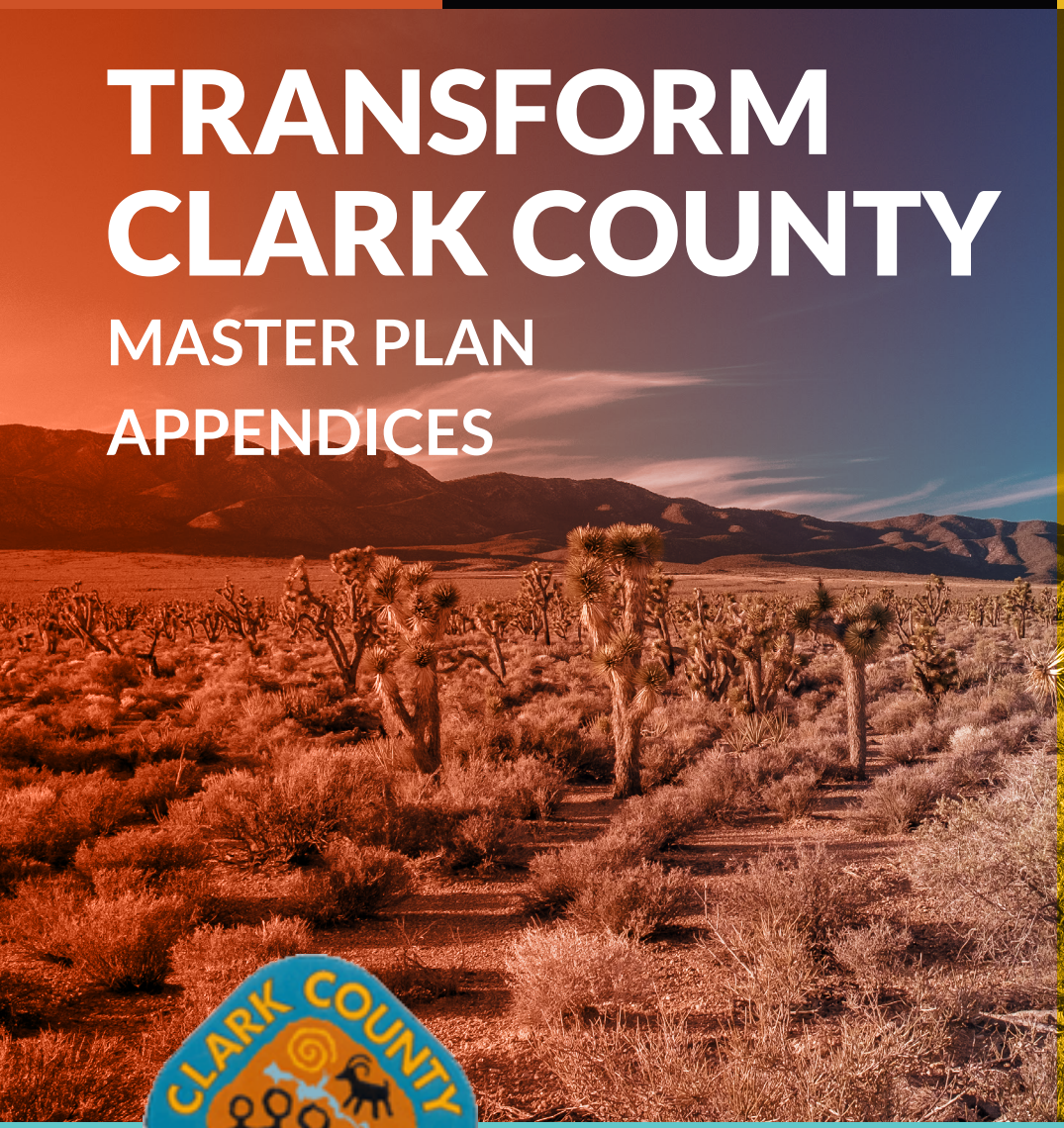




TRANSFORM CLARK COUNTY

MASTER PLAN

APPENDICES





CLARK COUNTY NEVADA

ADOPTED - NOVEMBER 17, 2021



Acknowledgements

The Transform Clark County project and the updated Master Plan would not have been possible without the contributions of thousands of individuals. Elected and appointed officials, County staff, local and regional agencies and service providers, neighborhood leaders, and community members contributed ideas, provided valuable feedback, shared information with neighbors, and invested their time and energy toward creating this Master Plan. We recognize the value of everyone who participated in the process, with special thanks to the following individuals and groups for their contributions.

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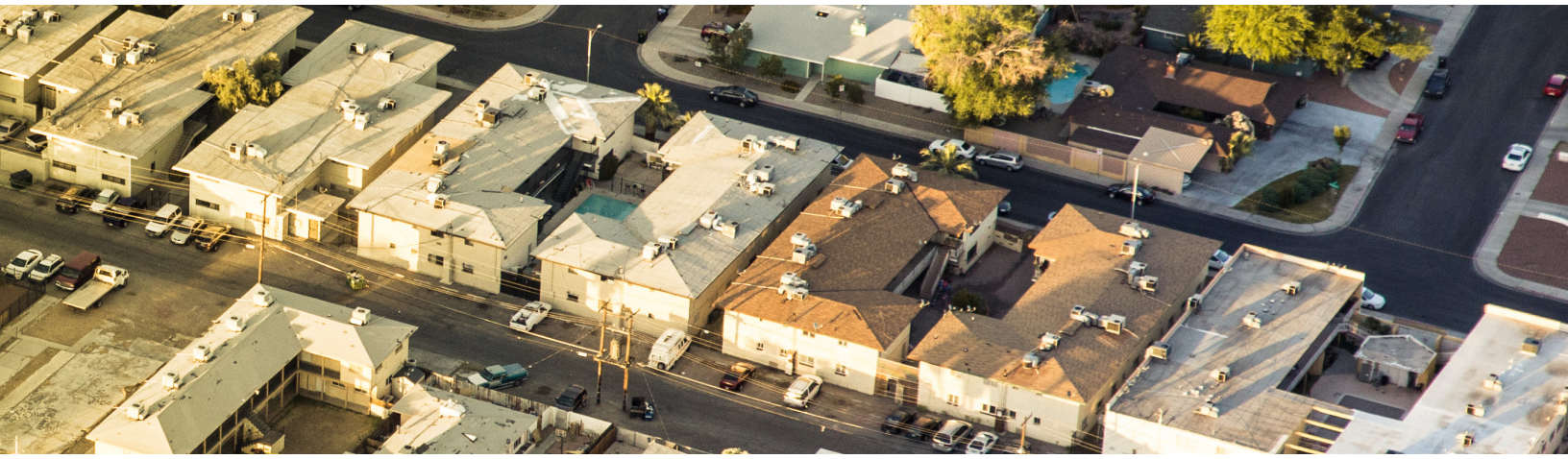

Other County Departments

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

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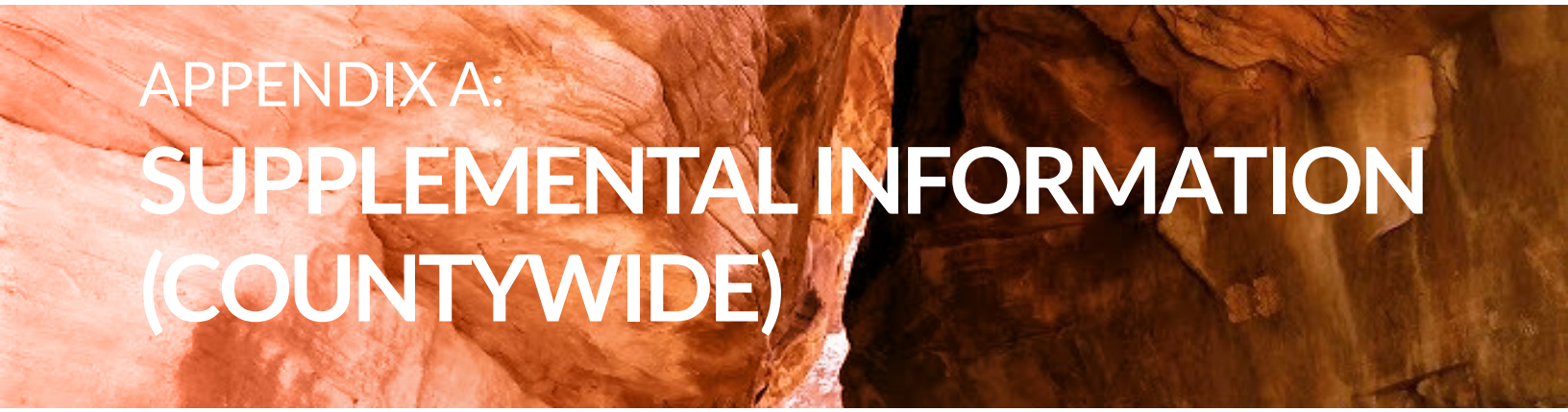

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About this Section

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

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

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

Transportation

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

Existing Transportation Network

Freeways and Highways

Interstate 15: Interstate 15 runs through the heart of the Las Vegas Valley, connecting Las Vegas with the rest of the nation and providing access to the Resort Corridor. Interstate 15 northeast of the Valley connects Las Vegas with Salt Lake City and ultimately, areas north and east. Interstate 15 southwest of Las Vegas leads to Southern California. The interchange of Interstate 15 and U.S. Highways 95/93 near downtown Las Vegas, known locally as the "Spaghetti Bowl", is the major transitional point for both inter-regional travelers and local commuters. Project Neon, which was completed in 2019, converted the express lanes to HOV lanes and provides for a direct HOV connection between Interstate 15 and U.S. Highway 95.

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

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

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

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

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

Transit

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

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

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

RTC Bike Share. A public bike share system in downtown Las Vegas. Bikes can be checked out from any of the several stations and then return it to any station.

Non-motorized Transportation

Non-motorized transportation facility options include sidewalks, trails, on-street bicycle facilities and to some extent equestrian trails. While multi-use trail systems are addressed in the Recreation and Open Space Element of the Master Plan, they are an integral part of the County's transportation network. The RTC Alternative Mode Master Plan has adopted a total of 690 miles of bike lanes, 390 miles of bike routes, and 760 miles of off-street shared use trails.

Railroads

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

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

Airports

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

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

U.S. Air Force Bases

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

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

Roadway Classifications

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

Freeways

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

Arterial Roadways and Limited Access Arterials

Arterial roadways connect and gather traffic from collectors and local streets and provide access to and between commercial activity centers and residential areas. Rights-of-way are typically 100 to 120 feet in width. Exceptions include the right-of-way width for Las Vegas Boulevard South between Sahara Avenue (City of Las Vegas boundary) to Flamingo Road at 150 feet, Flamingo Road to the California State Line at 200 feet. This additional right-of-way may be needed to accommodate future transit improvements, future road improvements, and pedestrian realm widening to provide vehicle and transit access and utility service to the proposed Southern Nevada Supplemental Airport. Limited Access Arterials (presently the Desert Inn Super Arterial and a portion of Frank Sinatra Drive) function similar to freeways with restricted access, but are County constructed and maintained with average right-of-way width of 120 feet.

Collector Streets

Collector streets gather traffic from arterials, as well as direct traffic from arterial streets to activity centers and residential areas by conveying traffic to their ultimate destinations or to local streets. Collector streets can be critical to regional commuting, although the traffic volume on a collector street may vary depending on the location of the road and nearby land uses. Rights-of-way are typically 60 to 80 feet in width and have a minimum of four travel lanes with medians and/or a two-way left turn lane.

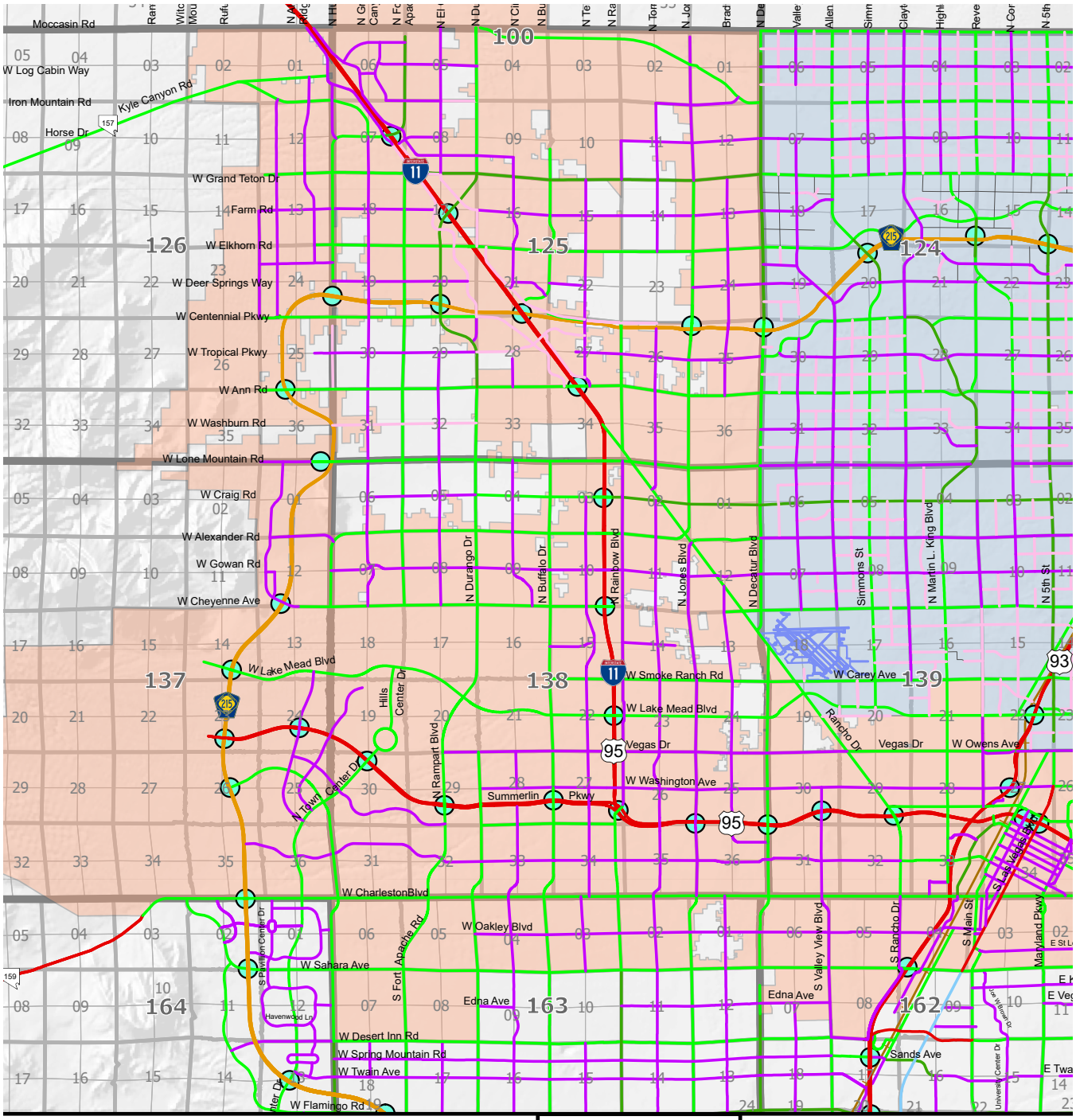
Dedication of Rights-of-Way/ Building Setback Lines

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

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

Transportation Maps

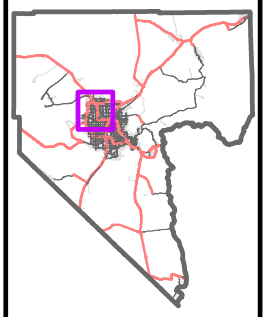
Northwest - Las Vegas Valley Transportation



Clark County Transportation - Northwest - Las Vegas Valley

- Interstates/State Hwys (per NDOT)
- Beltway
- Las Vegas Blvd (200+ ft R-O-W)
- Las Vegas Blvd (150+ ft R-O-W)
- Arterials (120+ ft R-O-W)
- Arterials (100+ ft R-O-W)
- Collectors (80+ ft R-O-W)
- Collectors (60+ ft R-O-W)
- Local Streets (R-O-W Varies)
- Railroads
- Boulder City
- City of Henderson
- City of Las Vegas
- City of Mesquite
- City of North Las Vegas
- Assessor Book
- Assessor Section
- Assessor Page
- Interchanges

Adopted Date: November 17, 2021
Amended Date: January 8, 2025



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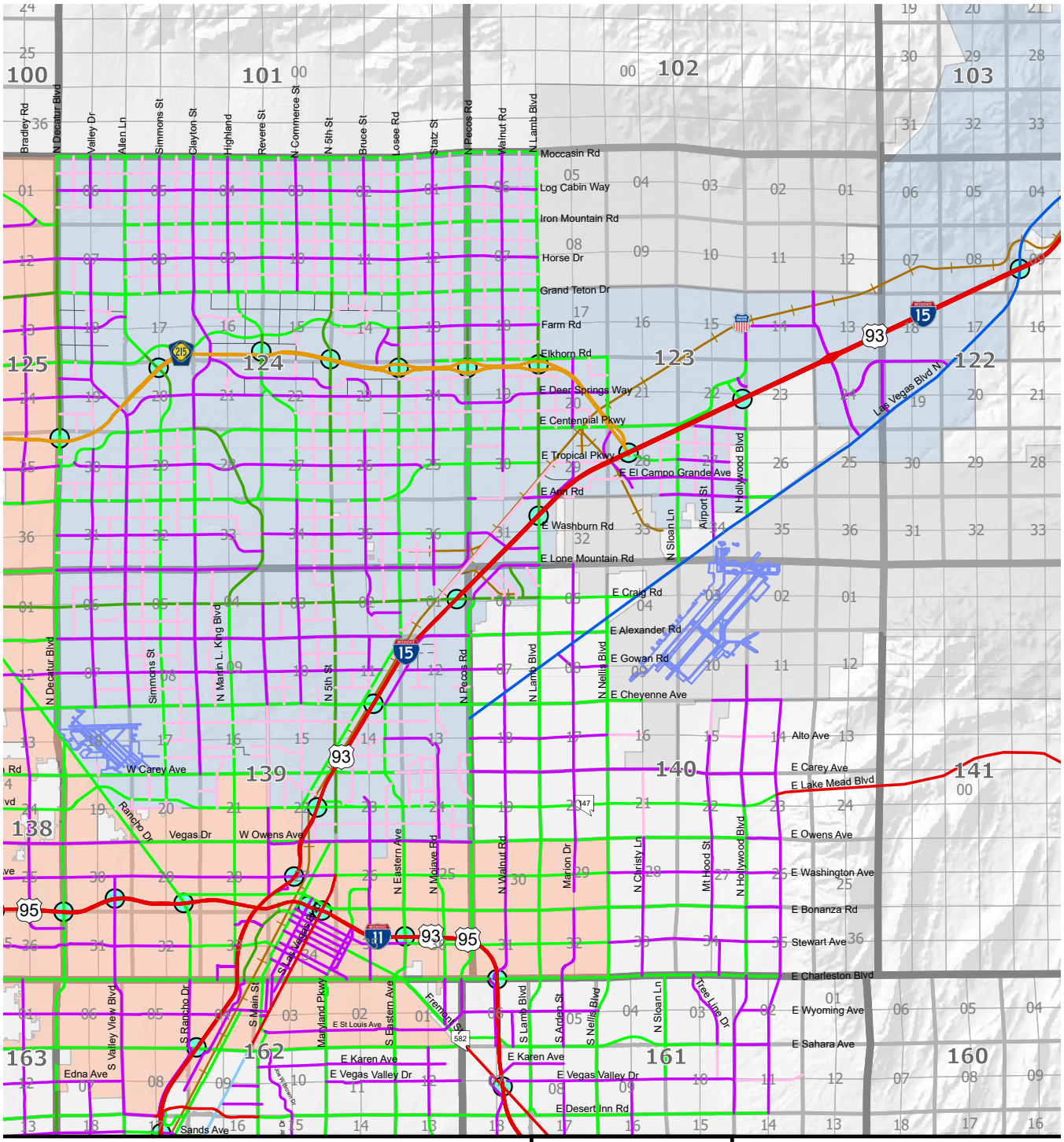
CLARK COUNTY
COMPREHENSIVE PLANNING

Northeast - Las Vegas Valley Transportation



Clark County Transportation - Northeast - Las Vegas Valley

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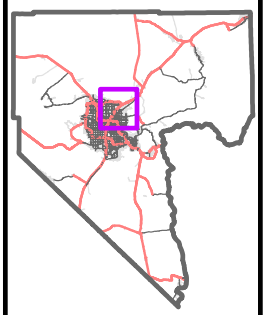

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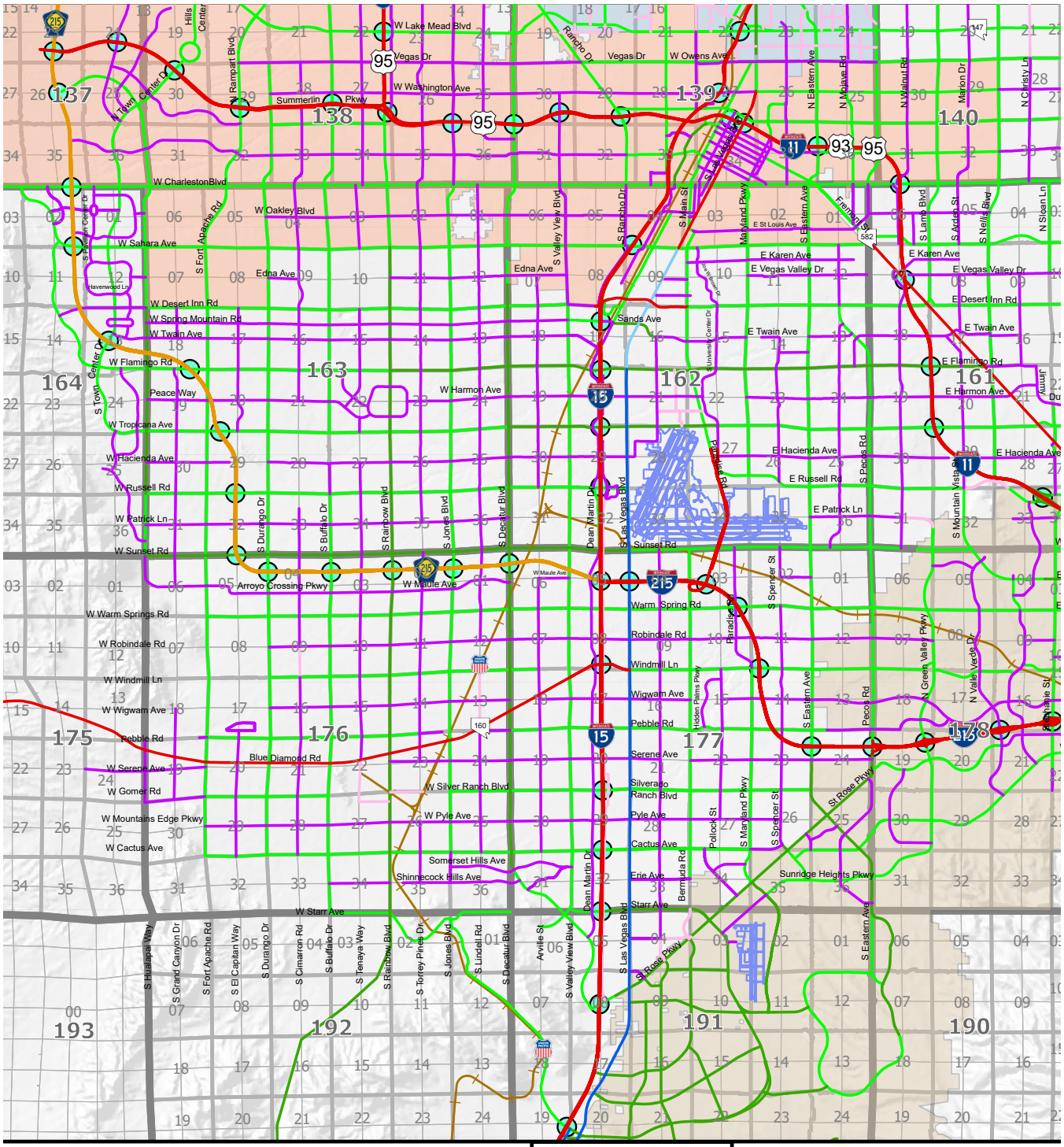
CLARK COUNTY
COMPREHENSIVE PLANNING

Southwest - Las Vegas Valley Transportation



Clark County Transportation - Southwest - Las Vegas Valley

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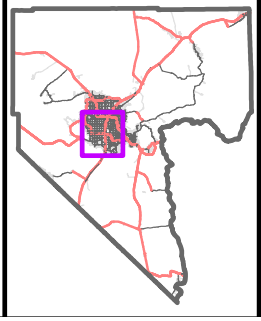

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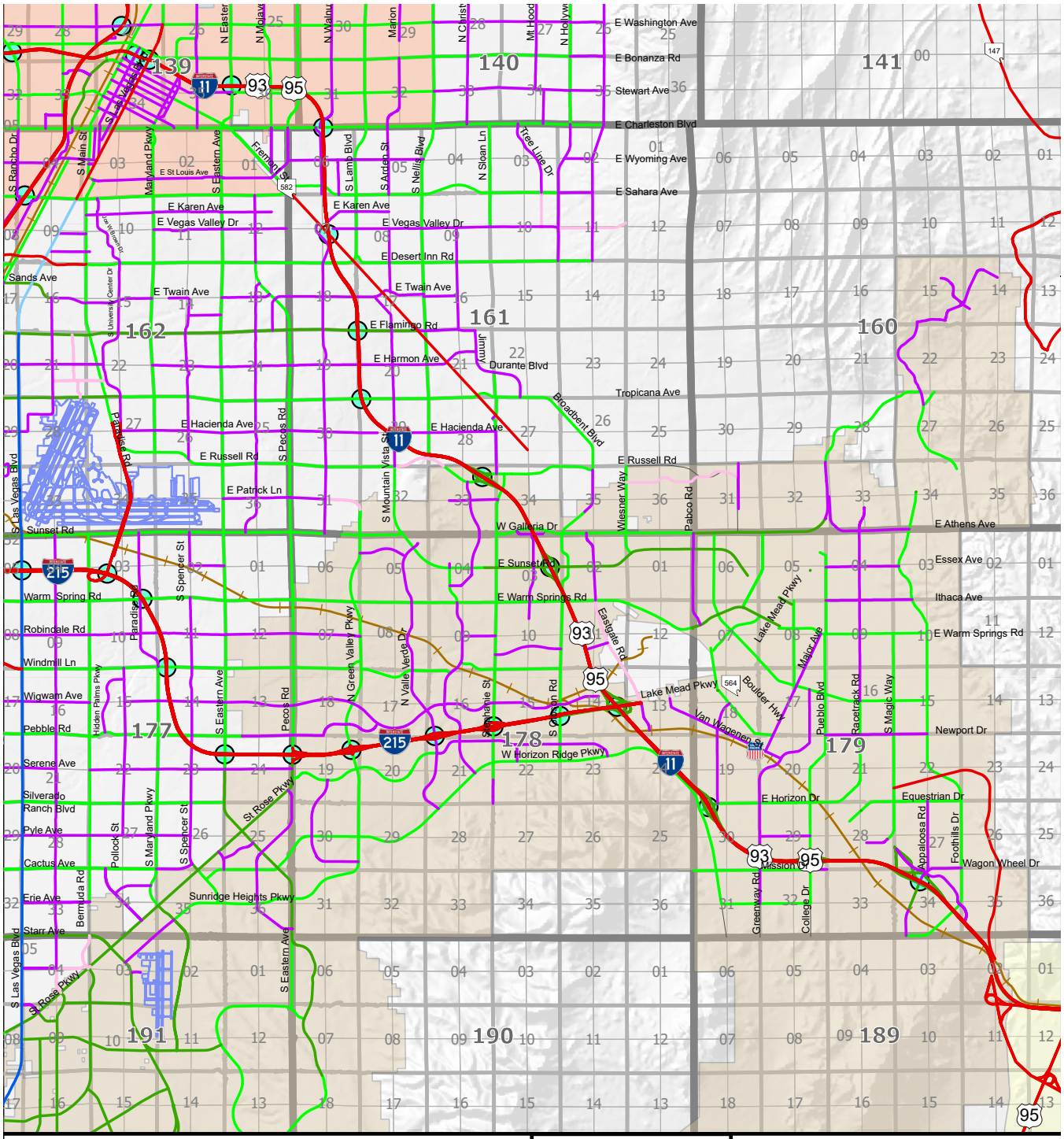
CLARK COUNTY
COMPREHENSIVE PLANNING

Southeast - Las Vegas Valley Transportation



Clark County Transportation - Southeast - Las Vegas Valley

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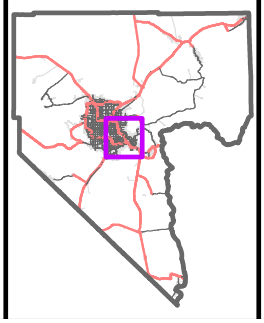
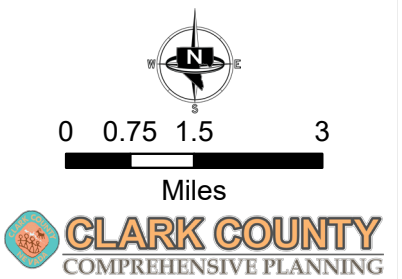
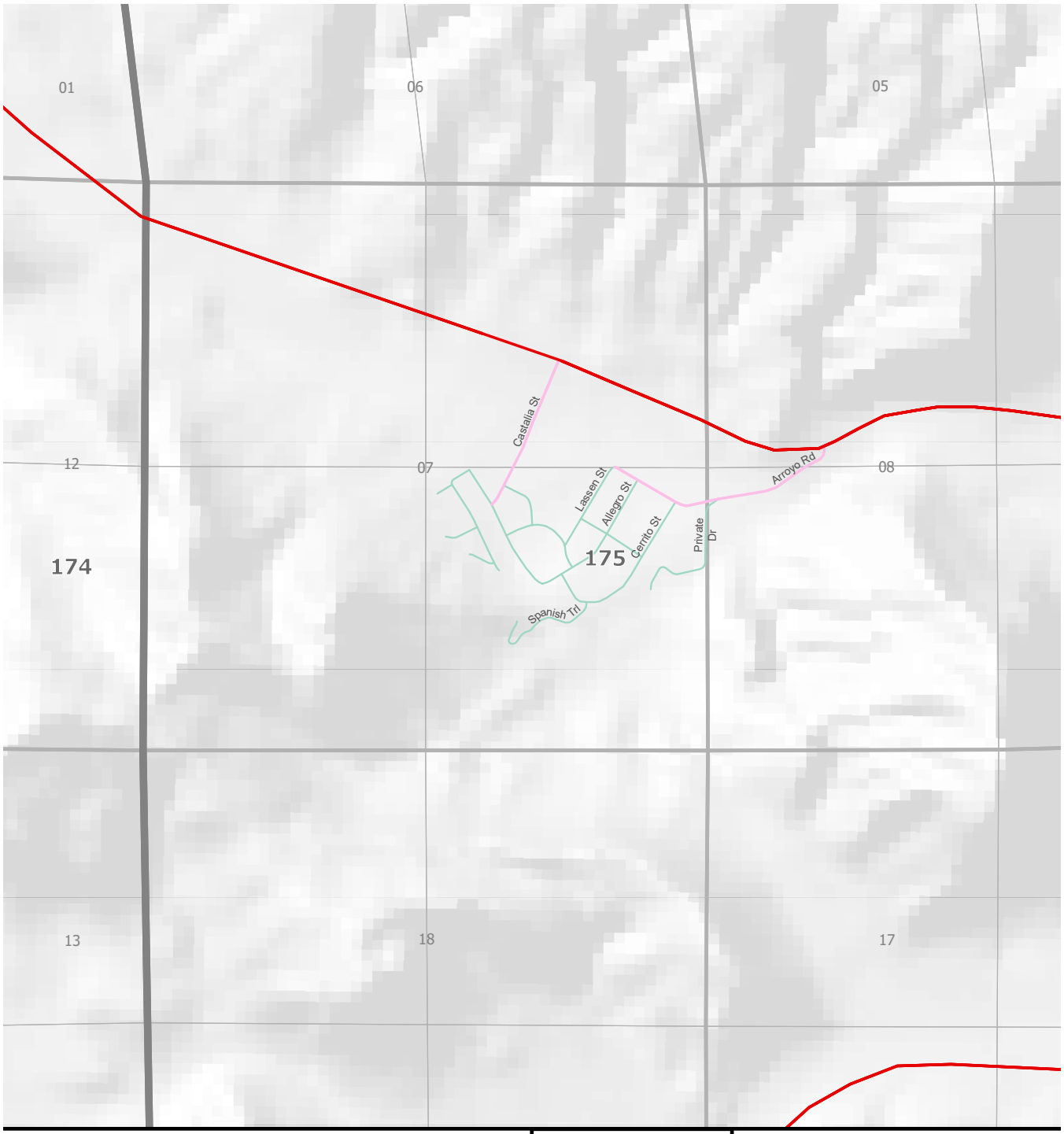




Blue Diamond Transportation



Clark County Transportation - Blue Diamond

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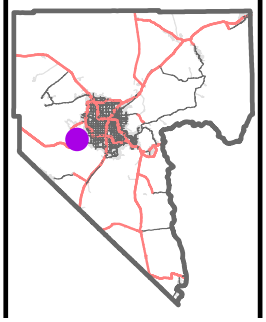



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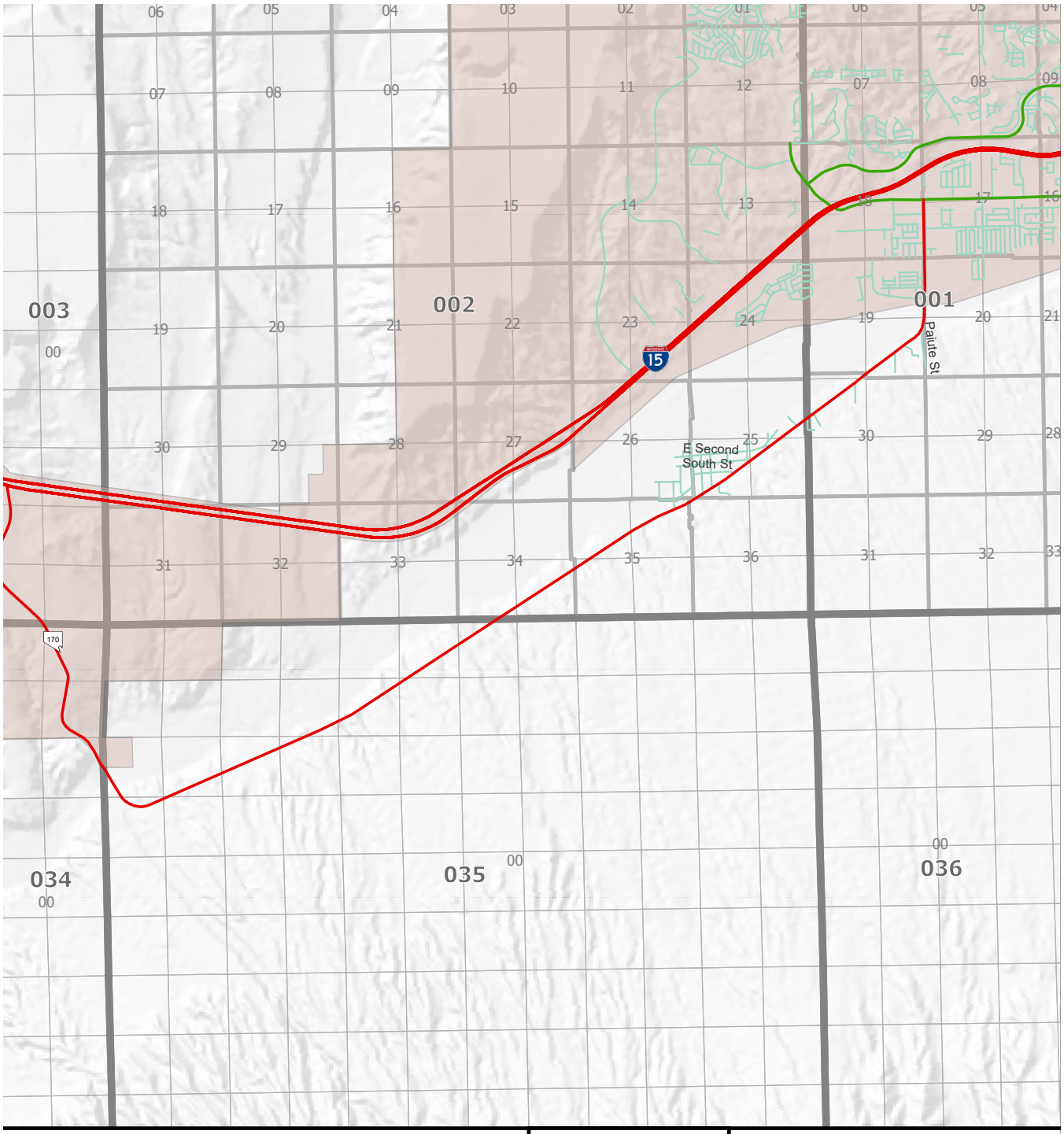
Miles

CLARK COUNTY
COMPREHENSIVE PLANNING

Bunkerville Transportation



Clark County Transportation - Bunkerville

- Interstates/State Hwys (per NDOT)
- Beltway
- Las Vegas Blvd (200+ ft R-O-W)
- Las Vegas Blvd (150+ ft R-O-W)
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- Collectors (60+ ft R-O-W)
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- Railroads
- Boulder City
- City of Henderson
- City of Las Vegas
- City of Mesquite
- City of North Las Vegas
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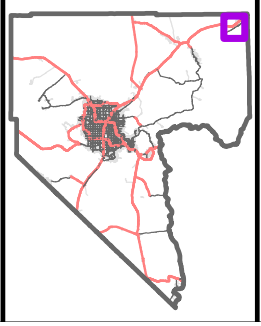
- Assessor Section
- Assessor Page
- Interchanges

