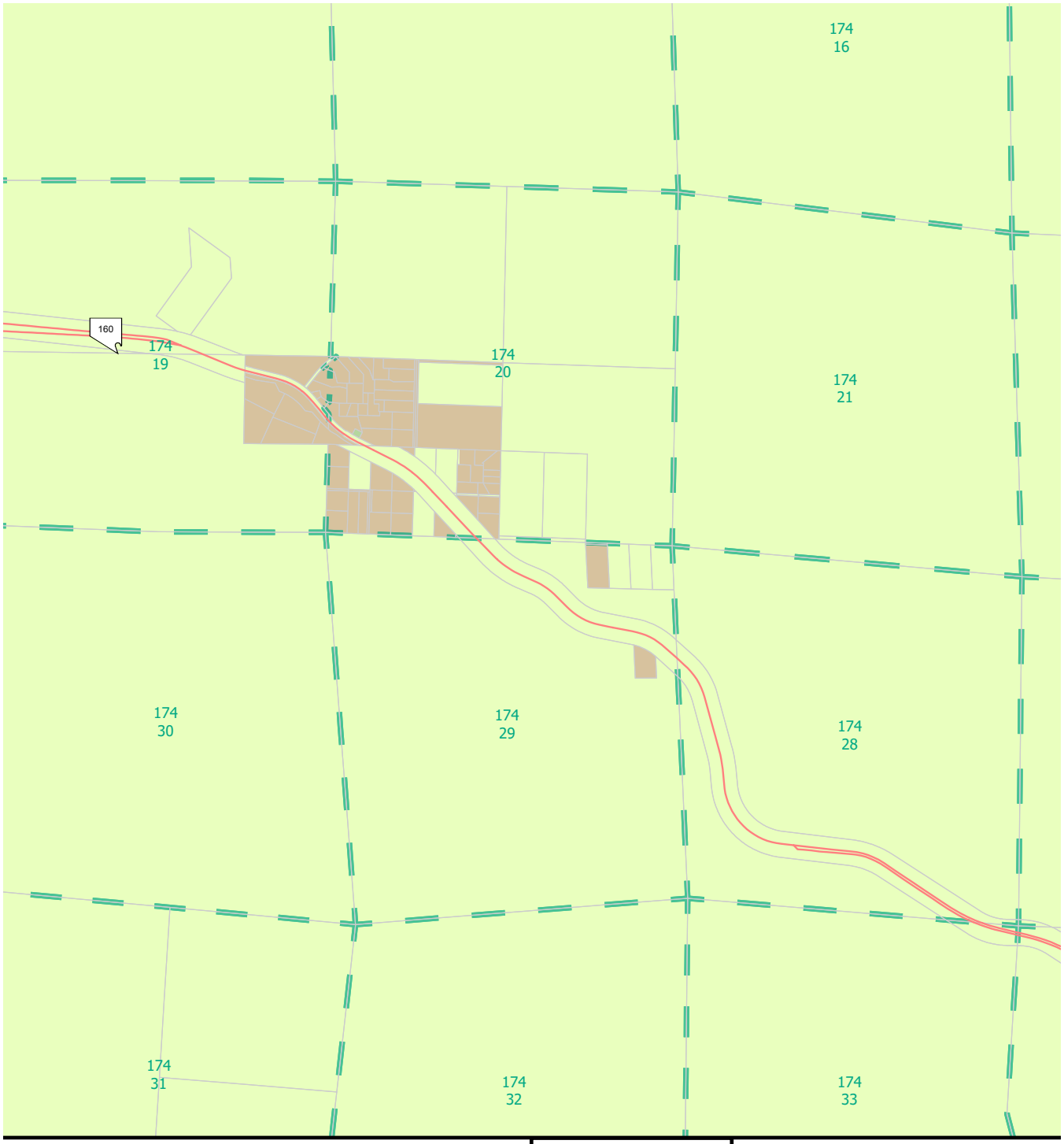
Date Adopted: November 17, 2021

Date Amended: February 4, 2026

CLARK COUNTY COMPREHENSIVE PLANNING

Mountain Springs Planned Land Use Map



Mountain Springs - Planned Land Use

Planning Areas

Neighborhoods
- Outlying Neighborhood (ON)
- Edge Neighborhood (EN)
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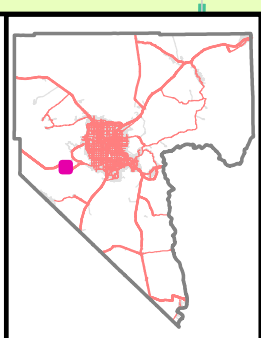



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Date Adopted: November 17, 2021

CLARK COUNTY COMPREHENSIVE PLANNING

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: UPPER AND 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 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 UPPER AND LOWER KYLE CANYON

Encourage uses and activities in or adjacent to Calico Basin and Upper and Lower Kyle Canyon that protect the rural character and quiet setting of the community, the health of the natural environment, and the area's sensitive geology, hydrology, flora, and fauna. 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 are adjacent to 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

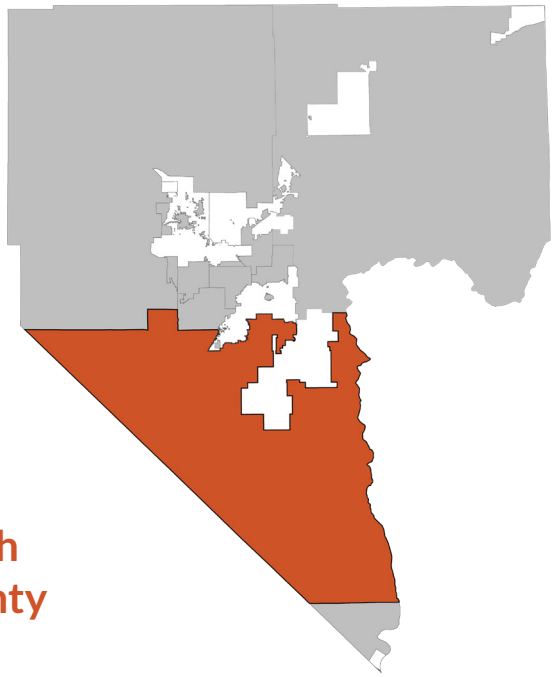
POLICY NW-6.1: CREECH AIR FORCE BASE

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.

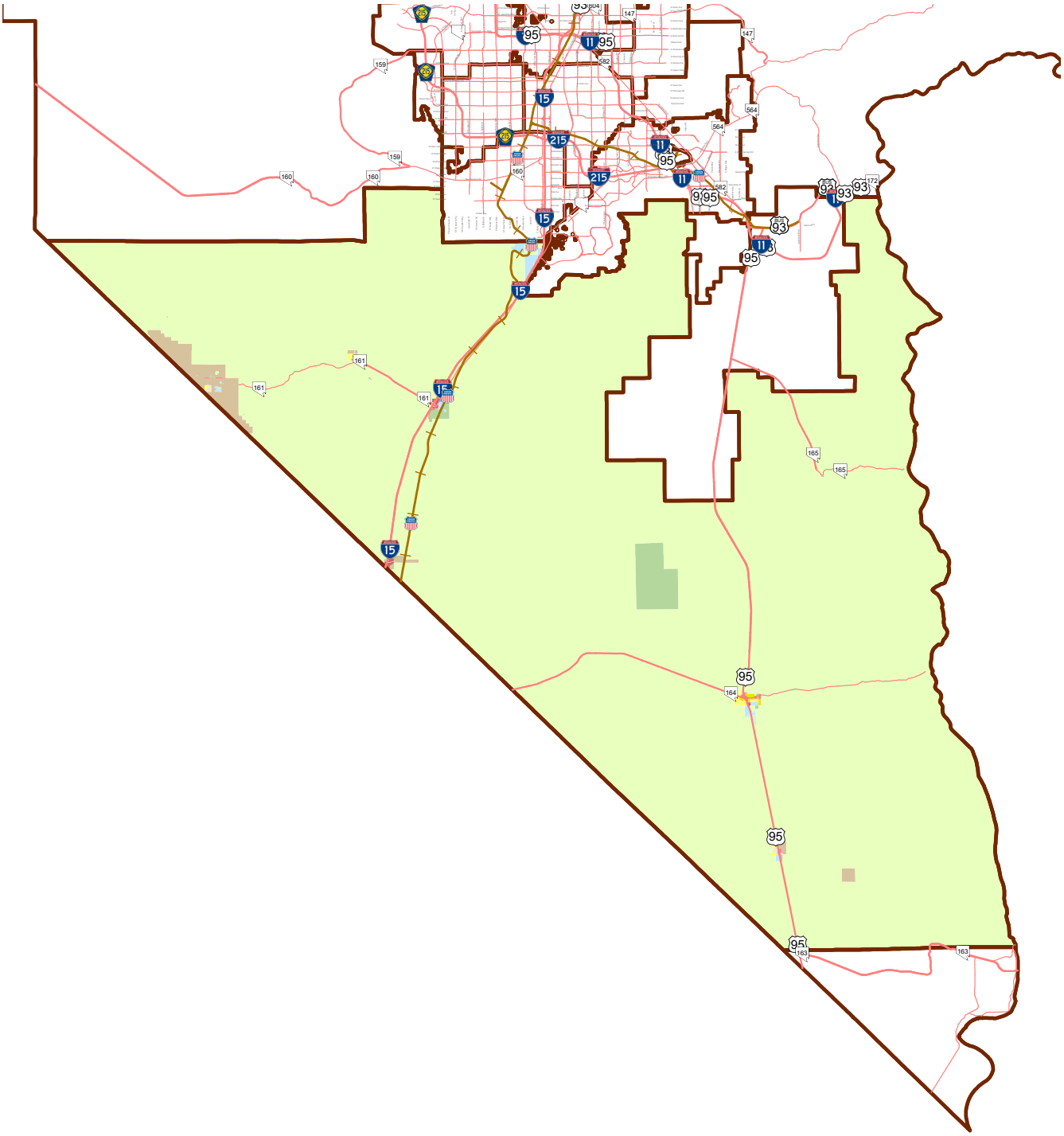
Primm—originally known as Stateline—was renamed for the family that developed it. Previously the area was based on mining, mining camps, and a railroad siding in the area. The area is now home to the first gaming area visitors will see when travelling north on Interstate 15 from Southern California.