Adopted Date: November 17, 2021



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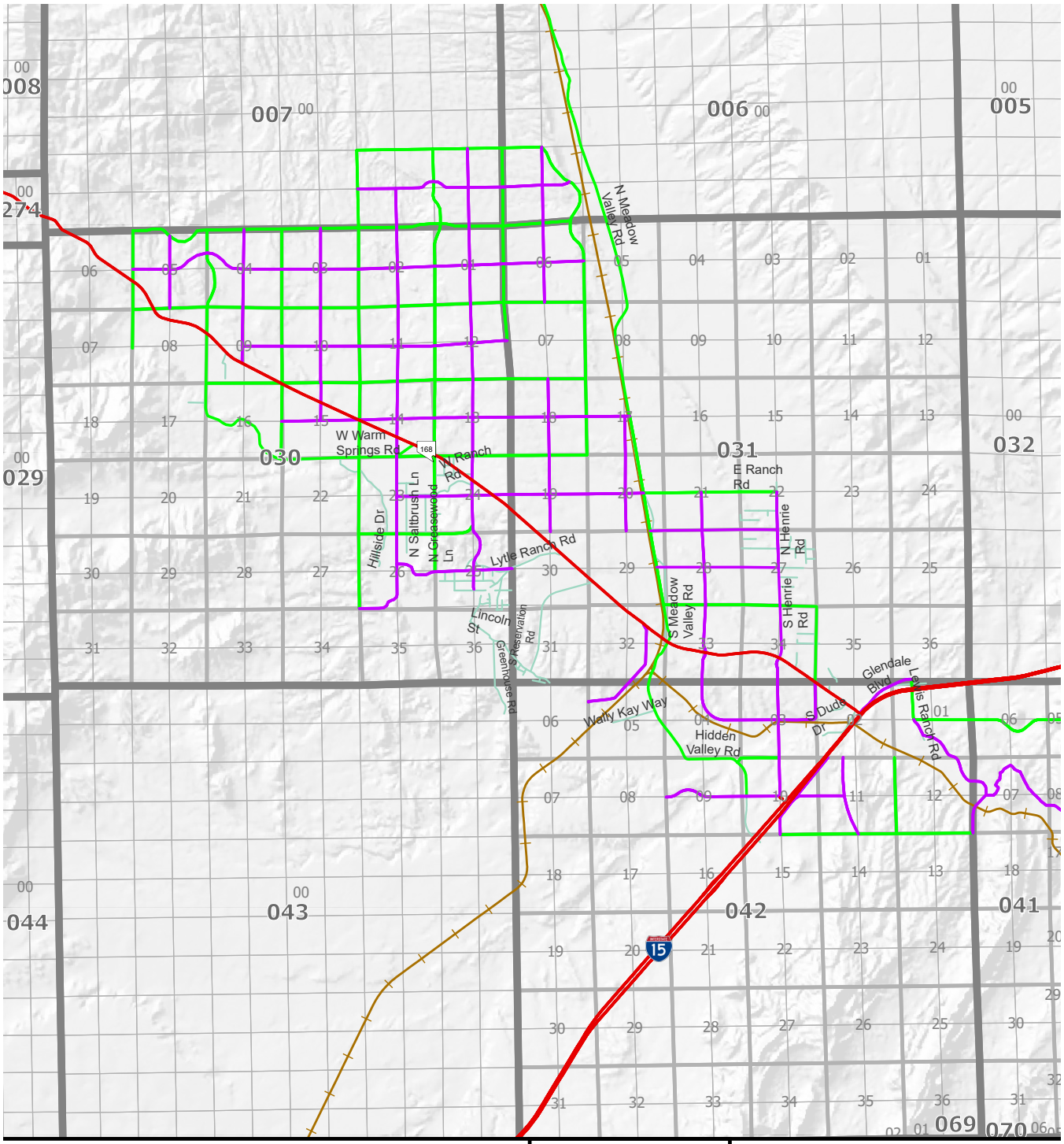
Miles

CLARK COUNTY
COMPREHENSIVE PLANNING

Glendale Transportation



Clark County Transportation - Glendale

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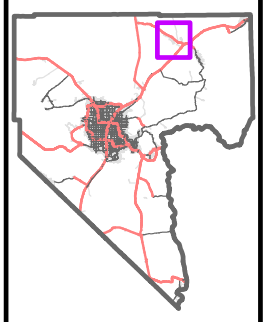

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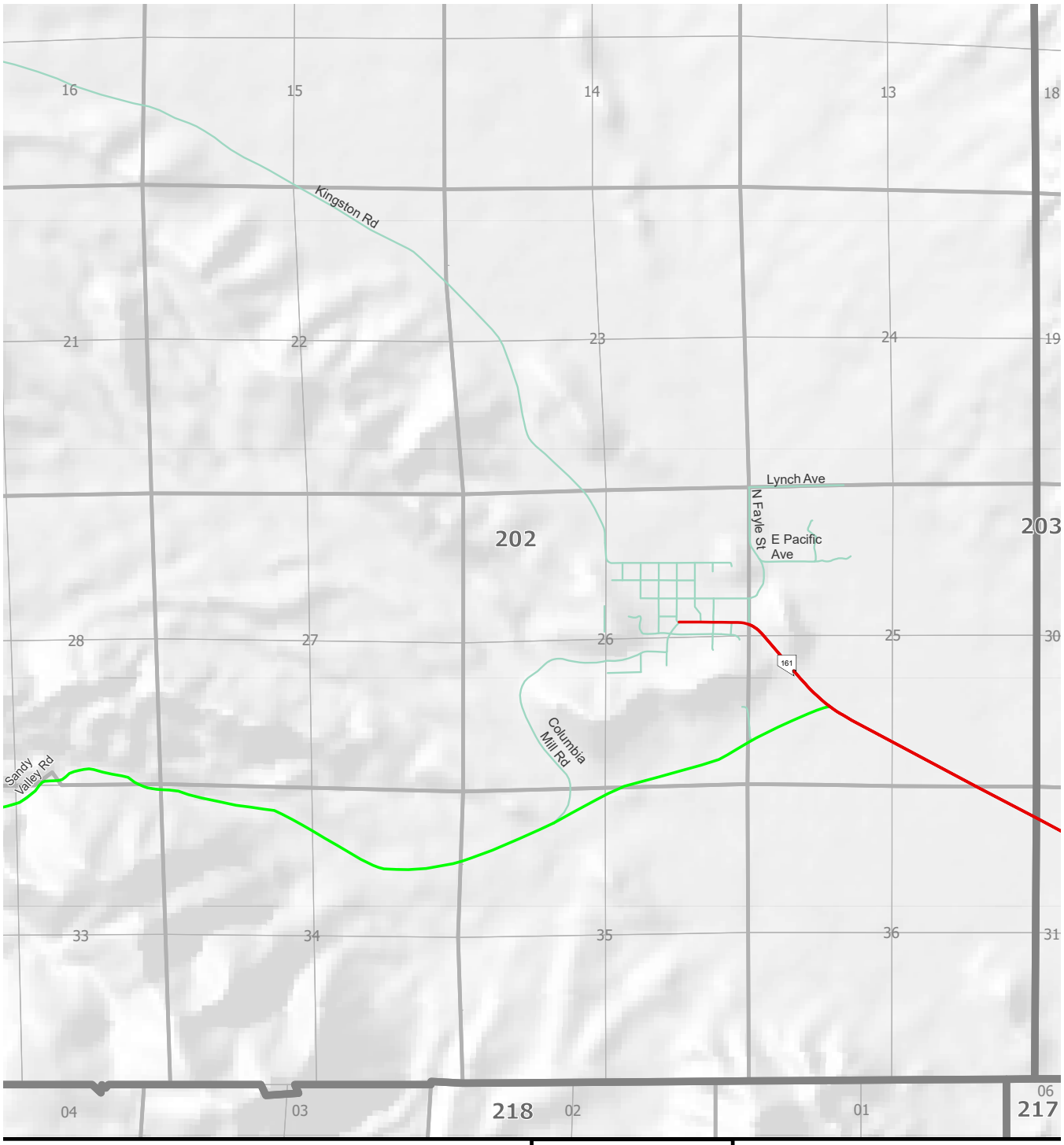
Miles

CLARK COUNTY
COMPREHENSIVE PLANNING

Goodsprings Transportation



Clark County Transportation - Goodsprings

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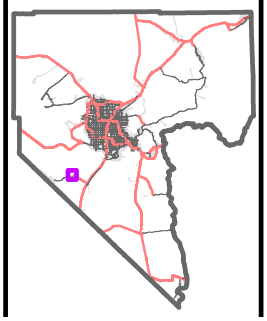



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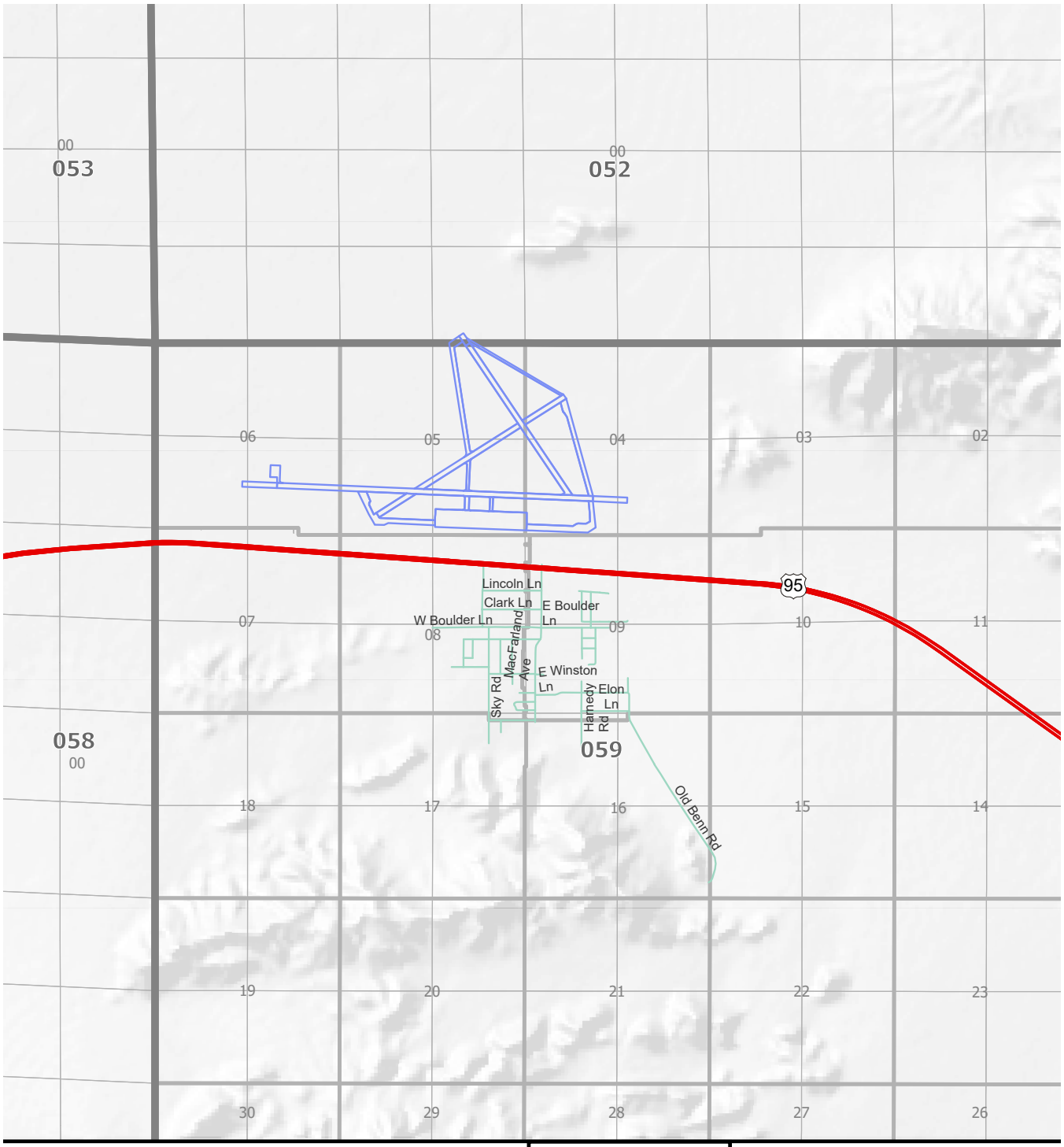
Miles

CLARK COUNTY
COMPREHENSIVE PLANNING

Indian Springs Transportation



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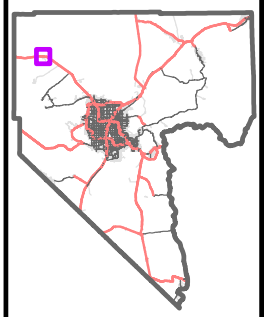

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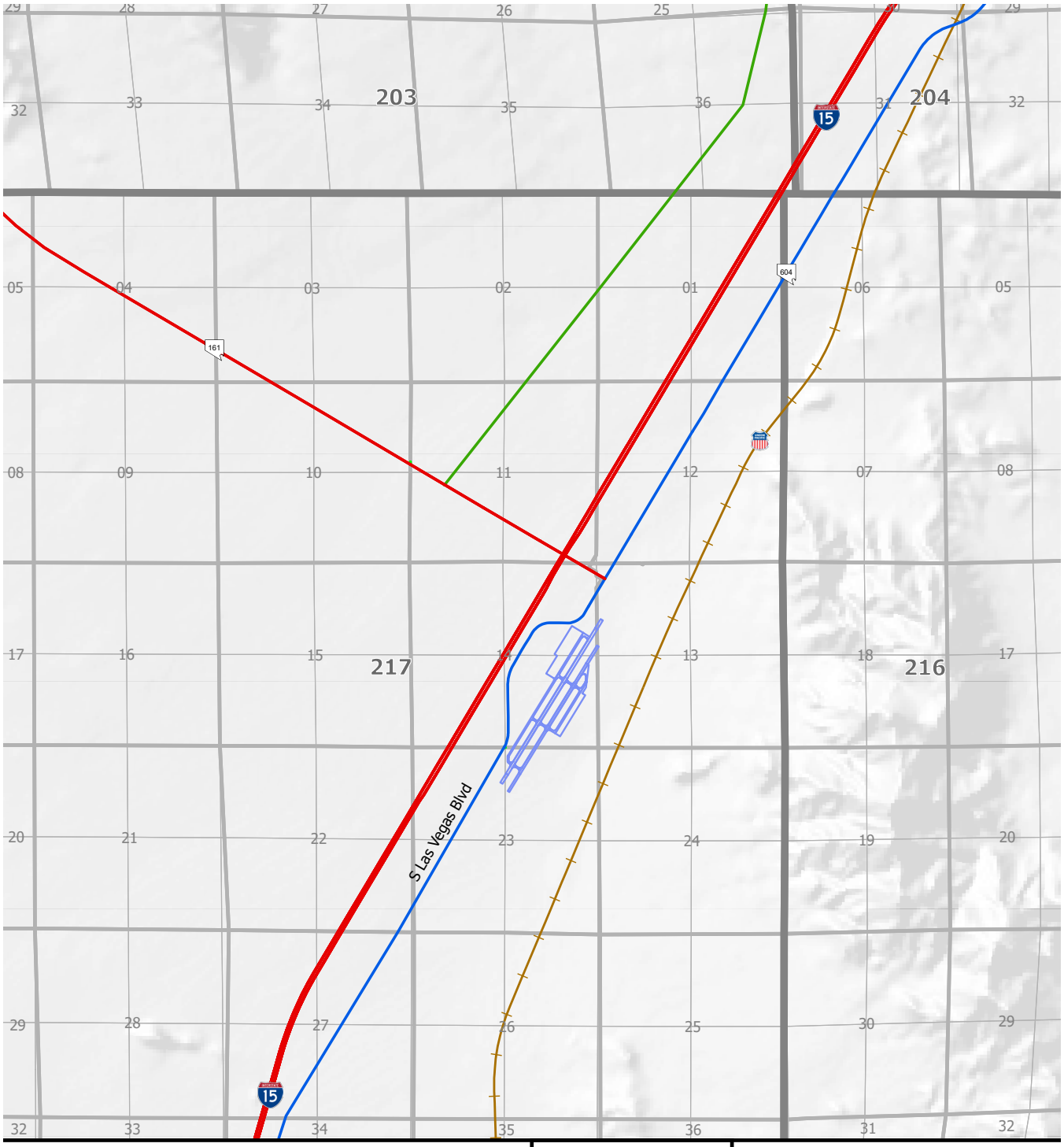
Miles

CLARK COUNTY
COMPREHENSIVE PLANNING

Jean Transportation



Clark County Transportation - Jean

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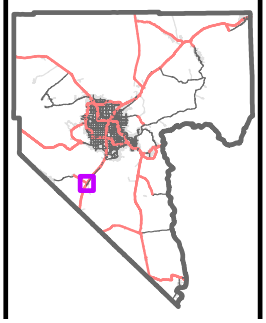

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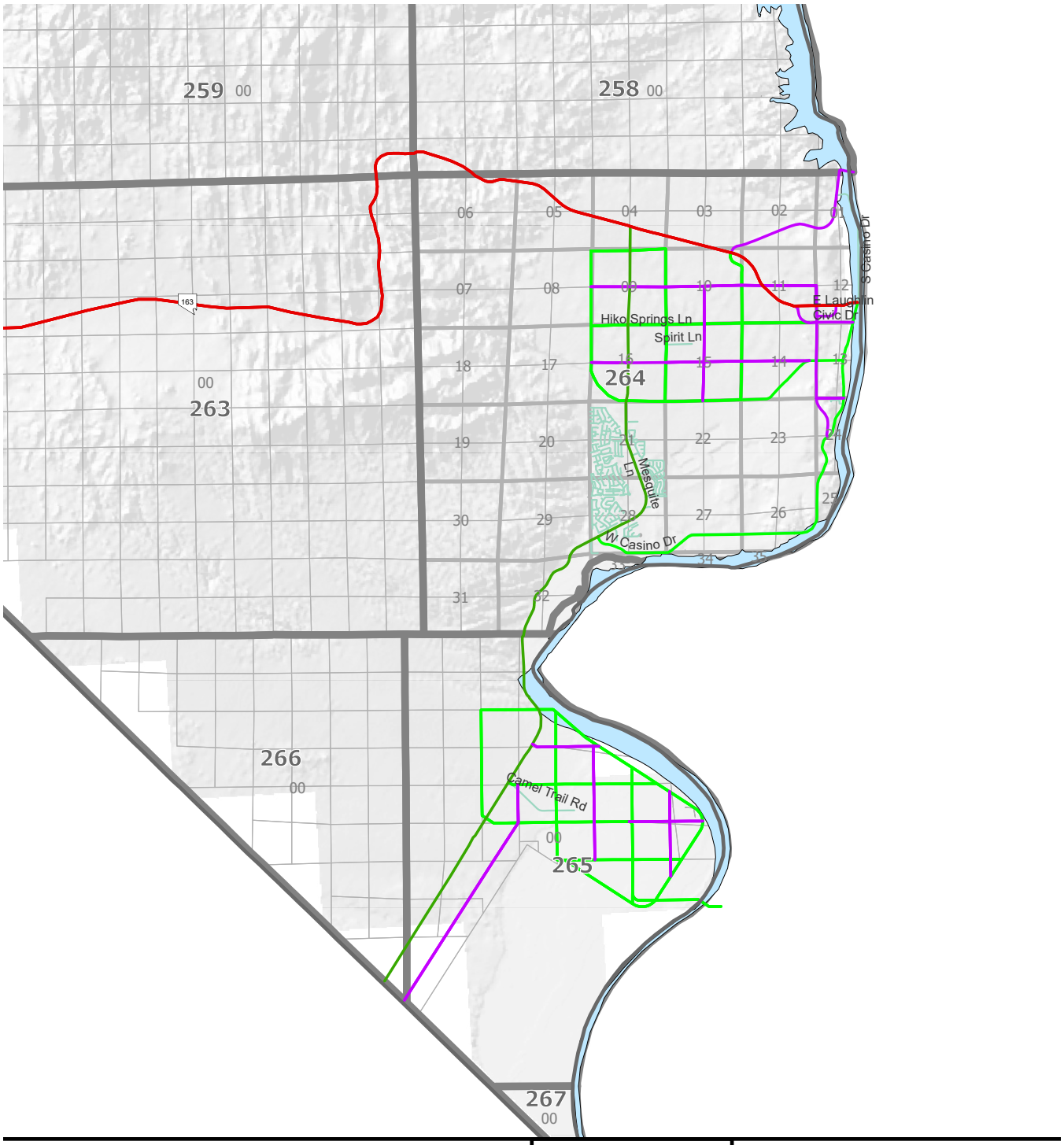
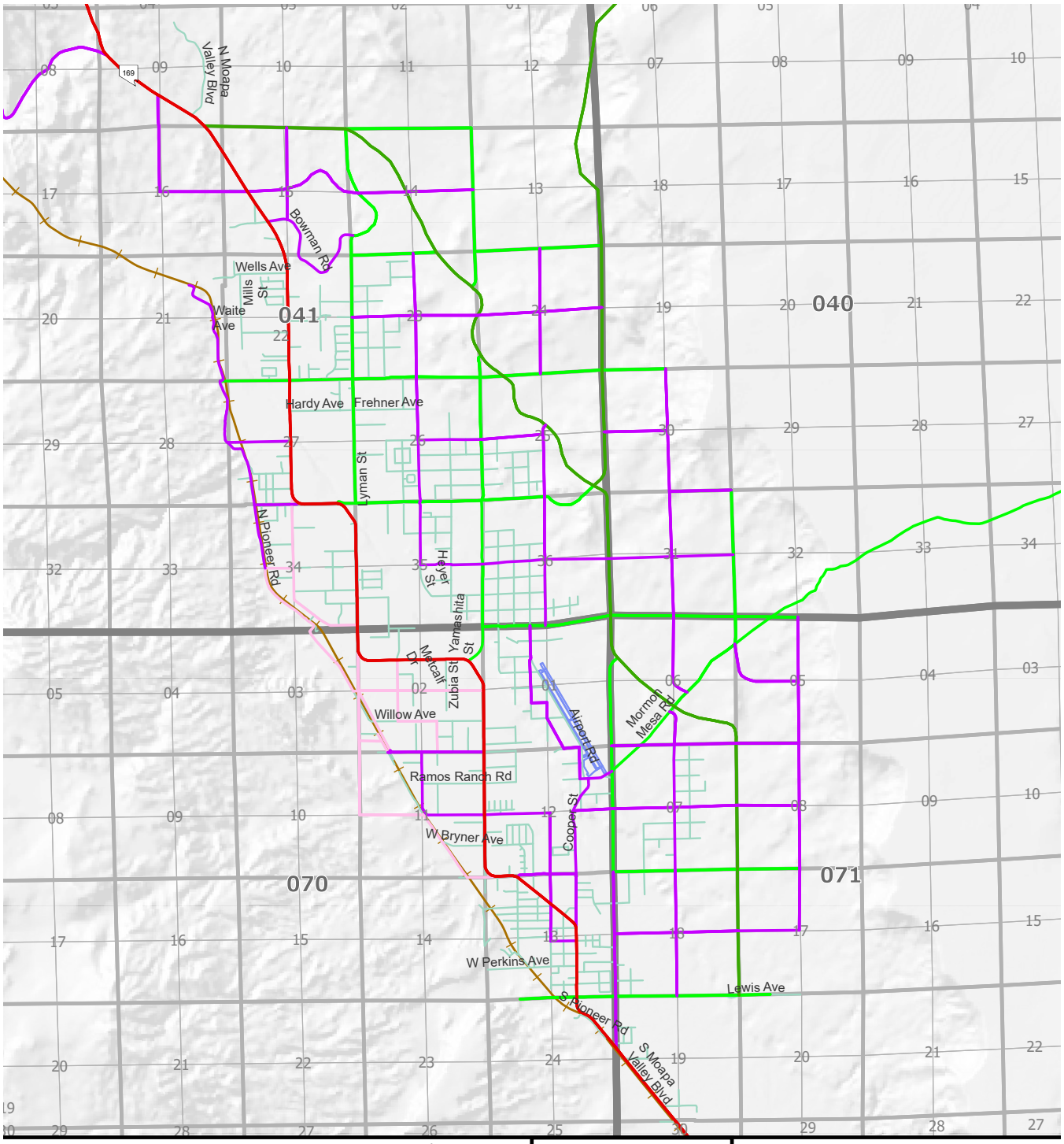
Miles

CLARK COUNTY
COMPREHENSIVE PLANNING

Laughlin Transportation



Logandale/Overton Transportation



Clark County Transportation - Logandale / Overton

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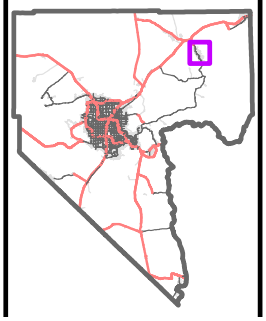

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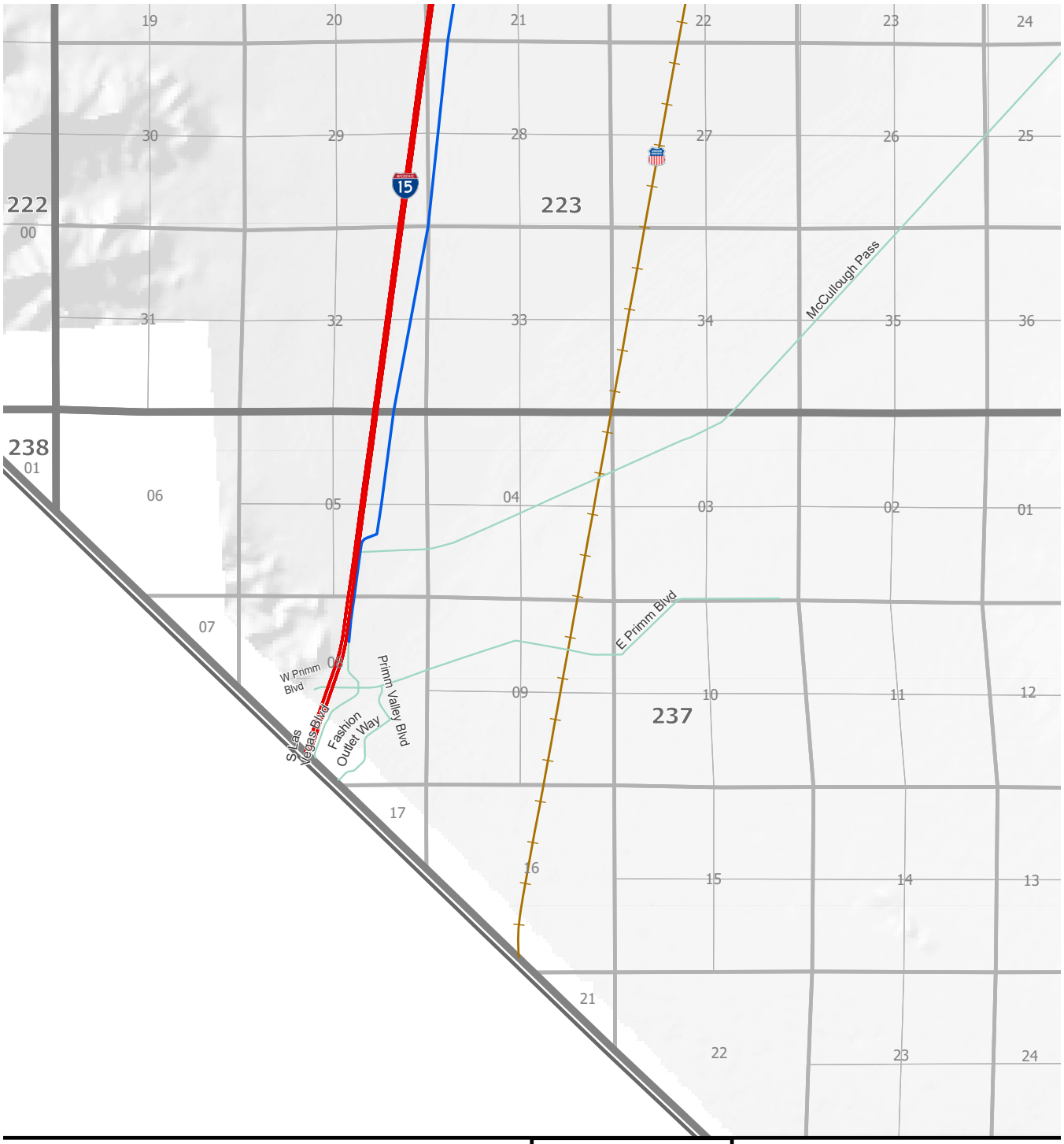
Miles

CLARK COUNTY
COMPREHENSIVE PLANNING

Primm Transportation



Clark County Transportation - Primm

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- Beltway
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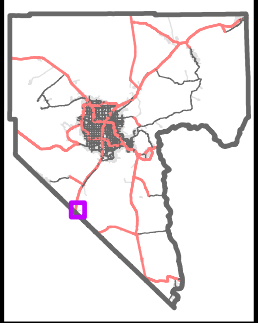

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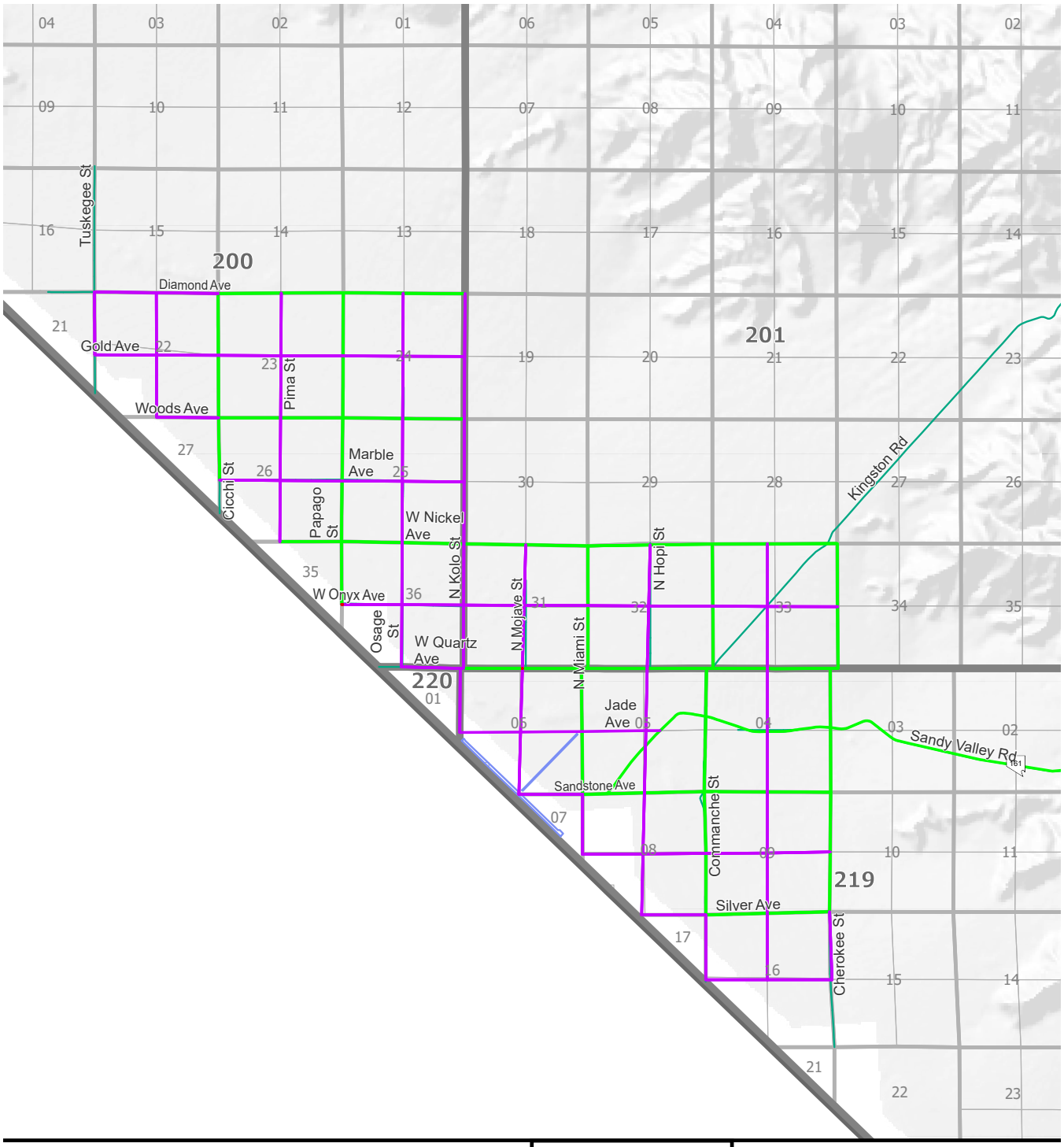
Miles

CLARK COUNTY
COMPREHENSIVE PLANNING

Sandy Valley Transportation



Clark County Transportation - Sandy Valley

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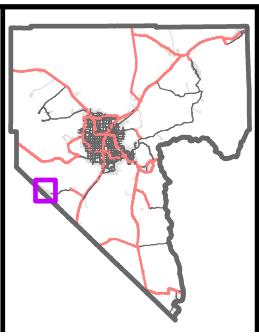

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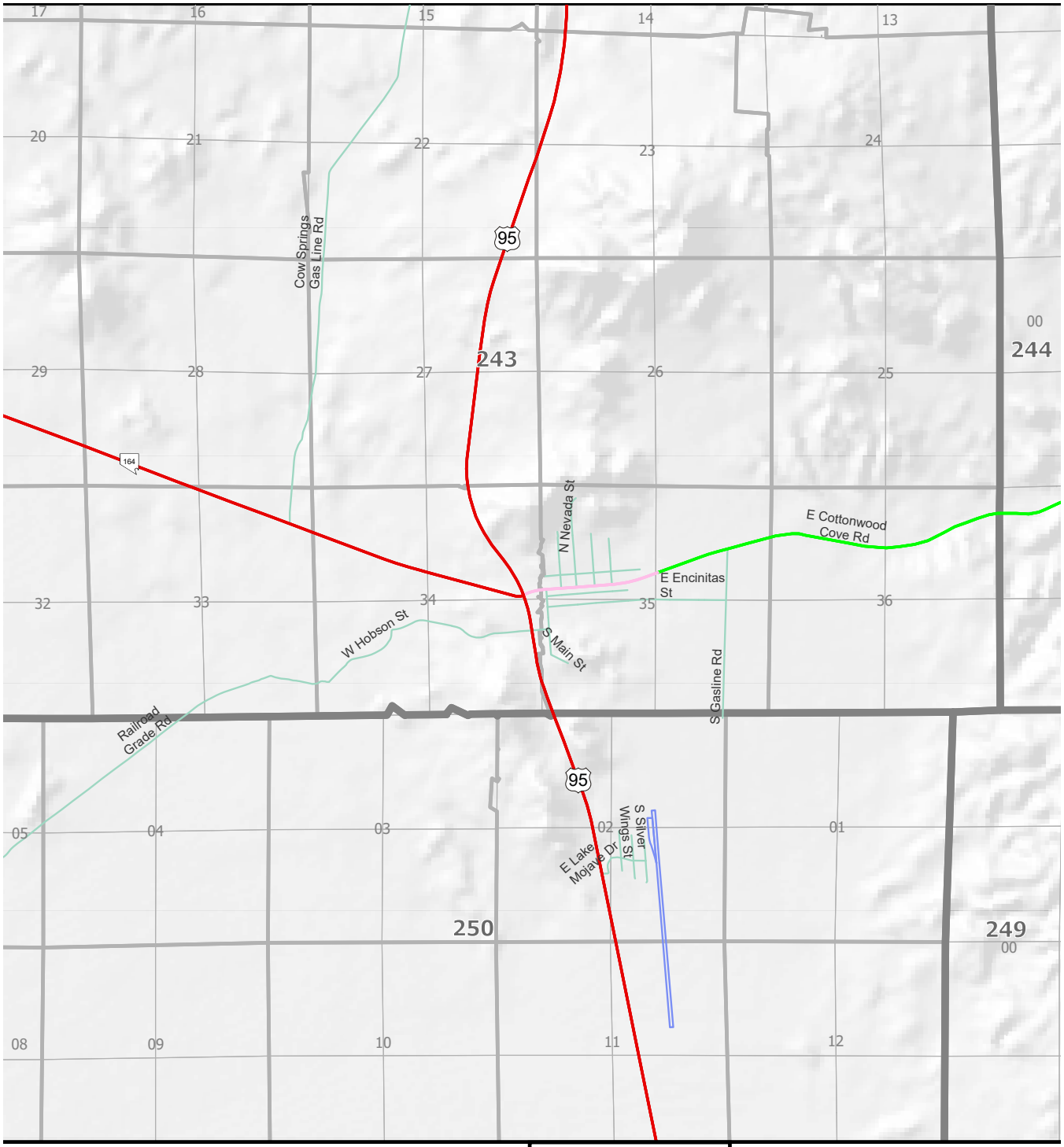
Miles

CLARK COUNTY
COMPREHENSIVE PLANNING

Searchlight Transportation



Clark County Transportation - Searchlight

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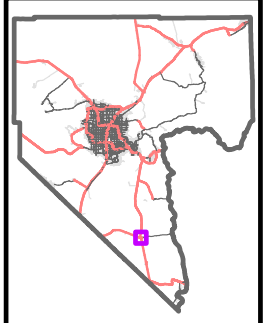

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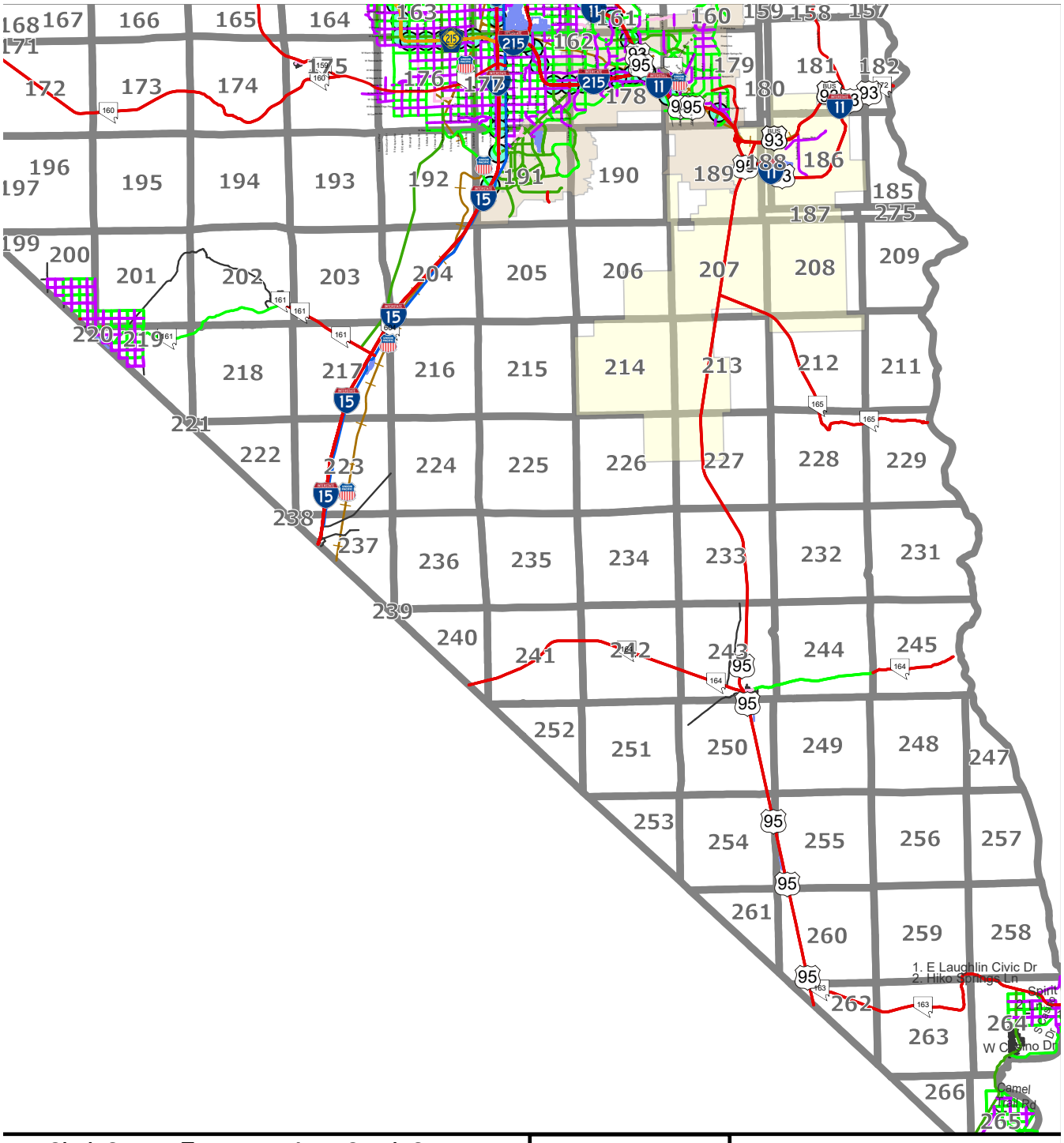
Miles