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



South County - Planned Land Use

Planning Areas

Neighborhoods
- Outlying Neighborhood (ON)
- Edge Neighborhood (EN)
- Ranch Estate Neighborhood (RN)
- Suburban Estate Neighborhood (SN)
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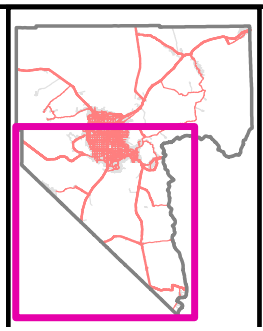
- Public Use (PU)
- Major Projects (MP)





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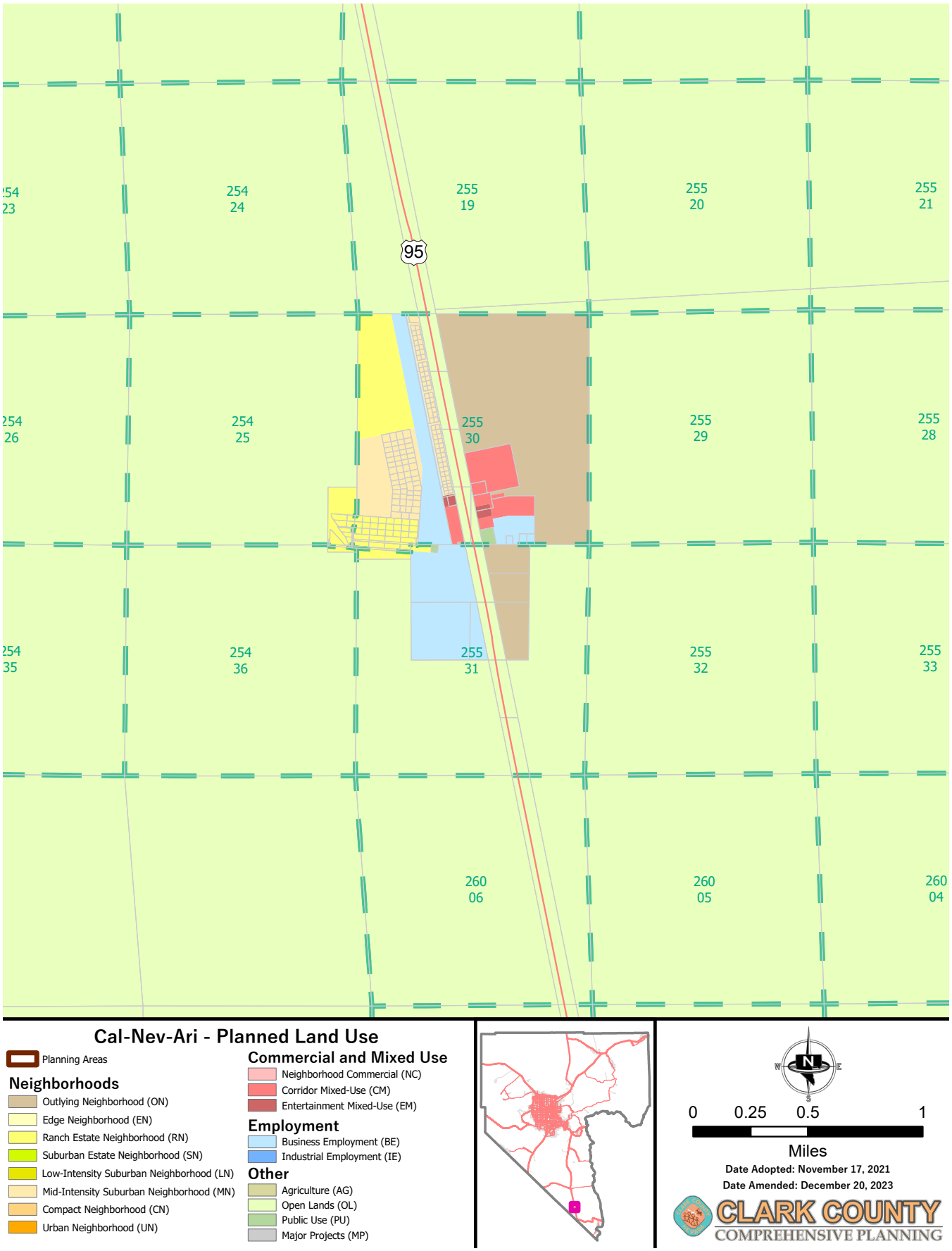
Adopted Date: November 17, 2021

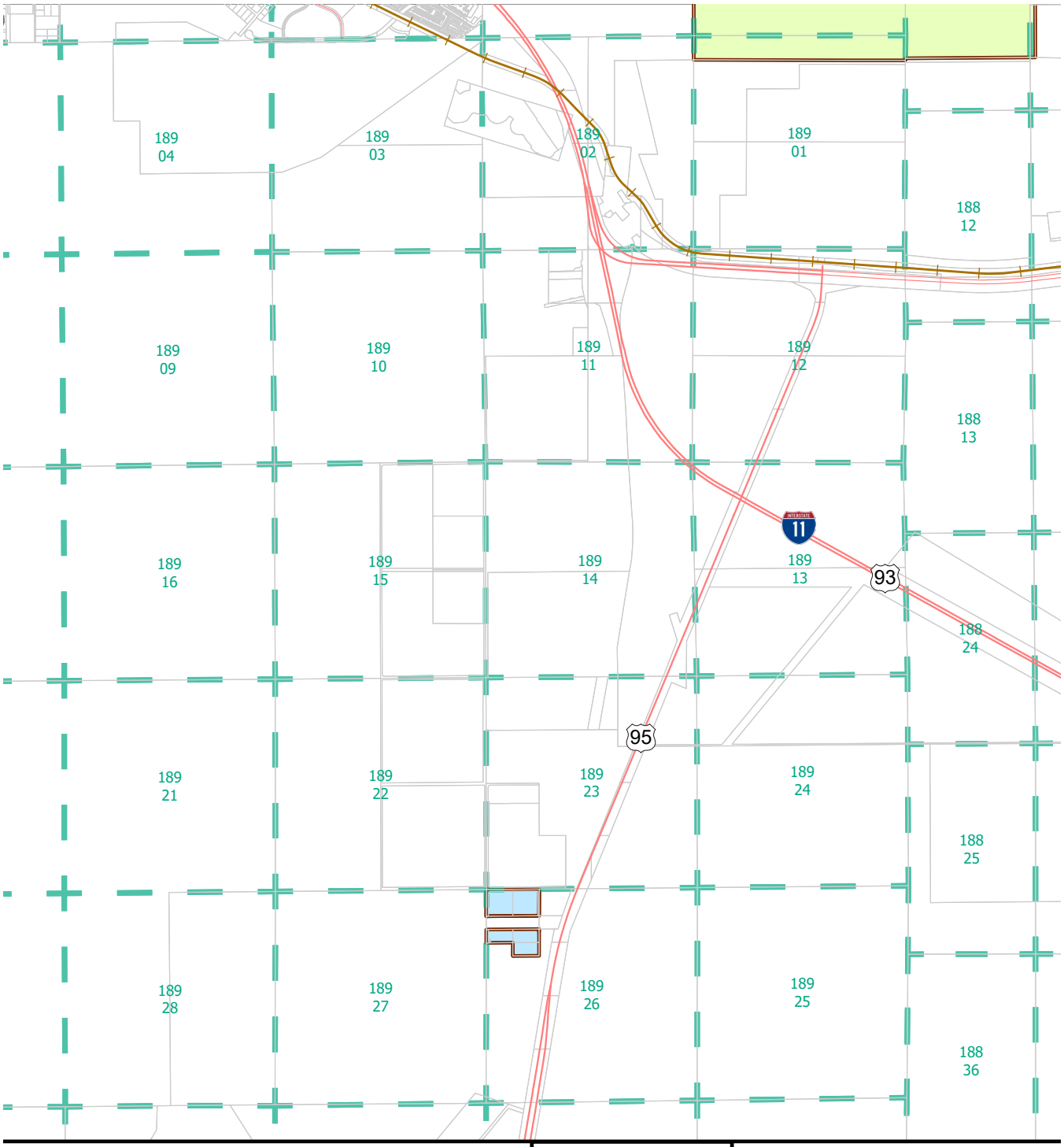
Amended Date: September 16, 2026

CLARK COUNTY
COMPREHENSIVE PLANNING

Cal-Nev-Ari Planned Land Use Map



Eldorado Valley Planned Land Use Map



Eldorado Valley - Planned Land Use

Planning Areas

Neighborhoods
- Outlying Neighborhood (ON)
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Employment
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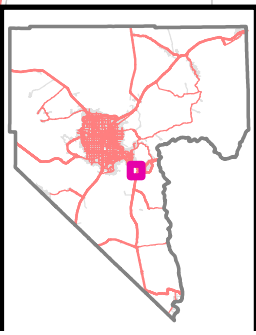



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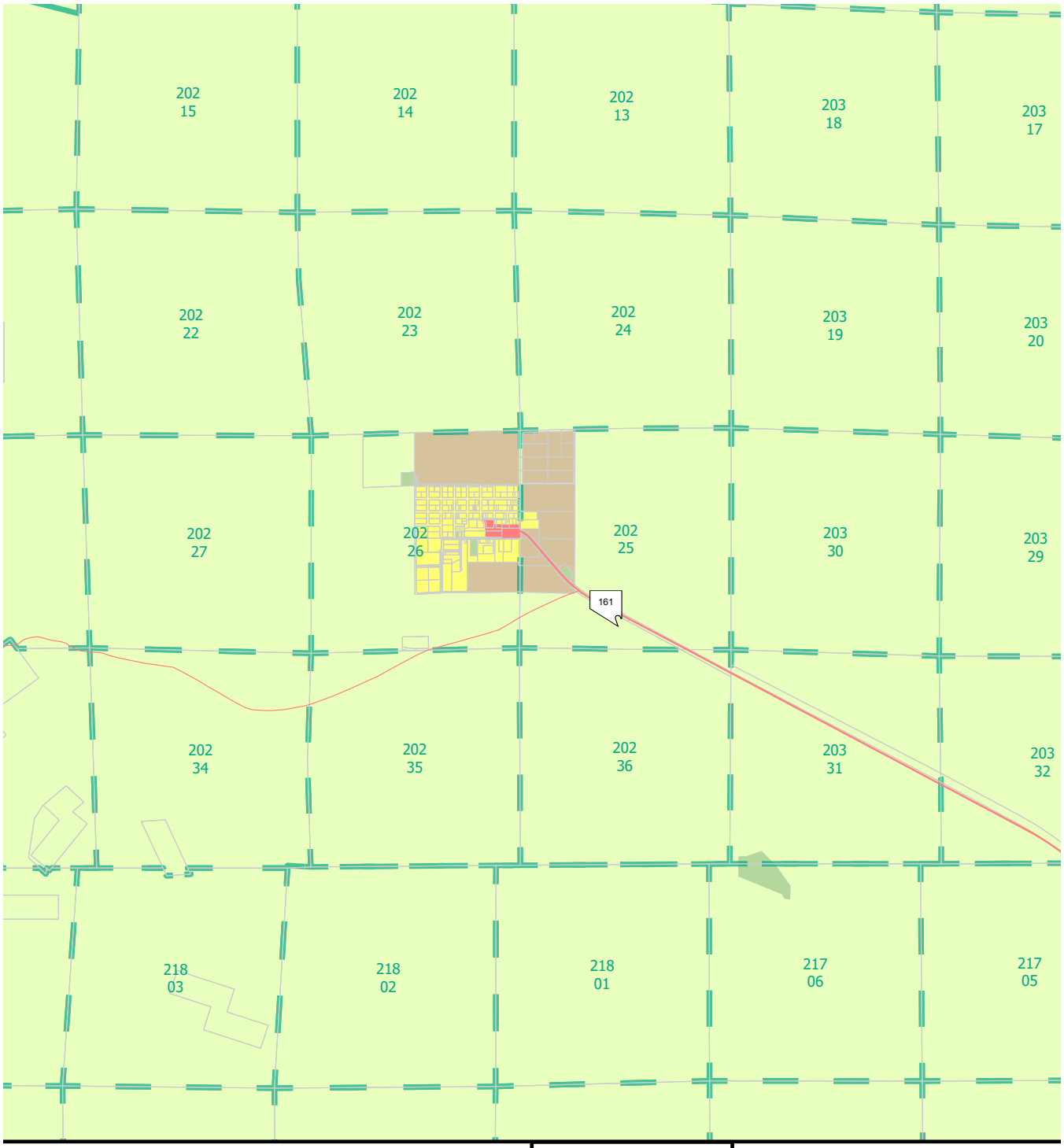
Date Adopted: November 17, 2021

CLARK COUNTY COMPREHENSIVE PLANNING

Goodsprings Planned Land Use Map



Goodsprings - Planned Land Use

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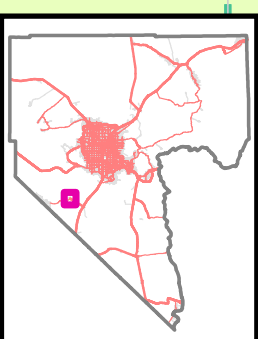



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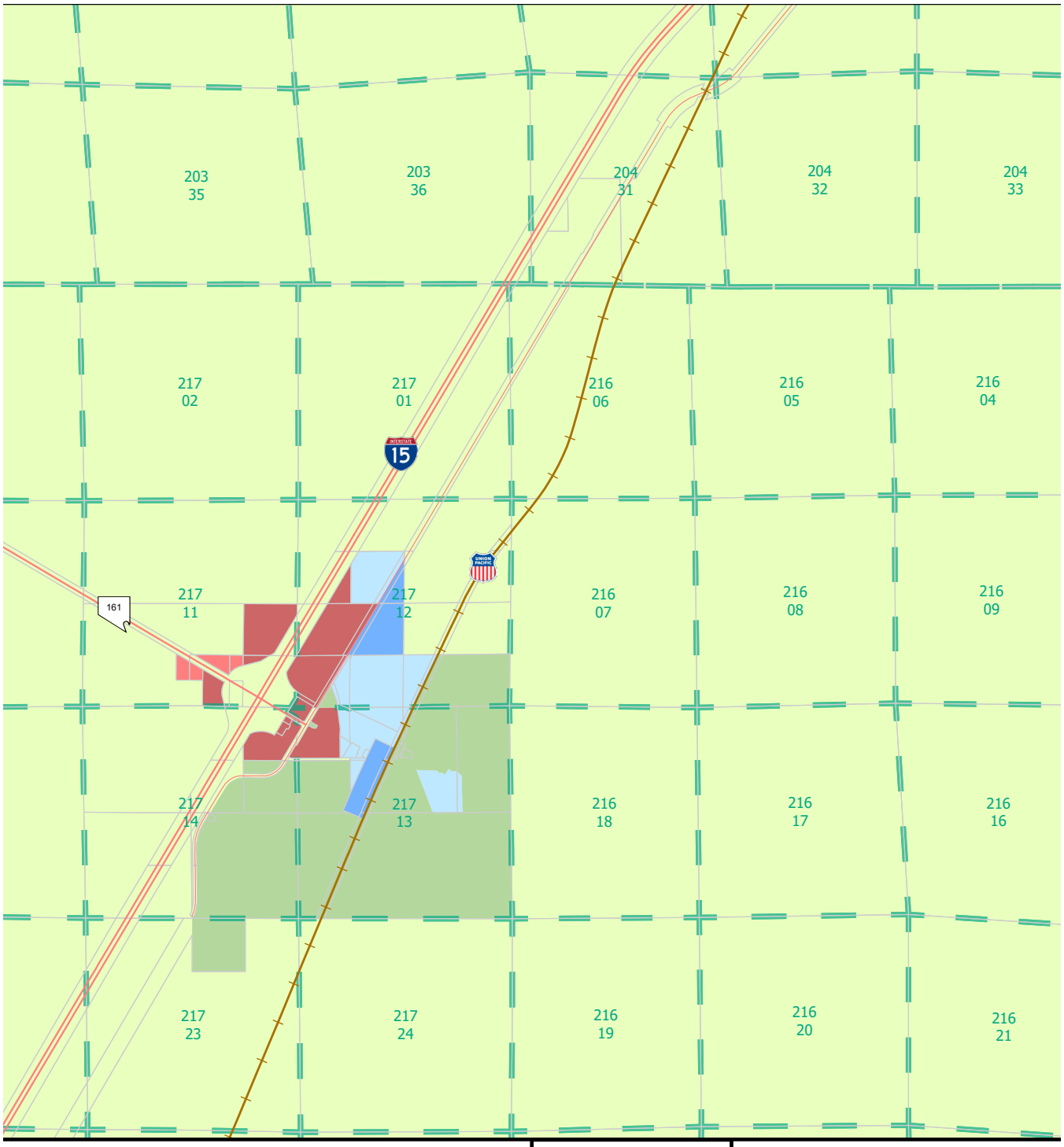
Date Adopted: November 17, 2021

CLARK COUNTY COMPREHENSIVE PLANNING

Jean Planned Land Use Map



Jean - Planned Land Use

Planning Areas

Neighborhoods
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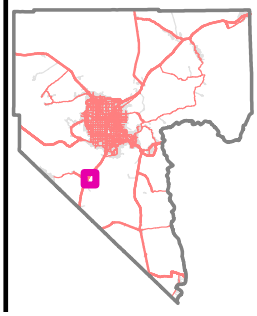

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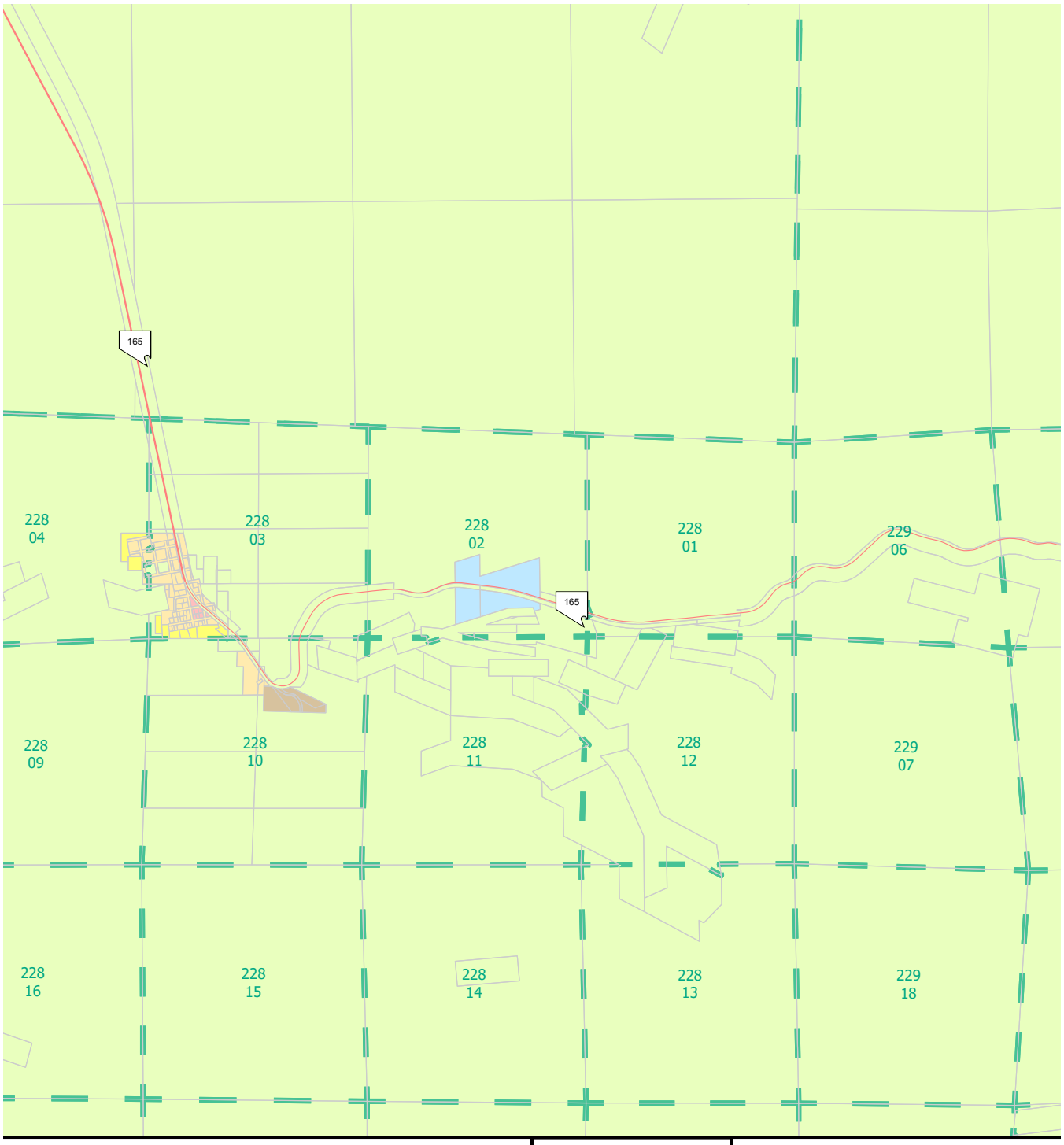
Date Adopted: November 17, 2021

Date Amended: January 8, 2025

CLARK COUNTY COMPREHENSIVE PLANNING

Nelson Planned Land Use Map



Nelson - Planned Land Use

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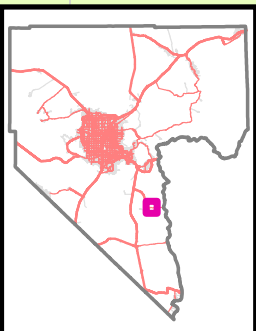

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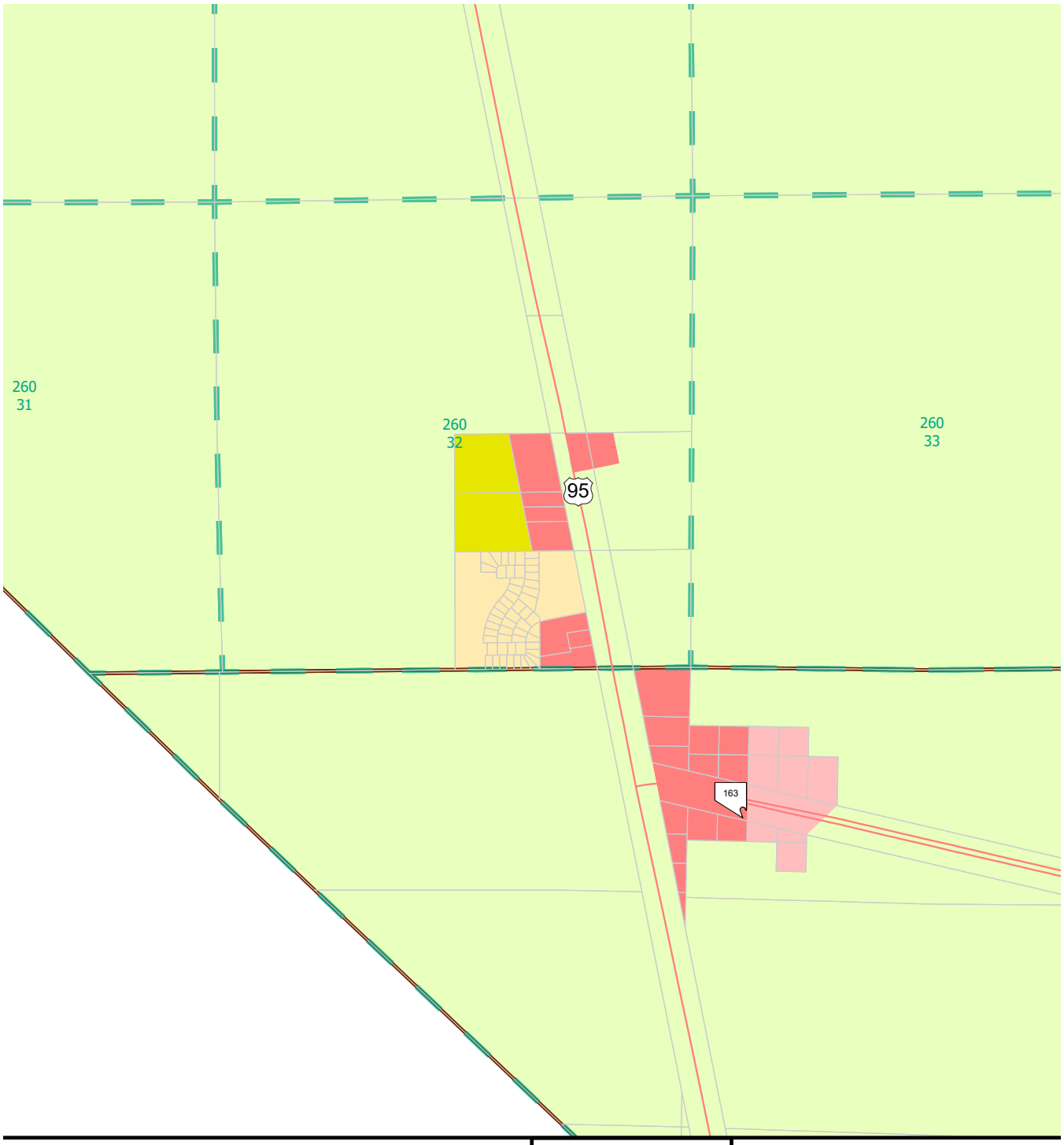
Date Adopted: November 17, 2021