CLARK COUNTY
COMPREHENSIVE PLANNING

South County Transportation



Clark County Transportation - South County

- Interstates/State Hwys (per NDOT)
- Beltway
- Las Vegas Blvd (200+ ft R-O-W)
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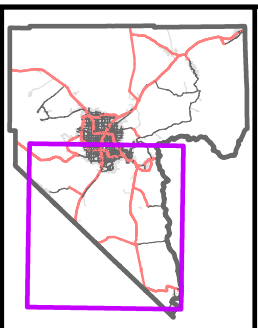
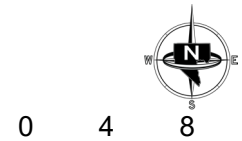
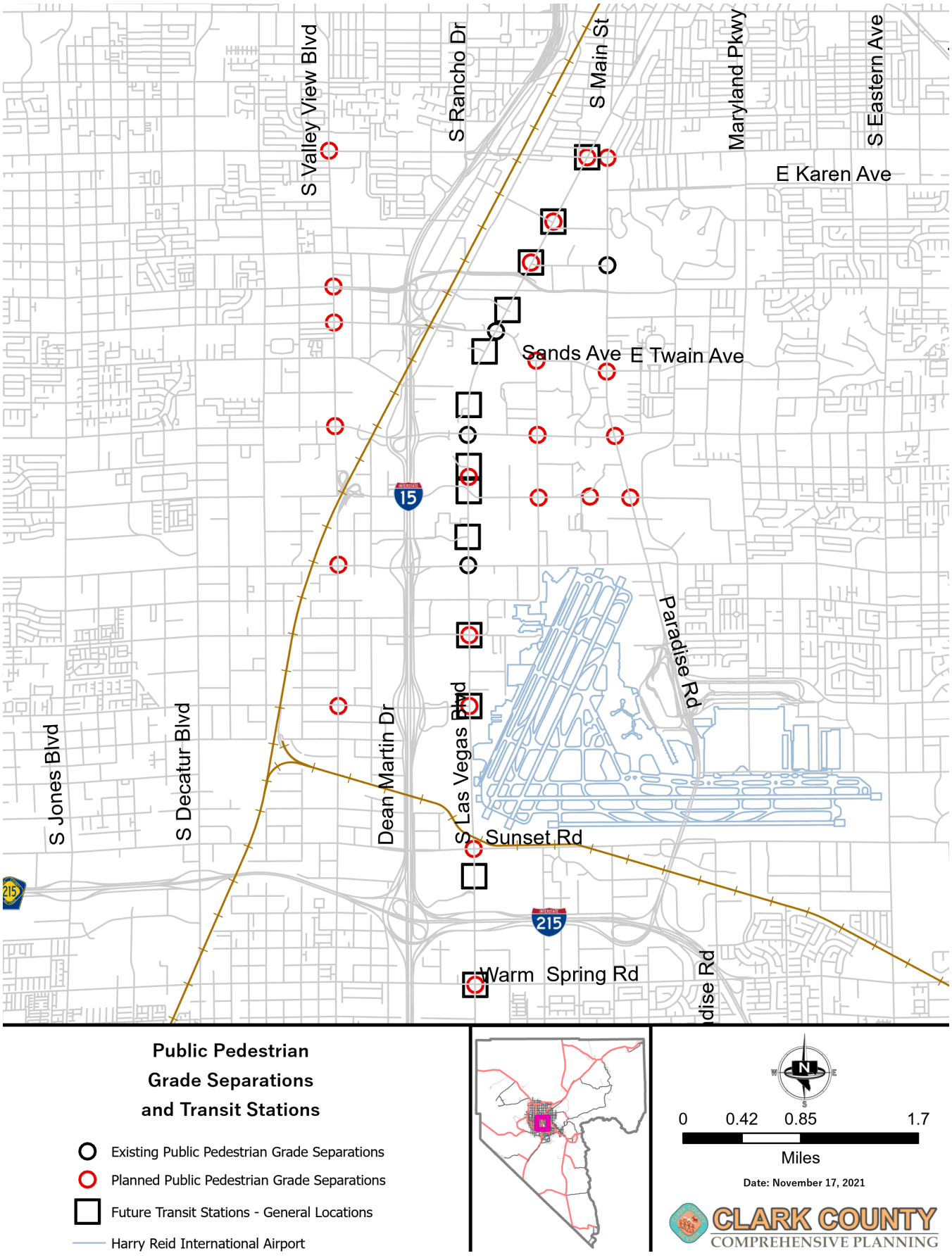


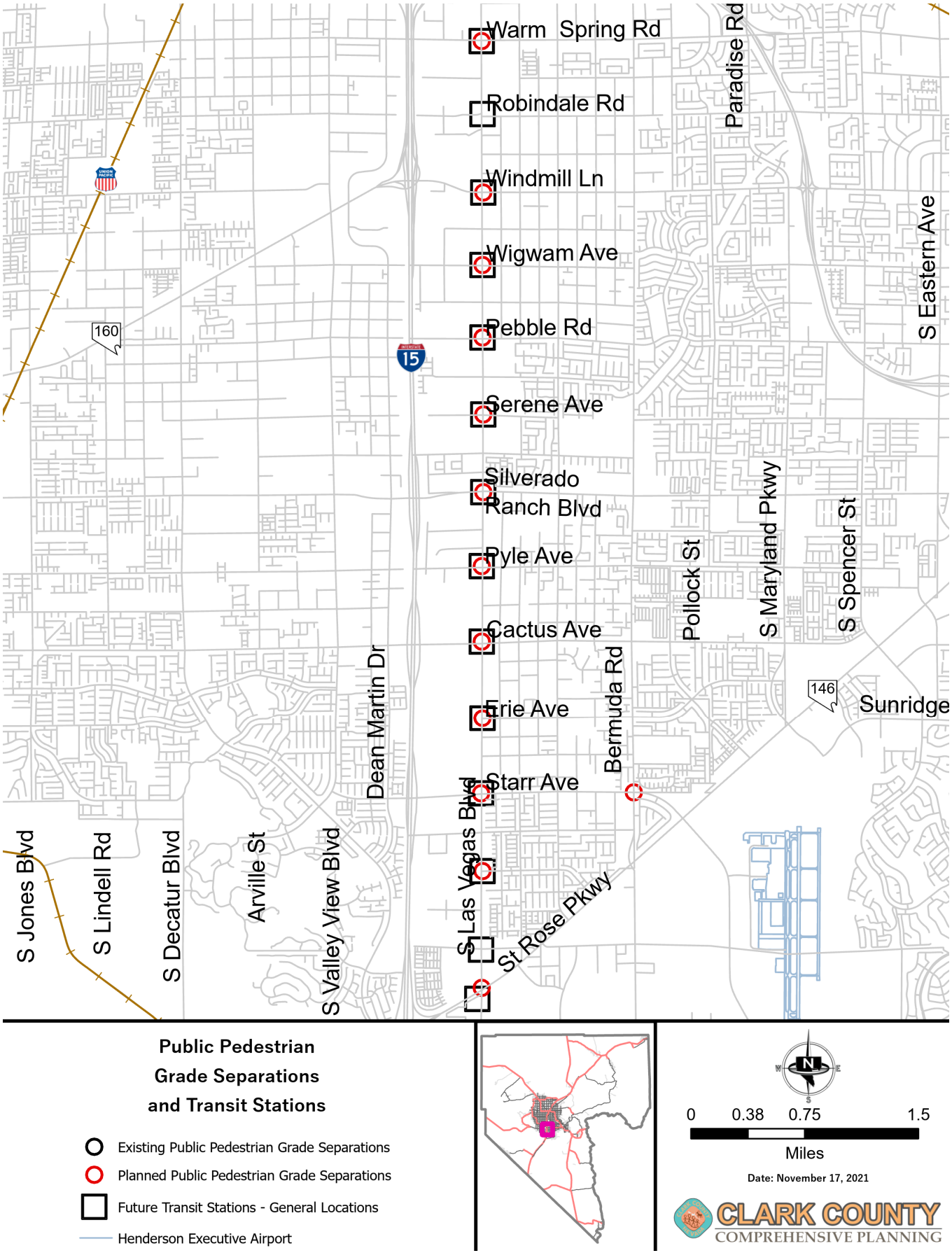


CLARK COUNTY
COMPREHENSIVE PLANNING

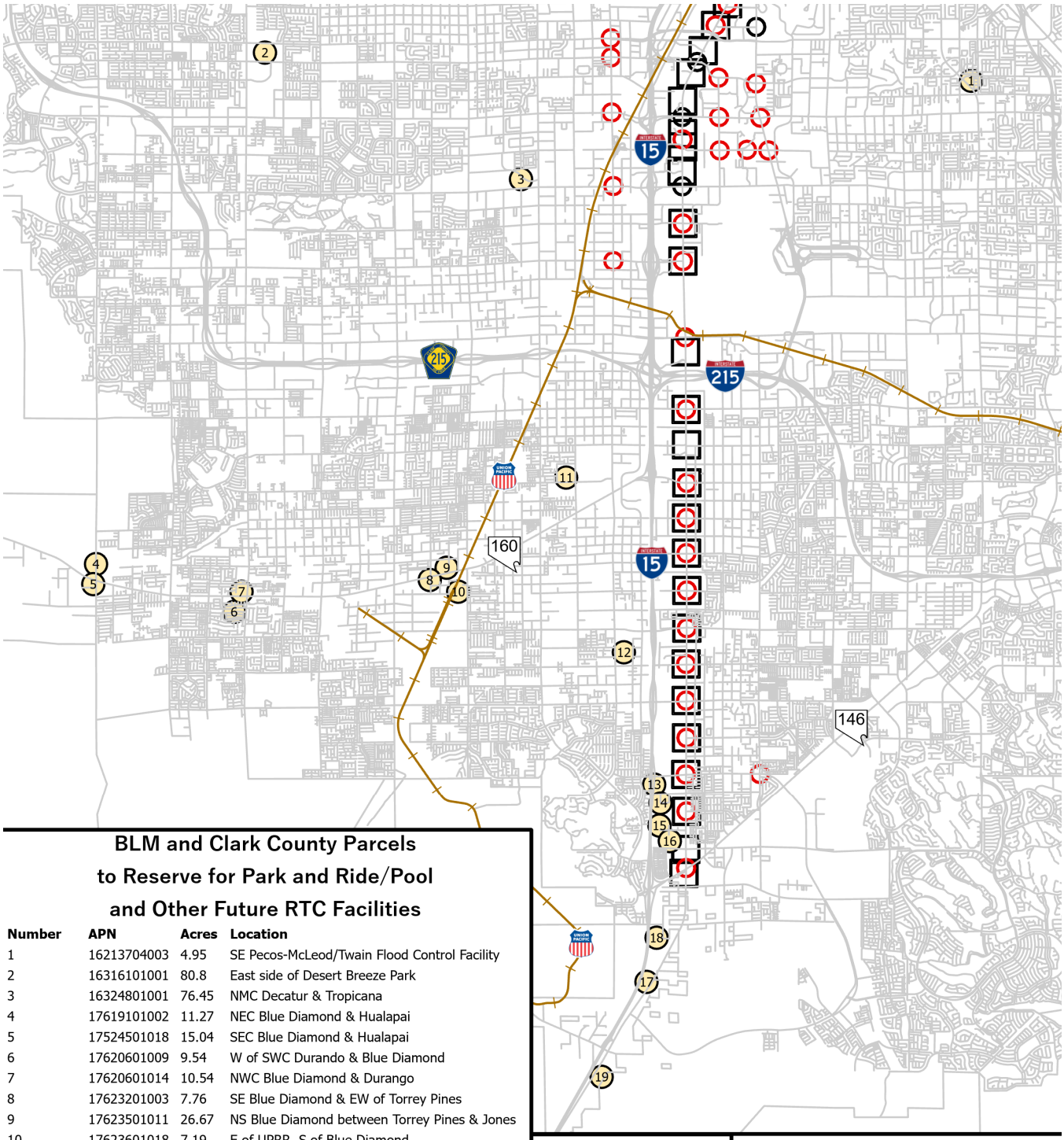
Public Pedestrian Grade Separations and Transit Stations (Sahara to Warm Springs)



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



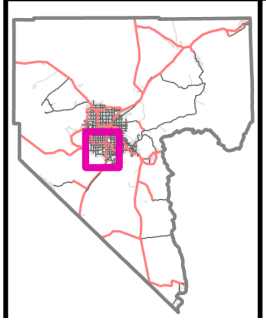
BLM and Clark County Parcels to Reserve for Park and Ride/Pool and Other Future RTC Facilities

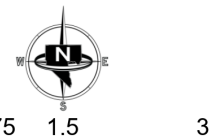


BLM and Clark County Parcels to Reserve for Park and Ride/Pool and Other Future RTC Facilities

Number	APN	Acres	Location
1	16213704003	4.95	SE Pecos-McLeod/Twain Flood Control Facility
2	16316101001	80.8	East side of Desert Breeze Park
3	16324801001	76.45	NMC Decatur & Tropicana
4	17619101002	11.27	NEC Blue Diamond & Hualapai
5	17524501018	15.04	SEC Blue Diamond & Hualapai
6	17620601009	9.54	W of SWC Durando & Blue Diamond
7	17620601014	10.54	NWC Blue Diamond & Durango
8	17623201003	7.76	SE Blue Diamond & EW of Torrey Pines
9	17623501011	26.67	NS Blue Diamond between Torrey Pines & Jones
10	17623601018	7.19	E of UPRR, S of Blue Diamond
11	17707401014	37.71	NW Corner Windmill & Arville
12	17729101007	125.64	SWC Polaris & Silverado
13	19105601017	4.64	One of several N of the NWC LVB & St. Rose
14	19105701001	8.31	One of several N of the NWC LVB & St. Rose
15	19105701008	26.22	One of several N of the NWC LVB & St. Rose
16	19105801010	28.12	One of several N of the NWC LVB & St. Rose
17	19117402001	0	E LVB N of Sloan
18	19117501007	4.64	Slone Split by LVB N of join with I-15
19	19130501004	7.59	E of LVB and Jean Airport

Notes: Only one site will be selected from locations 13, 14, 15, and locations 17 and 18.





Date: November 17, 2021

CLARK COUNTY
COMPREHENSIVE PLANNING

Recreation and Open Space

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

Parks

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

Current Inventory

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

Clark County Parks by Type

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

Types of Parks

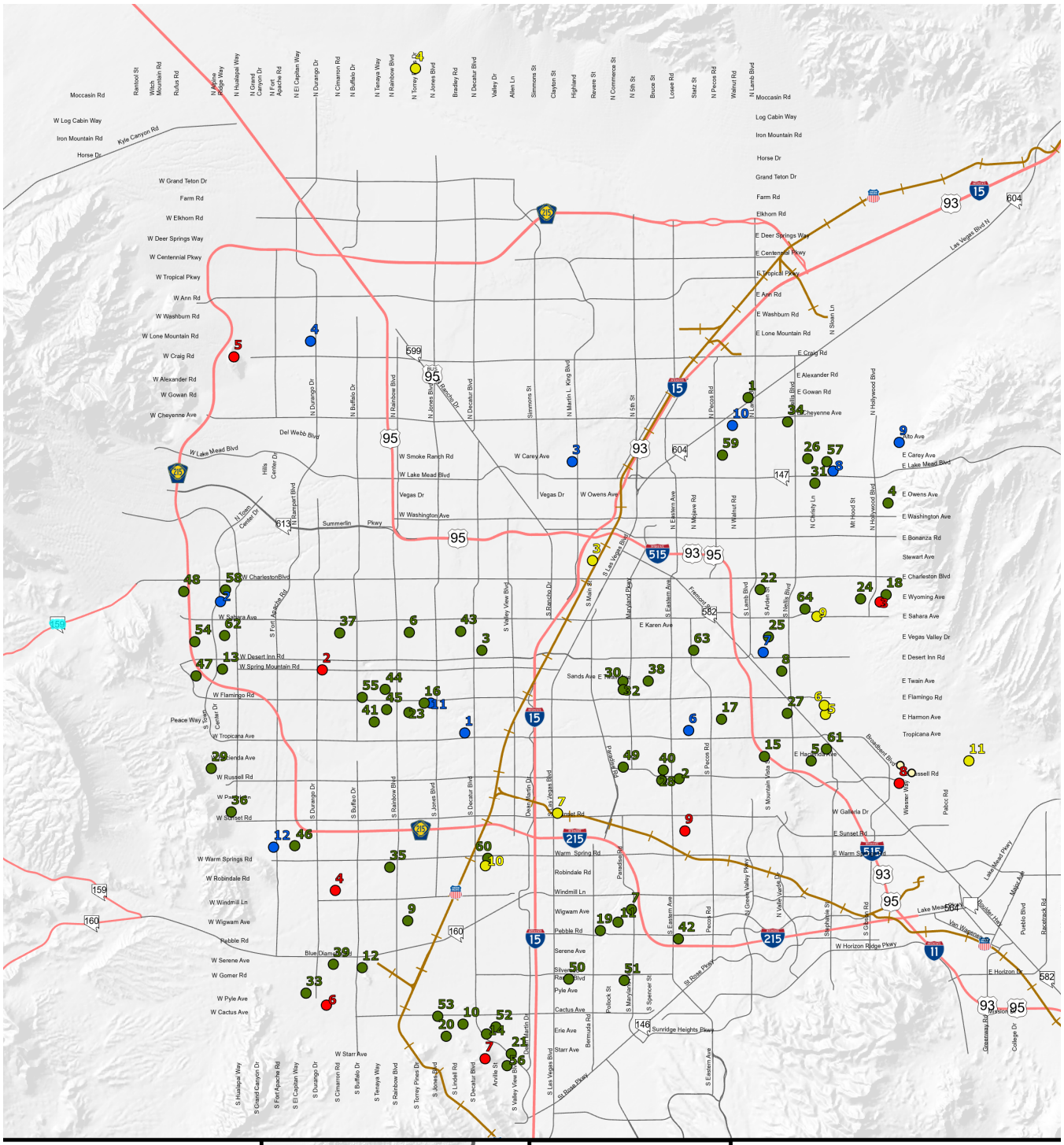
Parks are initially classified by their urban (within the Las Vegas Valley) or rural (outside of the Las Vegas Valley) location within the County. They are then classified based on the size and function of the park. Within urban unincorporated Clark County, parks are classified into neighborhood, community,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

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

Clark County Park Classifications

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

Clark County Urban Parks



Neighborhood Parks - Urban

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

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

Community Parks - Urban

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

Regional Parks - Urban

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

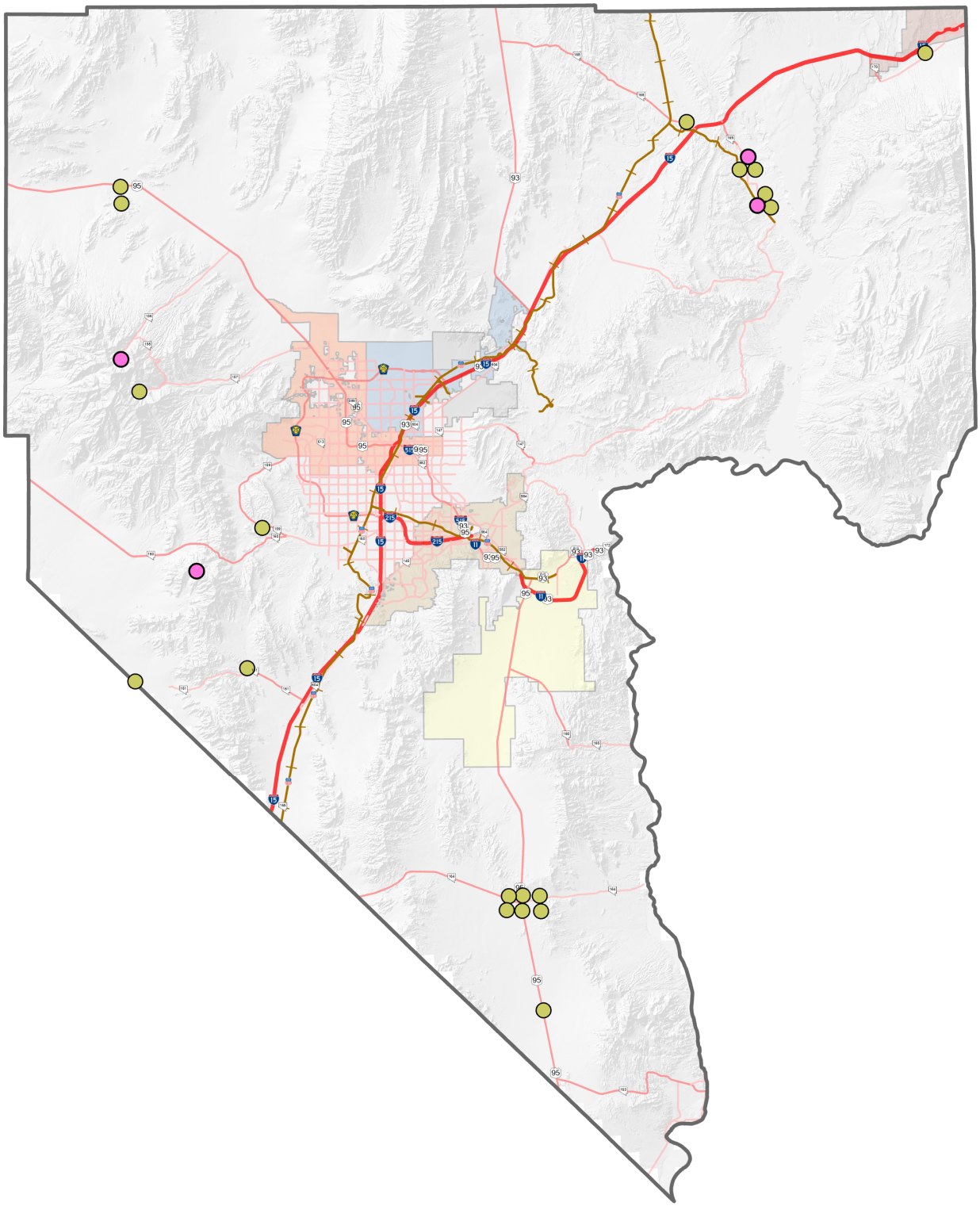
Special Use Parks - Urban

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

Laughlin Area Parks

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

Clark County Rural Parks



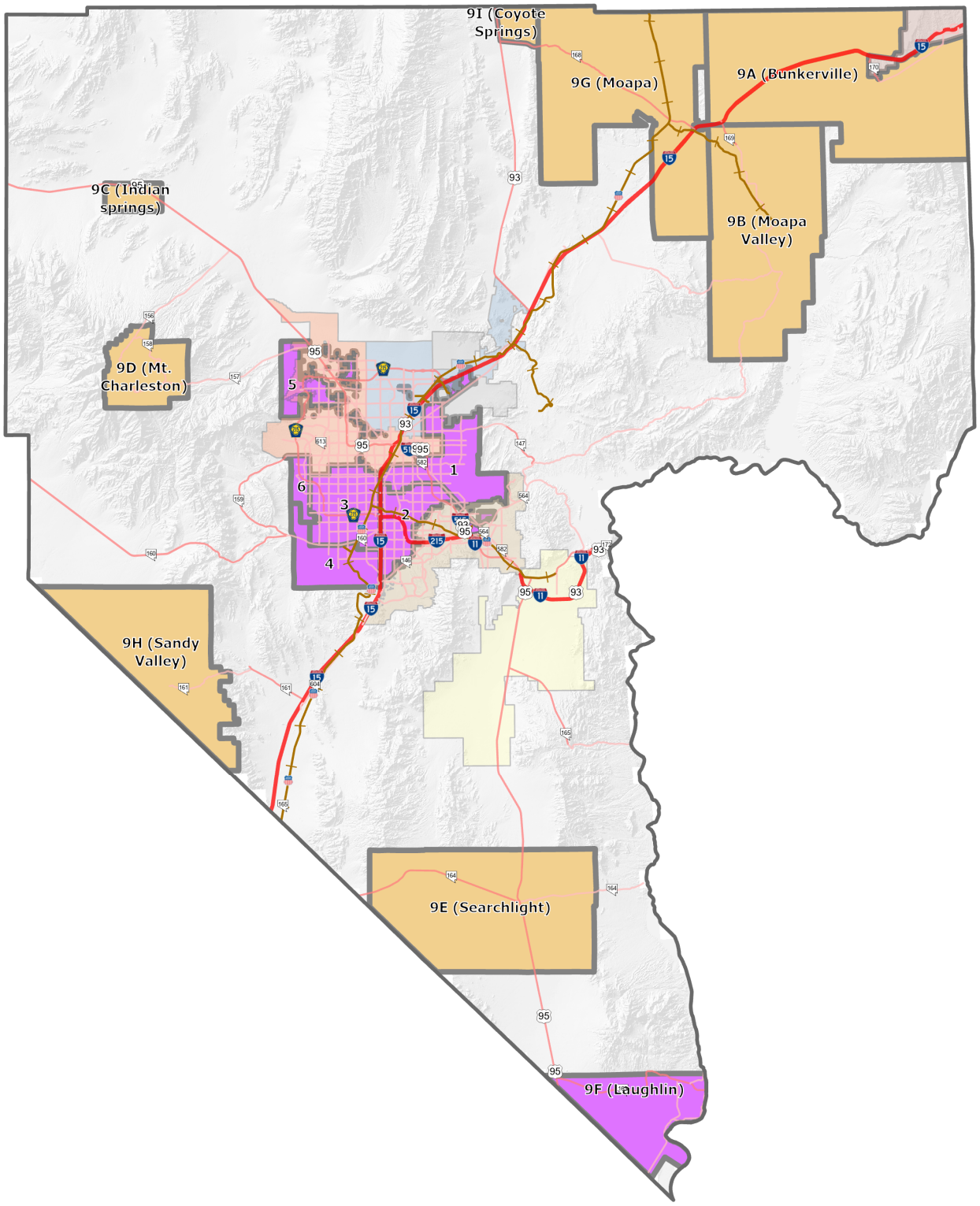
Rural Area Parks – General Use

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

Rural Area Parks - Special Use

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

Clark County Parks Districts



Clark County Park Districts

Park District Classification
- Urban
- Rural

0 5 10 20
Miles

Date: November 17, 2021

CLARK COUNTY
COMPREHENSIVE PLANNING

Future Needs

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

Funding Mechanisms

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

Trails

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

Current Inventory

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

Types of Trails

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

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

Clark County Trail Inventory

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

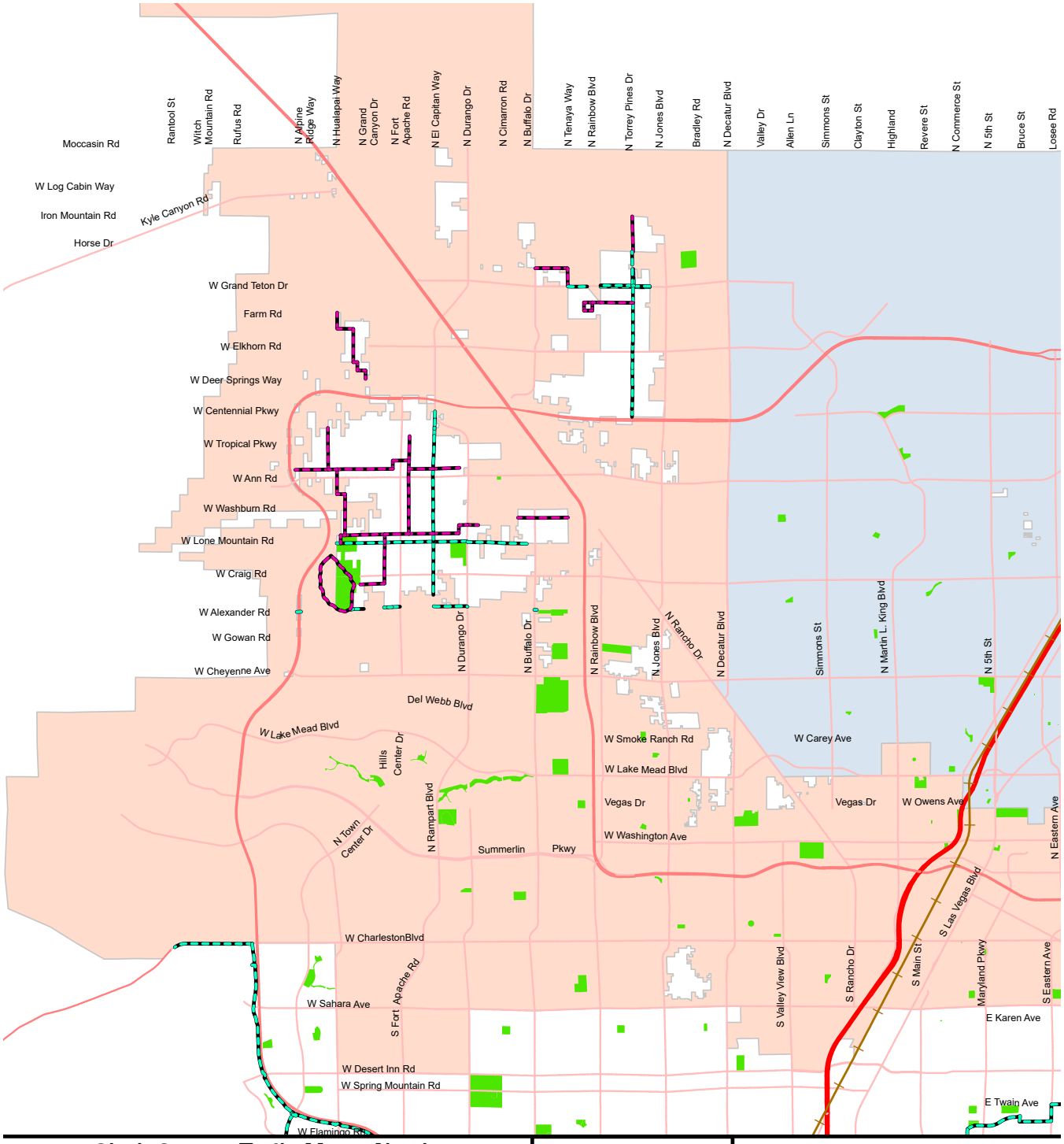
Future Needs

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

Funding Mechanisms

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

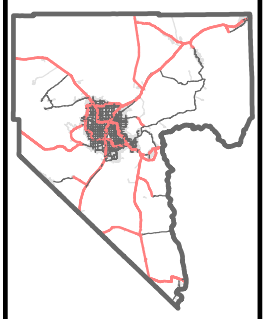
Clark County Trails Map - Northwest - Las Vegas Valley



Clark County Trails Map - Northwest

- Trailhead
- Equestrian Trail
- Multi-Use Trail
- Connecting Trail
- Railroads
- Interstate Highway
- US Highway
- Major Street

- Parks
- Boulder City
- City of Henderson
- City of Las Vegas
- City of Mesquite
- City of North Las Vegas
- Nellis AFB



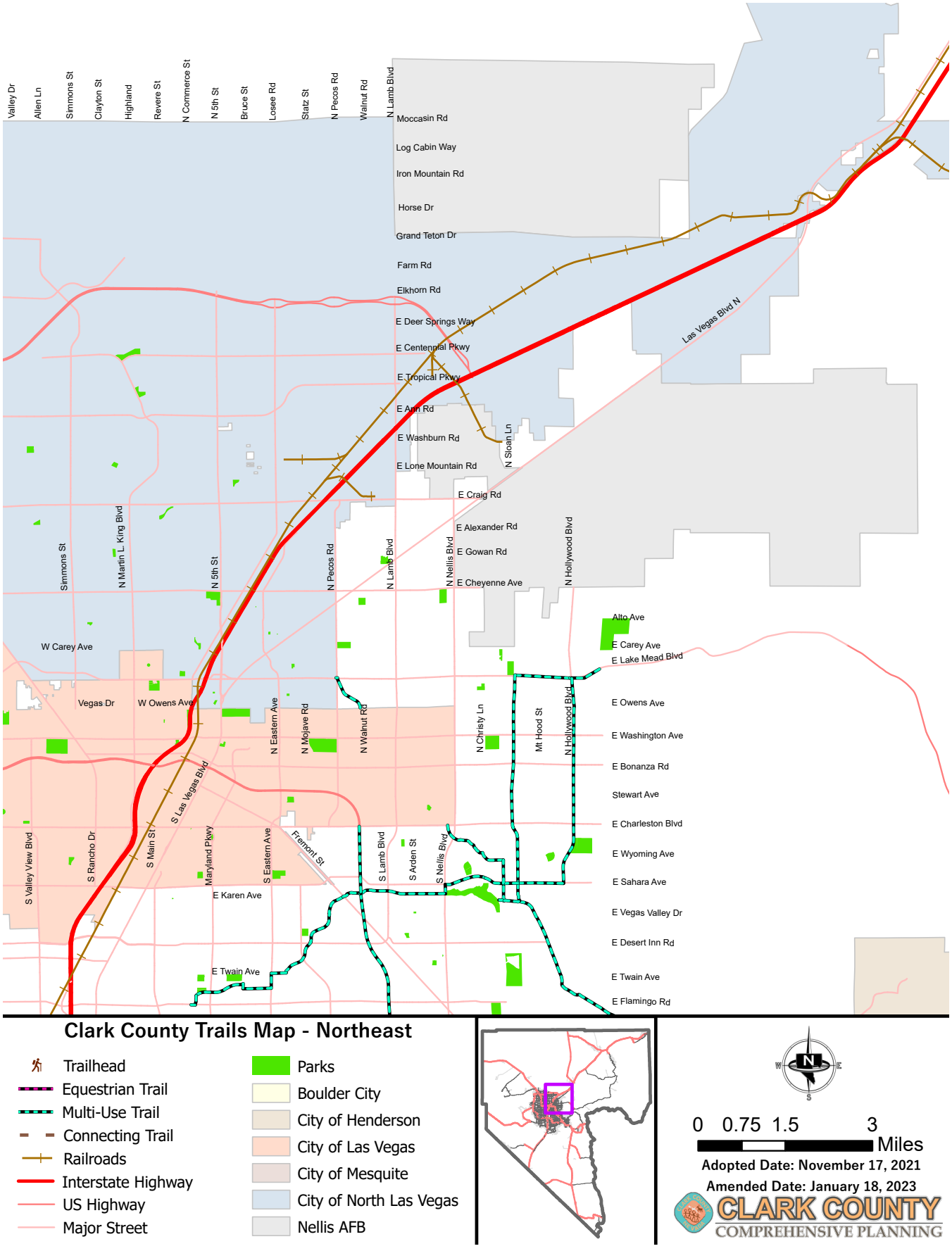
0 0.75 1.5 3 Miles

Adopted Date: November 17, 2021

Amended Date: January 18, 2023

CLARK COUNTY COMPREHENSIVE PLANNING

Clark County Trails Map - Northeast - Las Vegas Valley



Clark County Trails Map - Northeast

- Trailhead
- Equestrian Trail
- Multi-Use Trail
- Connecting Trail
- Railroads
- Interstate Highway
- US Highway
- Major Street

- Parks
- Boulder City
- City of Henderson
- City of Las Vegas
- City of Mesquite
- City of North Las Vegas
- Nellis AFB