CLARK COUNTY
COMPREHENSIVE PLANNING

Palm Garden Planned Land Use Map



Palm Garden - Planned Land Use

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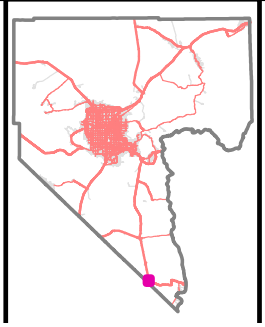

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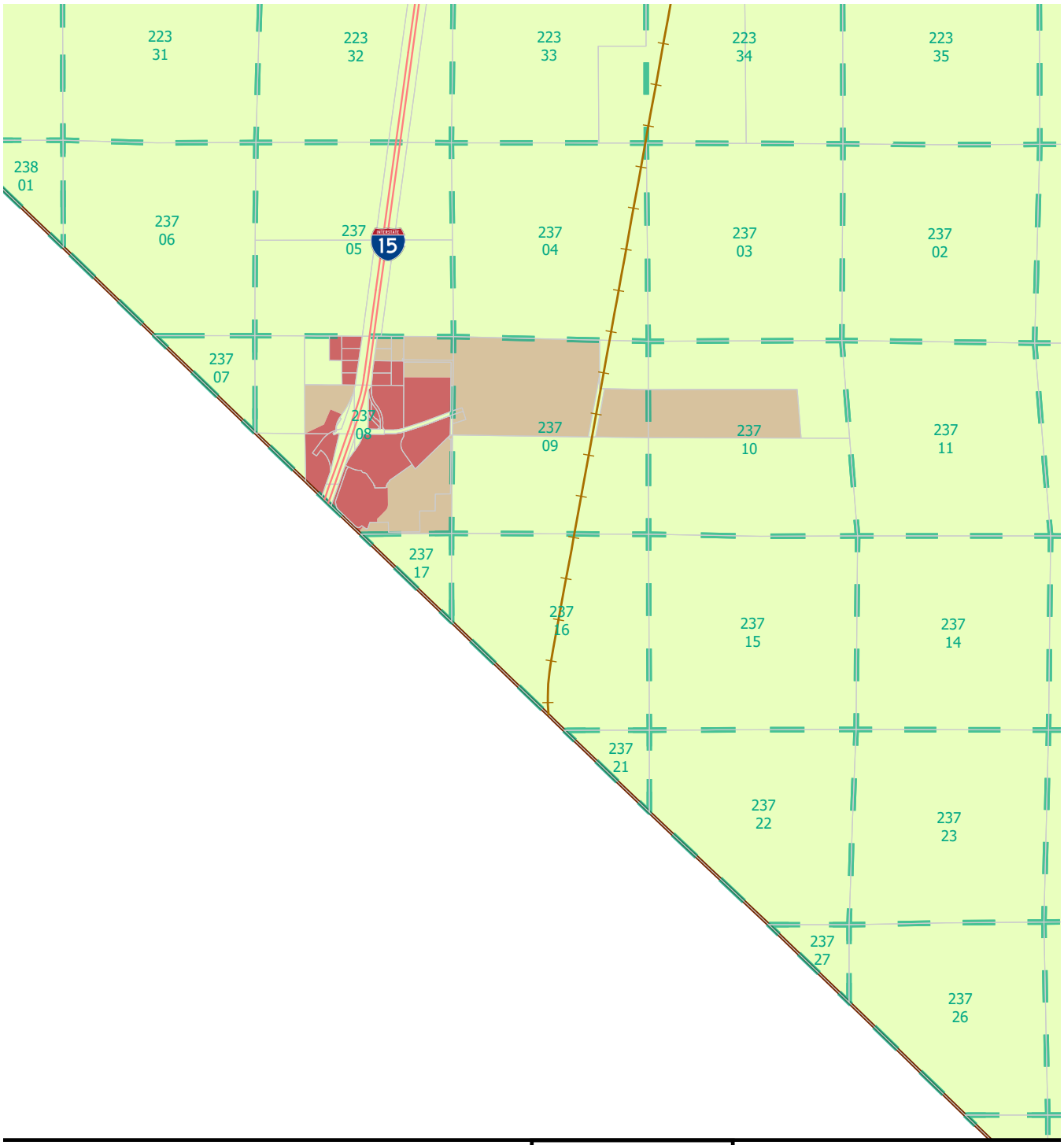
Date Adopted: November 17, 2021

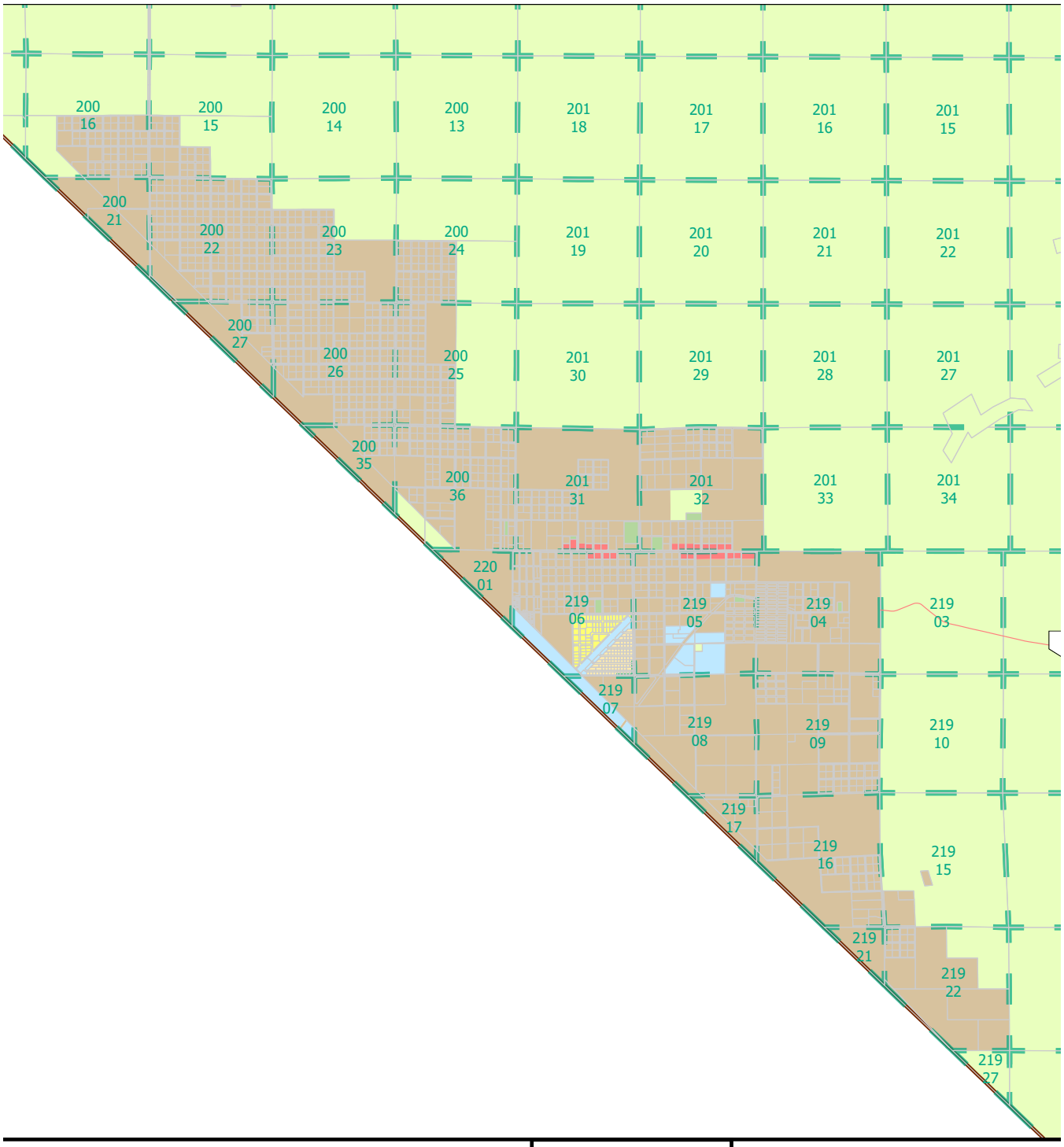
Amended Date: June 17, 2026

CLARK COUNTY COMPREHENSIVE PLANNING

Primm Planned Land Use Map



Sandy Valley Planned Land Use Map



Sandy Valley - Planned Land Use

Planning Areas

Neighborhoods
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- Edge Neighborhood (EN)
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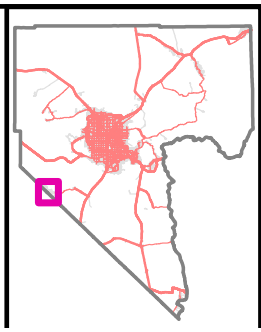
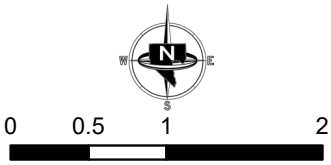
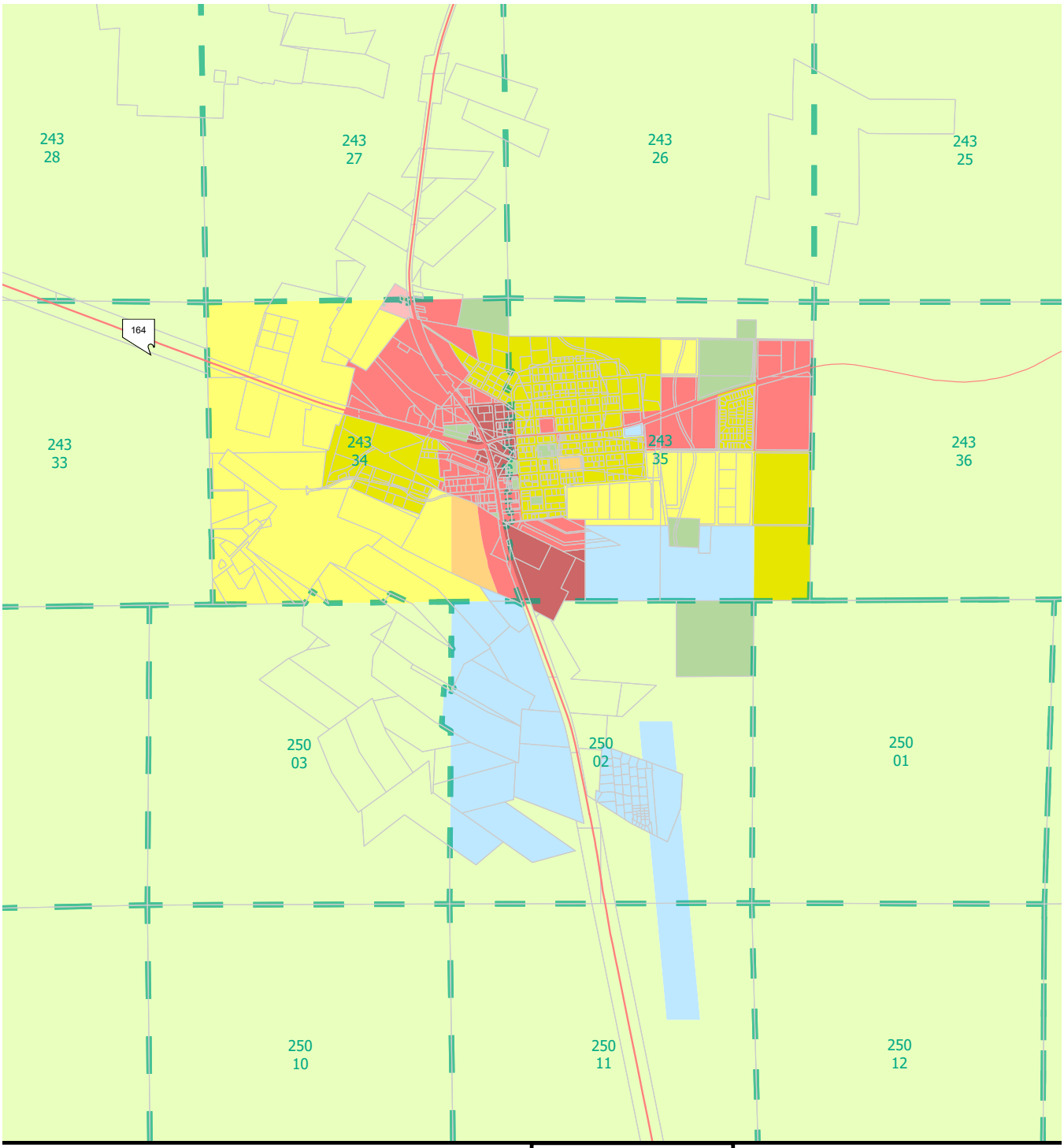