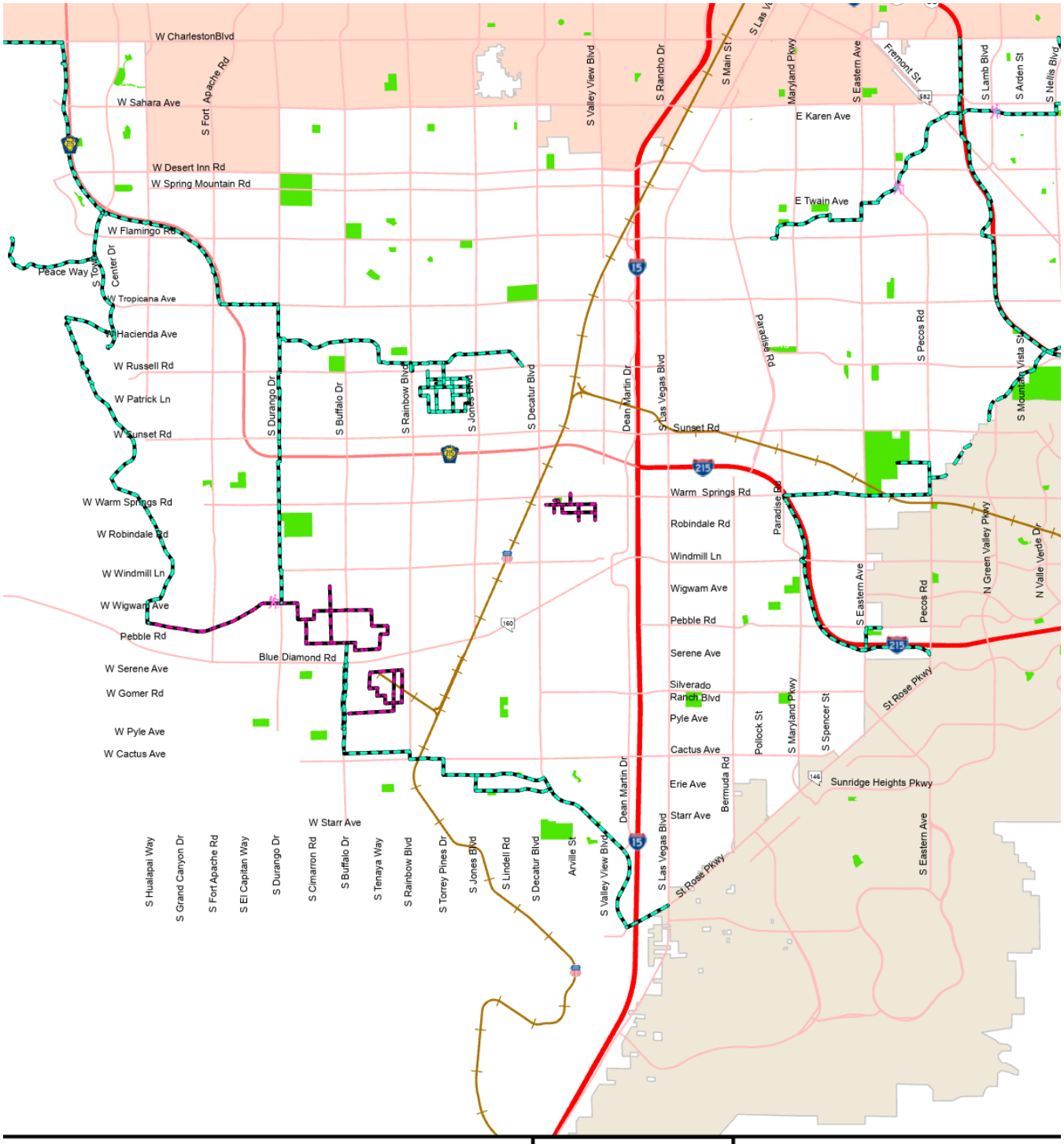
0 0.75 1.5 3 Miles

Adopted Date: November 17, 2021

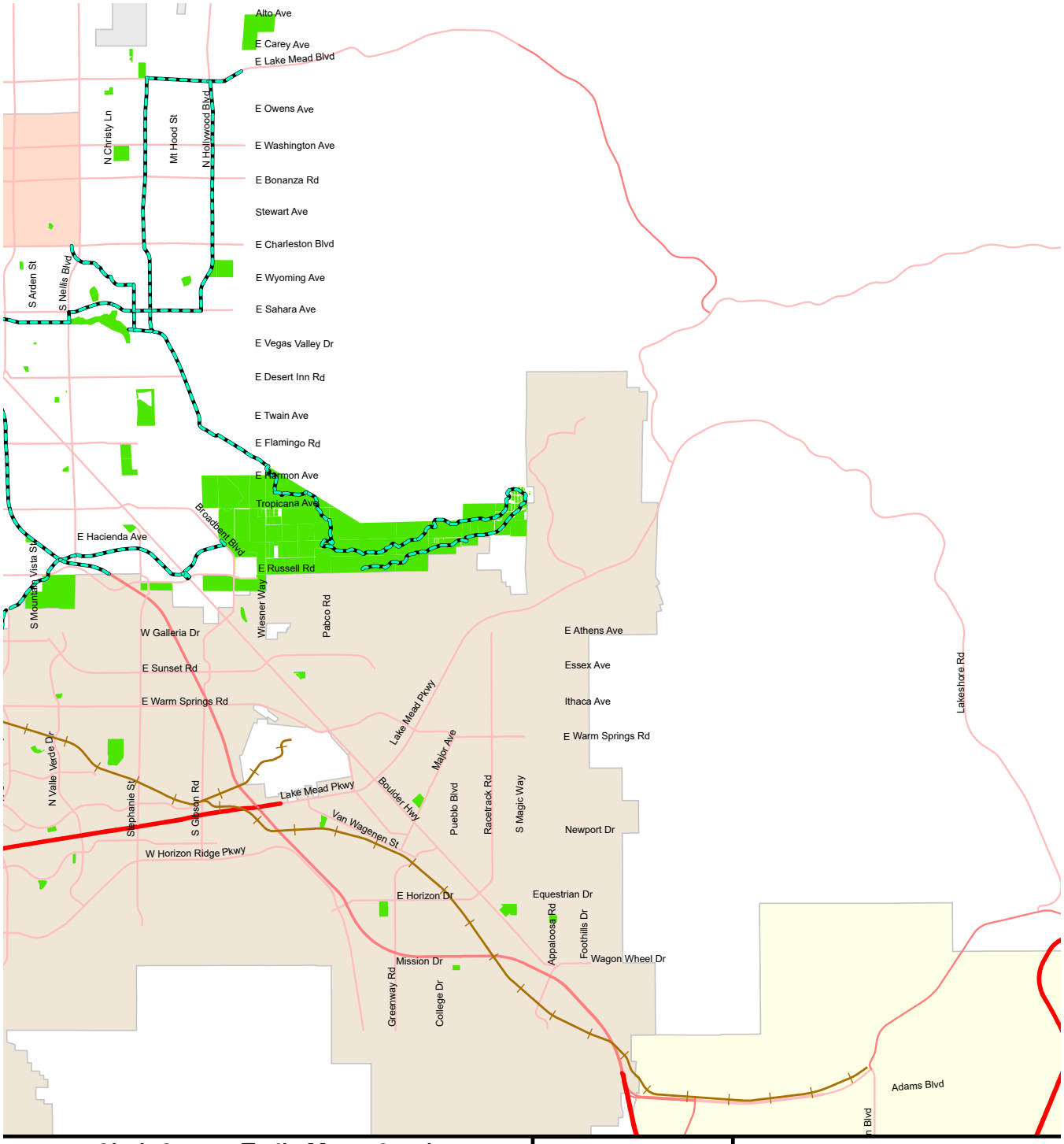
Amended Date: January 18, 2023

CLARK COUNTY COMPREHENSIVE PLANNING

Clark County Trails Map - Southwest - Las Vegas Valley



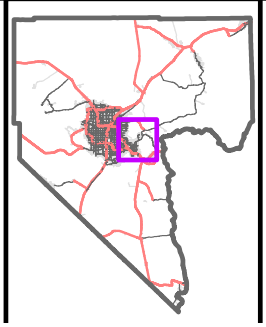
Clark County Trails Map - Southeast - Las Vegas Valley



Clark County Trails Map - Southeast

- Trailhead
- Equestrian Trail
- Multi-Use Trail
- Connecting Trail
- Railroads
- Interstate Highway
- US Highway
- Major Street

- Parks
- Boulder City
- City of Henderson
- City of Las Vegas
- City of Mesquite
- City of North Las Vegas
- Nellis AFB



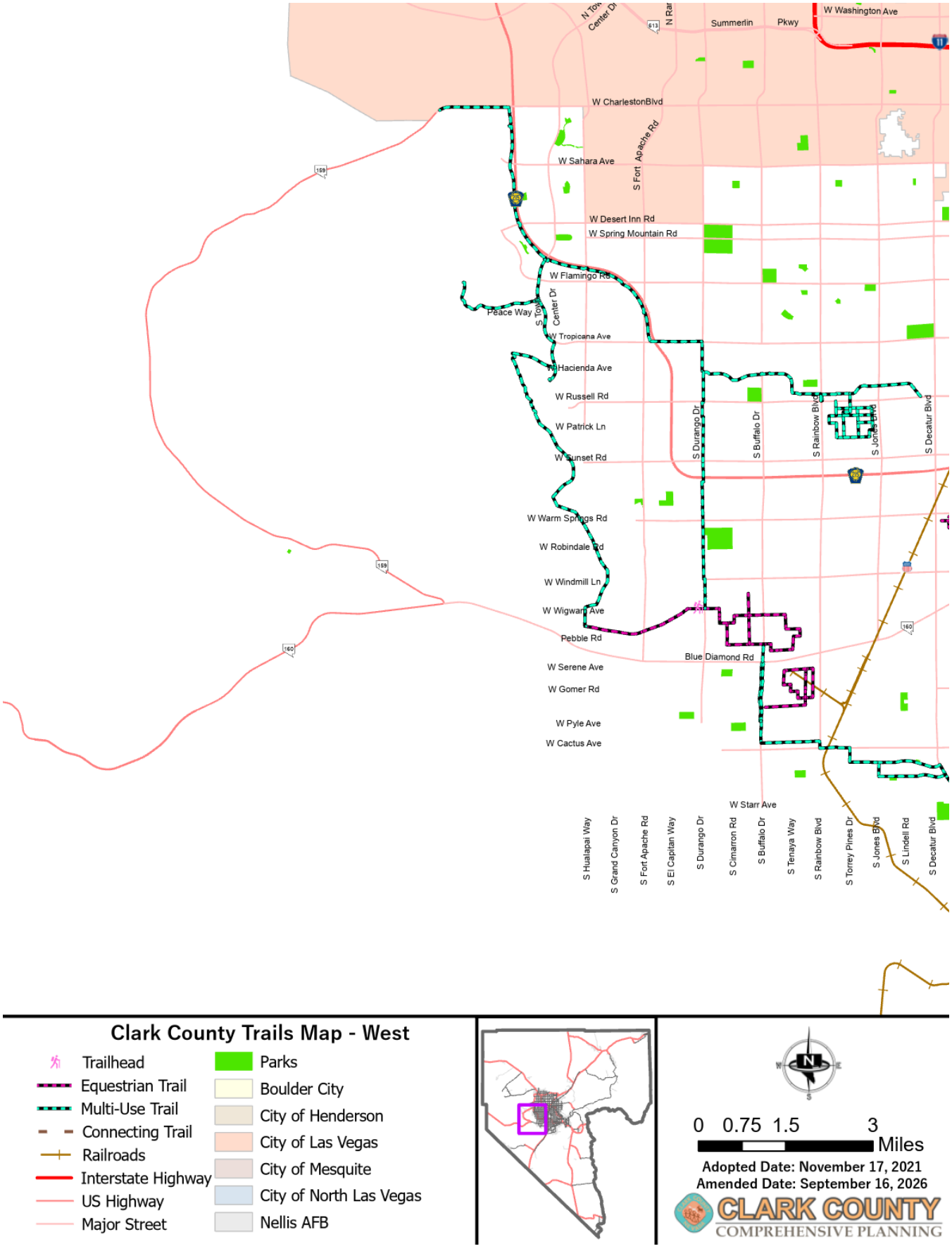
0 0.75 1.5 3 Miles

Adopted Date: November 17, 2021

Amended Date: January 18, 2023

CLARK COUNTY COMPREHENSIVE PLANNING

Clark County Trails Map - West - Las Vegas Valley



Clark County Trails Map

Open Space

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

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

Current Inventory

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

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

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

Clark County Open Space Inventory

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

Types of Open Spaces

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

Future Needs

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

Funding Mechanisms

Due to transfers of open space from other public agencies, acquisition costs are minimized. Construction costs depend on the facilities placed within open space areas.

Funding for Clark County open space comes from the Southern Nevada Public Lands Management Act (SNPLMA). In addition, minor funding comes from the County's general fund, developer contributions, and grants. While SNPLMA funds can be used for the acquisition of open space, this funding source cannot be used for operation and management costs. Since acquisition of County open space began in 1995, operation and management costs are undetermined.

Federal Lands

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

Department of the Interior

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

Bureau of Indian Affairs

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

Bureau of Land Management

The BLM is responsible for administering/overseeing a majority of the public lands in Clark County. BLM manages approximately 2.6 million acres of land within Clark County as multiple-use land. This means that the land is managed for a variety of uses such as energy development, livestock grazing, recreation, and timber harvesting. Approximately 1.3 million acres of the BLM lands within Clark County are designated for special management. These areas include National Conservation Areas (NCA) (Red Rock Canyon and Sloan Canyon), one national monument (Gold Butte), lands managed as areas of critical environmental concern (ACEC), and Wilderness Areas.

Bureau of Reclamation

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

National Park Service

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

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

U.S. Fish and Wildlife Service

The U.S. Fish and Wildlife Service also administers the Desert National Wildlife Refuge (DNWR) and the Moapa Valley National Wildlife Refuge (MVNWR). In these areas, the primary mission of the U.S. Fish and Wildlife Service is to manage lands for the benefit of wildlife while public use is considered secondary.

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

The Moapa Valley National Wildlife Refuge consists of 116 acres located approximately 60 miles northeast of Las Vegas. It was established on September 10, 1979, to secure habitat for the endangered Moapa Dace, a small fish endemic to the headwaters of the Muddy River

system. Due to its small size, fragile habitats, and on-going restoration work, the wildlife refuge is only open to the public at limited times throughout the year. The MVNWR has a Comprehensive Conservation Plan (CCP) to specify a management direction for the Refuge. The goals, objectives, and strategies for improving Refuge conditions—including the types of habitat will provide, partnership opportunities, and management actions needed to achieve desired conditions are described in the CCP.

Department of Agriculture

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

U.S. Forest Service

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

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

Department of Defense (U.S. Air Force)

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

Nellis Air Force Base

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

Creech Air Force Base

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

Nevada Test and Training Range

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

Department of Energy

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

Conservation

Topography

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

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

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

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

Geology

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

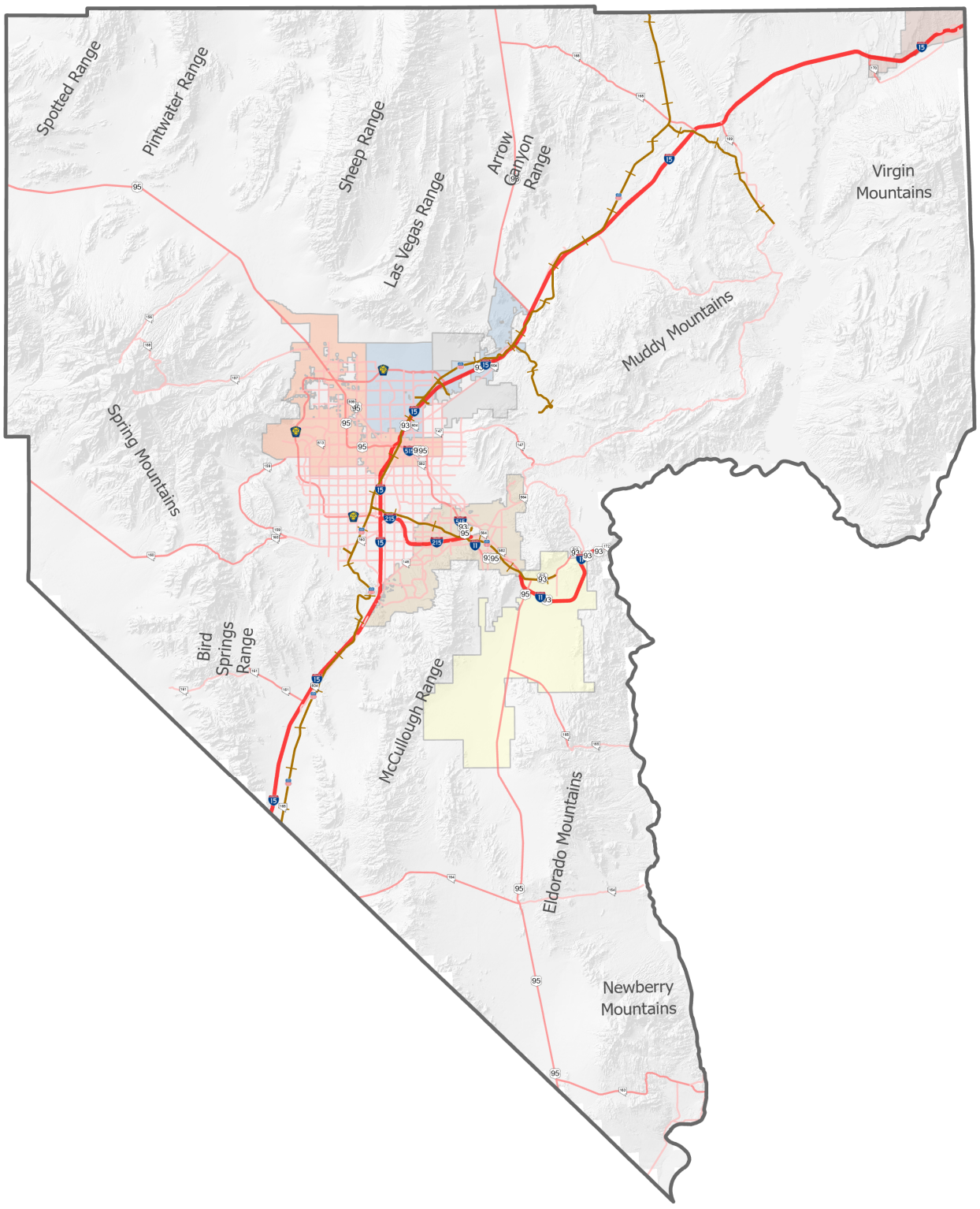
Clark County is considered one of the most unique geological areas in the world and is home to many unique geological formations. The formations are of important educational, recreational, and aesthetic value to the area. Areas such as Red Rock Canyon National Conservation Area, Valley of Fire State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

Mineral Resources

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

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

Mountain Ranges



Mountain Ranges

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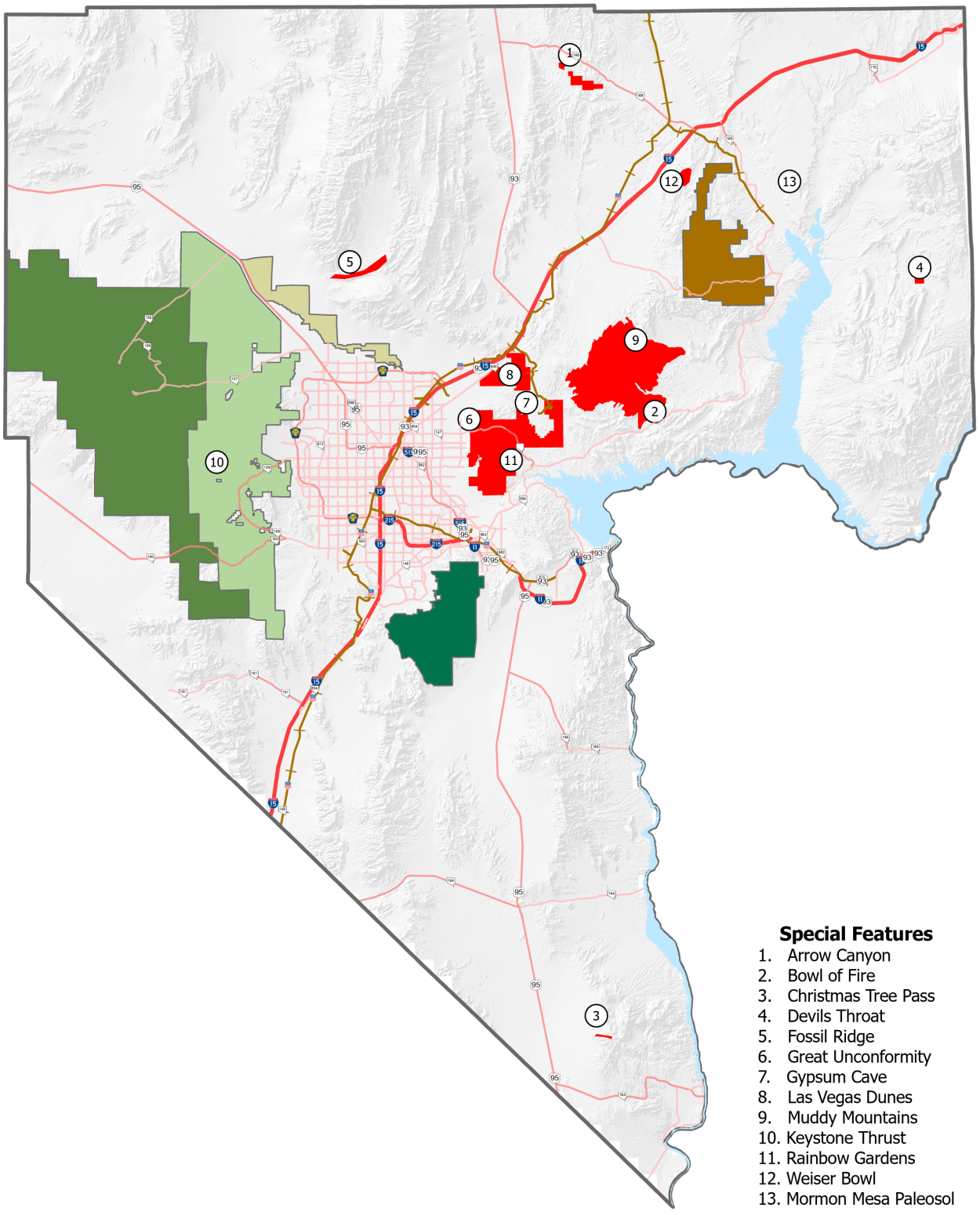
CLARK COUNTY
COMPREHENSIVE PLANNING

Unique Geological Features



Land-Related Hazards

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

Soils

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

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

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

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

Subsidence

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

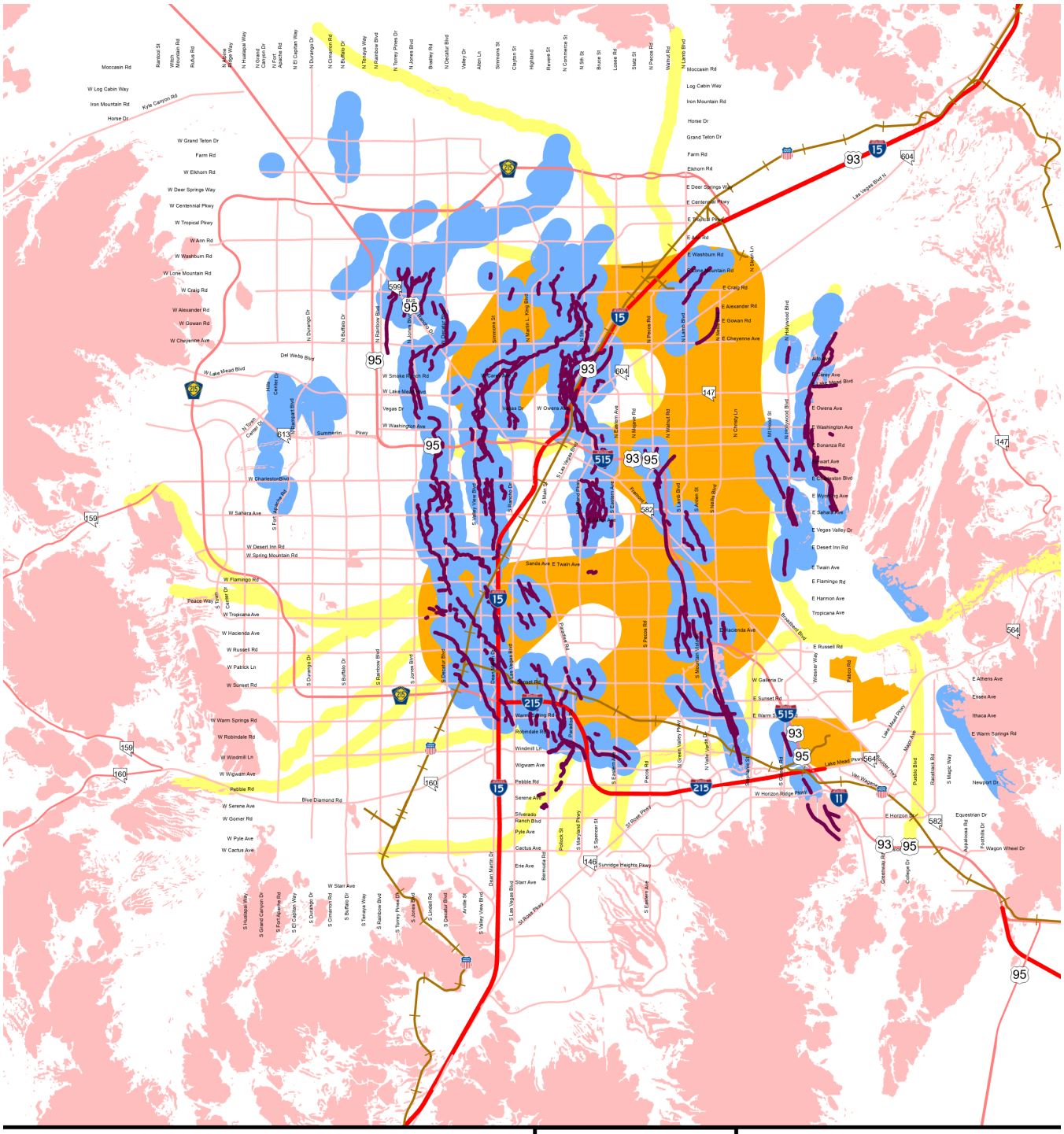
Faults/Seismicity

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

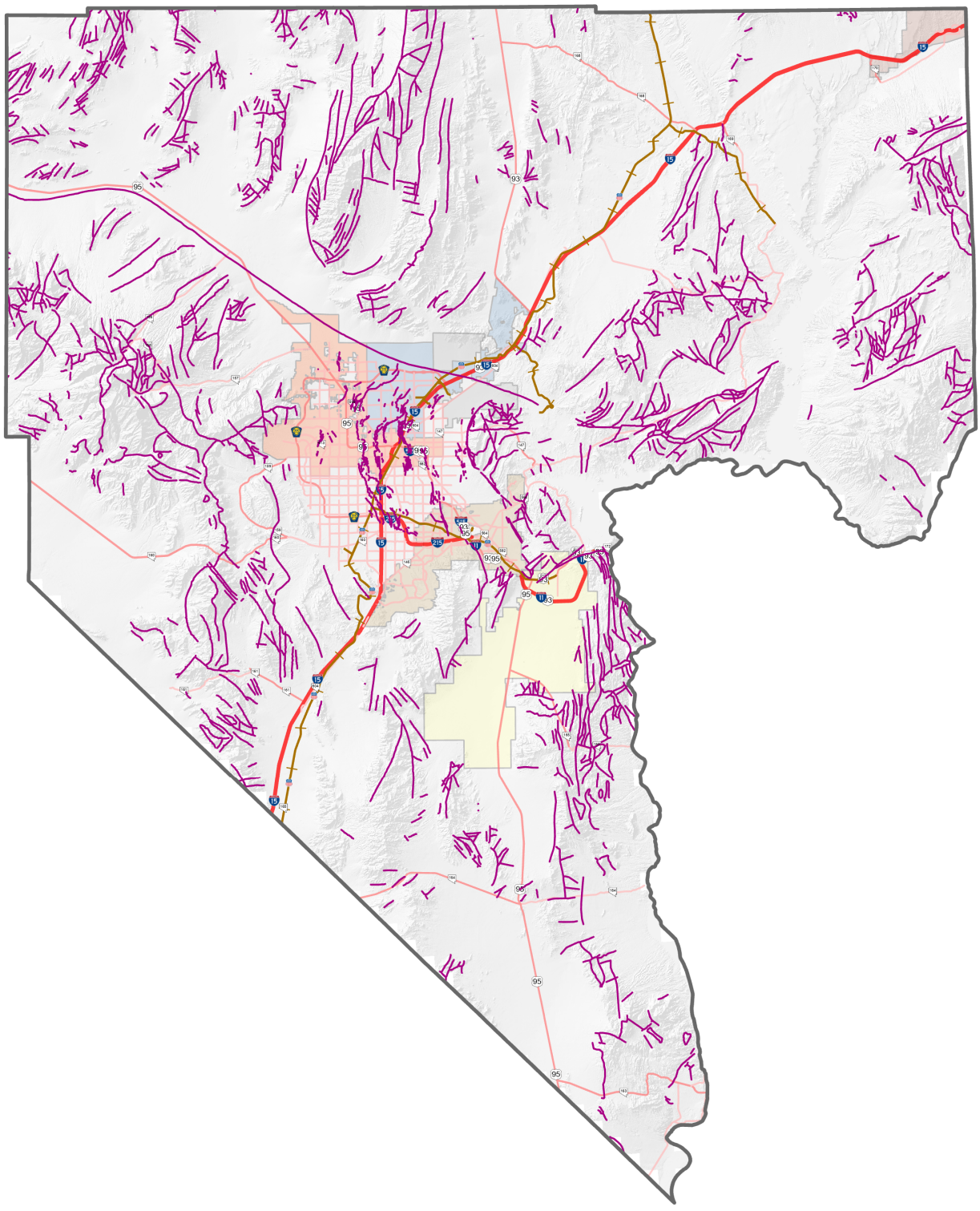
Abandoned Mines

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

Soil Guidelines



Known Geological Faults



Known Geologic Faults

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Miles

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

Water-Related Hazards

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

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

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

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

Water Resources

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

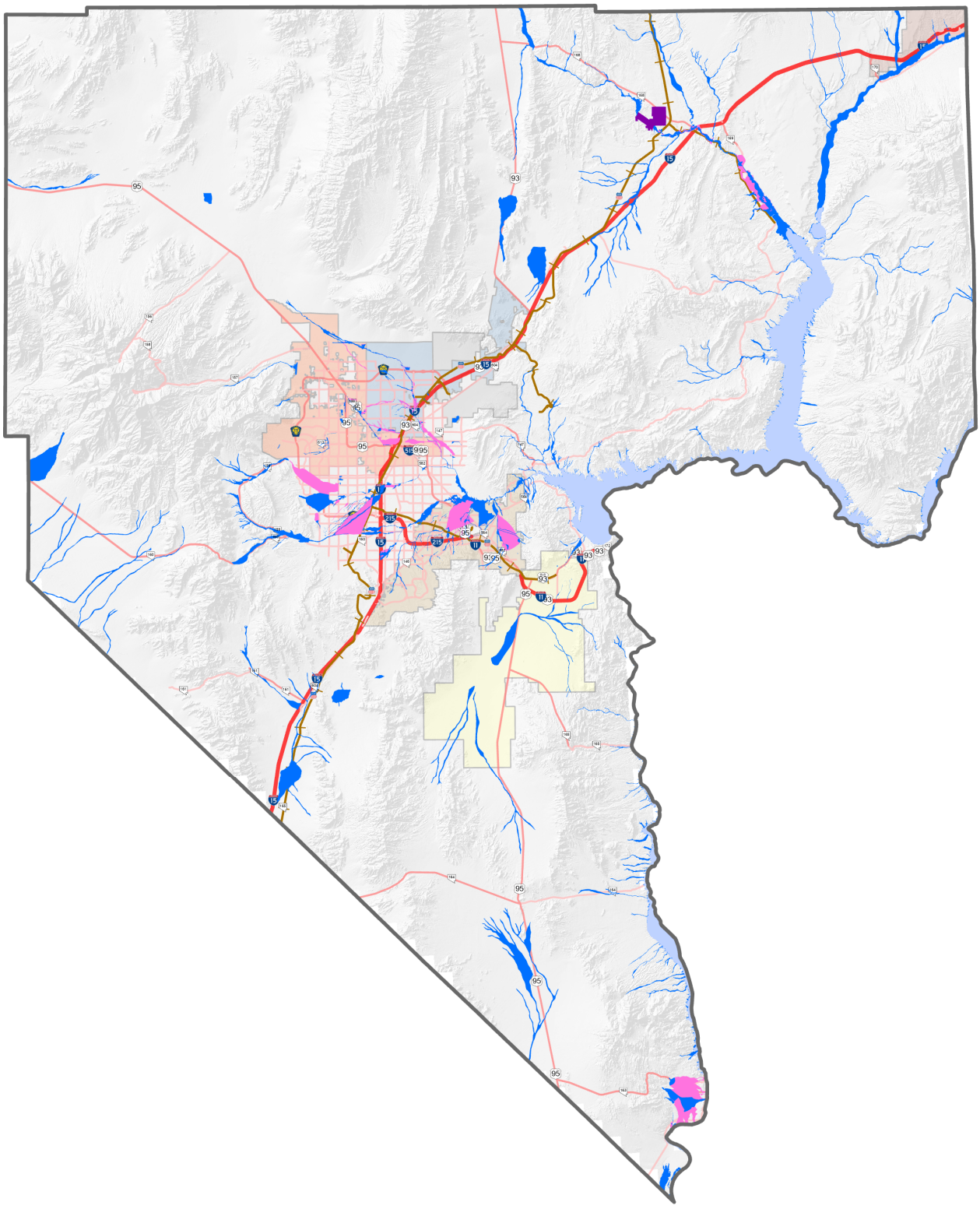
Water Supply and Conservation

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

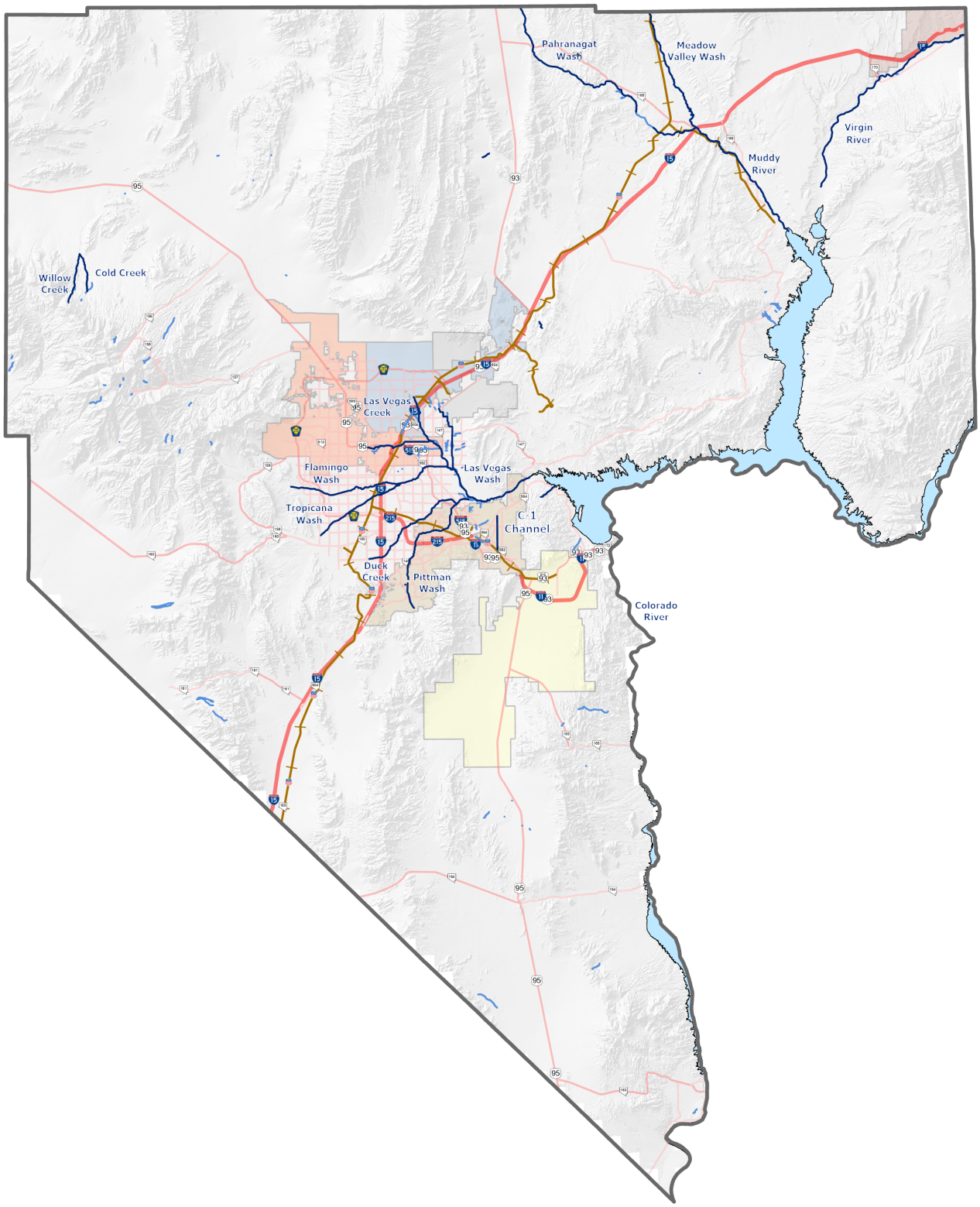
Surface Water Resources. The Las Vegas Valley is an externally draining basin. The general drainage pattern of the corridor includes collection of precipitation runoff from tributaries located on alluvial fill from the Sheep Mountains, Spring Mountains, and alluvial fans north of the City of North Las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

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

Floodplains



Surface Water and Major Washes



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CLARK COUNTY COMPREHENSIVE PLANNING

The Las Vegas Wash is the primary channel through which the Las Vegas Valley's excess water returns to Lake Mead. Accounting for less than two percent of the water in Lake Mead, the water flowing through the Wash consists of urban runoff, shallow groundwater, stormwater, and releases from the valley's four water reclamation facilities (SNWA, 2016). Heaviest flow occurs during the winter months, when the most precipitation falls and evapotranspiration rates are lowest.

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

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

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

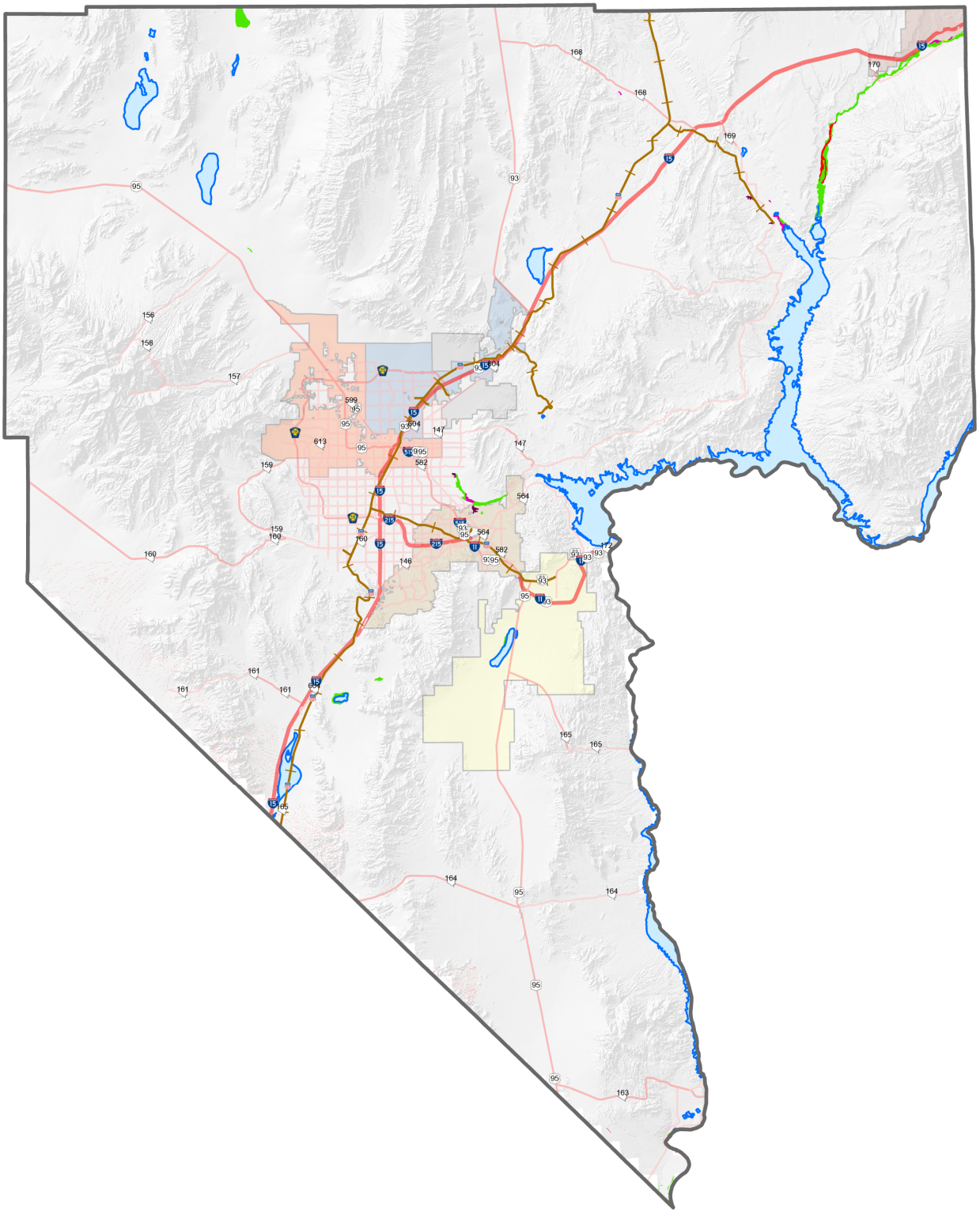
Groundwater. Groundwater currently serves as ten percent of Clark County's drinking water. The Las Vegas Valley Water District and the City of North Las Vegas have 40,760 acre-feet per year (AFY) and 6,201 AFY, respectively, of groundwater rights issued by the Nevada State Engineer. The groundwater system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

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

What is GPCD?

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

Clark County Wetlands



Clark County Wetlands

- Estuarine and Marine Deepwater
- Freshwater Emergent Wetland
- Freshwater Forested/Shrub Wetland
- Freshwater Pond
- Lake
- Riverine
- Other

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Miles

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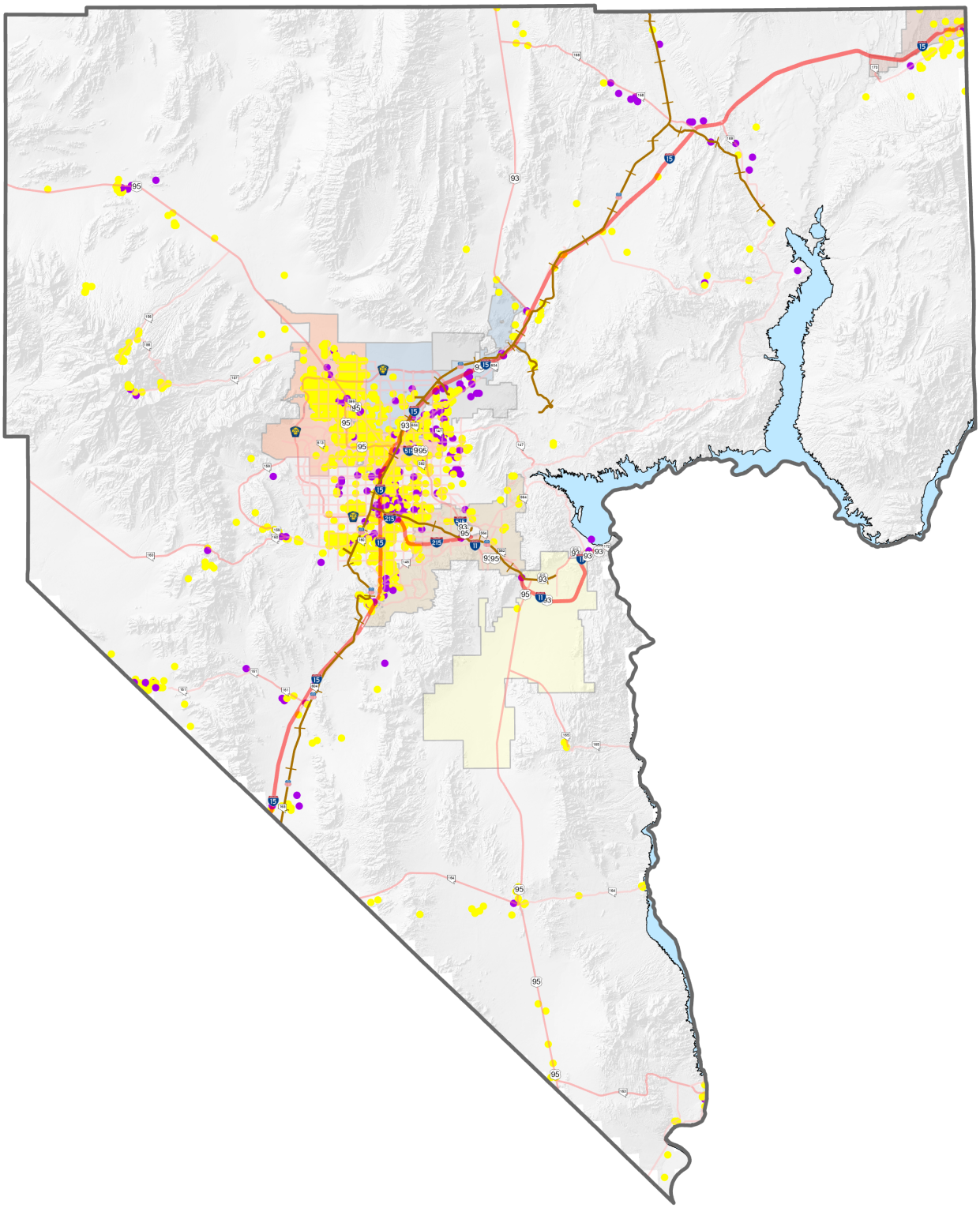
Groundwater Wells



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

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

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

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

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

Water quality standards and beneficial uses for effluent released to the Las Vegas Wash have been placed on each of the four wastewater treatment agencies that discharge to Lake Mead in order to maintain the beneficial use of the Wash. These requirements include a wasteload allocation for phosphorus and un-ionized ammonia. Water quality standards exist for outlying areas which include the City of Mesquite, Laughlin, Overton, and Apex Industrial Park. The NDEP administers the standards.

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

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

Water Quality

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

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

Nonpoint Source Pollution and Section 303(d) of the Clean Water Act. Nonpoint source pollution is the leading cause of water quality impairment in the state of Nevada. Stormwater and urban runoff is considered a nonpoint source pollutant, carrying sediment, chemicals,

garbage and biological matter from urban land untreated into drainage and waterways, eventually emptying into Lake Mead, the area's primary source of drinking water. Although stormwater and urban runoff as well as treated wastewater constitutes less than 2 percent of Lake Mead water, efforts to control the amounts of contaminants introduced into this source are important and required by the U.S. Environmental Protection Agency (EPA).

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

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

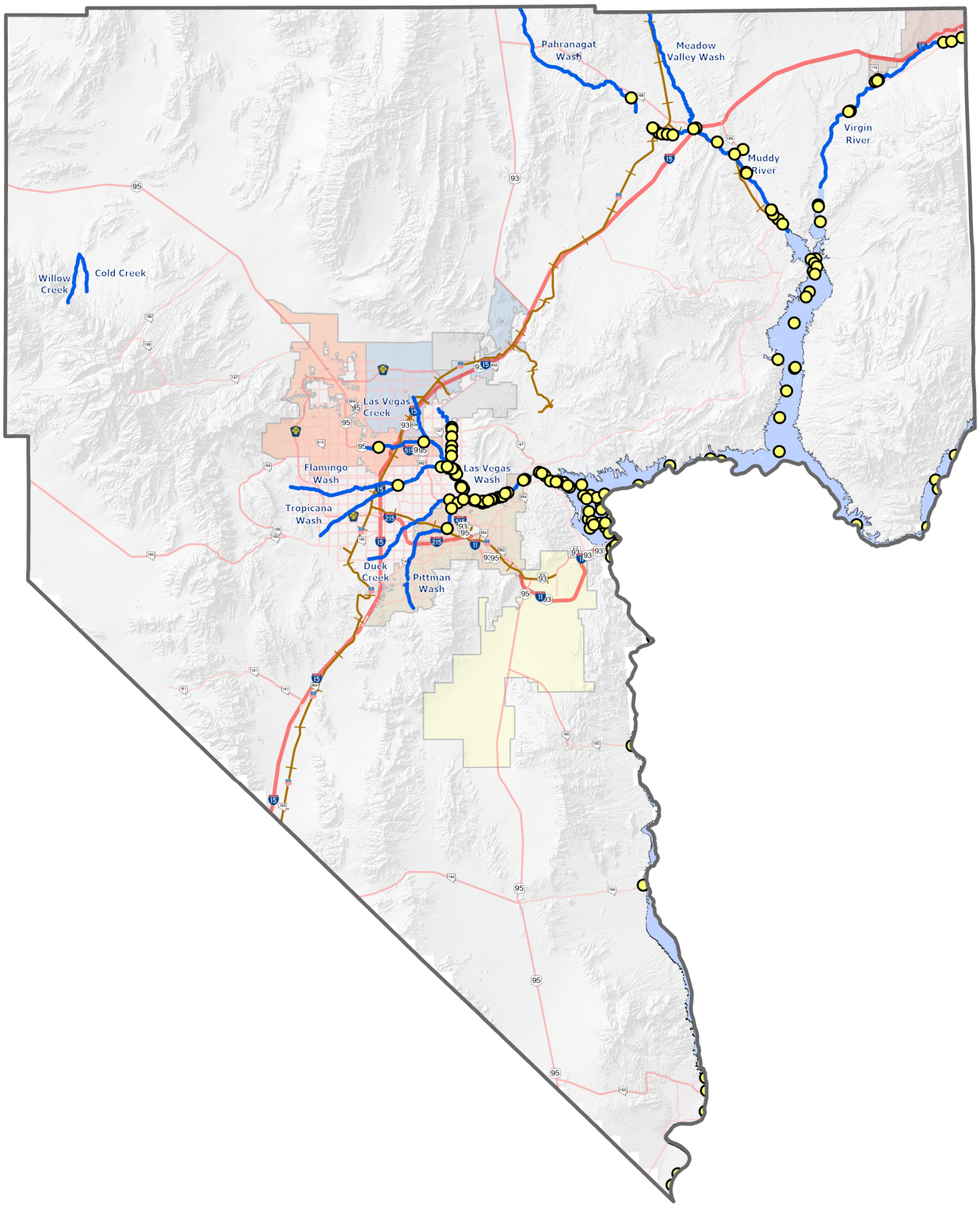
The Bureau of Water Quality Planning, through its Nonpoint Source program, manages activities and implements projects that prevent and reduce nonpoint source loading in the surface and ground waters of Nevada. Nevada's Nonpoint Source program is voluntary, relying on public education/outreach, agency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

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

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

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

Section 303(d) Waters



Vegetation and Wildlife Resources

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

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

Federally Threatened and Endangered Species

The Endangered Species Act of 1973 was signed into law on December 28, 1973 (16 USC 1531 et seq.; Public Law [PL] 93 - 205). The purpose of the Endangered Species Act is to protect and recover imperiled species and the ecosystems upon which they depend. The Endangered Species Act compliance and oversight is administered by the U.S. Fish and Wildlife Service. There are currently 17 species listed as threatened or endangered in Clark County, Nevada; these include:

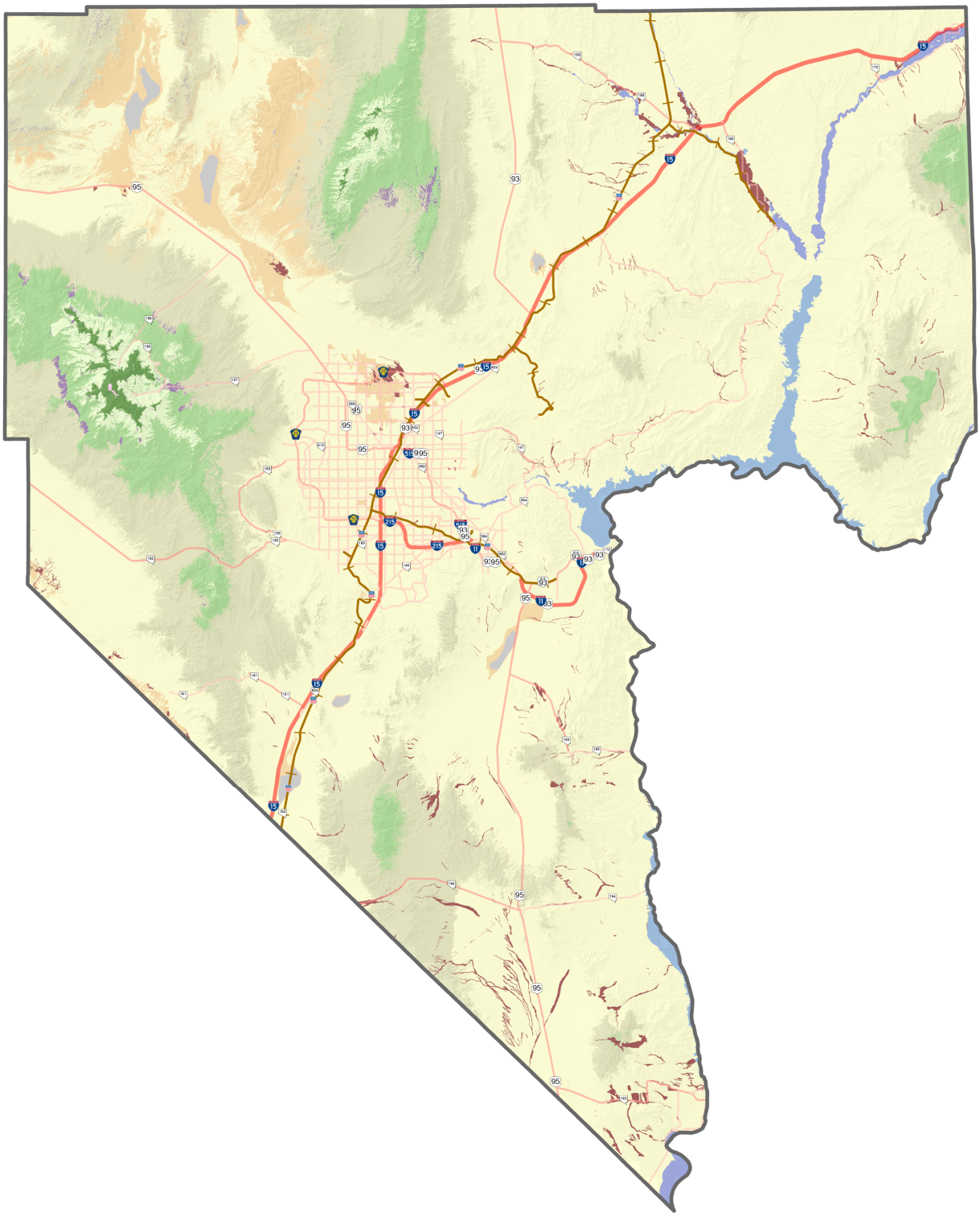
- Desert tortoise (Gopherus agassizii), threatened
- Yellow-billed cuckoo (Coccyzus americanus), threatened
- Lahontan cutthroat trout (Oncorhynchus clarkii henshawi), threatened
- Southwestern willow flycatcher (Empidonax traillii extimus), endangered
- Mount Charleston blue butterfly (Icaricia shasta charlestonensis), endangered
- Yuma Ridgway's rail (Rallus obsoletus yumanensis), endangered
- Pahrump poolfish (Empetrichthys latos), endangered
- Humpback chub (Gila cypha), endangered
- Virgin River chub (Gila seminuda), endangered
- Moapa dace (Moapa coriacea), endangered
- Woundfin (Plagopterus argentissimus), endangered
- Colorado pikeminnow (Ptychocheilus lucius), endangered
- Razorback sucker (Xyrauchen texanus), endangered (U.S. Fish and Wildlife Service, 2016)
- Monarch butterfly (Danaus plexippus), candidate
- Las Vegas bearpoppy (Arctomecon californica), status under review
- Threecorner milkvetch (Astragalus geyeri var. triquetrus), status under review
- Mojave poppy bee (Perdita meconis), status under review (U.S. Fish and Wildlife Service, 2021)

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

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

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

Ecosystems


Ecosystems
gridcode
Alpine
Blackbush
Bristlecone Pine
Desert Riparian
Mesquite/Acacia
Mixed Conifer
Mojave Desert Scrub
Pinyon/Juniper
Sagebrush
Salt Desert Scrub
Water
Playa
Date: November 17, 2021
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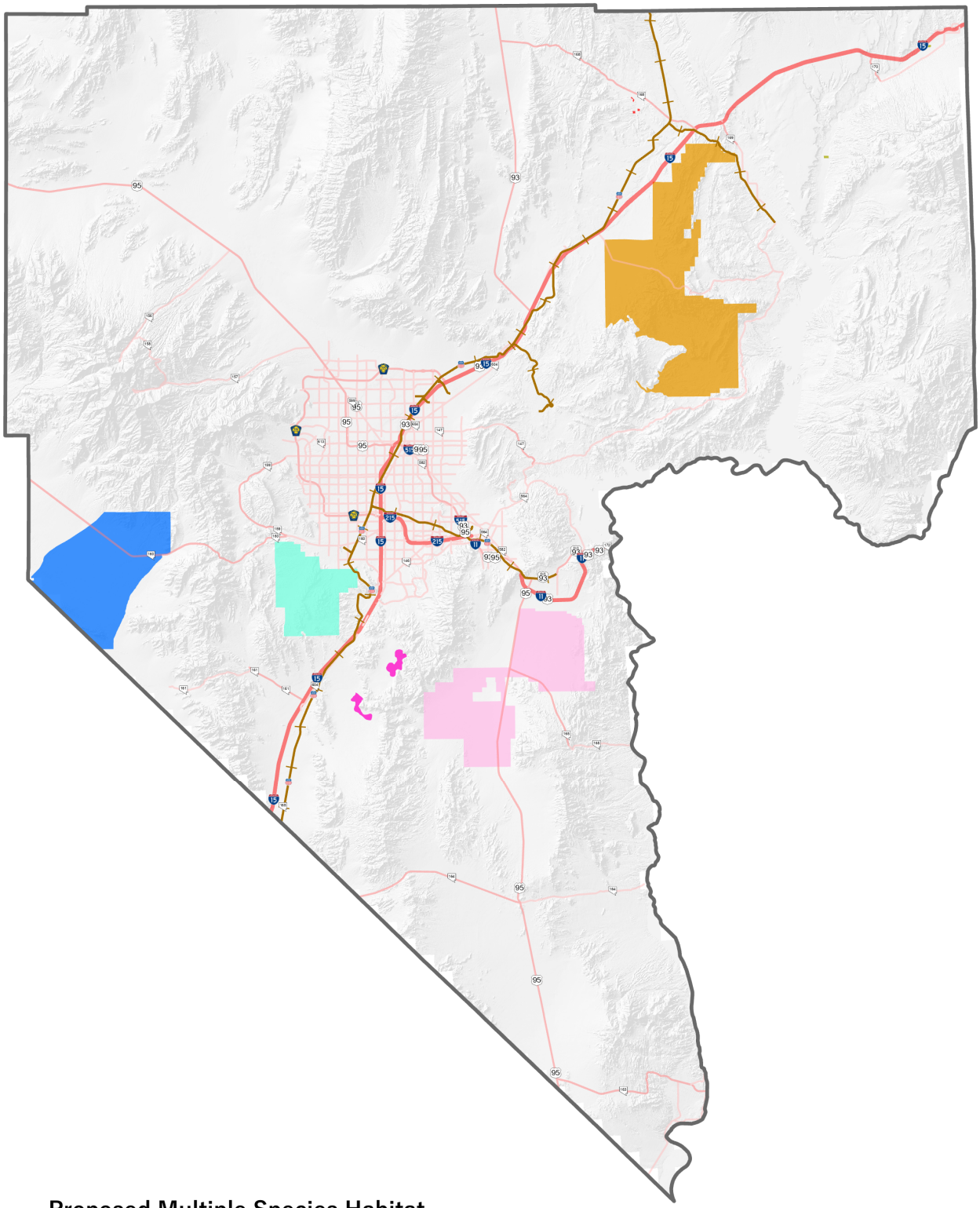
Miles
CLARK COUNTY
COMPREHENSIVE PLANNING

Proposed MSHCP Reserve Systems



Balancing species conservation with a streamlined Endangered Species Act permitting process for development, the MSHCP is a plan that describes the types of species conservation actions that the Desert Conservation Program will carry out to offset the impacts of development within Clark County. The MSHCP covers 78 species, including four that are listed under the Endangered Species Act: desert tortoise, southwestern willow flycatcher, yellow-billed cuckoo, and Mount Charleston blue butterfly. Developers and private-property owners obtain coverage under this county-wide permit by paying a per acre disturbance fee. These fees are collectively administered in an endowment fund that is used to pay for conservation actions.

Migratory Birds

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

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

State of Nevada Protected Wildlife

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

Nevada Fully Protected Flora

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

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

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

Fully protected native plant species require a special permit from the State Forester Firewarden for their removal or destruction from both public and private lands (NRS 527.270). The Clark County Desert Conservation Program administers a master permit that authorizes removal or destruction of state-listed critically endangered plant species (with the exception of unuaual catseye) as a result of private-land development activities within the county. Coverage under this permit is obtained by individual developers and landowners through the same process that provides coverage under the Clark County MSHCP and associated incidental take permit.

Cacti, Yucca, and Evergreen Trees

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

Invasive and Noxious Weeds

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

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

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

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

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

Landscaping Plant Life

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

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

Africanized Honey Bees

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

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

The Nevada Department of Agriculture is the agency that regulates the bee keeper industry within the State. The Nevada Department of Agriculture also monitors the migration of the Africanized honey bee into and throughout Nevada. Removal of the Africanized honey bee is currently the responsibility of the property owner. Both the Nevada Department of Agriculture and Clark County provide public

outreach and educational programs to inform the public about the Africanized honey bee, methods of removal and applicable safety precautions.

Pollinator Protection

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

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

Voluntary measures intended to protect pollinator health includes:

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

Vector-borne Diseases

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

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

Air Quality

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

There are six common air pollutants regulated by the EPA.

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

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

Currently, EPA has designated all of Clark County as either in attainment or unclassifiable for all of the criteria pollutants except ozone (Table 2). Parts of Clark County are also subject to the federal enforcement of measures set forth in Nevada's State Implementation Plan (SIP). For example, hydrographic area 212 (Las Vegas Valley), which was previously designated as a nonattainment area for carbon monoxide and PM_{10}, is currently subject to SIP maintenance plans for those criteria pollutants.

Criteria Pollutant Attainment Status for Clark County Hydrographic Area 212

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

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

Carbon Monoxide

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

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

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

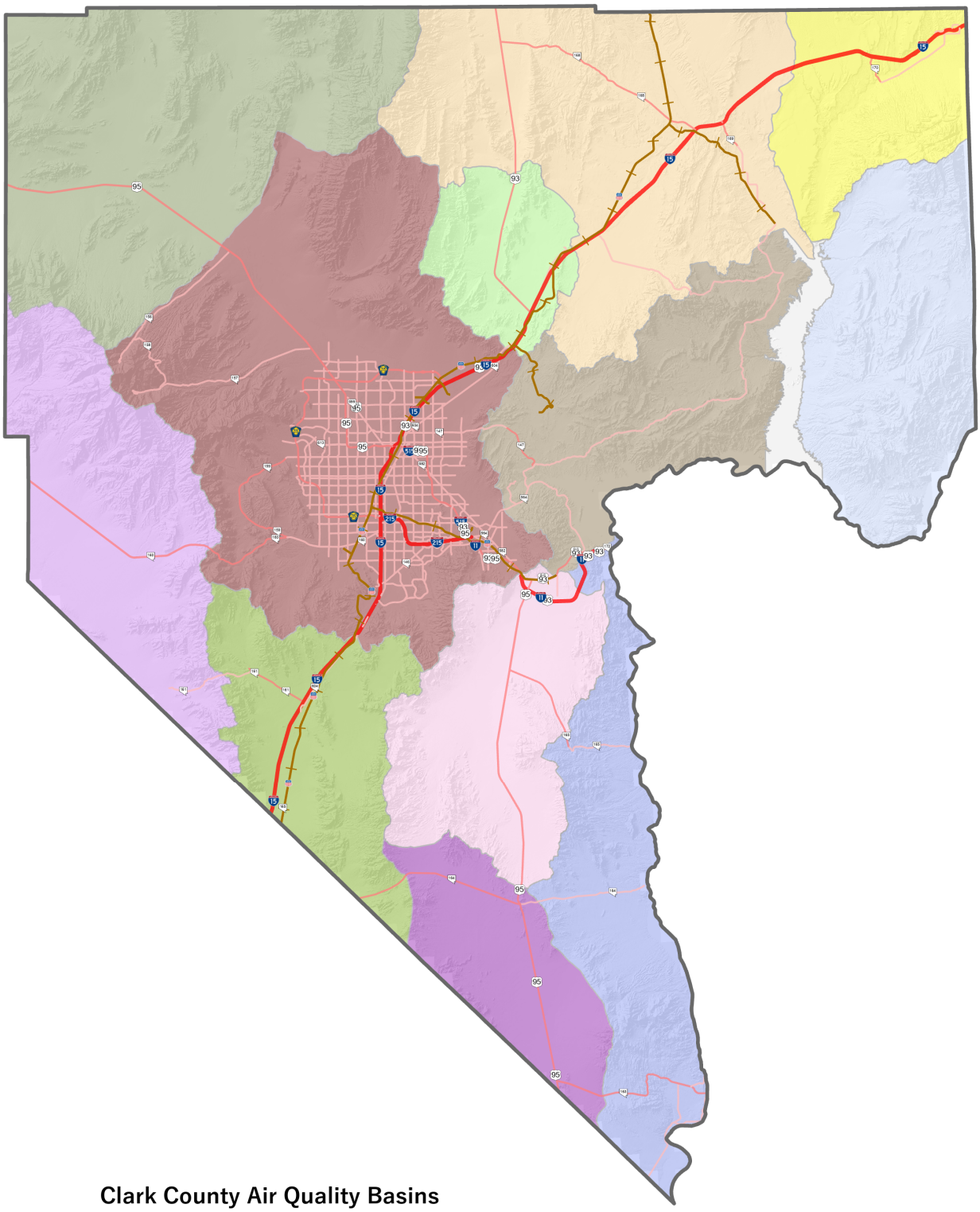
The result of these control measures is that CO concentration levels nationwide have dropped substantially. The last time there was a CO exceedance in the Las Vegas Valley was in 1998. On an annual basis, there has been a general trend towards decreased CO concentration levels. The average eight-hour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

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

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

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

Air Quality Basins



Clark County Air Quality Basins

- Apex Valley
- Black Mountains Area
- Colorado River Val
- Eldorado Valley
- Indian Springs
- Ivanpah Valley
- Jumbo Peak Area
- Las Vegas Valley
- Moapa Valley
- Pahrump Valley
- Paiute Valley
- Virgin Valley

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Miles

Date: November 17, 2021

CLARK COUNTY
COMPREHENSIVE PLANNING

Ozone

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

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

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

The most recent revision of the ozone standard occurred in October 2015 when EPA established a 70 ppb eight-hour ozone standard. On June 4, 2018, EPA designated the Las Vegas Valley (HA 212) as a nonattainment area for the 2015 ozone NAAQS, effective August 3, 2018.

Particulate Matter (PM10)

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

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

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

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

Other Criteria Pollutants

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

PM2.5 is particulate matter that has an aerodynamic diameter of 2.5 microns or less (a quarter of the diameter of a human hair). PM2.5 is closely monitored as elevated concentration levels can present even greater health concerns than elevated PM10 concentrations levels. High PM2.5 levels present serious public health concerns since the particles not only are inhaled into the lungs but are small enough to enter a person's blood stream. EPA first established a PM2.5 Standard in 1997, setting the 24-hour standard at 65 micrograms per cubic meter (µg/m3), and the annual standard at 15 µg/m3. Since then, EPA has revised the 24-hour primary standard twice: in 2006, EPA lowered the 24-hour primary standard to 35 µg/m3, and in 2012 it was lowered again to 12 µg/m3. Clark County is currently in attainment or unclassifiable for both the 24-hour and the annual standard.

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

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

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

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

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

Visible Urban Haze

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

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

Waste

Landfills, Transfer Stations, and Convenience Centers

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

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

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

Virgin Valley Disposal uses landfill facilities located within Lincoln County.

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

Recycling and Source Reduction

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

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

Reclamation

Sunrise Landfill

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

Maryland Parkway Brownfield Project

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

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

Hazardous Waste

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

Agriculture

Farmland

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

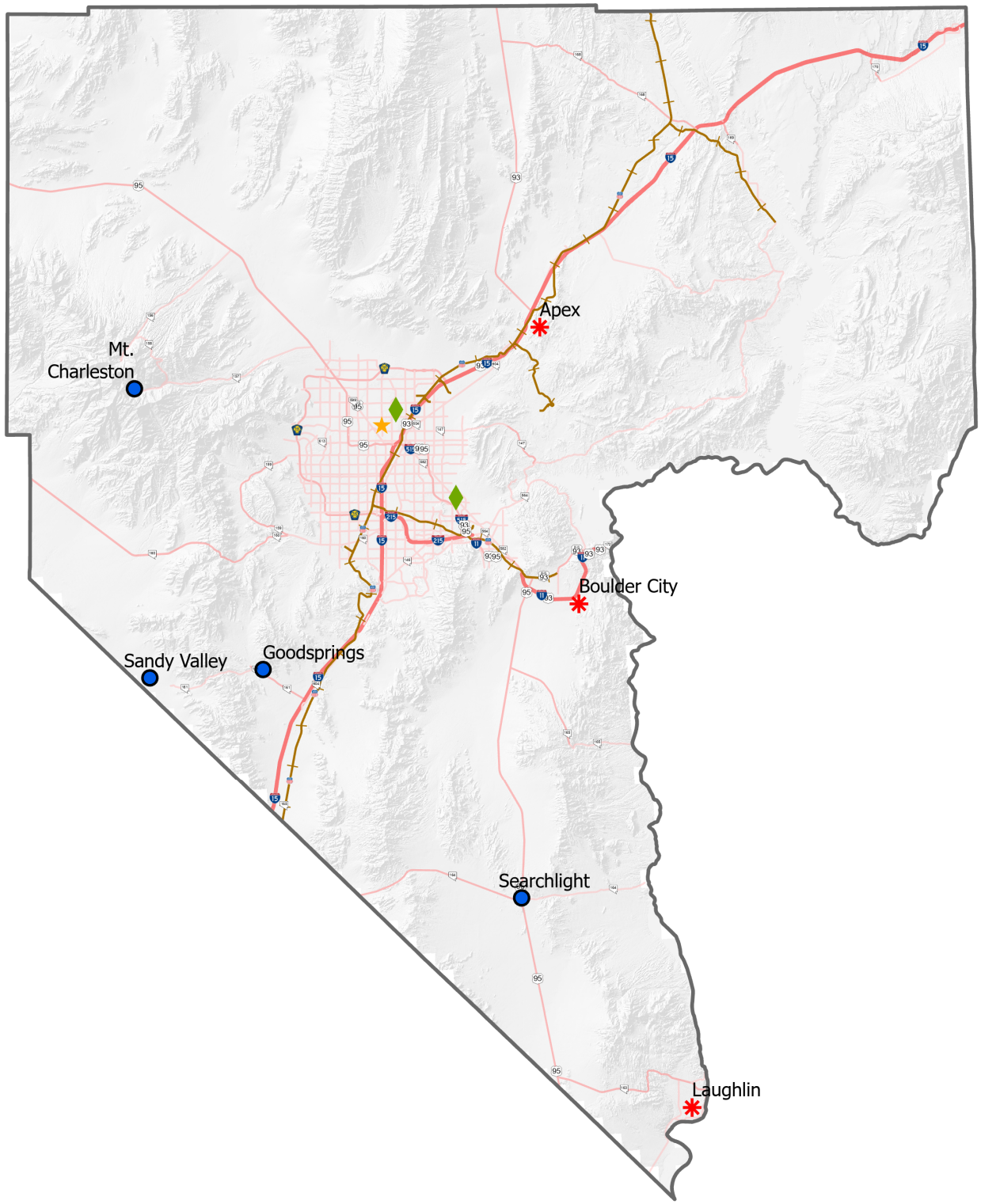
Soil Management/Grading/Land Conservation

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

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

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

Active Solid Waste Disposal Sites



Rangeland

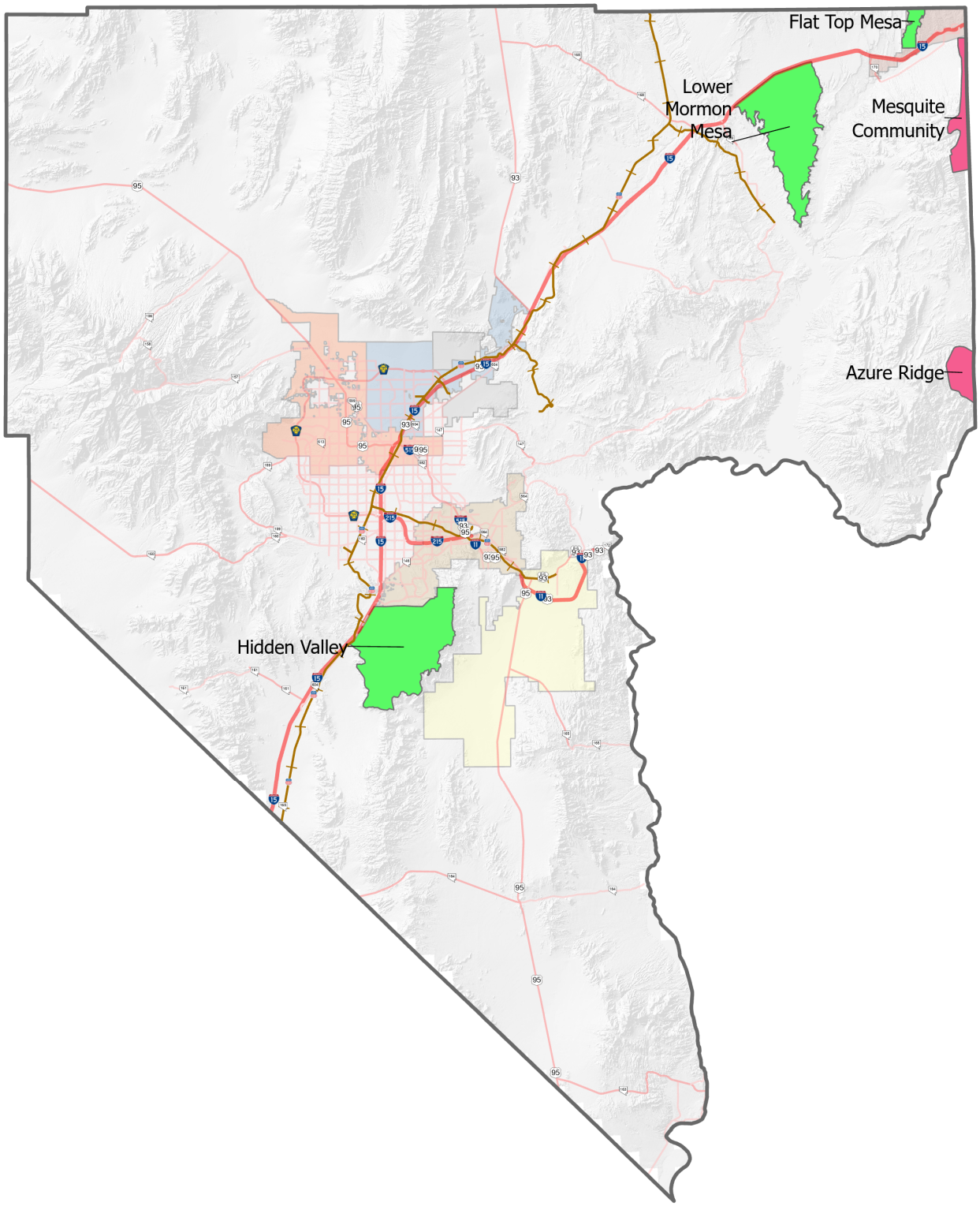
The BLM regulates livestock grazing on public properties through issuance of grazing allotments. Grazing allotments within Clark County were originally established by the federal government in 1934; however, over the past 80 years grazing within many allotments is no longer feasible or authorized because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

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

Timber and Fuelwood

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

Grazing Allotments



Clark County Grazing

Active Grazing Allotments

Arizona Administered Allotment

0 5 10 20

Miles

Date: November 17, 2021

CLARK COUNTY COMPREHENSIVE PLANNING

APPENDIX B: SUPPLEMENTAL INFORMATION (AREA-SPECIFIC)

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About this Section

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

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

Enterprise

Natural and Manmade Hazards

Land-Related Hazards

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

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

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

Water-Related Hazards

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

Infrastructure and Services

Libraries

The Las Vegas-Clark County Library District (LVCCLD) provides library services for Enterprise. The library district is funded through property taxes, sales taxes, and user fees. It is a separate municipal corporation from Clark County governed by a Board of Trustees. The district officially formed in 1985, although the two systems (Clark County Library District and the City of Las Vegas Library District) had been operating as one consolidated library system since 1973. There are two libraries in Enterprise: 1) the Enterprise Library located on the southeast corner of Shelbourne Avenue on Las Vegas Boulevard South, and 2) the Windmill Library located on the north side of Windmill Lane, just west of Rainbow Boulevard. The Enterprise Library has a conference room, meeting room, study room, story time room, a gallery and Wi-Fi access. The Windmill Library has a meeting room, study rooms, story time room, separate computer labs for adults and young people, a Young People's Library, an art gallery, and Wi-Fi access. There is potential for a future library located at Cactus Avenue and Jones Boulevard.

Public Safety

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

Enterprise: Existing Clark County Fire Stations

Station Number	Location
24	7525 Dean Martin Drive
65	3825 W. Starr Avenue
66	7929 Mountains Edge Parkway

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

Law Enforcement. The agency responsible for providing police protection in Enterprise is the Las Vegas Metropolitan Police Department (Metro). Metro was formed by the Legislature in 1973 by merging the Clark County Sheriff's Office and the Las Vegas Police Department. Both Clark County and the City of Las Vegas are responsible for funding Metro. It is patrolled by officers from the Enterprise Area Command located at 4975 W. Windmill Lane.