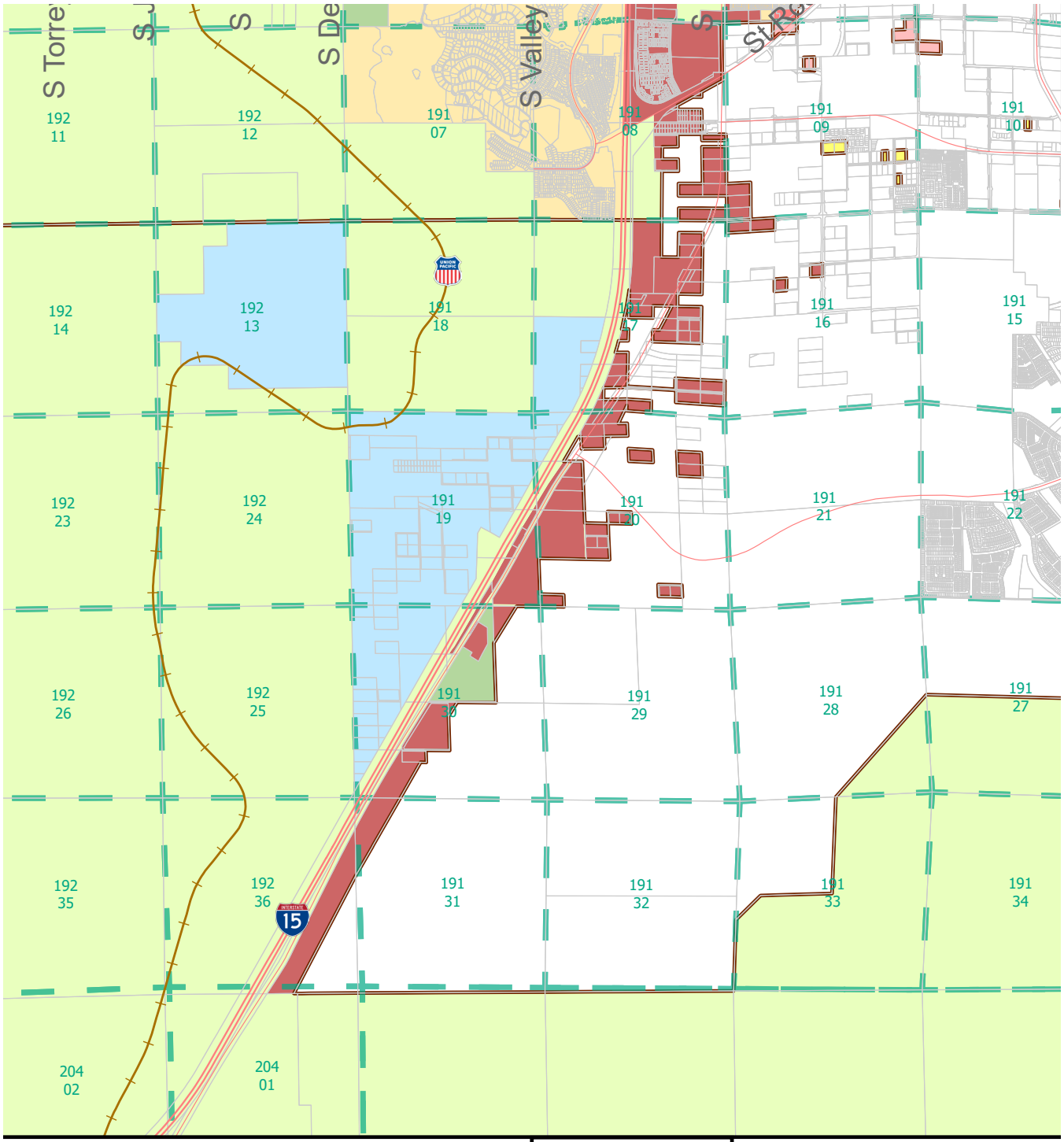
Date Adopted: November 17, 2021

CLARK COUNTY COMPREHENSIVE PLANNING

Searchlight Planned Land Use Map



Sloan Planned Land Use Map



Sloan - Planned Land Use

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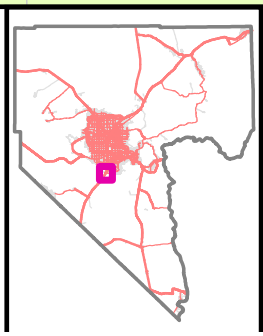



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Date Adopted: November 17, 2021

CLARK COUNTY COMPREHENSIVE PLANNING

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 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 CLARK COUNTY HELIPORT

Encourage development patterns and standards compatible with the continuing operation of Jean Airport and Clark County Heliport.

Goal SO-6: Encourage development that does not compromise limited services in South County

POLICY SO-6.1: CAL-NEV-ARI CAPACITY

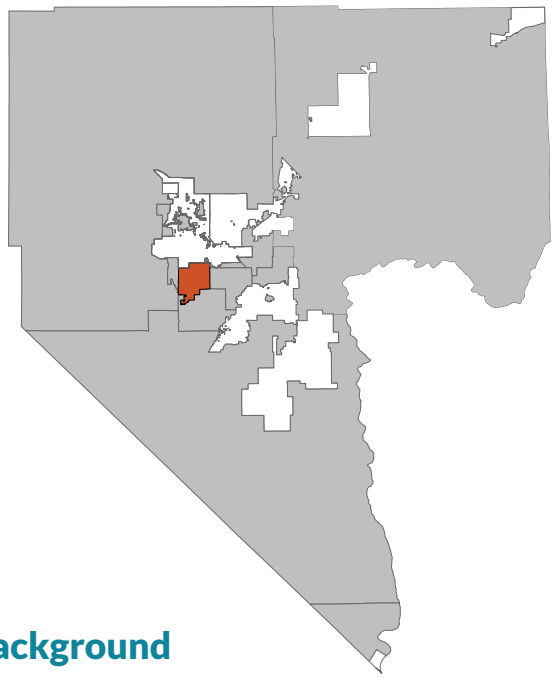
Prevent impacts to the limited resources of Cal-Nev-Ari by limiting development to current privately owned land—generally Township 30 South, Range 64 East, Sections 30 and 31.

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

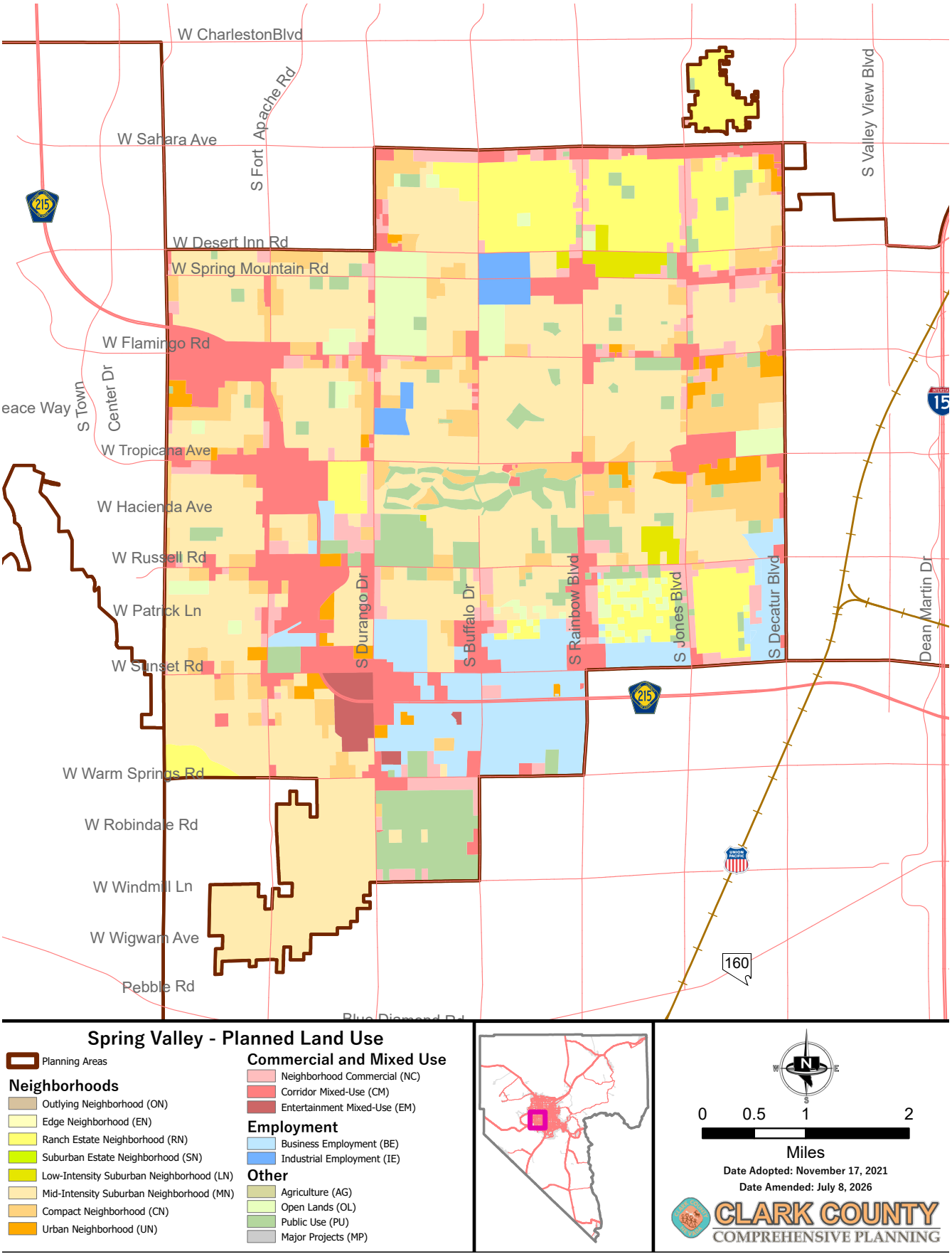
Area Background

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







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: PEDESTRIAN AND BICYCLE CONNECTIONS

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

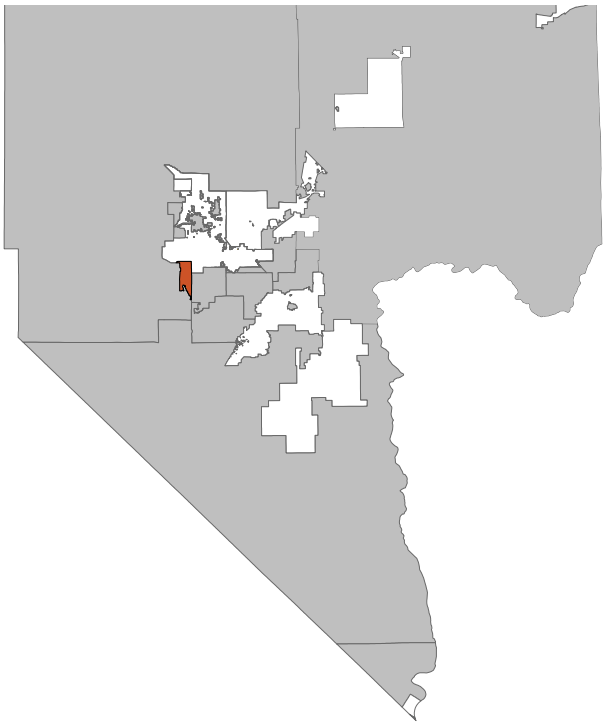
Periodically review and update the boundary of the AEO District in coordination with the DOA to reflect changes to airport noise contours and flight paths. [See also, Countywide Policy 5.2.1, *Harry Reid International Airport*]

POLICY SV-5.2: COOPERATIVE MANAGEMENT AREA USES

Prohibit residential uses, or other incompatible uses—as defined by Title 30—on deed restricted parcels or as prohibited within the Airport Environs Overlay District (AEOD).

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.





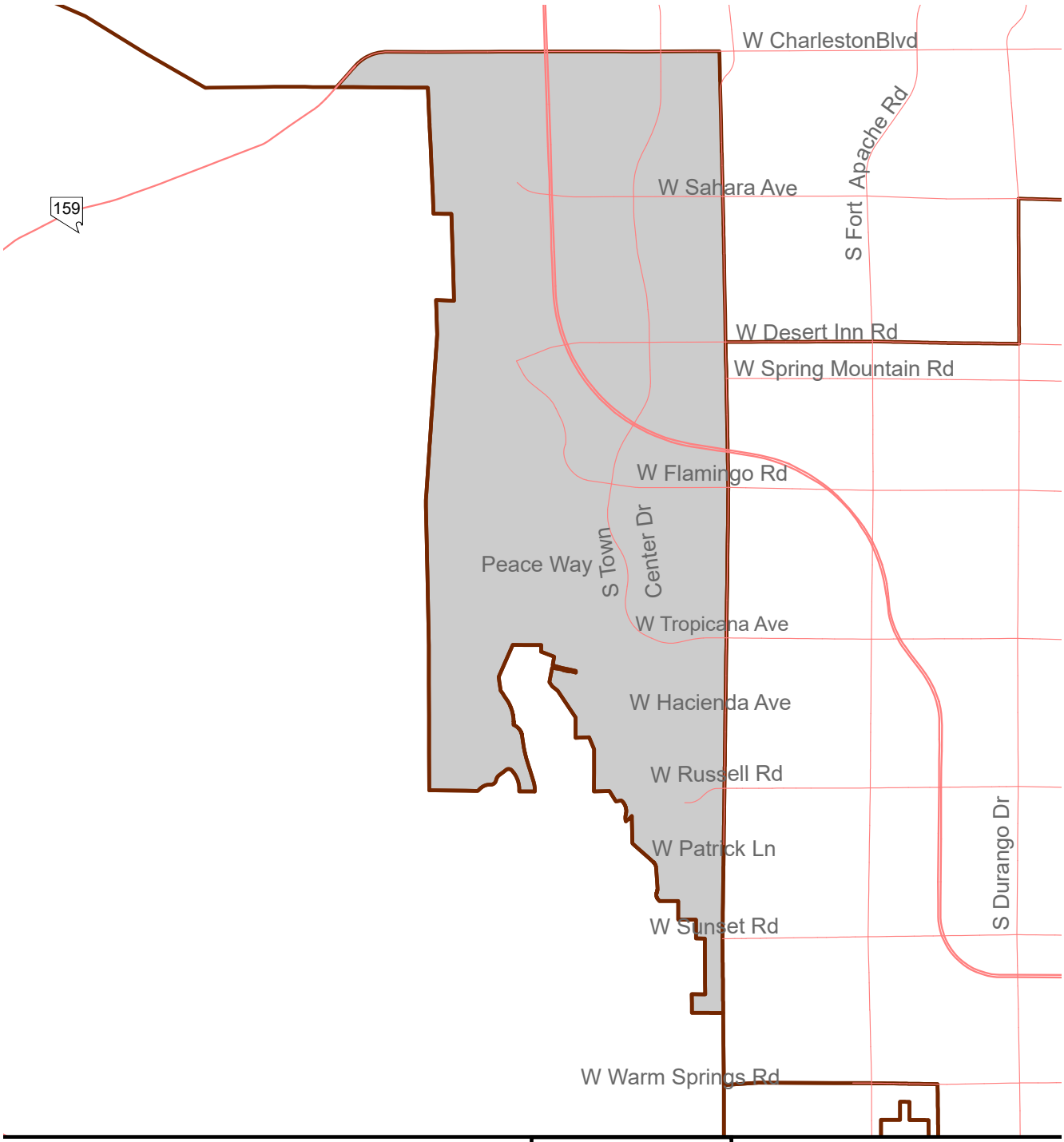


History of the Summerlin South Planning Area

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 largely built out.

Summerlin South Planned Land Use Map



Summerlin South - Planned Land Use

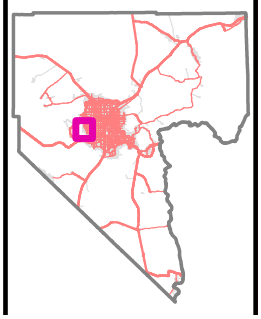
Planning Areas

Neighborhoods
- Outlying Neighborhood (ON)
- Edge Neighborhood (EN)
- Ranch Estate Neighborhood (RN)
- Suburban Estate Neighborhood (SN)
- Low-Intensity Suburban Neighborhood (LN)
- Mid-Intensity Suburban Neighborhood (MN)
- Compact Neighborhood (CN)
- Urban Neighborhood (UN)

Commercial and Mixed Use
- Neighborhood Commercial (NC)
- Corridor Mixed-Use (CM)
- Entertainment Mixed-Use (EM)

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

Other
- Agriculture (AG)
- Open Lands (OL)
- Public Use (PU)
- Major Projects (MP)





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Miles

Date Adopted: November 17, 2021

Date Amended: December 4, 2024

CLARK COUNTY COMPREHENSIVE PLANNING

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 RFCD 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

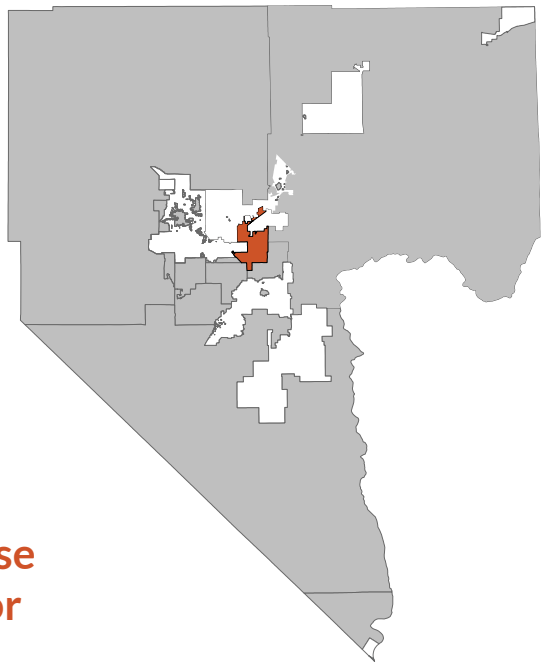
POLICY SS-2.1: SUMMERLIN TRANSPORTATION

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 bounded 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 bounded 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.





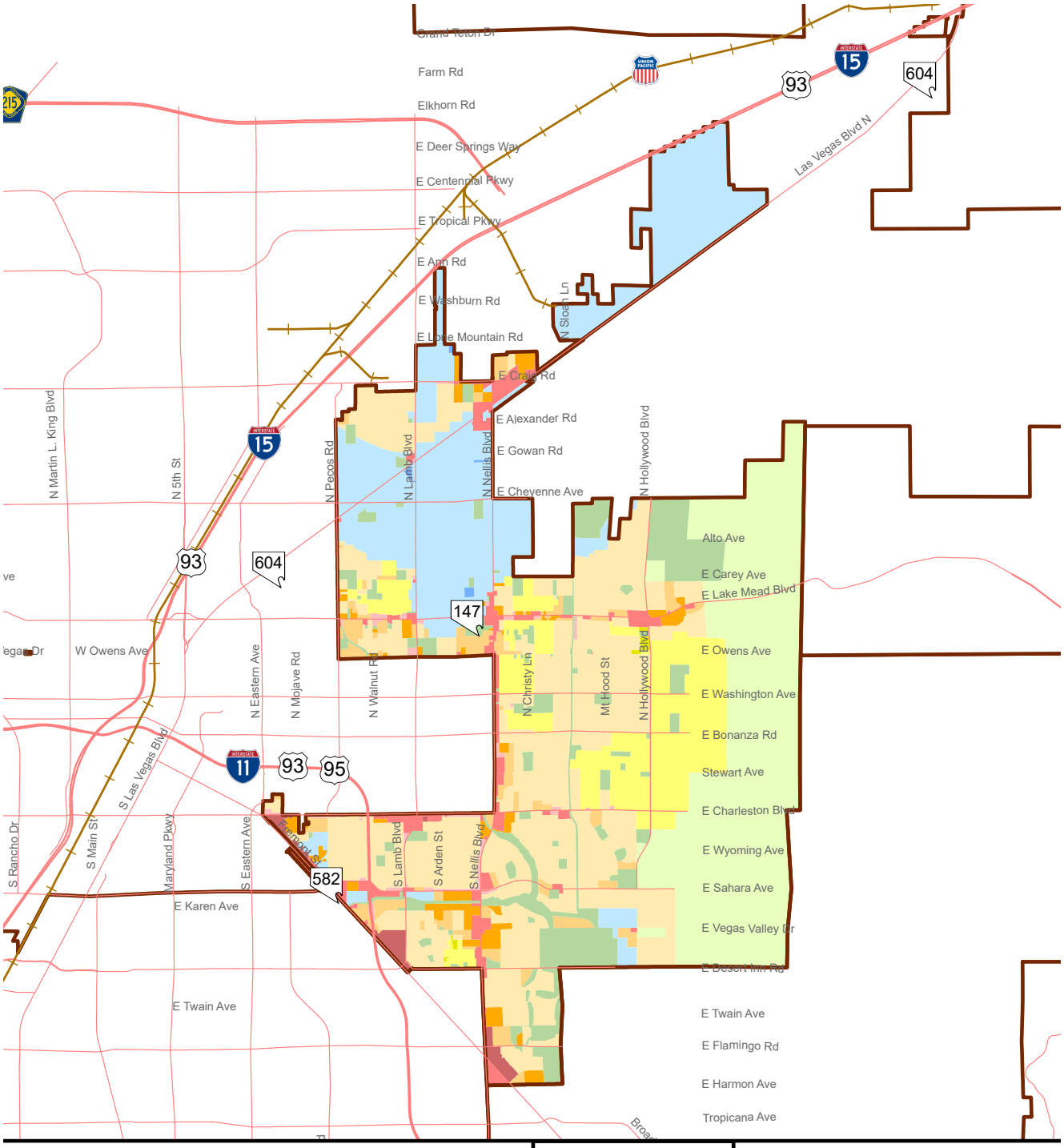


History of the Sunrise Manor Planning Area

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



Sunrise Manor - Planned Land Use

Planning Areas

Neighborhoods
- Outlying Neighborhood (ON)
- Edge Neighborhood (EN)
- Ranch Estate Neighborhood (RN)
- Suburban Estate Neighborhood (SN)
- Low-Intensity Suburban Neighborhood (LN)
- Mid-Intensity Suburban Neighborhood (MN)
- Compact Neighborhood (CN)
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Commercial and Mixed Use
- Neighborhood Commercial (NC)
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Employment
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Other
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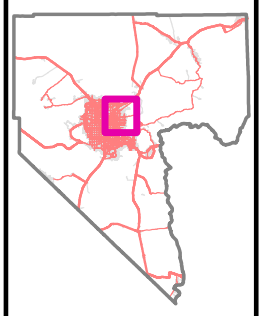
- Major Projects (MP)



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Miles

Date Adopted: November 17, 2021

Date Amended: August 5, 2026

CLARK COUNTY COMPREHENSIVE PLANNING

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 Manor

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 Street 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.