Recreation and Open Space

Clark County park statistics are separated into four Valley quadrants as well as towns. Enterprise is in the southwest quadrant. Clark County has a goal of 2.5 acres of park land per 1,000 residents for parks in the urban area. This equates to Enterprise requiring approximately 564 acres of parks in 2020.

Level of Service. Clark County has level of service standards for each facility type. These standards help in the determination of which facilities and locations are most in need of construction and remodeling. The southwest quadrant level of service is 1.6 acres of park area per 1,000 residents. Additionally, the 2021 Enterprise level of service is 0.8 acres of park area per 1,000 residents, accounting for 18 parks with 276 developed acres. Details of existing Enterprise parks and facilities are listed in the table below.

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

Enterprise: Existing Parks

Park	Year	Location	Acres	Available Facilities
Cougar Creek Park	2020	Cougar/Redwood	13	splash pad, walking path, playground, open field, picnic areas, zip line, pickle ball, fitness stations, rock climbing wall
Doc Johnson Rose Garden Park	2007	Somerset Hills/Southern Highlands	2	open turf, picnic areas, playground, rose gardens
Exploration Peak Park	2007	Buffalo/Gomer	24	picnic areas, playground, splash pad, walking paths, hiking trail, horseshoes, open turf, volleyball, swings, festival area
Goett Family Park	2002	Starr Hills/ Southern Highlands	4	basketball court, playground, splash pad, walking path, open turf, picnic area
Inzalaco Park	2004	Shinnecock Hills /Salernes	5	playground, walking path, open turf, picnic area
James Regional Sports Park	2018	Robindale/Durango	107	soccer, playground, picnic area, splash pad
Jimmy Pettyjohn Park	2005	Southern Highlands/ Valley View	2	playground, swings, open turf areas, picnic area, walking path
Mountains Edge Regional Park	2014	Mountains Edge Pkwy/Buffalo	19	soccer fields, basketball court, outdoor fitness equipment, walking path, playground, picnic areas, bike town, sports wall, garden
Nevada Trails Park	2003	Montessouri /Mardon	10	fitness equipment, playground, basketball court, tennis courts, walking path, open turf, picnic areas
Nathaniel Jones Park	2012	Mountains Edge Pkwy/El Capitan	13	basketball courts, playground, splash pad, open turf, picnic areas, waking path
Olympia Sports Park	2018	Starr Hills/Chartan	17	soccer, basketball, fitness course, splash pad, playground, walking path/trail
Silverado Ranch Park	2001	Silverado Ranch /Gilespie	22	playground, basketball courts, little league fields, softball field, dog park, horseshoes, skate park, walking paths, picnic areas, open turf
Silvestri Middle School Park	1999	Silverado Ranch /Jack Leavitt	8	softball fields, basketball, open turf (no restroom)
Somerset Hills Park	2005	Somerset Hills/ Valencia Hills	6	playground, splash pad, tennis courts, walking path, open space, picnic area
Southern Highlands Dog Park	2007	Cactus/Jones	1	dog runs, open turf, pavilions (no restroom)

Park	Year	Location	Acres	Available Facilities
Stonewater Park	2004	Stonewater/ Goett Golf	7	walking path, open turf areas, picnic area (no restroom)
Western Trails Park	2005	Warm Springs/ Cameron	6	playground, horseshoes, open turf, walking path, picnic areas, fire pit, swings
Western Trails Equestrian Park	2008	Warm Springs/ Cameron	10	riding arena, dressage arena, round pens, equestrian riding trails
Total Developed Park Acreage			**276**	

Schools

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

Enterprise: Existing Schools

Elementary Schools	
Name	Location
Tony Alamo	7455 El Camino Rd
Shirley A. Barber	2002 Dave St
John C. Bass	10377 Rancho Destino Rd
John R. Beatty	8685 Hidden Palms Pkwy
Roberta Curry Cartwright	1050 E. Gary Ave
Marion B. Earl	6650 W. Reno Ave
Robert and Sandy Ellis	3200 Artella Ave
Mark L. Fine	6635 W. Cougar Ave
Robert L. Forbuss	8601 S. Grand Canyon Dr
Charles and Phyllis Frias	5800 Broken Top Ave
Charlotte Hill	560 E. Eldorado Ln
John R. Hummel	9800 Placid St
Jan Jones Blackhurst	11141 S. Pioneer Wy
Helen Jydstrup	5150 Duneville St
Dr. Beverly S. Mathis	7950 Arville St
Dennis Ortwein	10926 Dean Martin Dr
Carolyn S. Reedom	10025 Rumrill St
Aldeane Comito Ries	9805 Lindell Rd
Steve Schorr	11420 Placid St
Don and Dee Snyder	8951 W. Ford Ave
Judi D. Steele	6995 W. Eldorado Ln
Evelyn Stuckey	4905 Chartan Ave
Wayne N. Tanaka	9135 W. Maule Ave
Tyrone Thompson	10250 S. El Capitan Wy
William V. Wright	8425 Bob Fisk Ave

Middle Schools	
Name	Location
Lawrence and Heidi Canarelli	7808 S. Torrey Pines Dr
Wilbur and Theresa Faiss	9525 W. Maule Ave
Barry and June Gunderson	10155 Marnie St
Grant Sawyer	5450 Redwood St
Jack Lund Schofield	8625 Spencer St
Charles Silvestri	1055 E. Silverado Ranch Blvd
Lois and Jerry Tarkanian	5800 W. Pyle Ave
Del E. Webb	2200 Reunion Dr

High Schools	
Name	Location
Desert Oasis	6600 W. Erie Ave
Durango	7100 W. Dewey Dr
Liberty	3700 Liberty Heights Ave
Sierra Vista	8100 W. Robindale Rd
Silverado	1650 Silver Hawk Ave
Southwest Career & Technical Academy	7050 W Shelbourne Ave

Transportation

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

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

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

Transit. The Regional Transportation Commission (RTC) is currently involved in the process of implementing On Board, a Long Range Transit Mobility Plan. The purpose of this plan is to analyze and prioritize practical transit alternatives and identify future transit corridors. This long-range plan may ultimately have an effect on some of the arterial systems within Enterprise. RTC's Club Ride commuter services encourage commuters to choose alternative modes of travel such as biking, carpooling, vanpooling or transit. Alternative modes of travel are a low-cost way to better utilize the region's limited transportation capacity as the population continues to grow.

Utilities

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

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

Water and Wastewater

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

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

Community and Private Wells. There are two community public water systems in Enterprise. Both are located south of St. Rose Parkway and east of Interstate 15. Some areas of Enterprise developed before public water service. These areas have private wells.

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

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

Solid Waste

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

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

Historical Sites and Places of Interest

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

Habitat Conservation

Enterprise contains potential habitat for the following federal and state-listed species:

- *Desert tortoise - federally and state designated as threatened
- Gila monster – state designated as protected
- *Blue Diamond cholla – state designated critically endangered
- *Loggerhead shrike – state designated as sensitive

Species denoted with an asterisk are covered under the Clark County MSHCP and/or the state-issued Master Permit for critically endangered plants. Developers obtain coverage under these permits through the grading permit application process by paying a per acre fee for new disturbance. All provisions of the permits are carried out on behalf of the permittees by the Desert Conservation Program. Nevada Department of Wildlife encourages reporting of all Gila monster sightings in order to aid the agency in better understanding the local ecology of this species.

Enterprise also contains one BLM-administered ACEC. The Arden ACEC was established to protect a 1,443-acre area containing historic mining and railroad construction sites. BLM places restrictions on the types of activities that may be carried out within ACECs; these management prescriptions are described in the BLM's Las Vegas Valley Resource Management Plan (BLM 1998).

State and Federal Facilities

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

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

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

Laughlin

Natural and Manmade Hazards

Water-Related Hazards

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

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

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

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

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

Although a factor, drainage is not a primary concern when determining land use. Both the CCRFCD's existing and planned improvements and CCPW guidelines allow for land in Laughlin to be developed in and around flood zones. It is important to note that any new drainage mitigation must be coordinated with the CCRFCD in addition to other Clark County permitting agencies.

Land-Related Hazards

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

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

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

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

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

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

Infrastructure and Services

Libraries

The Las Vegas-Clark County Library District (LVCCLD) provides library services for Enterprise. The library district is funded through property taxes, sales taxes, and user fees. It is a separate municipal corporation from Clark County governed by a Board of Trustees. The district officially formed in 1985, although the two systems (Clark County Library District and the City of Las Vegas Library District) had been operating as one consolidated library system since 1973. The Laughlin Library is 15,000 square feet in size and has over 40,000 volumes. The facility also has a large meeting room, small conference room and a gallery.

The provision for library services does not restrict the growth or land uses in Laughlin. However, population growth will lead to higher circulation numbers for the existing system. If extensive population growth occurs, more facilities may be needed to keep up with the level of service adopted by the LVCCLD.

Public Safety

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

Laughlin: Existing Clark County Fire Stations

Station Number	Location
76	50 Laughlin Civic Dr
86	3770 S James A Bilbray Pkwy

Law Enforcement. The agency responsible for providing police protection in Laughlin is the Las Vegas Metropolitan Police Department (Metro). Metro was formed by the Legislature in 1973 by merging the Clark County Sheriff's Office and the Las Vegas Police Department. In Laughlin, Metro is funded by Clark County. The area is patrolled by officers from a substation located at 101 Civic Lane.

Recreation and Open Space

Level of Service. Clark County has level of service standards for each park facility type. These standards help in the determination of which facilities and locations are most in need of construction, remodeling, and funding. The 2021 level of service for park land in Laughlin is 3.94 acres of park land per 1,000 residents, well above the 2.5 acres goal. Details of the three existing Laughlin parks and other recreation facilities are described below and listed in the table on the next page.

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

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

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

Trails. In 1998, The U.S. Bureau of Reclamation and National Park Service partnered with Clark County to develop Davis Dam Recreation Lands. After public outreach was conducted, and facilities and environmental assessments were obtained the Southern Nevada Public Lands Management Act (SNPLMA) grant funding was awarded ($32 million) to design and construct the Colorado River Heritage Greenway Park and Trails (aka "North Reach"). The North Reach project includes four developed trailheads connected by nine miles of multi-use desert and river front trails for bicyclists, pedestrians and equestrian riders that links the existing Laughlin Riverwalk, across a signature pedestrian overpass, to the Davis Dam area. Facilities include developed restrooms and trailheads, picnic sites, shade shelters, fishing piers, and a highway pedestrian bridge overpass and underpass providing access to the Colorado River. Visitors of all abilities can enjoy the trails and accessible fishing areas. The North Reach is part of the plans for a regional master plan that will also include a new, Audubon Signature, desert style golf course preserve and the proposed 320-acre Laughlin Community Park under its umbrella. The Town's recreation vision is a diverse, multi-use trail system and a river walk (The Laughlin Riverwalk) extending from Davis Dam to the Fort Mojave Indian Reservation lands and connecting to Arizona.

The North Reach project was created through a long-time partnership between the U.S. Bureau of Reclamation, the National Parks Service and Clark County. Support from the Laughlin Chamber of Commerce, the Las Vegas Convention and Visitor's Authority, and Laughlin resort hotels were also instrumental in the process. A primary trail system of multi-use and equestrian trails includes a river walk trail, a network of equestrian trails and local and regional trails that will interconnect as growth occurs in the future.

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

Laughlin: Existing Parks

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

Schools

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

Transportation

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

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

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

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

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

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

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

Transit. The Southern Nevada Transit Coalition (SNTC) operates the Silver Rider service, which provides both fixed-route and demand-response services in several rural communities, including Laughlin. The fixed-route buses operating in Laughlin run 18-24 hours per day, seven days a week. The routes provide hourly connections between the hotel/casinos, residential neighborhoods, and other activity centers in Laughlin. Rider service is open to the general public, and standard fares are collected. Laughlin's Silver Rider routes accommodate more than 41,000 one-way trips per month. Over 90 percent of the passengers' trips are work-related. RTC's Club Ride commuter services encourage commuters to choose alternative modes of travel such as biking, carpooling, vanpooling or transit. Alternative modes of travel are a low-cost way to better utilize the region's limited transportation capacity as the population continues to grow.

Utilities

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

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

Davis Dam. Completed in 1953, Davis Dam and its reservoir Lake Mohave provide regulation of the Colorado River and hydro-electric energy, contribute to flood control, storage of irrigation and municipal water supplies, and provide recreational and environmental benefits.

The primary purpose of Davis Dam is to re-regulate Hoover Dam releases to meet downstream needs, including the annual delivery of 1.5 million acre-feet of water to Mexico. This is in accordance with a 1944 water treaty with Mexico. The reservoir formed by the dam, Lake Mohave, is used for that purpose through integrated operations of Hoover Dam and Davis Dam power plants.

Located on the Arizona side of the river, the Davis Dam Power plant adds substantially to the Colorado River hydroelectric energy pool by generating 1 to 2 billion kilowatt-hours annually. This energy is distributed throughout the Southwest through a federal power distribution system operated by the Western Area Power Administration. The total system consists of 2,100 miles of high-voltage transmission lines serving 43 power substations in Arizona, Nevada, and California which supplies power to a number of utilities and other entities in this area.

Lake Mohave, behind Davis Dam, is part of LMNRA administered by the NPS. The area around the lake and along the Colorado River below Davis Dam provides a multitude of recreational opportunities, including fishing, boating, swimming, water skiing, camping, picnicking, exploring, photography, and other outdoor pursuits.

Natural Gas Service. Southwest Gas (SWG) provides natural gas service to Laughlin through a series of major and minor service lines. SWG has the ability to supply existing and future development through their expanding system.

There are no constraints on land use associated with natural gas facilities in Laughlin at this time. Natural gas is provided on a demand/request basis, meaning when a new development is approved, SWG is notified of the intended development for their planning purposes. Presently, the SWG Division serving Laughlin is located in Bullhead City, Arizona. Should a natural gas facility locate in Laughlin in the future, it should not be directly adjacent to residential or tourist planned land uses. SWG is a private utility company regulated by the State of Nevada. Services to new developments are determined by agreements between SWG and individual developers.

Water and Wastewater

The creation of the Big Bend Water District (BBWD) in 1983 and the Laughlin Water Reclamation Facilities in 1984 were the results of the need to stay ahead of the rapid growth. The facilities were designed to supply services to a much larger population than the approximate 9,200 people served today.

Water Service. The Big Bend Water District (BBWD) provides potable water service to the Town of Laughlin. In 2008, the Las Vegas Valley Water District (LVVWD) was designated to serve as agent for the BBWD by the Big Bend Board of Trustees. LVVWD operates and maintains BBWD facilities.

The BBWD was originally allocated 10,000 acre-feet per year by the Colorado River Commission. In March 1992, BBWD obtained 3,202 additional acre-feet of water per year (AFY) from the Southern Nevada Water Authority (SNWA) along with the addition of 2,000-acre feet of return flow credits from SNWA bringing the total to approximately 15,000 acre-feet. The Big Bend plant

reports that the current capacity of approximately 15 million gallons per day (MGD) is expandable to 30 MGD.

The existing water zone coverage does not provide service to most of the undeveloped areas in Laughlin.

Reuse water is recommended when planning for areas of turf irrigation. The reuse water presently available is 2829 acre-feet. In accordance with U.S. Bureau of Reclamation policy, the SNWA receives credit to withdraw one acre-foot of water from the Colorado for every acre-foot of Colorado River water that was treated and returned. As a result, additional local reuse does not currently enlarge the SWNA's resource portfolio. It is, however, environmentally responsible by reducing the infrastructure and energy required to move water and wastewater.

Some areas of Laughlin developed before water service was available and installed private wells to provide water. Wells are regulated by the State Engineer and the Southern Nevada Health District (SNHD). The first contact to make when planning for water service should be to the BBWD to determine hook-up availability. If water service is not available through BBWD, contact the Nevada Department of Conservation and Natural Resources and the SNHD.

Sewer Service. The Clark County Water Reclamation District (CCWRD) provides the primary sanitary sewer service to Laughlin through a series of collection lines, lift stations and treatment plants. The CCWRD has the ability to supply existing and future development through their expanding system.

Their main facility is located on the north side of Bruce Woodbury Drive just west of Thomas Edison Drive. The current capacity of the Laughlin Water Reclamation Facility is eight MGD.

Any constraints on land use associated with sanitary sewer facilities in Laughlin at this time, are relative to the cost of additional sewer line expansion for future pipeline connections. All future land use alternatives will generate additional need for sanitary sewer capacity. Infrastructure installation and maintenance costs are generally less expensive per capita for higher intensity development when compared with lower intensity development. On alignments where additional growth is anticipated, the CCWRD has a mainline extension policy that allows the District to participate with developers in a financial arrangement to install oversized sewer lines capable of serving future development. Property owners have the responsibility to connect new development to the existing system.

Septic Systems. Any property that operates on septic systems is regulated by the State of Nevada and SNHD. Currently, the Laughlin Landfill and approximately five other private sites have active septic systems. The main concentrations of these active systems are near the Republic Silver State Disposal transfer center site within the industrial area north of the Fort Mohave Reservation and east of Needles Highway. In June 1968, a moratorium was established limiting new septic systems in Laughlin. At this point in time, that regulation is still active.

Solid Waste

Laughlin has curbside pick-up of solid waste and recyclable materials provided by Republic Services which is under contract to Clark County. All solid waste in Laughlin goes to a site called the Laughlin Landfill. This local solid waste landfill is operated by Republic Silver State located just west of Needles Highway and south of State Route 163.

Historical Sites and Places of Interest

Grapevine Canyon Petroglyphs. The canyon is about one hour south of Boulder City on U.S. Highway 95, and a few miles north of Laughlin in the LMNRA. The location is off State Route 163 on a dirt road that leads through Christmas Tree Pass near the base of Spirit Mountain. Park Rangers offer guided hikes to the ancient petroglyphs and to the seasonal stream in the Grapevine Canyon. It was registered as a National Historic Place on December 15, 1984.

Spirit Mountain (Dead Mountain and Mt. Newberry). This National Historic Place was registered on September 8, 1999 and is also listed as a Traditional Cultural Property because of its significance to the Yuman tribes which include Mohave, Hualapai, Yavapai, Havasupai, Quechan, Pai pai and Maricopa. They believe the mountain (called Avikwame by the Mohave people and Wikame by the Hualapai) is the spiritual birthplace of the tribes. Spirit Mountain is the highest peak in the Newberry Mountains at an elevation of 5,639 feet above sea level. Grapevine Canyon lies to the south of Spirit Mountain.

Nevada Historical Marker 104 – The Camel Corp. Located along State Route 163 outside of Laughlin, a historical marker commemorates the Camel Corp's interesting episode in American history. As America expanded westward in the middle of the 19th century, the majority of the land encountered was arid, rocky and unforgiving. Transporting supplies to Army posts was nearly impossible using horses and mules that could only carry relatively small loads and could travel only short distances without food and water. Jefferson Davis, the Secretary of War, thought that camels would be a perfect solution to these challenges presented by the "Great American Desert." They could carry loads up to four times heavier than horses or mules, could subsist on little water and feed, and were used to the dry, hot conditions. With $30,000 appropriated by the 33rd Congress, Army Major Henry C. Wayne and Navy Lieutenant D. D. Porter were dispatched to the Mediterranean to purchase camels and bring them back to the United States for military use. After two separate trips, they ended up with a total of 77 camels based at Camp Verde, Texas. For awhile, no one was sure how to put the camels to the best use.

Their smell frightened the horses and many of the soldiers were afraid of the large, unusual animals.

In 1857, Lt. Edward F. Beale was charged with the task of establishing a wagon route from Fort Defiance, New Mexico to San Francisco along the 35th parallel. As a part of this project, he was ordered to make use of 25 of the camels. Along with the camels came two camel drivers – "Greek" George Allen and Syrian Hadji Ali. Although the camels proved to be extremely useful, the Camel Corps was quickly forgotten as the Civil War began. Beale continued to use the camels in his work as the Surveyor General of California and Nevada. By 1865 all of the remaining camels owned by the government that had not been sold to zoos, circuses and mining companies were set free in the desert. For years afterwards, camel sightings were reported throughout the southwest.

Nevada Historical Marker 140 – Old Spanish Trail (The Garces Expedition). At the junction of U.S. Highway 95 and State Route 163 is a historical marker in commemoration of this expedition event. Seeking to open a land route between Tucson, Arizona and California, Fray Francisco Garces was the first European to enter Nevada. By the end of February 1776, he had reached the Mohave Villages located a few miles southeast of this location on the Arizona bank of the Colorado River. The Franciscan father traveled alone in areas never before seen by a white man. Relying on Native American guides, he walked from village to village. The Mohaves agreed to lead him to the coast along a trail used for trade purposes. On March 4, 1776, accompanied by four natives, Garces crossed the Colorado River and reached the San Gabriel (California) Mission 20 days later. His route followed a much older prehistoric trail used to bring shells and other trade goods to the tribes of the mountain and desert West.

Nevada Historical Marker 188 – Von Schmidt State Boundary Monument. The Von Schmidt State Boundary Monument is located 17 miles north of Needles, California, on River Road along the Colorado River. This marker commemorates the iron column erected in 1873 at the southernmost tip of the boundary line. That line was run by Alexey W. Von Schmidt, United States astronomer and surveyor. The iron obelisk mentions Nevada, California, and Oregon which is noted as 612 miles away at the other endpoint. The line dividing Nevada and California was based on preliminary geodetic work by Lieutenant Joseph Christmas Ives. Lt. Ives determined the Colorado River end of the proposed oblique California-Nevada boundary. Von Schmidt calculated and ran the first complete survey of the boundary. His solar observations erred slightly – the actual line is about ¾ mile away.

Davis Dam Post Office and Davis Camp. Just downstream from Davis Dam was Davis Camp on the Arizona and Nevada sides of the Colorado River. The Arizona side of Davis Camp was the former federal housing area for the government workers who built Davis Dam. It literally was Bullhead City back in the 1940's. In its heyday, over 100 homes were located at Davis Camp along with a grocery store, gas station, post office, recreation center, swimming pool, two churches, and various service buildings, most of which no longer exist. The buildings that remain from the Davis Camp era are much like the way they were some 50 years ago.

Directly across the river in Nevada was another Davis Camp community that housed the contractor's camp. In 1982, the U.S. U.S. Bureau of Reclamation declared the Davis Camp area surplus. The Davis Camp community and construction camp were no longer necessary, and they disbanded. The post office that was established on May 1, 1947 was transferred to Mohave County, Arizona on December 1, 1950.

Davis Camp in Arizona is a now a Mohave County Park (with the same name) that houses Inscription Rock. The previous location of the Davis Dam construction camp in Nevada will soon be a developed trail that extends the Laughlin Riverwalk portion of the Laughlin Heritage Greenway Trail to the "North Reach" developed day-use area on Davis Dam Recreation lands.

Hardyville (Hardy's Ferry). Hardyville (what is now known as Bullhead City, Arizona) was founded in 1864 by William Harrison Hardy. While most of the town of Hardyville was in Arizona, there was a Nevada community as well. This became a major supply center and river port for ferries along the Colorado River and in 1864, Hardyville became the first County Seat for Mohave County in the Arizona Territory. William Harrison Hardy is also credited with the invention of the riveted mail sack. The railroad crossing in nearby Needles, California, doomed the success of the town. Some unmarked graves on a hillside within Bullhead City are all that remains of the original Hardyville site.

Kerwin Camp. A mining camp was established in 1910 associated with a group of claims located by William Kerwin. This camp is located southeast of the U.S. Highway 95 and State Route 163 intersection in the northwestern portion of Laughlin.

Habitat Conservation

In 1995, Clark County developed a Multiple Species Habitat Conservation Plan (MSHCP). Clark County, as Plan Administrator and on behalf of fellow permittees, the cities of Las Vegas, Henderson, North Las Vegas, Boulder City, Mesquite, and the Nevada Department of Transportation (NDOT), is responsible for compliance with the federal Endangered Species Act, compliance with a Section 10(a)(1)(B) incidental take permit (ITP), and for implementing the MSHCP. The MSHCP's 10(a)(1)(B) ITP covers all non-Federal (private, municipal, State), lands within Clark County and NDOT activities within Clark, Nye, and Esmeralda Counties south of the 38th parallel and below 5,000 feet in elevation.

The ITP requires a mitigation fee. The Clark County MSHCP provides conservation for 78 species of plants and animals, including the desert tortoise and their habitats. The regulations for this mitigation are established in the Unified Development Code (Title 30). This fee is used to implement the MSHCP.

In 1994, the U.S. Fish and Wildlife Service designated almost the entire lower Colorado River as critical habitat for several endangered species of fish. Following that action, the states of Nevada, California and Arizona and their respective water, power and wildlife resource agencies met to discuss how to address impacts to the Colorado River resources. Agencies of the U.S. Department of Interior, including the U.S. Bureau of Reclamation, Bureau of Land Management (BLM), and Bureau of Indian Affairs, as well as representatives of Colorado River Native American tribes and wildlife conservation groups were asked to become participants, making this effort as broad-based as possible. The program that emerged from those discussions, under the direction of the State of Nevada, CRC, became known as the Lower Colorado River Multi-Species Conservation Program (LCRMSCP). In April 2005, an ITP for the LCRMSCP was issued.

Laughlin contains potential habitat for the following federal and state-listed species:

- *Southwestern willow flycatcher – federally and state designated as endangered
- Yuma Ridgway's rail – federally and state designated as endangered
- *Desert tortoise - federally and state designated as threatened
- *Yellow-billed cuckoo - federally and state designated as threatened
- Gila monster – state designated as protected
- *Loggerhead shrike – state designated as sensitive

Species denoted with an asterisk are covered under the Clark County MSHCP and Developers obtain coverage under this permit through the grading permit application process by paying a per acre fee for new disturbance. All provisions of the permit are carried out on behalf of the permittees by the Desert Conservation Program. Nevada Department of Wildlife encourages reporting of all Gila monster sightings in order to aid the agency in better understanding the local ecology of this species.

The Laughlin plan area also provides habitat for several species of fish that are federally and state protected. In 1994, the U.S. Fish and Wildlife Service designated almost the entire lower Colorado River as critical habitat for several species of fish listed pursuant to the Endangered Species Act. Following that action, the Lower Colorado River Multi-Species Conservation Program (LCRMSCP) was created and in April 2005, an incidental take permit for the LCRMSCP was issued. It should be noted that fish species are not covered under the Clark County MSHCP; therefore, any development activity that may impact habitat for fish species will require consultation with the U.S. Fish and Wildlife Service.

Laughlin contains several special land use designations for the protection and preservation of natural areas. Portions of the BLM-administered Piute-Eldorado ACEC occur within this plan area; this ACEC was established to protect designated critical habitat for the desert tortoise. Land use restrictions for the ACEC are described in the BLM's Las Vegas Valley Resource Management Plan (BLM 1998). Portions of the Bridge Canyon and Sprit Mountain wilderness areas also occur within the Laughlin plan area as well as the Lake Mead National Recreation Area, all administered by the National Park Service. Management direction for these lands is described in the Lake Mead National Recreation Area General Management Plan (National Park Service 1986, as amended in 2018) and the Lake Mead National Recreation Area Jimbilnan, Pinto Valley, Black Canyon, Eldorado, Ireteba Peaks, Nellis Wash, Spirit Mountain and Bridge Canyon Wilderness Areas, Wilderness Management Plan (National Park Service 2014).

Two issues need to be considered for Laughlin and for the development of lands in the southern part of the town. These issues are:

- The location and preservation of lands designated as Intensively Managed Areas (IMA) in the MSHCP focuses on illustrating the locations of these lands on land use maps and for planning to preserve these areas because they are either directly, or indirectly, related to requirements set forth in Clark County's incidental take permit. The southern boundary of the Paiute Eldorado Area of Critical Environmental Concern is near the Laughlin Township. The Lake Mead National Recreation Area (LMNRA) is adjacent to the future planning area for the BLM disposal lands and developing Laughlin Regional Park and Golf Course Preserve. Careful planning should be exercised to promote compatible development adjacent to these recreation area borders.
- A reminder of the implications for the development of additional disposal areas within the ITP acreage cap, totaling 145,000 acres.

University of Nevada, Reno, served as Science Advisor to the MSHCP. An analysis performed of known species occurrences in Laughlin identified the presence of five species of interest to the MSHCP program including the Desert Tortoise (*Gopherus agassizii*), Southwest Willow Flycatcher (*Empidonax traillii*) bird, Chalk Liveforever (*Dudleya pulverulenta*) plant, and two fish being the Bonytail Chub (*Gila elegans*) and the Razorback Sucker (*Xyrauchen texanus*). The Science Advisor has indicated that these occurrences were not of great cause for concern.

Lone Mountain

Natural and Manmade Hazards

Water-Related Hazards

The Clark County Regional Flood Control District has several drainage and detention facilities built or planned near the border of the Lone Mountain planning area ("Lone Mountain") and the Las Vegas Valley. These facilities protect urbanized areas of the valley from flood hazards.

Land-Related Hazards

Lone Mountain is primarily characterized by gently sloping terrain with the exception of Lone Mountain itself. The elevation of the Lone Mountain peak is 3,342 feet. In county islands that are developable, the highest elevation is approximately 2,900 feet and the lowest is approximately 2,270 feet. There are a few county islands around the North Las Vegas Airport, that are not part of the Lone Mountain CACs area, but are included in the land use plan and the lowest elevation in that area is approximately 2,100 feet. There are a few areas with slopes greater than 12 percent but they are very limited.

Infrastructure and Services

Libraries

The Las Vegas-Clark County Library District (LVCCLD) provides library services for Lone Mountain with three libraries in the general area. The library district is funded through property taxes, sales taxes, and user fees. It is a separate municipal corporation from Clark County governed by a Board of Trustees. The district officially formed in 1985, although the two systems (Clark County Library District and the City of Las Vegas Library District) had been operating as one consolidated library system since 1973. The Rainbow Library located at 3150 N. Buffalo Drive, on the southeast corner of Buffalo Drive and Cheyenne Avenue, has 25,000 square feet of space, an outdoor amphitheater which can seat 900, and free wireless internet access. The Summerlin Library, located at 1771 Inner Circle Drive in Las Vegas, has 40,195 square feet of total space, which includes a 291 seat, 13,000 square foot theater, meeting rooms, a conference room with 160 seats, study rooms, a children's story room, a gallery that displays six exhibits per year, and free wireless internet access. The Centennial Hills Library at 6711 N. Buffalo Drive has 45,555 square feet of space, free wireless internet access and a theater that seats approximately 300.

Public Safety

Fire Protection and Emergency Medical Services. The City of Las Vegas provides fire protection and emergency medical response to Lone Mountain through a reciprocal mutual aid agreement with Clark County. The City of Las Vegas currently has eight fire stations that provide service to Lone Mountain. Stations 3, 9, 41, 42, 43, 45, 48, and 103 are located in areas near Clark County islands. They are placed approximately 1.5 miles from each other to provide a five minute or less response time. As the City of Las Vegas grows, there are proposals for nine additional stations in the general area.

Lone Mountain: Existing City of Las Vegas Fire Stations

Station Number	Location
3	2645 W Washington Ave
9	4747 N Rainbow Blvd
41	6989 N Buffalo Dr
42	7331 W Cheyenne Ave
43	6420 W Smoke Ranch Rd
45	3821 N Fort Apache Rd
48	9133 W Elkhorn Rd

Law Enforcement. The Las Vegas Metropolitan Police Department (Metro) provides police protection in Lone Mountain. Metro was formed by the Legislature in 1973 by merging the Clark County Sheriff's Office and the Las Vegas Police Department. Both Clark County and the City of Las Vegas are responsible for funding Metro. It is patrolled by officers from the Northwest Area Command located at 9850 W. Cheyenne Avenue just west of Grand Canyon Drive.

Recreation and Open Space

Level of Service. Clark County has level of service standards for each facility type offered by the department. These standards help in the determination of which facilities and locations are most in need of construction, remodeling, and funding. The 2021 level of service for park land in the northwest quadrant is 1.6 acres/1,000 residents. Additionally, the 2021 level of service in Lone Mountain is 20.7 acre/1,000 residents, accounting for three parks with 384 developed acres. Details of existing Lone Mountain parks and facilities are listed in the table below.

Public Park Facilities. Clark County statistics for parks are separated into four Valley quadrants as well as towns. Lone Mountain is in the northwest quadrant. Clark County has a goal of 2.5 acres of park land per 1,000 residents for parks in the urban area. This equates to Lone Mountain requiring approximately 48 acres of parks in 2021.

There is a master plan for expanding the Lone Mountain Park and it will eventually include an aquatics center, Bocce courts, horseshoes, BMX tracks, interpretive centers, rose garden, disc golf course, dog runs, adventure recreation area and other features.

Lone Mountain: Existing Parks

Park Facility	Year	Location	Acres	Facilities Offered
Clark County Shooting Complex,	2009	Decatur/Moccasin	290	Shotgun center, archery range, clays course, restaurant
Lone Mountain Park	1999	Jensen/Red Coach	23	Baseball courts, playgrounds, picnic areas, hockey rink, tennis courts, children's discovery area, restrooms
Mountain Crest Park	2000	Durango/Red Coach	37.5	Disc golf course, playground, picnic areas, fitness course, horseshoes, spray pool, volleyball court, restrooms, community center
Total Developed Park Acreage			**384**	

Private Recreation Facilities. There are numerous private parks, common areas, and leisure facilities in Lone Mountain. These include private parks, swimming pools and golf courses. There is no current information regarding the number and acreage of private parks and swimming pools. Private parks and leisure facilities are not included in the level of service for parks and recreation facilities for Clark County.

City of Las Vegas Parks. Since Clark County jurisdiction in Lone Mountain is surrounded by the City of Las Vegas, there are a number of City of Las Vegas parks facilities that are utilized by all area residents. There are approximately 20 City of Las Vegas parks as well as the Northwest Senior Center, in or near the Lone Mountain area. In addition, there is a City of Las Vegas swimming pool complex operated by the YMCA at Durango and Gowan.

Red Rock Canyon National Conservation Area. The western area of Lone Mountain includes a portion of the Red Rock Canyon National Conservation Area (NCA). The Bureau of Land Management (BLM) is responsible for management of the Red Rock Canyon NCA. Red Rock Canyon is bordered by the Spring Mountains range on the west and the Las Vegas Valley to the east. Red Rock Canyon NCA includes a 13-mile Scenic Loop Drive, Visitor Center, campground, and a wide assortment of hiking trails. In October 1994, a federal bill expanded the NCA from 83,440 acres to 195,610 acres. This expanded the northern boundary of the NCA beyond Lee Canyon Road (State Route 156) on the west side of U.S. Highway 95.

The Clark County Shooting Complex is located just north of Lone Mountain at Decatur and Moccasin. Funding for the initial development of the Shooting Park was acquired through the Southern Nevada Public Lands Management Act (SNPLMA) process. A number of Shooting Complex facilities are planned for construction over the next few years.

Schools

Clark County School District (CCSD) serves Lone Mountain and surrounding county islands with six high schools, seven middle schools, and fifteen elementary schools. CCSD has also either purchased or reserved future school sites based on land use, zoning and projected population estimates and densities. More school sites may be necessary due to changes in land use and population growth. Each school type has a different level of service and requires a certain functional land area.

Lone Mountain: Existing Schools

Elementary Schools	
Name	Location
Dean LaMar Allen	8680 W. Hammer Ln
Berkeley L. Bunker	6350 Peak Dr
Marshall C. Darnell	9480 W. Tropical Pkwy
Ruthe Deskin	4550 N. Pioneer Way
Kenneth Divich	9851 Donald Nelson Ave
Edith Garehime	3850 N. Campbell Rd
Howard E. Heckethorn	5150 Whispering Sands Dr
Joseph M. Neal	6651 W. Azure Dr
Thomas J. O'Roarke	8455 O'Hare Rd
Doris M. Reed	2501 Winwood St
Betsy Rhodes	7350 Tealwood St
Bertha Ronzone	5701 Stacey Ave
R. E. Tobler	6510 Buckskin Ave
Twin Lakes	1205 Silver Lake Dr
Kitty McDonough Ward	5555 Horse Dr
Middle Schools	
Name	Location
J. Harold Brinley	2480 Maverick St
Ralph Cadwallader	7775 Elkhorn Rd
Edmundo Eddie Escobedo, Sr.	9501 Echelon Point Dr
Robert O. Gibson	3900 W. Washington Ave
Justice Myron E. Leavitt	4701 Quadrel St

Irwin A. and Susan Molasky	7801 W. Gilmore Ave
Anthony Saville	8101 N. Torrey Pines Dr
High Schools	
Name	Location
Arbor View	7500 Whispering Sands Dr
Centennial	10200 W. Centennial Pkwy
Cheyenne	3200 W. Alexander Rd
Cimarron-Memorial	2301 N. Tenaya Way
Shadow Ridge	5050 Brent Ln
Western	4601 W. Bonanza Rd

Transportation

Surface Transportation. Lone Mountain has a surface transportation network that consists of federal, county, and state highways (U.S. Highway 95, Highway 215, and State Route 157). Arterial, collector, and local streets generally follow a grid pattern. Arterial streets vary in right-of-way width from 100 to 150 feet, collectors are typically 80 feet, and local streets are less than 80 feet. Arterials and collectors provide higher traffic capacity than local streets and are more appropriate locations for intense land uses. U.S. Highway 95 is a four lane arterial outside of the Las Vegas Valley and six to eight lanes through the urbanized areas, which is classified as a Major State Highway with a right-of-way greater than 100 feet. It connects Lone Mountain to rest of the Las Vegas, and communities in Northwest Clark County. State Route 157 provides access to the community of Mount Charleston, as well as U.S. Forest Service Spring Mountains National Recreation Area. For county roads, all Capital Improvement Projects (CIP) are planned, designed, and constructed by Clark County Public Works.

Transit. The Regional Transportation Commission (RTC) is currently involved in the process of implementing On Board, a Long Range Transit Mobility Plan. The RTC of Southern Nevada operates numerous routes in the Lone Mountain area, mostly in the areas surrounding the low-density county islands, but some routes pass through county areas. Schedules and routes change to meet passenger demand. RTC's Club Ride commuter services encourage commuters to choose alternative modes of travel such as biking, carpooling, vanpooling or transit. Alternative modes of travel are a low-cost way to better utilize the region's limited transportation capacity as the population continues to grow.

Utilities

Electric Service. The main service provider for electrical service in Lone Mountain is NV Energy. There are existing transmission lines and corridors throughout the Lone Mountain area with a major electrical substation situated near U.S. Highway 95 and Kyle Canyon Road. There are existing and proposed electrical substations which provide service to Lone Mountain and Northwest Clark County. Generally, these substations are located in or near the communities they serve. As the area develops, additional substations and/or transmission lines and corridors may be added.