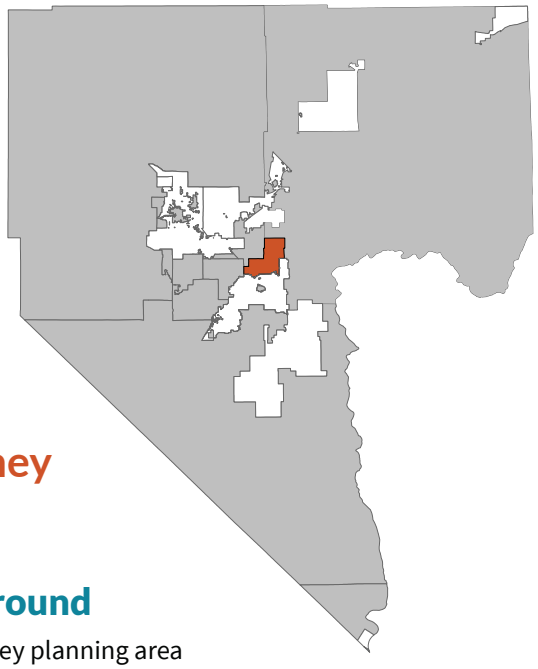
POLICY SM-5.2: NELLIS AIR FORCE BASE

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

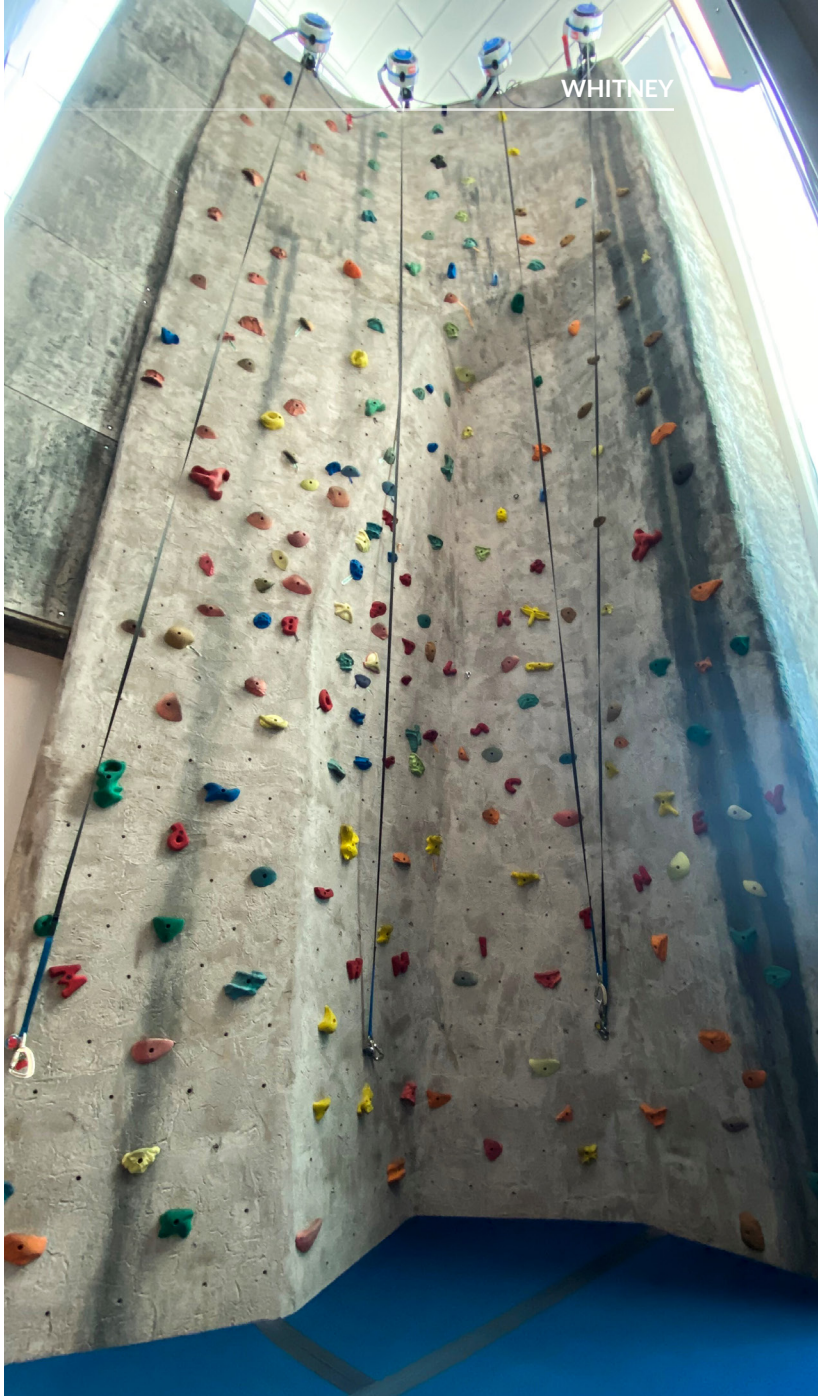
The Whitney planning area ("Whitney") encompasses 38 square miles (approximately 24,300 acres) of the east side of the Las Vegas Valley. The planning area is generally located between Owens Avenue and Desert Inn Road to the north, Stephanie Street and Nellis Boulevard to the west, Russell Road to the 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 Rainbow Gardens Geological Preserve, portions of the Las Vegas Wash, and the Clark County Desert Wetlands Park.





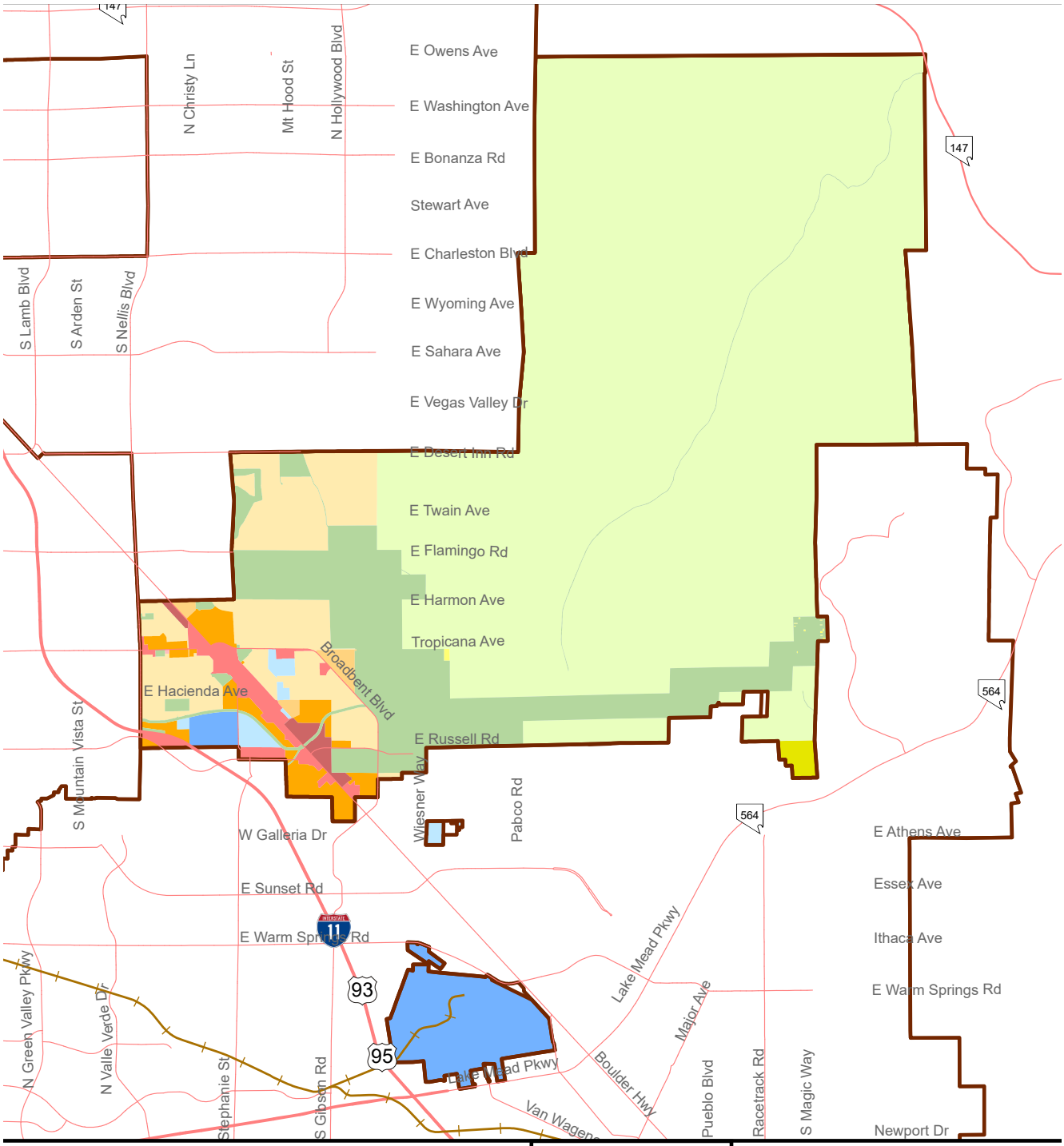


History of the Whitney Planning Area

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



Whitney - Planned Land Use

- Planning Areas

Neighborhoods
- Outlying Neighborhood (ON)
- Edge Neighborhood (EN)
- Ranch Estate Neighborhood (RN)
- Suburban Estate Neighborhood (SN)
- Low-Intensity Suburban Neighborhood (LN)
- Mid-Intensity Suburban Neighborhood (MN)
- Compact Neighborhood (CN)
- Urban Neighborhood (UN)

Commercial and Mixed Use
- Neighborhood Commercial (NC)
- Corridor Mixed-Use (CM)
- Entertainment Mixed-Use (EM)

Employment
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Other
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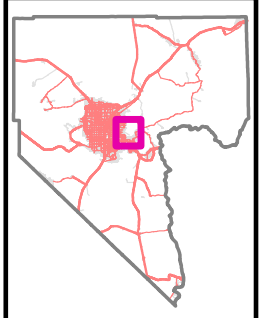
- Open Lands (OL)
- Public Use (PU)
- Major Projects (MP)



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Miles

Date Adopted: November 17, 2021

Date Amended: August 5, 2026

CLARK COUNTY COMPREHENSIVE PLANNING

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.

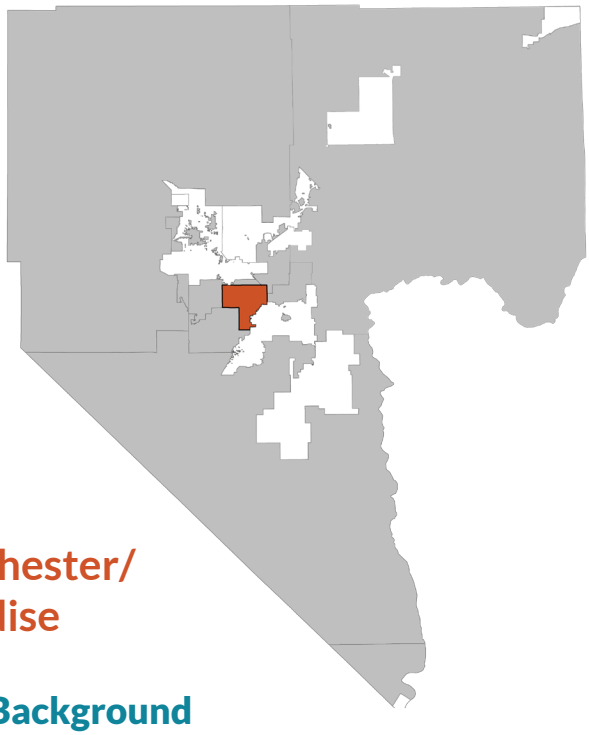
POLICY WH-3.2: BOULDER HIGHWAY CONNECTIVITY

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.





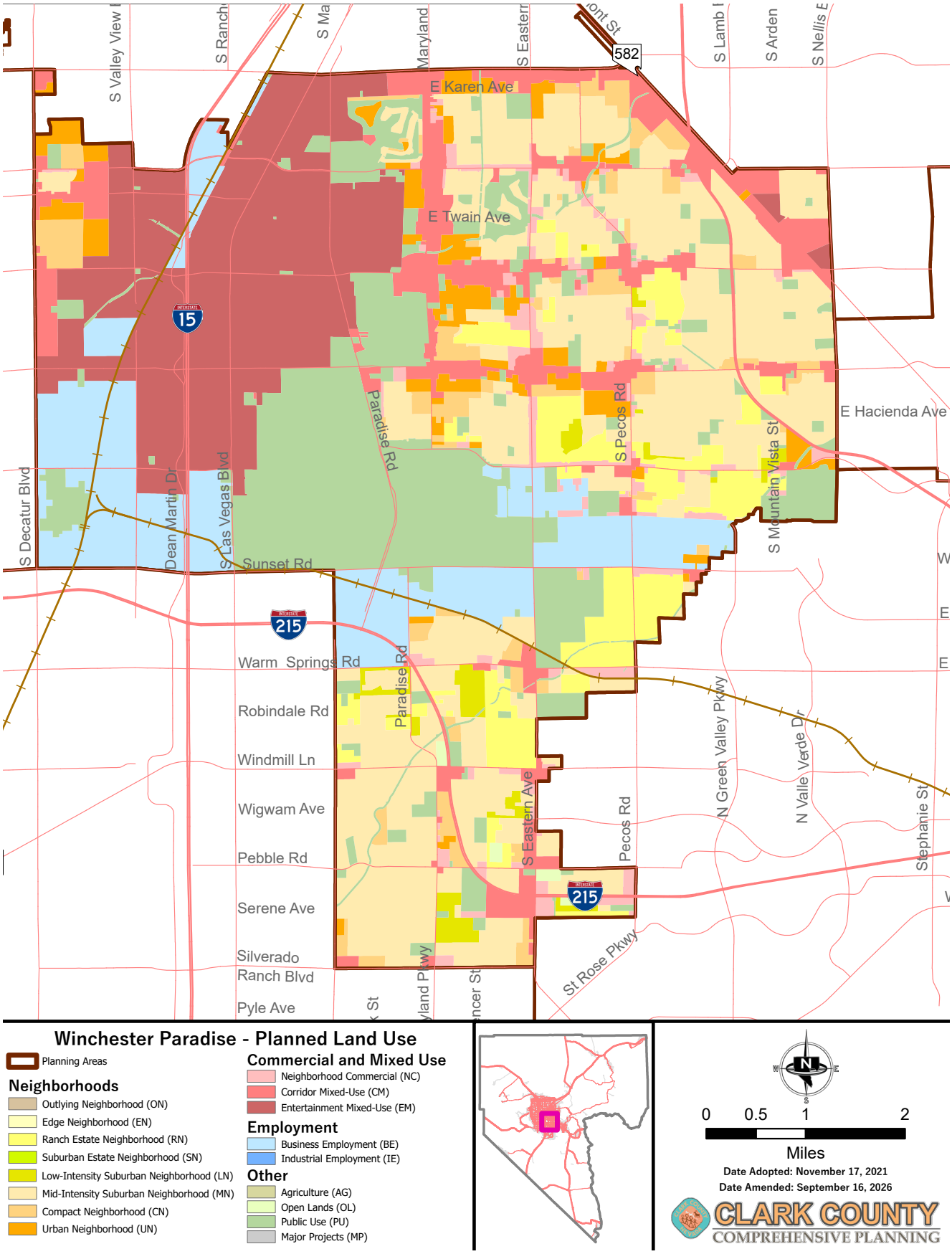


History of the Winchester/Paradise Planning Area

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



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). Encourage transitions in density and intensity along shared edges where infill development is adjacent to 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.

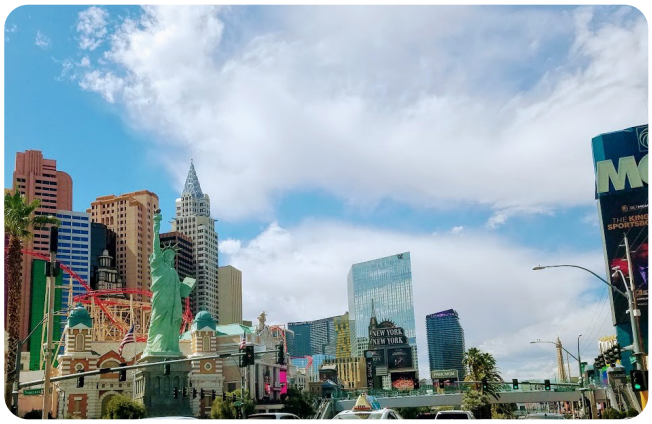
POLICY WP-2.5: STADIUM DISTRICT CONNECTIONS

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, *Harry Reid 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).

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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**
- **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

- Las Vegas Metropolitan Police Department (METRO)

Regional Organizations

- Clark County Regional Flood Control District (RFCD)
- 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 (USBR)
- 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 District (LVCCLD)
- 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 previous 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. 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 incorporated into the Development Code as appropriate.
- **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 Service, 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, Citizens Advisory Councils	Policies and programs	Ongoing (to be initiated after the adoption of the updated Unified Development Code
Clark County All-In 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, CCWRD, RTC-Metropolitan Planning Organization, Local Jurisdictions	Regional planning	Near-term (currently underway)
Clark County All-In 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 Service, 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-Metropolitan Planning Organization	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)

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, RTC-Metropolitan Planning Organization, SNRPC	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):** Clark County Public Works	Policies and programs	Near Term – Updated Annually

County-Supported Initiatives

Initiatives/Related Goals	Responsibility	Type	Timing
Southern Nevada Coordinated Public Transit-Human Services Transportation Plan (Directly supports Goals 2.1, 4.1, and 4.2)	**Lead:** RTC-Metropolitan Planning Organization **Partner(s):** Clark County, City of Las Vegas, City of North Las Vegas, City of Henderson, City of Boulder City, City of Mesquite, NDOT, RTC-Transit, SNTC, non-profit and private transportation, health and human services providers	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:** SNRPC **Partner(s):** Clark County, City of Las Vegas, City of North Las Vegas, City of Henderson, City of Boulder City, CCSD, RTC-Metropolitan Planning Organization	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):** Clark County, City of Las Vegas	Policies and programs	Ongoing

Initiatives/Related Goals	Responsibility	Type	Timing
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)
Regional Bicycle & Pedestrian Plan for Southern Nevada (Directly supports Goals 2.1, 4.1, and 4.2)	**Lead:** RTC-Metropolitan Planning Organization **Partner(s):** Clark County, City of Las Vegas, City of North Las Vegas, City of Henderson, City of 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):** Clark County Parks and Recreation	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, City of Boulder City, City of Mesquite, RTC-Metropolitan Planning Organization, RFCD, ROST	Regional planning	Ongoing (update as needed)
City park, recreation, and trails plans (Directly supports Goals 2.1 and 3.5)	**Lead:** Cities **Partner(s):** Clark County, RTC-Metropolitan Planning Organization, ROST	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 imperiled species, 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.

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).

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 All-In 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):** RTC-Metropolitan Planning Organization, RFCD, LVVWD, SNWA, CCWRD	Policies and programs	Ongoing
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	Ongoing
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, City of 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	Ongoing (update as needed)
Southern Nevada Water Authority Joint Water Conservation Plan (Directly supports Goals 3.3)	**Lead:** SNWA **Partner(s):** City of Las Vegas, City of City of Boulder City, City of North Las Vegas, City of Mesquite, City of Henderson, CCWRD, LVVWD, BBWD	Policies and programs	Ongoing (updated every 5 years)
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	Ongoing (update as needed)
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	Ongoing (update as needed)
Multiple Species Habitat Conservation Plan (Directly supports Goal 3.5)	**Lead:** Clark County **Partner(s):** Clark County, City of Las Vegas, City of North Las Vegas, City of Boulder City, City of Henderson, UNLV, UNR, SNWA, State Partners, Federal Partners	Policies and programs	Ongoing (update as needed)

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 Public Transit-Human Services Transportation Plan (Directly supports Goals 4.1 through 4.3)	**Lead:** RTC-Metropolitan Planning Organization **Partner(s):** Clark County, City of Las Vegas, City of North Las Vegas, City of Henderson, City of Boulder City, City of Mesquite, NDOT, RTC-Transit, SNTC, non-profit and private transportation, health and human services providers	Regional planning	Ongoing (updated every 4 years)
On-Board Mobility Plan (Directly supports Goals 4.1 through 4.3)	**Lead:** RTC-Metropolitan Planning Organization **Partner(s):** Clark County, City of Las Vegas, City of North Las Vegas, City of Henderson, City of Boulder City, City of Mesquite, NDOT	Regional planning	Ongoing (update as needed)
Regional Bicycle & Pedestrian Plan for Southern Nevada (Directly supports Goals 4.1, through 4.3, and 2.1)	**Lead:** RTC-Metropolitan Planning Organization **Partner(s):** Clark County, City of Las Vegas, City of North Las Vegas, City of Henderson, City of Boulder City, City of Mesquite, NDOT	Regional planning	Ongoing (update as needed)
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:** SNRPC **Partner(s):** Clark County, City of Las Vegas, City of North Las Vegas, City of Henderson, City of Boulder City, CCSD, RTC-Metropolitan Planning Organization	Regional planning	Ongoing (updated every 10 years)
Regional Walkability Plan (Directly supports Goals 4.1 through 4.3)	**Lead:** RTC-Metropolitan Planning Organization **Partner(s):** Clark County, City of Las Vegas, City of North Las Vegas, City of Henderson, City of Boulder City, City of Mesquite, NDOT	Regional planning	Ongoing (update as needed)
Regional Transportation Plan (Directly supports Goals 4.1 through 4.3)	**Lead:** RTC-Metropolitan Planning Organization **Partner(s):** Clark County, City of Las Vegas, City of North Las Vegas, City of Henderson, City of Boulder City, City of Mesquite, NDOT	Regional planning	Ongoing (updated every 4 years)

Initiatives/Related Goals	Responsibility	Type	Timing
Clark County Area Access Management Plan (Directly supports Goal 4.2)	**Lead:** RTC-Metropolitan Planning Organization **Partner(s):** Clark County, City of Las Vegas, City of North Las Vegas, City of Henderson, City of Boulder City, City of Mesquite, NDOT	Policies and programs	Ongoing (update as needed)
Master Transportation Plans for cities (Directly supports Goals 4.1, 4.2, and 2.1)	**Lead:** Cities **Partner(s):** Clark County, NDOT, RTC-Metropolitan Planning Organization	Policies and programs	Ongoing (update as needed)
Unified Planning Work Program	**Lead**: RTC-Metropolitan Planning Organization **Partner(s):** Clark County, City of Las Vegas, City of North Las Vegas, City of Henderson, City of Boulder City, City of Mesquite, NDOT	Policies and programs	Ongoing (updated annually)

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 Department 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 Development **Partner(s):** Clark County Departments, City of Boulder City, City of Las Vegas, City of Mesquite, 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-Metropolitan Planning Organization, Clark County, City of Las Vegas, City of North Las Vegas, City of Henderson, City of 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, City of Boulder City, City of Mesquite	Policies and programs	Ongoing (update as needed)
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:** SNRPC **Partner(s):** Clark County, City of Las Vegas, City of North Las Vegas, City of Henderson, City of Boulder City, CCSD, RTC	Policies and programs	Ongoing (updated every 10 years)
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	Ongoing

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, City of Las Vegas, City of North Las Vegas, City of Henderson, City of Boulder City, City of Mesquite	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, Citizens 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):** City of Boulder City, City of Las Vegas, 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-Metropolitan Planning Organization, City of Las Vegas, NDOT	Policies and programs	Ongoing (update as needed)
McMcarran's Compatibility Program	**Lead:** Department of Aviation **Partner(s):** Department of Comprehensive Planning, FAA, City of Henderson, City of Las Vegas, City of North Las Vegas	Policies and programs	Ongoing (update as needed)

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):** Clark County, City of North Las Vegas, RTC-Metropolitan Planning Organization	Policies and programs	Ongoing (update as needed)
UNLV Master Plan (Directly supports Goal 6.4)	**Lead:** UNLV **Partner(s):** Clark County Comprehensive Planning Department	Policies and programs	Ongoing (update as needed)

Initiatives/Related Goals	Responsibility	Type	Timing
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:** SNRPC **Partner(s):** Clark County, City of Las Vegas, City of North Las Vegas, City of Henderson, City of Boulder City, CCSD, RTC-Metropolitan Planning Organization	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)