Lone Mountain includes several energy transmission facilities. Because of growing Clark County energy demands and the County's location as a potential route between energy supply and demand sources, there are proposals for additional facilities.

Natural Gas Service. Southwest Gas provides natural gas service to Lone Mountain through a series of major and minor service lines. Southwest Gas has the ability to supply existing and future development through their expanding system. An additional source of natural gas service in the Lone Mountain area is propane gas provided by independent companies to existing property owners. Service to new developments is determined by agreements between Southwest Gas and individual developers. In addition, the Kern River Pipeline transects Lone Mountain.

Water and Wastewater

Water Service. Las Vegas Valley Water District (LVVWD) has a master plan to provide water to Lone Mountain from the Southern Nevada Water Authority (SNWA) supply line to a 3,090 ft elevation water pressure zone.-

Areas of Lone Mountain not using water service from LVVWD, or that were built before water service was available, use private wells.

Water Reclamation Service. Sewer service is provided by the City of Las Vegas pursuant to the interlocal agreement.

Solid Waste

Solid waste in most areas of Lone Mountain is collected curbside by Republic Services. The refuse is then taken to the APEX Regional Waste Management Center located in the Northeast County. In addition to curbside service, Republic Services has a recycling center located at 333 W. Gowan Road, and a transfer station and materials recovery facility at 315 W. Cheyenne Avenue, in North Las Vegas.

Habitat Conservation

Lone Mountain contains habitat for a wide variety of native wildlife species including desert bighorn sheep, deer, coyote, mountain lion, a variety of migratory birds, reptiles, amphibians, and small mammals. Non-native wildlife species include turkey, chukar, rainbow trout, etc.

The presence of threatened or endangered wildlife and plant species can influence (and possibly impede) land use. It is important for residents, property owners, and developers of private in holdings to be aware of any federal designations regarding sensitive species, which may impact the development or use of the land.

Lone Mountain contains potential habitat for the following federal and state-listed species:

- *Desert tortoise - federally and state designated as threatened
- Gila monster – state designated as protected
- *Loggerhead shrike – state designated as sensitive
- *Blue Diamond cholla – state designated critically endangered

Species denoted with an asterisk are covered under the Clark County MSHCP and/or the state-issued Master Permit for critically endangered plants. Developers obtain coverage under these permits through the grading permit application process by paying a per acre fee for new disturbance. All provisions of the permit are carried out on behalf of the permittees by the Desert Conservation Program. Nevada Department of Wildlife encourages reporting of all Gila monster sightings in order to aid the agency in better understanding the local ecology of this species.

Portions of Red Rock Canyon NCA and the La Madre Mountain Wilderness are located within the Lone Mountain plan area, both administered by the BLM. Management direction for these lands is described in the Red Rock Canyon National Conservation Area Resource Management Plan (BLM 2005).

Northeast County

Natural and Manmade Hazards

Water-Related Hazards

There are major drainage areas and washes throughout the Northeast County planning area ("Northeast County"). Northeast County population centers are closely related to river resources. Moapa and Glendale are considered to be part of the upper Muddy River drainage system. At Glendale, the Muddy River converges with the California and Meadow Valley Washes. In Moapa Valley, the Wells Siding diversion structure is used to divert Muddy River flow to Bowman Reservoir and irrigation channels. Below Wells Siding, the Muddy River functions as a flood control channel. That is, the flood channel receives Muddy River water only as overflow during times of flooding. References to the Muddy River south of Wells Siding should be taken to mean the current flood control channels.

River valley areas contain floodplains that are periodically subject to inundation for storm water storage. Problems arise when development is located within areas that are naturally prone to flooding. Northeast County communities have a history of flood problems, particularly Moapa Valley because of a combination of several drainage circumstances. Two types of events contribute to the flood potential. The first results from spring rains and snowmelt in large drainage areas upstream of the northeast communities. Second, short duration, high density thunderstorms can generate high runoff events in either the rivers or associated washes.

Bunkerville. Bunkerville town site is situated in a drainage area located between the Virgin Mountains to the south and Virgin River to the north. The area south of State Route 170 is an alluvial basin comprised of a series of connected alluvial fans. Alluvial fans are sloping, fan-shaped landforms created over time by deposition of eroded, loose sediment, and they are common at the base of mountain ranges in arid and semiarid regions. Alluvial fans are created when rocks and soil from uplands are carried downward by floodwaters and deposited at the base. Typically, flood flows on alluvial fans are unpredictable because of the loose sediments which can cause the flow to shift suddenly.

Runoff from the Virgin Mountains creates flood problems in Bunkerville for two reasons. First, because of steep mountain slopes and desert soil's low permeability to water, there is a high rate of runoff. Second, the town site lies in the path of two major washes. Most historic Bunkerville flooding has involved street, agricultural field, and property flooding with associated debris accumulation. Structural flooding has not been as substantial.

Of major concern for Bunkerville were flood flows in the Windmill and Jess Waite Washes. Construction of the Windmill Wash Detention Basin and Jess Waite Wash Diversion Dike were completed in Spring 1999. These facilities capture runoff from the washes and channel them through an out-fall structure to the Virgin River. In the event of a 100-year storm, the water will take 3 days to drain from the detention basin.

Moapa – Glendale. Moapa and Glendale are bisected by the Muddy River and lie within the upper Muddy River drainage area. The Muddy River originates at spring sources located in the Warm Springs area of Moapa. Upstream of the springs, the Pahranagat Wash contributes a large amount of potential runoff. Near Glendale, the California and Meadow Valley Washes converge with the Muddy River. The Muddy River and washes include over 4,000 square miles of watershed area that flows through the Muddy River at the Glendale gaging station.

Flooding in Moapa/Glendale can occur from flash floods in the washes or a combination of rain/spring snowmelt in the upper reaches of the watershed. Flood control is a problem in Moapa where development is located within the floodplain. However, currently, there is limited development in the floodplain area. The Clark County Regional Flood Control Master Plan does not indicate any structural flood control improvements for the upper Muddy River drainage area. The Flood Control Master Plan recommends that right-of-way acquisition for existing floodplain encroachment and zoning controls to prevent further encroachment be pursued.

Moapa Valley. Moapa Valley has a history of severe flooding. As in the upstream Moapa/Glendale area, floods can occur from flash flooding in the large northerly washes which cause the Muddy River to overflow its banks. Flood problems are exacerbated in Moapa Valley for two reasons. First, flooding can occur from a series of westerly washes that drain through the community on the way to the lower Muddy River channel. These washes include Logan (Benson), Wieber, Overton, and two smaller washes. Flood problems occur because the westerly washes have inadequate drainage paths between the Union Pacific Railroad tracks and the river channel. For example, the Logan and Wieber Washes do not have defined channels while the Overton Wash has a channel that is not of sufficient size to contain a 50-year flood event. The second primary difficulty with flood control in Moapa Valley is that the historic development pattern has resulted in a substantial amount of development within 100-year floodplain areas.

Flood Control and Drainage. Clark County Regional Flood Control District (CCRFCD) completed an update to the Flood Control Master Plan for Moapa and Moapa Valley in December 2016. Flood control projects are planned and being built in the Moapa Valley area. The Bunkerville Flood Control Master Plan was updated in 2017.

Land-Related Hazards

Soils. The U.S. Department of Agriculture survey identifies potential and limitation of soil types. Soils within Northeast County are primarily erosion remnants (sand, silt, etc.) from the surrounding mountains that have been deposited by flowing water to form alluvial fans and river valleys. The Clark County Building Department (CCB) requires on-site soil analysis of proposed development sites in order to provide site-specific information that Soil Survey maps do not show.

Slopes. There are large areas of Northeast County where development is constrained by steep slopes of 12 percent or greater.

Infrastructure and Services

Libraries

The Las Vegas-Clark County Library District (LVCCLD) provides library services for Northeast Count with three libraries. The library district is funded through property taxes, sales taxes, and user fees. It is a separate municipal corporation from Clark County governed by a Board of Trustees. The district officially formed in 1985, although the two systems (Clark County Library District and the City of Las Vegas Library District) had been operating as one consolidated library system since 1973. Bunkerville Library is located at 150 West Virgin Street, Moapa Town Library is located at 1340 East Highway 168, and Moapa Valley Library is located at 350 N. Moapa Valley Boulevard. in Overton.

Public Safety

Fire Protection and Emergency Medical Services. The Clark County Fire Department (CCFD) and the Moapa Valley Fire Protection District (MVFPD) provides fire protection and emergency medical response to Northeast County. CCFD currently has five fire stations that provide service to the area: Stations 23 responds to Apex Heavy Industrial Use Park, 71 in Bunkerville, 72 in Moapa, 73 in Logandale, and 74 in Overton. These crews also respond to emergencies on a large section of Interstate 15. These stations are manned by volunteer firefighters. Due to the rural character of the area and volunteer staffs, response times are greater than in urban areas.

Northeast County: Existing Clark County Fire Stations

Station Number	Location
23	4250 E. Alexander Rd
71	200 Virgin St
72	22 E. SR 168
73	3570 N. Lyman St
74	310 N. Moapa Valley Blvd

Law Enforcement. Las Vegas Metropolitan Police Department (Metro) is the agency responsible for providing police protection in Northeast County. The Apex Heavy Industrial Use Park is served by the Las Vegas Valley Northeast Area Command. Metro has a Resident Officer Program serving the communities of Bunkerville, Moapa/Glendale and Moapa Valley with about 8 officers. A command station is located in Overton next to the Justice Court. Metro works cooperatively with other law enforcement agencies in and around Northeast County. Metro was formed by the Legislature in 1973 by merging the Clark County Sheriff's Office and the Las Vegas Police Department. Both Clark County and the City of Las Vegas are responsible for funding Metro.

In addition, the Nevada Highway Patrol enforces traffic regulations on State routes in Northeast County. Bureau of Land Management Rangers patrol federal lands in the Bureau's jurisdiction. They are responsible for protecting land resources, along with illegal dumping and traffic code enforcement. National Park Service Rangers are responsible for safety of visitors in the Lake Mead National Recreation Area. Rangers are responsible for police, fire, and medical emergency response. Nevada State Park Rangers are responsible for safety within Valley of Fire State Park.

Recreation and Open Space

Level of Service. Level of Service is the amount of programmable park acreage per population. Clark County has a rural goal of 6 acres of programmable park acreage per 1,000 residents within the rural service areas. Due to the needs and accessibility considerations within the outlying service areas, coupled with the access to federal lands, level of service may vary from the 2.5 acres/1,000 standard that is set within the urban area. Programmable park acreage includes but are not limited to such amenities as athletic fields and outdoor courts, playgrounds, walking paths, open turf areas, etc. Programmable park areas do not include special use facilities or landscaped medians, sidewalks, etc.

The existing 59 acres of programmable park in the Northeast service area include the outlying communities of Bunkerville, Glendale, Moapa, Moapa Valley, Logandale, and Overton. (In addition, the Bureau of Land Management maintains the Nellis Dunes Recreation Area for Off-Highway Vehicles in the area north of Nellis Air Force Base, east of Las Vegas Boulevard North.

Northeast County: Existing Parks and Recreation Facilities

Park Facility	Location	Acres	Amenities
Grant Bowler Park	3280 N. Moapa Valley Blvd., Logandale	6	skate park, softball, playground, picnic area
Overton Park	200 E. Virginia, Overton	12	baseball, basketball, volleyball, public art, horseshoes, picnic area playground
Thomas Leavitt Memorial Park	200 Virgin Street, Bunkerville	7	splash pad, volleyball, baseball, basketball, playground, picnic area
Ron Lewis Park	1340 E. State Hwy 168, Moapa	9	splash pad, walking path, baseball, playground, picnic area
Moapa Valley Sports Park	1301 W. Whipple, Logandale	20	baseball fields, concessions, restrooms
Total Developed Park Acreage		**59**	

Public Facilities	Location
Moapa Valley Community Center	320 N. Moapa Valley Blvd., Overton
Bunkerville Community Center	200 Virgin Street, Bunkerville
Moapa Community Center	1340 Highway 168, Moapa
Parks & Rec. Office Building	1301 W. Whipple, Logandale
Overton Outdoor Pool (Moapa Valley)	375 W. Thomas Avenue, Overton
Logandale Outdoor Pool (Moapa Valley)	3280 N. Moapa Valley Blvd., Logandale
Clark County Fairgrounds	1301 W. Whipple, Logandale
Bunkerville Cemetery	Cemetery Road/Canal Street, Bunkerville

Lake Mead National Recreation Area. Lake Mead National Recreation Area provides recreational opportunities in Northeast County, which attracts 6.6 million visitors per year. Four resorts on Lake Mead are located in Northeast County.

Lake Mead Resort and Las Vegas Bay Marina are located in the Boulder Basin portion of Lake Mead, near Hoover Dam. They both provide marina, boat rental store, restaurant, and launch ramp. Lake Mead Resort also has a motel.

Overton Beach Resort and Echo Bay Resort are located on the Overton Arm of Lake Mead. Both resorts provide a marina, boat rentals, RV park, store, and boat ramp. Echo Bay Resort also has a motel, restaurant, and nearby airstrip. Echo Bay, Boulder Beach and Las Vegas Boat Harbor are marinas located on the Boulder Basin of Lake Mead. Callville Bay and Las Vegas Boat Harbor provide boat rentals. Due to lower lake levels, many facilities have closed.

Valley of Fire State Park. Valley of Fire State Park, west of Moapa Valley, attracts about 300,000 visitors per year. There are many hiking trails and some historic sites. Camping, including RV sites, is available in the park. Limited services are available.

Schools

Northeast County is served by two high schools, two middle schools, and four elementary schools. The table below shows the name, type, and location of each school. Clark County School District (CCSD) reserves or purchases future school sites based on land use, zoning and projected population estimates and densities.

Northeast County: Existing Schools

Elementary Schools	
Name	Location
Grant Bowler	1425 Whipple Ave
Joseph L. Bowler, Sr.	451 Vincen Leavitt Ave
Ute Perkins	1255 Patriots Way
Virgin Valley	200 Woodbury Ln
Middle Schools	
Name	Location
Charles Arthur Hughes	550 W. Hafen Ln
W. Mack Lyon	179 S. Andersen St
High Schools	
Name	Location
Moapa Valley	2400 St. Joseph St
Virgin Valley	820 Valley View Dr

Transportation

Surface Transportation. Northeast County has a transportation network that consists of Arterial, Collector and Local streets generally following a grid pattern. Arterial streets vary in right-of-way width from 100 to 150 feet, collectors are typically 80 feet, and local streets anything less than 80 feet. Arterials and collectors provide higher traffic capacity than local streets and are more appropriate locations for intense land uses. Each community has a State Highway going through the area, which are classified as Major State Highways with a right-of-way greater than 100 feet.

Air Transportation. Three airfields provide service for private aircraft in Northeast County:

Echo Bay airstrip, operated by a Lake Mead National Recreation Area concessionaire is located approximately 3 miles from the Echo Bay Resort area. It serves the Overton Arm of Lake Mead. The paved, day-use runway is 3,400 feet long. No fuel facilities are available.

Mesquite Municipal Airport, owned and operated by the City of Mesquite, is located in the northeastern corner of the city. The paved, lighted runway is 5,100 feet long.

Perkins Field, in Overton, is county owned and operated. It features a 4,800-foot, uncontrolled, paved runway, with a pilot-activated runway lighting system. Originally established in 1947, the airport was built to provide an emergency landing area for aircraft departing Nellis Air Force Base. Perkins Field is named for two local young men, Woodruff and Elwood Perkins, who were killed in World Wars I and II, respectively.

Transit. Bunkerville is the only Northeast County community served daily by a local bus system. The Silver Rider Transit bus system is operated by the Southern Nevada Transit Coalition. Bus service goes between Bunkerville and Mesquite. They also provide monthly paratransit bus service from Moapa and Moapa Valley to Mesquite. RTC's Club Ride commuter services encourage commuters to choose alternative modes of travel such as biking, carpooling, vanpooling or transit. Alternative modes of travel are a low-cost way to better utilize the region's limited transportation capacity as the population continues to grow.

Utilities

Electric Service. Overton Power District provides electric service to Northeast County communities. NV Energy provides electrical power service to the Apex Heavy Industrial area.

Natural Gas Service. Propane, oil, and other on-site sources of fuel are used for energy needs other than electricity. Natural gas service is not available in Northeast County communities at this time. Natural gas service is available in the Apex Heavy Industrial Area.

Water and Wastewater

Water Service. Two water districts provide service in Northeast County. Moapa Valley Water District, created May 24, 1983, provides water service in Moapa, Glendale, Logandale and Overton. Virgin Valley Water District, formed on May 10, 1993, succeeding the Bunkerville Water User's Association and the Mesquite Farmstead Water Association, provides water service in Bunkerville. Water is a limited resource and may impact future development. Properties outside a service provider's areas are eligible to apply for individual water well permits from the Nevada Division of Water Resources. In addition to potable water, Muddy River Irrigation Company provides irrigation water in the Moapa Valley.

Water Reclamation Service. Clark County Water Reclamation District (CCWRD) provides the primary sanitary sewer service to part of Overton through a series of collection lines, lift stations and a treatment facility. However, most developed areas of Northeast County utilize septic systems, or, in recent years, some new construction has used package treatment plants. CCWRD is in the process of expanding their system in the Moapa Valley area.

The current treatment facility, located in southeast Overton, is a series of evaporation ponds. The existing collection system is limited to a portion of Overton.

Solid Waste

For Moapa and Moapa Valley, solid waste is collected curbside by Republic Services weekly. The waste goes to the APEX Regional Waste Management Center located in Northeast County of Clark County. There is also a convenience center at 5205 N. Moapa Valley Boulevard (about ½ mile south of the highway along a paved road), serving Moapa and Moapa Valley. Each month, large dumpsters are available for residence to deposit large items.

Bunkerville solid waste collection is by Virgin Valley Disposal, Inc. They provide curbside service to the community.

Habitat Conservation

Northeast County contains potential habitat for the following federal and state-listed species:

- *Southwestern willow flycatcher – federally and state designated as endangered
- Yuma Ridgway's rail – federally and state designated as endangered
- *Desert tortoise - federally and state designated as threatened
- *Yellow-billed cuckoo - federally and state designated as threatened
- Gila monster – state designated as protected
- *Loggerhead shrike – state designated as sensitive
- *Blue Diamond cholla - state designated as critically endangered
- *Las Vegas bearpoppy – state designated as critically endangered and under review for listing pursuant to the Endangered Species Act
- *Sticky buckwheat - state designated as critically endangered
- Spotted bat – state designated as threatened
- *Threecorner milkvetch - state designated as critically endangered and under review for listing pursuant to the Endangered Species Act
- Townsend's big-eared bat – state designated as sensitive

Species denoted with an asterisk are covered under the Clark County MSHCP and/or the state-issued Master Permit for critically endangered plants. Developers obtain coverage under these permits through the grading permit application process by paying a per acre fee new disturbance. All provisions of the permit are carried out on behalf of the permittees by the Desert Conservation Program. Nevada Department of Wildlife encourages reporting of all Gila monster sightings in order to aid the agency in better understanding the local ecology of this species. The Northeast County plan area also provides habitat for several species of fish that are federally and state protected. Any development activity with the potential to impact federally-listed species that are not covered under the Clark County MSHCP will require consultation with the U.S. Fish and Wildlife Service.

Special land use designations that exist within the Northeast County plan area include BLM-administered wilderness (Arrow Canyon, Meadow Valley Range, Muddy Mountains, Jumbo Springs, Lime Canyon, and Mormon Mountains), and BLM-administered ACECs (Arrow Canyon, Coyote Springs, Gold Butte, Mormon Mesa, Rainbow Gardens, River Mountains, and Virgin River). Management direction for these lands are described in the BLM's Las Vegas Valley Resource Management Plan (BLM 1998). Additional special land use designations exist within the plan area that are administered by the National Park Service; these areas include the Lake Mead National Recreation Area and the Jimbilman and Pinto Valley wilderness areas. Management direction for these lands is described in the Lake Mead National Recreation Area General Management Plan (National Park Service 1986, as amended in 2018) and the Lake Mead National Recreation Area Jimbilnan, Pinto Valley, Black Canyon, Eldorado, Ireteba Peaks, Nellis Wash, Spirit Mountain and Bridge Canyon Wilderness Areas, Wilderness Management Plan (National Park Service 2014).

Northwest County

Natural and Manmade Hazards

Water-Related Hazards

Flood Control and Drainage. The Clark County Regional Flood Control District (CCRCFD) is responsible for implementing and updating the Regional Flood Control Master Plan. The District's 2019 Master Plan Update – Outlying Areas shows planned flood control improvements in both Blue Diamond and Indian Springs.

Blue Diamond. The Town of Blue Diamond is located adjacent to the Blue Diamond Wash, which is a tributary to Duck Creek. The northern portion of the community is within the 100-year floodplain. There is an existing bridge which links the town to the Blue Diamond Highway (State Route 159) and is the only wet weather access to the community. The Regional Flood Control District has recommended expansion of the bridge at Castilia Street to double the conveyance capacity of the wash under the bridge. The Plan also recommends the construction of a levee along the northern edge of town to protect houses closest to the wash.

Indian Springs. To protect Indian Springs from 100-year storm events generated from mountain runoff south of the town, the CCRFCD has constructed a diversion dike/channel, and flood detention basin west of the community. There are plans to construct a diversion channel east of the community to carry storm flows around the developed area.

Las Vegas Valley Drainage Facilities. The CCRFCD has several drainage and detention facilities built or planned on the border of the Northwest County planning area ("Northwest County") and the Las Vegas Valley. These facilities protect urbanized areas of the valley from flood hazards.

Land-Related Hazards

Slope. Northwest County is primarily characterized by mountainous terrain. Most of the area is dominated by the Spring Mountains with a high elevation of 11, 918 feet at Charleston Peak. The northwest quadrant of Northwest County includes the Las Vegas and Sheep Mountain Ranges. The Spring Mountains and Mount Charleston in particular create an alpine environment that is unique to Southern Nevada.

Elevation differences across Northwest County create differing environments for the local communities. Approximate elevations for the Northwest Clark County Communities include the following:

Northwest County: Community Elevations

Community	Elevation (approximate)
Indian Springs	3,100'
Cold Creek	6,400'
Mount Charleston (Lee Canyon)	8,200'
Mount Charleston (Kyle Canyon)	7,500'
Blue Diamond	3,400'
Mountain Springs	5,400'

Avalanche Hazard. Winter avalanche hazard conditions may be present throughout the Spring Mountains. Most of the Northwest Clark County communities are removed from hazard areas. Some of the Kyle Canyon subdivision areas are located outside of direct avalanche paths but are included in avalanche threat areas.

Infrastructure and Services

Libraries

The Las Vegas-Clark County Library District (LVCCLD) provides library services for Northwest Clark County. The library district is funded through property taxes, sales taxes, and user fees. It is a consolidated library district, which operates separately from the local government, providing service to Clark County and the City of Las Vegas. It is governed by a Board of Trustees appointed by the county and city. The district officially formed in 1985, although the two systems had been operating as one consolidated library system since 1973.

LVCCLD serves Northwest Clark County with three libraries. The Blue Diamond Library at 16A Cottonwood Drive is in the community of Blue Diamond. The Indian Springs Library is located in the Indian Springs Community Center at 715 Gretta Lane. The Mount Charleston Library is located at 75 Ski Chalet Place in "Old Town."

Public Safety

Law Enforcement. Las Vegas Metropolitan Police Department (Metro) is the agency responsible for providing police protection in Northwest County. Metro was formed by the Legislature in 1973 by merging the Clark County Sheriff's Office and the Las Vegas Police Department. Both Clark County and the City of Las Vegas are responsible for funding Metro. Rural communities are served by the Metro Resident Officer Program. Six residing officers serve Northwest County including two each at Indian Springs, Mount Charleston, and Blue Diamond. Command stations are located in Indian Springs and Mount Charleston. Metro officers work cooperatively with other law enforcement jurisdictions in Northwest Clark County.

Other Agencies. In addition, the Nevada Highway Patrol (NHP) enforces traffic regulations on State routes throughout Northwest County. Officer response originates from command centers located in the Las Vegas Valley, Indian Springs, and Pahrump. The United States Department of the Interior, Bureau of Land Management Rangers patrol the Red Rock Canyon National Conservation Area and other federal lands in the northwest county under the Bureau's jurisdiction. Rangers are responsible for protecting land resources, along with illegal dumping and traffic code enforcement. The United States Department of Interior, Fish and Wildlife Service Rangers patrol the Desert National Wildlife Range. An officer resides at Corn Creek to protect wildfire and refuge resources, and has the authority to arrest, cite, and serve violation notices. Parts of the Nellis Air Force Range are within the Desert National Wildlife Range, and the U.S. Air Force is responsible for safeguarding that area of the range.

The United States Department of Agriculture Forest Service is responsible for the enforcement of Federal laws and regulations for the Spring Mountains National Recreational Area (SMNRA). Forest Service law enforcement officers are qualified to make arrests within the SMNRA. Forest Service law enforcement officers are assisted by Forest Service prevention officers who conduct routine patrols of the SMNRA and issue notices of violations where appropriate.

Both the NHP and Metro share responsibility within the SMNRA for enforcement of state and county laws and protection of private land. NHP, Metro and the Forest Service law enforcement officers work closely and cooperatively within the SMNRA to provide overall public safety and police protection for residents and visitors.

Fire Protection and Emergency Medical Services. The Clark County Fire Department (CCFD) Rural stations are operated by volunteer firefighters. Due to the rural character of the area and availability of volunteer staff, response times are longer than in urban areas and should be considered as part of new construction and development.

Dense or intense land uses should not occur outside fire response areas. CCFD rural and urban service delivery should be considered when new developments are proposed in areas where fire stations are not yet built.

In addition, the extension of existing housing developments and the construction of new residential and commercial structures immediately adjacent to wildland areas, or in the midst of such areas, have brought about a significant increase in wildland-urban interface fires, which present new challenges to both the rural and urban fire stations.

Unincorporated private lands within Northwest Clark County are currently served by the CCFD, the Mount Charleston Fire Protection District, and Nevada Division of Forestry (NDF).

The Mount Charleston Fire Protection District (MCFPD) includes Kyle and Lee Canyon areas of Mount Charleston. The district was created under the Clark McNary Act in order to obtain federal funds. The Clark McNary Act is no longer in existence; however, the District is operated under Chapter 473 of the Nevada Revised Statutes. NDF receives federal funding for forest and fire management programs, which are implemented statewide including the Mount Charleston District. The funding has evolved into a consolidated grant through the U.S. Forest Service for specific initiatives. For Mount Charleston, this includes fire hazard risk assessments and fuel reduction projects, landowner assistance for forest health and defensible space, and conservation education programs.

The Nevada Department of Conservation and Natural Resources, Division of Forestry and the State Forester Fire Warden administer the fire district. Funding for staffing and operation is collected from ad valorem and Clark County general funds. Currently, the area is paying the highest tax rate in Clark County, because of the level of property tax collection that is allocated toward fire protection.

Nevada Division of Forestry provides fire protection and emergency medical services from two fire stations within the Mount Charleston Fire Protection District. Station 853 is located in Kyle Canyon and is staffed 24 hours a day, seven days a week. Station 856 is located in Lee Canyon and is considered a residential on call station. Two firefighters live nearby the station and respond to emergency situations as needed.

Northwest County: Existing Clark County Fire Stations

Station Number	Location
70	Trout Canyon - No physical address
79	18500 State Highway 160, Mountain Springs
80	28 Cottonwood Dr, Blue Diamond
81	25 Ski Chalet Pl, Mount Charleston
82	State Route 892 Strawberry Rd, Cold Creek
83	715 W. Greta Ln, Indian Springs
853	4650 Kyle Canyon Rd, Kyle Canyon
856	5812 Lee Canyon Rd, Lee Canyon

There are two communities in Northwest Clark County that do not have a Volunteer Fire Station but are serviced by CCFD Volunteers. They are Corn Creek and Calico Basin. Fire protection and emergency medical services are accomplished through the volunteers and mutual aid agreements along with responses from Las Vegas Valley urban units.

Federal Partners. The United States Department of the Interior, Bureau of Land Management (BLM) is responsible for wildfire suppression in the Red Rock National Conservation Area and all BLM lands. The BLM has fire crews and equipment stationed in Las Vegas, Red Rock (2 engines), and Pahrump (1 engine). The BLM also has aerial firefighting operations (Helitack) which are located at North Las Vegas airport and a single engine air tanker (SEAT) located at the Jean airport. BLM operations are seasonal and in conjunction with wildland fire season.

The United States Department of Agriculture, Forest Service (USFS) is responsible for wildfire suppression in the Spring Mountains National Recreational Area. The Forest Service uses four engines during the wildland fire season (May through October). These engines are located at Mountain Springs, Kyle Canyon and Lee Canyon on Mount Charleston. There is also an engine stationed in Indian Springs. Two of the USFS engines are co-located in CCFD Volunteer Fire Stations in Mountain Springs and Indian Springs.

The Forest Service also shares aerial firefighting operations with the BLM. The USFS has three assigned "Prevention Patrols" located at Mountain Springs, Kyle Canyon, and Indian Springs. These patrols perform prevention duties along with fire leadership roles in suppression activities. Through mutual aid agreements, the different fire service providers respond or provide back-up to all wildland fire emergencies, regardless of jurisdiction.

Water for Fire Protection. One principal difference between operation of a rural and urban department is that the rural departments must deal with water supply issues with a broader variety of solutions than most urban departments. The following communities/areas do not have a recognized fire hydrant system or standpipe system: Corn Creek, Calico Basin, Mountain Springs, Trout Canyon, Lee Canyon, Deer Creek, Upper and Lower Kyle Canyon, Bonnie Springs, Potosi Area, Lovell Canyon, and the area west of Hualapai on State Route 160.

The following communities have some sort of a recognized hydrant system, but it does not completely service the community: Indian Springs, Cold Creek, Kyle Canyon, and Blue Diamond.

Emergency Response. Medical emergencies in Northwest Clark County are primarily handled by the rural fire station volunteers. NDF responds to medical emergencies along with the Mount Charleston volunteers within the Mount Charleston Fire Protection District. First response to a medical emergency is performed by Emergency Medical Technicians (EMTs). The EMTs treat the injured persons and prepare them for transportation to a medical facility. The rural volunteers are able to transport to a medical facility, if necessary, by ground. There are also two private ambulance companies located within the Las Vegas Valley that can provide ground transportation also when requested. Emergency air medical transportation is also available by Mercy Air Ambulance. Receiving hospitals are located within the Las Vegas Valley.

During winter season in the Spring Mountains range, emergency responders experience additional challenges traversing the roadways within the Cold Creek, Kyle Canyon, Lee Canyon, and the community of Mountain Springs. The roads are narrow in the best of conditions and barely allow for the passage of fire trucks and rescue units within the residential portions of these areas. But, after a snowfall and/or continued winter operations from the snowplows, these areas at times become inaccessible to emergency responders. It is extremely important to recognize during planning and development stages that residential setbacks and roadways need to accommodate snowfall and/or long-term winter buildup.

Another challenge that emergency responders face during winter season is the location and accessibility of existing fire hydrants and water sources.

Middle Kyle Canyon Project. The U.S. Forest Service's Middle Kyle Canyon Plan identifies options and new opportunities for conservation, recreation, environmental education, and fire protection for approximately 2,500 acres of National Forest System lands located in the Spring Mountains National Recreation Area (SMNRA).

Kyle Canyon has a rich diversity of natural and scenic resources, and many of its recreation facilities are currently located in areas, with sensitive plants and wildlife, that receive large numbers of visitors annually.

Included in the framework of the Middle Kyle Canyon Plan is the design of an Interagency Public Safety complex that when completed will provide housing, fire, and law enforcement sub-stations for federal, state, and County agencies.

Recreation and Open Space

Level of Service. Clark County has level of service standards (LOS) for each facility. These standards help in the determination of which facility and locations are most in need of construction, remodeling, and funding.

Clark County has a rural park acreage standard of 6 acres of programmable park acreage and 2.25 acres of non-programmable open space per 1,000 residents. Northwest County residents enjoy ten park facilities, consisting of 25 programmable acres. Northwest Clark County currently maintains a LOS of 7.6 acres per 1,000 residents. Details of the existing parks and other recreation facilities are described and listed in the table below.

Northwest County: Existing Parks and Recreation Facilities

Park Facility	Location	Acres	Amenities
Blue Diamond Elementary School Park	Blue Diamond	2	skate park, playground, softball, picnic area
Indian Springs Community Park	715 W. Gretta Lane, Indian Springs	10	skate park, playground, basketball, concessions, splash pad, softball, picnic area
Thunderbird Park	400 Sky Road, Indian Springs	12	pool, concessions, tennis, softball, picnic area, public art
Mount Charleston Elementary School Park	State Route 157, Mount Charleston	1	
Total Developed Park Acreage		**25**	

Public Facilities	Location	
Blue Diamond Community Center and Pool (private)	Blue Diamond	
Indian Springs Civic Center	719 W. Gretta Lane, Indian Springs	
Indian Springs Outdoor Pool	400 Sky Road, Indian Springs	
Mount Charleston Elementary - Recreation Center	State Route 157, Mount Charleston	
Camp Lee Canyon	State Route 156 – Mount Charleston	17

Other Recreation Facilities. There are private parks, common areas and leisure facilities in Northwest Clark County. These include private parks, and a swimming pool. There is no current information regarding the number and acreage of private parks and swimming pool. Private parks and leisure facilities are not included in the level of service for parks and recreation facilities for Clark County.

State Parks. Spring Mountain Ranch was purchased by the Nevada Division of State Parks in 1974. It is located northwest of Blue Diamond on State Route 159 and is inside the Red Rock Canyon National Conservation Area, beneath the colorful cliffs of the Wilson Range. The many springs in these mountains provided water for Paiute Indians and later brought mountain men and early settlers to the area. This 520-acre site was developed into a combination working ranch and luxurious retreat by a series of owners who have given the area a long and colorful history. The park offers a visitor's center, a number of historic buildings, picnicking, hiking, nature study, living history programs, and an outdoor summer theater program. The Ranch is listed on the National Register of Historic Places as the Sandstone Ranch.

Red Rock Canyon National Conservation Area. The Bureau of Land Management (BLM) is responsible for management of the Red Rock Canyon National Conservation Area (NCA). Red Rock Canyon is bordered by the Spring Mountains range on the west and the Las Vegas Valley to the east. The NCA includes a 13-mile Scenic Loop Drive, Visitor Center, campground, and a wide assortment of hiking trails. On October 31, 1994, a federal bill was signed into law that expanded the NCA from 83,440 acres to 195,610 acres. This expansion brings the northern boundary of the NCA beyond Lee Canyon Road (State Route 156) on the west side of U.S. Highway 95.

Spring Mountains National Recreation Area. Northwest County includes most of the Spring Mountains National Recreation Area (SMNRA) which is part of the Humboldt-Toiyabe National Forest and administered by the U.S. Forest Service. The SMNRA Act was established by Congress in 1993. The purposes of the Act are to preserve values contributing to public enjoyment and biological diversity in the Spring Mountains, to ensure appropriate conservation and management of natural and recreation resources, and to provide for the development of public recreation opportunities. The designation as the SMNRA prevents new mining and mill claims from occurring in the area. The area includes the Las Vegas Ski and Snowboard Resort, 6 picnic areas, 6 campgrounds, a visitor center, and many hiking trails.

Desert National Wildlife Range. The Desert National Wildlife Range (DNWR), administered by the U.S. Fish and Wildlife Service, was established in 1936 and encompasses 2,200 square miles. Approximately 1,400 square miles are within Northwest County. The southern area of the range is generally bounded by U.S. Highway 93 to the east and U.S. Highway 95 to the south. This is the largest National Wildlife Range in the 48 contiguous states. The primary management objective is perpetuating the desert bighorn sheep and its habitat. In 1939, Corn Creek Spring – an old ranch site and stagecoach stop used by prospectors and cattlemen, as well as poachers and bootleggers – was purchased and added to the DNWR.

The Desert National Wildlife Range offers a variety of recreational opportunities. Examples include wildlife study and viewing, picnicking, primitive camping, hiking and observation of historic artifacts and sites. All roads within the Range are primitive (unimproved gravel) and high clearance vehicles are recommended, except for access to the Corn Creek Station from U.S. Highway 95.

During early stages of World War II, an aerial bombing and gunnery range was superimposed on the western portion of the Range. This area, though part of the DNWR, is still active as part of the Nevada Test and Training Range. Due to safety concerns, this portion of the DNWR is closed to all public entry.

Schools

Northwest Clark County area falls under the administrative control of Clark County School District's (CCSD) Region 1 and Region 2. Northwest Clark County is served by three high schools, three middle schools, and five elementary schools. Three of the elementary schools are in the local communities, at Blue Diamond, Mount Charleston, and Indian Springs, allowing for less busing of younger students. Indian Springs has a complete Kindergarten through 12th grade school, all at one site. Some of the Northwest Clark County Communities are too small to support a full range of schools, therefore, children are bused to surrounding area schools. In addition to traditional schools, CCSD also operates three alternative high schools serving the groups quartered at Spring Mountain Youth Camp, the Southern Desert Correctional Center, and an Adult High School at High Desert Prison near Indian Springs.

CCSD reserves or purchases future school sites based on a number of criteria including, but not limited to land use, zoning, projected population estimates, and residential densities. In anticipation of future needs, CCSD continues to acquire new school sites for future construction throughout Clark County.

Northwest County: Existing Schools

Elementary Schools	
Name	Location
Shelley Berkley	9850 Copper Edge Rd
Blue Diamond	6 Diamond St
Robert L. Forbuss	8601 S. Grand Canyon Dr
Indian Springs	400 Sky Rd
Earl B. Lundy	4405 Yellow Pine Ave
Middle Schools	
Name	Location
Wilbur and Theresa Faiss	9525 W. Maule Ave
Indian Springs	400 Sky Rd
Sig Rogich	235 N. Pavilion Center Dr
High Schools	
Name	Location
Indian Springs	400 Sky Rd
Palo Verde	333 S. Pavilion Center Dr
Sierra Vista	8100 W. Robindale Rd

Transportation

Surface Transportation. Communities in Northwest County have a transportation network that consists of federal and state highways (U.S. Highway 95, State Routes 156, 157, 158, 159, and 160), and arterial, collector and local streets generally following a grid pattern. Arterial streets vary in right-of-way width from 100 to 150 feet, collectors are typically 80 feet, and local streets anything less than 80 feet. Arterials and collectors provide higher traffic capacity than local streets and are more appropriate locations for intense land uses. U.S. Highway 95 is a 4 to 6 lane arterial, which is classified as a Major State Highway with a right-of-way greater than 100 feet. It connects the Las Vegas Valley to the communities of Mount Charleston, Cold Creek, and Indian Springs. State Routes 156, 157, and 158 provide access to communities in Mount Charleston as well as U.S. Forest Service campgrounds. The portions of State Routes 156, 157, and 158 that are inside the Spring Mountains National Recreation Area are designated forest highways. State Route 159 links the Las Vegas Valley with the Calico Basin/Red Rock area. State Route 160 is a 2-lane arterial as it passes through Northwest County. It begins at

Interstate 15 and continues westward to Pahrump in Nye County. This highway provides access to the communities of Blue Diamond and Mountain Springs. For county roads, all Capital Improvement Projects (CIP) are planned, designed, and constructed by Clark County Public Works.

Air Travel. There are no civilian airports within Northwest Clark County. In Indian Springs, a military airfield was established in 1942 as a training camp for the Army Air Corps. The base was an auxiliary field to Nellis Air Force Base. On June 20, 2005, Indian Springs Air Force Auxiliary Field officially changed its name to Creech Air Force Base in honor of Gen. Wilbur L. "Bill" Creech. It serves as a training facility for fighter pilots, base and training for Reaper aircraft and staging area for exercises at the Nellis Air Force Range. Portions of Indian Springs are within the Creech Air Force Base Accident Potential Zone and not appropriate for residential development or for any other use that would bring a large number of people to the area.

Transit. RTC's Club Ride commuter services encourage commuters to choose alternative modes of travel such as biking, carpooling, vanpooling or transit. Alternative modes of travel are a low-cost way to better utilize the region's limited transportation capacity as the population continues to grow.

Utilities

Electric. There are two service providers for electrical service in Northwest Clark County: NV Energy and Valley Electric Association. NV Energy provides service to Angel Peak and Kyle Canyon in Mount Charleston, as well as Indian Springs and Blue Diamond. Valley Electric Association serves development along State Route 160, Mountain Springs, Trout Canyon, and Lovell Canyon. Private solar power and generators provide electricity in Cold Creek and Corn Creek.

There are major transmission lines along U.S. Highway 95 and State Route 160. There are a number of electric substations serving the communities of Northwest Clark County. Generally, these are located in or near the communities they serve.

Northwest Clark County includes several energy transmission facilities. Because of growing Clark County energy demands and the County's location as a potential route between energy supply and demand sources, there are proposals for additional facilities.

Natural Gas. Northwest Clark County includes part of the route for the Kern River Pipeline which runs underground near Blue Diamond. This high pressure (1,200 psi) interstate pipeline connects Rocky Mountain and Canadian natural gas sources with southern California demand centers. There are no other major transmission lines within the area except for a distribution feeder line that serves Blue Diamond.

The only community which receives natural gas service in Northwest Clark County is Blue Diamond.

Water and Wastewater

Water Service. Water service in Northwest Clark County is largely supplied by individual and community wells. Principal water issues facing residents include future availability of groundwater for development and new groundwater restrictions. Water quality in Northwest County is good with the exception of Calico Basin, where water is characterized as elevated in iron, sulfate, and total dissolved solids. Community water supplies that serve 15 or more connections, or 25 or more individuals, are regulated by the Southern Nevada Health District. The District contracts with the Nevada State Health Division for the implementation of all state regulations promulgated under the 1985 Federal Safe Drinking Water Act and adopted by the State Board of Health.

Blue Diamond. Water for the community of Blue Diamond has historically been supplied by the James Hardie Gypsum Mine. The Mine owns two water wells, a water holding tank, pumps, and distribution pipes. The Las Vegas Valley Water District has reached an agreement with James Hardie to provide 150-acre feet per year for the Town of Blue Diamond. According to the Water District, this will leave limited opportunity for future development within Blue Diamond. Service connections in Blue Diamond are very limited. Under the Agreement, the Water District becomes responsible for the repair and maintenance of the Blue Diamond Water System, including the delivery pipeline to the town of Blue Diamond from the point where it leaves the James Hardie wells.

Cold Creek. Residents of Cold Creek receive water from two community water wells belonging to the Cold Creek Water Users Association. The wells have combined source design capacity of 50,000 gallons per day (GPD) or 56-acre feet per year.

Indian Springs. Water in Indian Springs is primarily supplied by the private Indian Springs Water Company Inc. (ISWC). The company operates two primary wells and two smaller wells. The total water rights available for the ISWC are 23,595 million gallons per year, or 724-acre feet per year. With growth over the past few years and currently approved developments, water use is nearing the total available rights. Some residential uses including some mobile home parks and some single-family residences have private wells and are not ISWC customers.

Mount Charleston. Water purveyors in Mount Charleston include the Las Vegas Valley Water District (Kyle Canyon Water District), the Mount Charleston Water Company, the Whispering Pines Water Association (for Lee Canyon Summer Homes and the Whispering Pines Subdivision), and the Camp Lady of the Snows' Mutual Water Association. In 1973 Clark County assumed ownership of the Kyle Canyon Water District. Operation of the water district is the responsibility of the Las Vegas Valley Water District. There are many natural springs, as well

as developed springs which includes Three Springs, Girl Scout Spring, Stanley B Spring, and Upper Deer Creek Spring. Lee Canyon Ski Resort is served by a well and the resort uses McWilliams Spring for its snow-making equipment.

The U.S. Forest Service water system serves campgrounds and picnic areas in Deer Creek and Lee Canyons and also provides water to Camp Lee Canyon. Clark County has a system that provides service to Spring Mountain Youth Camp on Angel Peak. Other U.S. Forest Service recreation sites and the Ranger Station in Kyle Canyon are served by the Kyle Canyon Water District.

The Mount Charleston Water Company provides water service to development in Section 28, Township 19 South, Range 57 East, which includes the Mount Charleston Hotel, and the adjacent condominiums.

Snow Mountain Reservation. The Las Vegas Paiute Tribe is currently developing the eastern portion of the Snow Mountain Reservation into a resort/casino/theme park development. The Paiute Tribe has completed construction on three of four proposed golf courses. The reservation contains 4,000 acres of land and development is planned for the 1,600 acres on the east side of U.S. Highway 95. The State of Nevada and Clark County are concerned about the impact of this development on groundwater in the Las Vegas Valley. The state and Clark County require a determination as to water rights, if any, prior to construction on the reservation and would prefer that the Tribe work with the various entities to obtain surface water sources for their proposed development.

Other Developed Areas. Creech Air Force Base has two active wells. State correctional facilities receive water from their own wells.

Groundwater Restrictions and Land Divisions. The increasing demand on groundwater has resulted in new restrictions on residential development. In order to avoid more groundwater over drafting and declines in groundwater levels, the State Engineer is recommending that Clark County prohibit any new lots within the Las Vegas Valley Artesian Basin that are smaller than 5 acres unless the lots can be connected to a municipal water line, or there is an existing active well approval. In addition, the State Engineer has recommended that Clark County deny all new subdivisions within critical areas defined as Kyle and Lee Canyons, Calico Basin, and the Spring Mountain Ranch areas. Las Vegas Valley Water District has designated most of Northwest Clark County as Area III for land divisions. Within Area III, land may be divided only if (1) the smallest lot is at least five acres in size, and therefore, no water commitment is required, or (2) water rights are purchased and a transfer to the subdivision site is approved by the State, or (3) water rights exist on the property and can be used to support the subdivision, or (4) an active community well approval exists for the property.

Water Reclamation Service. Except for Blue Diamond, portions of Indian Springs, and a site on Mount Charleston, the rest of the population in Northwest Clark County is served by individual septic systems. Individual systems are regulated by the Southern Nevada Health District. Minimum lots sizes for septic systems are 1 acre when there is an on-site private well or ¼ acre when there is an off-site water well.

Blue Diamond. Clark County Water Reclamation District owns and operates the Blue Diamond Wastewater Treatment Plant which is a series of primary and secondary treatment ponds. The collection system operates on gravity.

Indian Springs. The Clark County Water Reclamation District (CCWRD) took over the sewer and wastewater treatment system in Indian Springs from a private owner in 2005. Since that time, the District has made significant investments in the community by repairing and rehabilitating the collection system, as well as building a new wastewater treatment facility, allowing service to be extended to Creech Air Force Base. The new treatment facilities provide a higher level of treatment, therefore improving the environmental quality of the community.

Service is provided to residential and business customers in Indian Springs. Wastewater is treated by a biological nutrient process, utilizing rapid infiltration basins, located east of the community, on the north side of US 95. Some residential uses in Indian Springs are on individual septic systems.

Other Developed Locations. The Southern Desert Correctional Center and High Desert State Prison have their own wastewater treatment systems. The Mount Charleston Water Company operates a wastewater treatment system for the Mount Charleston Hotel. The Spring Mountain Youth Camp maintains an on-site package treatment facility.

Solid Waste

For Northwest County, solid waste is collected curbside weekly by Republic Services in many areas. The waste goes to the APEX Regional Waste Management Center. Also, rural communities are provided with convenience center or transfer station facilities as needs dictate. Solid waste services for each community are outlined below:

Indian Springs. Indian Springs has weekly curbside service and recycling services every other week. However, because the level of service meets the needs of the community, there is no convenience station in this area.

Mount Charleston (Lee Canyon and Kyle Canyon). A convenience station for the Kyle and Lee Canyon area is located at Kyle Canyon, along the north side of State Route 157, near the Nevada Department of Transportation Maintenance facility.

Red Rock (Blue Diamond, Blue Diamond Road area, and Calico Basin). Blue Diamond and Calico Basin are in the urban Las Vegas solid waste service area and receive service from Republic Services. A transfer station at Shelbourne Avenue and Las Vegas Boulevard South (in Enterprise) can be used by residents to dispose of items not picked up by curbside service.

Other Areas (Corn Creek, Cold Creek, Trout Canyon and East Pahrump Valley). Cold Creek residents use a container system supplied by Republic Service located on Cold Creek Road, State Route 372, northeast of the fire station. Corn Creek solid waste collection is performed by a private contractor. Curbside pick-up service is available. Trout Canyon is currently not served by a waste collection company.

Other Public Facilities

Correctional Facilities. The three correctional facilities located within Northwest Clark County include the Southern Desert Correctional Center, the High Desert State Prison, and the Spring Mountain Youth Camp. The Southern Desert Correctional Center is a state-run institution located approximately nine miles southeast of Indian Springs. There are three facilities at this location: 1) A medium security facility with education and prison industry programs; 2) Indian Springs Conservation Camp, which houses juvenile male inmates who assist the Nevada Division of Forestry on conservation projects; and 3) Indian Springs Boot Camp, a program of regimental discipline for evaluation prior to final sentencing by the court. Total capacity is 1,686 inmates.

In September 2000, the High Desert State Prison opened west of the Southern Desert Correctional Center. It is a medium security facility with education and prison industry programs. It has a capacity of approximately 1,890 inmates.

The Spring Mountain Youth Camp is located at Angel Peak in the Spring Mountains National Recreational Area and is run by Clark County. The camp is an 80-bed county facility that cares for chronic juvenile offenders. Educational and vocational opportunities are provided. The average stay for residents is six months.

Habitat Conservation

Northwest County contains habitat for a wide variety of native wildlife species including desert bighorn sheep, deer, coyote, mountain lion, a variety of migratory birds, reptiles, amphibians, and small mammals. Non-native wildlife species include elk, turkey, chukar, rainbow trout, etc.

Development Impacts from Sensitive Species. The presence of threatened or endangered wildlife and plant species can influence (and possibly impede) land use. It is important for residents, property owners, and developers of private in holdings to be aware of any federal designations regarding sensitive species, which may impact the development or use of the land. Contact the Clark County Department of Environment and Sustainability, the U.S. Fish and Wildlife Service, or the Nevada Department of Conservation and Natural Resources for specific regulatory and enforcement information that relates to protected species.

Wilderness Areas. In 1964, the Wilderness Act was adopted by Congress to protect wild and pristine areas throughout the United States for present and future generations by designating certain areas as Wilderness. This Act provides a means of preserving federal lands in their natural conditions and protecting the landscape from detrimental impacts. Under the Act, areas designated as Wilderness can only be added to the National Wilderness Preservation System by Congress. The protection mandated by a Wilderness designation only applies to public lands administered by the U.S. Forest Service or the Bureau of Land Management and does not affect private lands. Currently, Clark County has a total of 20 Wilderness Areas (WA), three of which are in Northwest County: Mount Charleston, La Madre Mountain and Rainbow Mountain.

Prior to 2002, the Mount Charleston Wilderness was the only wilderness area in Northwest Clark County. On November 6, 2002, the Clark County Conservation of Public Lands and Natural Resources Act of 2002 was passed by Congress and became law. It added land to the Mount Charleston Wilderness and designated Wilderness Study Areas (WSA) as WAs. The Mount Charleston Wilderness (originally 42,500 acres) had 13,598 acres added. It is within the Toiyabe National Forest and is under the jurisdiction of the U.S. Forest Service. The Act also created the La Madre Mountain Wilderness (47,180 acres) and the Rainbow Mountain (formerly Pine Creek WSA) Wilderness (24,997 acres) which are jointly administered by the U.S. Forest Service and Bureau of Land Management.

Wilderness Study Areas are units of land currently under consideration for designation as Wilderness by the U.S. Congress. In the State of Nevada there are a number of WSAs, one of them is found in Clark County, the Mount Stirling Wilderness Study Area, which extends into Nye County. It extends northwest from the Mount Charleston Wilderness Area.

Both WAs and WSAs have severe limitations on land uses, including new road construction, mining activities, and use of mechanized equipment. These restrictions are meant to protect and preserve these areas for low impact activities such as hiking, horseback riding, hunting, rockhounding, primitive camping, rock climbing and caving.

Northwest County contains potential habitat for the following federal and state-listed species:

- *Desert tortoise - federally and state designated as threatened
- Gila monster – state designated as protected
- *Loggerhead shrike – state designated as sensitive
- *Blue Diamond cholla - state designated as critically endangered
- *Las Vegas bearpoppy – state designated as critically endangered and under review for listing pursuant to the Endangered Species Act
- Spotted bat – state designated as threatened
- Townsend's big-eared bat – state designated as sensitive

Species denoted with an asterisk are covered under the Clark County MSHCP and/or the state-issued Master Permit for critically endangered plants. Developers obtain coverage under these permits through the grading permit application process by paying a per acre fee for new disturbance. All provisions of the permit are carried out on behalf of the permittees by the Desert Conservation Program. Nevada Department of Wildlife encourages reporting of all Gila monster sightings in order to aid the agency in better understanding the local ecology of this species.

Special land use designations that exist within the Northwest County plan area include BLM-administered Red Rock Canyon NCA, the La Madre Mountains Wilderness and the Mount Stirling Wilderness Study Area. Management direction for these lands is described in the BLM's Las Vegas Valley Resource Management Plan (BLM 1998), and the Red Rock Canyon National Conservation Area Resource Management Plan (BLM 2005). The plan area is also home to the the U.S. Fish and Wildlife Service-administered Desert National Wildlife Refuge. Management direction for the refuge is described in the Desert National Wildlife Refuge Complex Comprehensive Conservation Plan (U.S. Fish and Wildlife Service 2009). The remaining special land use designations within the plan area are administered by the U.S. Forest Service and include the Spring Mountains National Recreation Area and the La Madre Mountains and Mount Charleston wilderness areas. Management direction for these lands is described in the Toiyabe National Forest Land and Resource Management Plan (USFS 1986, as amended through 2016).

South County

Natural and Manmade Hazards

Water-Related Hazards

Flood Risk. Existing and planned flood control facilities in the South County planning area ("South County") are listed below.

- **Goodsprings.** The Goodsprings/Coyote ST Channel is a proposed detention basin with flood conveyances south of Goodsprings. There are a couple completed flood conveyances in northern Goodsprings in Section 26.
- **Jean.** There is a completed flood conveyance north of the Interstate 15 and State Route 161 interchange.
- **Nelson.** There is a complete flood conveyance within the southwestern portion of Section 3.
- **Primm.** The Primm/Wastewater Treatment Berm is a completed detention basin in the southeastern portion of Section 8 and there is an additional supporting flood conveyance north of that location.
- **Searchlight.** There is a completed flood conveyance along the eastern side of Searchlight in Section 35. There is a proposed expansion along the southern end of that conveyance that would be within the Encinitas Road alignment. Also, there is a flood conveyance that is scheduled to be completed within ten years along State Route 164 west of U.S. Highway 95 that would extend into some other rights-of-way in northeastern Searchlight.
- **Sloan.** The Pittman West Detention Basin and supporting flood conveyances are scheduled to be completed within the next ten years. It is in Section 17 west of Interstate 15 on federal land. When completed, the flood conveyances are designed to support drainage of Sections 17 and 20.

Flood Control and Drainage. Clark County Public Works (CCPW) reviews design plans and proposed on-site facilities to ensure conformance with Federal Emergency Management Area (FEMA) and the Clark County Regional Flood Control Master Plan. Both the Clark County Regional Flood Control District's (CCRFCD) existing and planned improvements and CCPW guidelines allow for land in South County to be developed in and around flood zones.

Land-Related Hazards

Soils. The U.S. Department of Agriculture survey identifies the potential and limitations of soil types. Soils within the South County are primarily erosion remnants (sand, silt, etc.) from the surrounding mountains that have been deposited by flowing water to form alluvial fans.

Faults. Multistory level development in areas with soluble and clay material may not be suitable without appropriate engineering. The Federal Housing Administration (FHA) requires engineering studies and the development of possible mitigation measures for residential projects requesting federally insured mortgages and located within 500 feet of a fault.

Slopes. There are several mountain ranges within South County where development may be constrained by existing steep slopes of 12 percent or greater. Most of the steep slope areas are outside of the established Bureau of Land Management (BLM) disposal boundaries for the Las Vegas Valley or within existing conservation areas.

Generally, public roads exceeding 12 percent are not approved based on inaccessibility of public services such as garbage pick-up and fire service. Slopes of 12 percent or greater may be graded to make it possible for road construction.

Faults, slopes, and material corrosion are only a few points of potential problems which may arise due to development in inappropriate areas. Such problems could be mitigated through planning and more appropriate development choices on those sites.

Infrastructure and Services

Libraries

The Las Vegas-Clark County Library District (LVCCLD) provides library services for South County with three branches. The library district is funded through property taxes, sales taxes, and user fees. It is a separate municipal corporation from Clark County governed by a Board of Trustees. The district officially formed in 1985, although the two systems (Clark County Library District and the City of Las Vegas Library District) had been operating as one consolidated library system since 1973. Population growth will lead to higher circulation numbers for the existing system.

Goodsprings. This is one of the smallest communities served by the LVCCLD, but this little town is full of history. In 1968 the Goodsprings Library was started in the living room of an old mining house owned by the parents of the librarian. In 1970 it was moved into its existing trailer where it houses over 5,000 volumes. It is located at 365 West San Pedro Avenue.

Sandy Valley. The Sandy Valley library started as a closet in the old Community Center in 1984, and now occupies 1,200 square feet with over 6,200 volumes in a new shared Community Center/Library. It is located at 650 West Quartz Avenue.

Searchlight. The mining town of Searchlight opened its first library in 1969 and moved into a new joint facility in 1989. Constructed with Federal Block Grant money, the library shares the building with the Health Clinic and the Searchlight Museum. It houses over 7,000 items. It is located at 200 Michael Wendell Way.

Public Safety

Law Enforcement. The agency responsible for providing police protection in South County is the Las Vegas Metropolitan Police Department (Metro). Metro was formed by the Legislature in 1973 by merging the Clark County Sheriff's Office and the Las Vegas Police Department. Both Clark County and the City of Las Vegas are responsible for funding Metro. South County is currently served by the Metro Resident Officer Program. Through mutual aid agreements, the City of Boulder City Police Department will respond to emergencies in the Eldorado Valley, if necessary.

Nevada Highway Patrol. The 1949 Nevada Legislature created the Nevada Highway Patrol (NHP) by consolidating the Nevada State Police, Inspectors from the Nevada Public Service Commission and several Inspectors from the Nevada Department of Taxation. On July 1, 1949, the Nevada Highway Patrol Division was created within the Nevada Public Service Commission. These officers were directed to act as field agents and inspectors in the enforcement of the State laws as they pertained to Nevada highways. Currently there is a NHP substation located in Jean.

Fire Protection and Emergency Medical Services. The Clark County Fire Department (CCFD) provides fire protection and emergency medical response to South County. The CCFD currently has one full time emergency medical station, Fire Station 87 located in Jean. Station 87 is staffed with two full-time personnel. It functions as a paramedic/Advanced Life Support (ALS) unit and currently has no firefighting capabilities.

There are also four volunteer stations that provide service to South County communities: Cal-Nev-Ari, Goodsprings, Sandy Valley, and Searchlight. Through mutual aid agreements, the City of Boulder City Fire Department will respond to emergencies in the Eldorado Valley, if necessary.

South County: Existing Clark County Fire Stations

Station Number	Location
75	255 South Nevada Street
77	650 West Quartz Avenue
78	375 North Beacon Street
84	5 Apache Road
87	20400 Las Vegas Boulevard South

National Park Service Rangers. National Park Service (NPS) Rangers are responsible for the safety of visitors inside the Lake Mead National Recreation Area (LMNRA) and other national parks and wildlife areas. Rangers are responsible for police, fire, and medical emergencies.

Recreation and Open Space

Level of Service. Clark County has level of service standards for each facility type offered by the department. These standards help in the determination of which facilities and locations are most in need of construction, remodeling, and funding.

This is a minimum of 6 acres of programmable and 2.5 acres of non-programmable parks per 1,000 residents. This applies to South County, except for Sloan.

Public Park Facilities. Clark County provides a system of public parks, recreation, and open space facilities. Facilities are managed through the Parks & Recreation Department (P&R). For park planning purposes, South County is separated into geographic areas referred to Rural Park Districts. Sandy Valley is in 9H Park District, Searchlight in 9E, while the remaining portion of South County is located within Rural Park District 9.

South County: Existing Parks

Park	Location	Acres	Available Facilities
Goodsprings Community Center & Park	375 W. San Pedro Avenue	1	Basketball Half Court, Picnic Tables w/ BBQ, Water Spray Feature
Kidwell Community Center	9760 South US-95	1	Picnic facilities, Community Center, Restrooms
Sandy Valley Community Center	650 Quartz Avenue	9	Picnic Area w/ Shade Structures, Picnic Tables, BBQ area, Basketball Court, Multi-use Field, Playground, Horse arena
Searchlight Community Center	200 Michael Wendell Way	18.4	Mining Park with Memorial, Picnic Area, Tot Lot, Turf Area, Paved Walking Trail and Pavilion
Searchlight Teen Center	114 W. Surprise Street	0.5	Exercise Equipment & Weight Room, Restrooms
Searchlight Town Park	255 S. Nevada Street	1	Basketball Court, Picnic Area w/ BBQ, Outside Restroom, Playgrounds (for different age groups), Turf Area, Water Spray Feature
Searchlight Youth Center	114 W. Surprise Street	0.5	Game Room, Playground, Skate Park
Total Developed Park Acreage		**31.4**	

- **Cal-Nev-Ari.** The "Slim" Kidwell Community Center occupies a 3,000 square foot modular structure that hosts activities, meetings, and classes to serve as a focal point for disseminating town information. It features a large multi-purpose room, a kitchen, office, and restrooms. Site work included a new paved parking lot, a new septic system and desert landscaping and picnic benches. The land for the center was donated by Nancy and Ace Kidwell.
- **Goodsprings.** The Goodsprings Community Center & Park is located and developed in conjunction with the CCSD. The park amenities are adjacent to the community center constructed in 1985. There are picnic tables (including shelters) with barbeque equipment, a basketball half court, and a water spray feature.
- **Sandy Valley.** There are developed park amenities associated with the Sandy Valley Community Center. The park facilities include group picnic area with shade shelters and tables including a barbeque area, a basketball court, multi-use field, playground, and horse arena. There are six potential future parks on BLM land noted in the Sandy Valley Parks & Recreation Master Plan. As these sites become secured by P&R, it will be included in the inventory. There is also a private recreational facility owned by the Sandy-Mesquite Valley Educational Foundation, where many community events are held.
- **Searchlight.** The Searchlight Park located at 255 S. Nevada Street was built in 1979, is an acre in size that contains a multi-use turf area, one basketball court, a group picnic area with barbeque equipment, and two playgrounds for different age groups. The town fire station is also located at this park site.

  The Searchlight Community Center and Museum site is located on an 18.4-acre site. The community center site has a tot lot, "mining park with memorial" and a group picnic area. Reid Elementary School and a baseball/softball field are on the site. The Searchlight Justice Court has a separate building on the site. The rest of the site is developed as a ½ mile loop walking trail with landscaping, interpretative signs, and a pavilion. The Teen Center is within a rehabilitated barracks building containing a weight room, restroom and exercise equipment located at 114 W. Surprise Street. The Youth Center, adjacent to the Teen Center, is within a rehabilitated school building renovated to function as a recreation center, game room and playground. There is also a skate park.

Private Park Facilities. There are private parks, common areas and leisure facilities in South County. These include private parks, swimming pools and golf courses. There is no current information regarding the number and acreage of private parks and swimming pools. Private parks and leisure facilities are not included in the level of service for parks and recreation facilities for Clark County. The closest golf courses are located in Southern Highlands within Enterprise and south of Primm in California along Interstate 15.

Open Space Facilities. There are two tracts of federal land reserved for compliance to the Multiple Species Habitat Conservation Plan (MSHCP). The Desert Tortoise Conservation Center is west of the Sloan detail area. In the Jean area is the Large-Scale Tortoise Translocation Area.

Schools

Clark County School District (CCSD) provides the following schools in South County.

South County: Existing Schools

Elementary Schools	
Name	Location
William G. Bennett	2750 Needles Hwy
Robert and Sandy Ellis	3200 Artella Ave
Goodsprings	385 W. San Pedro Ave
Andrew Mitchell	900 Avenue B
Martha P. King	888 Adams Blvd
Harry Reid	300 Michael Wendell Way
Sandy Valley	1420 E. Pearl Ave
Evelyn Stuckey	4905 Chartan Ave
Middle Schools	
Name	Location
Wilbur and Theresa Faiss	9525 W. Maule Ave
Elton M. and Madelaine E. Garrett	1200 Avenue G
Laughlin	1900 Cougar Dr
Sandy Valley	1420 E. Pearl Ave
Del E. Webb	2200 Reunion Dr
High Schools	
Name	Location
Boulder City	1101 Fifth St
Laughlin High School	1900 Cougar Dr
Liberty	3700 Liberty Heights Ave
Sandy Valley	1420 E. Pearl Ave
Sierra Vista	8100 W. Robindale Rd

Transportation

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

There are three regional roads and two railroad sidings within South County. Interstate 15 and U.S. Highway 95 are the primary north/south routes for South County. State Route 161 starts in Jean Nevada and travels west to Goodsprings. State Route 164 bisects Searchlight and is the connector for Cottonwood Cove and Nipton, California. There are railroad sidings located in Jean and Sloan that can be used for access to train cars for large scale shipping and receiving on the Union Pacific trunkline.

Transit. RTC's Club Ride commuter services encourage commuters to choose alternative modes of travel such as biking, carpooling, vanpooling or transit. Alternative modes of travel are a low-cost way to better utilize the region's limited transportation capacity as the population continues to grow.

The Silver Rider Express, part of the Southern Nevada Transit Coalition (SNTC), has several bus routes for the Searchlight area. Some of the route destinations include Laughlin, Cal-Nev-Ari, Palm Gardens, Primm, and the Downtown Transportation Center in the Las Vegas Valley.

People Mover. The three resort hotels located in Primm are joined by a people mover system that spans Interstate 15. This system reduces the number of automobile trips in Primm.

Air Transportation.

- **Southern Nevada Supplemental Airport.** Currently studies are being done for a potential airport located between Jean and Primm and between Interstate 15 and the Union Pacific Railroad tracks.
- **Jean Sport Aviation Center (0L7).** This airport functions as a sports aviation center and includes general aviation aircraft, aerobatic aircraft, gliders, ultra-lights, and skydiving. The DOA owns the site and Henderson Executive Airport manages and maintains this facility. There are two paved runways at this airport. The 4,600-foot runway is used for powered aircraft. The 3,700-foot runway is intended for gliders and ultra-lights. There is a paved ramp area that accommodates 50 aircraft and a compacted dirt area which will accommodate many more.
- **Kidwell Airport (1L4).** This is a private facility that is part of the airpark located in Cal-Nev-Ari. Kidwell Airport has a 4,140-foot-long lighted dirt runway and has no oversight from the DOA.
- **Searchlight Airport (1L3).** The Searchlight airport functions mainly as a general-purpose airport. It was originally built in the 1950s as an emergency alternate paved airstrip for Nellis Air Force Base. Currently, Searchlight Airport offers no services and is uncontrolled, unmanned, unlighted and has one 5,040-foot-long asphalt runway. The majority of the Searchlight Airport is under BLM jurisdiction with a portion of the airstrip under private ownership.
- **Sky Ranch Airport (3L2).** This is a private facility part of the Sky Ranch Estates subdivision located in Sandy Valley and has no oversight from the DOA.
- **Clark County Heliport.** An area just west of the Sloan National Conservation Area, adjacent to Interstate 15, has been selected as a site for a future heliport.

Utilities

Natural Gas. Several of the communities in the South County can receive natural gas from trunk lines along the SWG route. SWG has the ability to supply existing and future development through their expanding system. There are no constraints on land use associated with natural gas facilities in South County at this time, other than incompatible uses directly adjacent to major facilities. SWG is a private utility company regulated by the State of Nevada. Services to new developments are determined by agreements between SWG and individual developers.

Southwest Gas (SWG) has several natural gas pipelines that follow U.S. Highway 95 through South County to the Las Vegas Valley. South Clark County includes part of the route for the Kern River Pipeline. The route runs north and south on the west side of Interstate 15. This high-pressure (1,200 p.s.i.) interstate pipeline connects Rocky Mountain and Canadian natural gas sources with Southern California demand centers. The CalNev Pipeline Company operates a pipeline that follows the general line of the Union Pacific Railroad tracks in the western portion of South County. This pipeline handles gasoline, diesel fuel, and jet fuel that are used to meet the needs of the Las Vegas Valley.

Electric. Most South County residents and businesses receive their service from NV Energy. Residents of Sandy Valley receive their services from the Valley Electric Association (VEA).

Existing major transmission lines (69KV or greater) traverse the area. Most of the power lines in the South County run north and south through South County. With transmission lines crossing expanses of public lands, the United States Bureau of Land Management (BLM) is responsible for utility corridor policy. Current policy as stated in the BLM Management Framework Plan (MFP) is to provide public lands for energy transmission purposes. The MFP calls for common use rights-of-way, wherever feasible, to minimize environmental impacts and avoid corridor proliferation. Planned corridors for future transmission lines will be addressed in the update of the BLM Resource Management Plan.

Power Generation. There are several solar generating plants in South County. There is a power substation in Nelson and two natural gas power plants near Goodsprings and Primm. Due to favorable conditions, other solar and wind power generation sites are proposed or expected to be proposed in some areas of South County.

Water and Wastewater

Water. Water for South County communities comes from groundwater that is collected in a series of hydrographic basins. These basins are under the jurisdiction of the State Engineer. Currently, all the basins in the South County have been over allocated, causing the State Engineer to "designate" them. When hydrographic basins become "designated," the Nevada State Engineer can declare preferred uses in those basins.

There are eight groundwater basins in South County. They are Mesquite Valley (Sandy Valley); Ivanpah Valley South (Goodsprings, Jean, Primm); Jean Lake Valley; Hidden Valley; Eldorado Valley; Colorado Valley; Piute Valley (Searchlight, Cal-Nev-Ari); and the Las Vegas Valley (Sloan).

- **Cal-Nev-Ari.** The Spirit Mountain Utility Company, Inc. handles the distribution of water within Cal-Nev-Ari. Total water allocation is 83.8 acre-feet of water per year. There are currently two wells with two additional wells permitted.
- **Jean.** The Las Vegas Valley Water District (LVVWD) administers the water supply in Jean.
- **Searchlight.** LVVWD administers the water supply in Searchlight.

Community Wells. Several community wells exist in South County. There are three in the Sloan area, four in Jean, two in Sandy Valley, one in Primm, two in Searchlight, two in Cal-Nev-Ari and one in Palm Gardens. These community wells are regulated by the Nevada State Engineer.

Private Wells. Some areas of South County developed before public water service. These areas have private wells.

Water Reclamation Service.

- **Jean.** In Jean, there are two package wastewater treatment plants. One facility serves the state prisons and the other the resort hotels.
- **Primm.** The resort hotels in Primm are served by a package wastewater treatment plant.
- **Searchlight.** The Clark County Water Reclamation District (CCWRD) provides sanitary sewer service. A gravity collection system collects wastewater for a majority of Searchlight. One lift station moves flow from the west side of Searchlight to the east side. The treatment facility is located about a half mile south of the Searchlight Townsite.

Established neighborhoods within South County that operate on individual sewage disposal systems (septic systems) are regulated by the Southern Nevada Health District (SNHD).

Solid Waste

All communities in South County have curbside pick-up provided by an independent hauler under contract to Clark County. The refuse is then taken to the APEX Regional Waste Management Center located in Northeast County. In August 1993, the landfills that served Goodsprings, Sandy Valley and Searchlight were closed. The federal regulations established by the Environmental Protection Agency (EPA) could not be met by these landfills, and the cost of upgrading them was not economically feasible. Some of the communities have convenience centers to aid in the removal of items that cannot be disposed of during the regularly scheduled pick-ups.

Goodsprings. There is a County-owned five-acre parcel designated as a future convenience center north of the intersection of Columbia Mill Road and Sandy Valley Road. There are no plans to construct or operate the facility at this time.

Sandy Valley. The Sandy Valley Convenience Center is located at 1575 Beech Street east of Kingston Road.

Searchlight. The Searchlight Convenience Center is located at 651 North Pipeline Road north of the Searchlight Community Center.

Other Public Facilities

Museums. The Clark County Museum and Searchlight Museum Guild have created the Searchlight Community Museum. Located in the Searchlight Community Center at 200 Michael Wendell Way, the museum focuses on the fascinating history of this community. Mining history is a prominent part of the museum's offerings, in addition to the many interesting residents of the community. The admission is free.

Goodsprings. The Goodsprings Cemetery is on a 1.3-acre lot north of the main road on the eastern side of town within Section 25. The cemetery is currently owned by Clark County Administrative Services and is managed by the Goodsprings Cemetery Association. There is also a post office located on the school, park, and community center site.

Searchlight. The Post Office is on the northwest corner of Main Street and Hobson Street located at 106 West Hobson Street. The Justice Court is located at 1090 East Cottonwood Cove Road. The Searchlight Cemetery is on a 4.5-acre County owned parcel east of Nugget Lane.

Prisons. Within Jean there are two inmate facilities operated by the Nevada Department of Corrections. The Southern Nevada Correctional Center (SNCC) is a medium custody facility for male inmates. The Jean Conservation Camp (JCC) is a light custody facility for female inmates. These facilities are located on approximately 93 acres east of the railroad tracks in Jean. The use of these facilities fluctuates, sometimes they are in use and sometimes they are not.

Habitat Conservation

There are multiple BLM wildlife conservation, study, and management areas including National Conservation Areas (NCA) in South County. In addition, the Clark County Conservation of Public Land and Natural Resources Act of 2002 (Public Law 107-282) established new wilderness areas and expanded another.

South County contains potential habitat for the following federal and state-listed species:

- *Southwestern willow flycatcher – federally and state designated as endangered
- Yuma Ridgway's rail – federally and state designated as endangered
- *Desert tortoise - federally and state designated as threatened
- *Yellow-billed cuckoo - federally and state designated as threatened
- Gila monster – state designated as protected
- *Loggerhead shrike – state designated as sensitive
- *Blue Diamond cholla - state designated as critically endangered
- Spotted bat – state designated as threatened
- Townsend's big-eared bat – state designated as sensitive

Species denoted with an asterisk are covered under the Clark County MSHCP and/or the state-issued Master Permit for critically endangered plants. Developers obtain coverage under these permits through the grading permit application process by paying a per acre fee for new disturbance. All provisions of the permit are carried out on behalf of the permittees by the Desert Conservation Program. Nevada Department of Wildlife encourages reporting of all Gila monster sightings in order to aid the agency in better understanding the local ecology of this species. The South County plan area also provides habitat for several species of fish that are federally and state protected. Any development activity with the potential to impact federally-listed species that are not covered under the Clark County MSHCP will require consultation with the U.S. Fish and Wildlife Service.

Special land use designations that exist within the South County plan area include BLM-administered ACECs (Piute-Eldorado and Ivanpah) wilderness (Eldorado, North McCullough, South McCullough, Wee Thump Joshua Tree, and Ireteba Peaks), Sloan Canyon NCA and the Red Rock Canyon NCA. Management direction for these lands is described in the BLM's Las Vegas Valley Resource Management Plan (BLM 1998), the Sloan Canyon National Conservation Area Approved Resource Management Plan (BLM 2006) and the Red Rock Canyon National Conservation Area Resource Management Plan (BLM 2005). The remaining special land use designations within the plan area are administered by the U.S. Forest Service (Spring Mountains National Recreation Area) and the National Park Service (Lake Mead National Recreation Area and the Black Canyon, Eldorado, Ireteba Peaks, Nellis Wash, Sprit Mountain, and Bridge Canyon wilderness areas. Management direction for these areas is described in the Toiyabe National Forest Land and Resource Management Plan (USFS 1986, as amended through 2016), the Lake Mead National Recreation Area General Management Plan (National Park Service 1986, as amended in 2018) and the Lake Mead National Recreation Area Jimbilnan, Pinto Valley, Black Canyon, Eldorado, Ireteba Peaks, Nellis Wash, Spirit Mountain and Bridge Canyon Wilderness Areas, Wilderness Management Plan, respectively (National Park Service 2014).

The ITP requires a mitigation fee. The Clark County MSHCP provides conservation for 78 species of plants and animals, including the desert tortoise and their habitats. The regulations for this mitigation are established in the Unified Development Code (Title 30, Sections 30.32 and 30.80). This fee is used to implement the MSHCP.

An analysis performed by University of Nevada, Reno as Science Advisor to the MSHCP of known species occurrences in South County identified presence of four species of interest to the MSHCP including the Sheep Fleabane (Erigeron ovinus), Rosy Two-tone Beardtongue (Penstemon bicolor var. roseus), Yellow Two-tone Beardtongue (Penstemon bicolor ssp. bicolor), and the White-Margined Beardtongue (Penstemon albomarginatus).







Historical Sites and Places of Interest

There are several National Historical Sites and Nevada Historical Markers within South County. These are locations that are registered as historical places and districts on the federal level. Several of the sites have other designations and registrations associated with the location.

National Historic Landmark

Hoover Dam (Boulder Dam). This project began as the Boulder Dam, but the name was changed to Hoover Dam in honor of Herbert Hoover who played an instrumental role in its construction, first as Secretary of Commerce and then later as the 31st President of the United States. The construction of the Hoover Dam begun in June 1933 and was dedicated in September 1935 two years ahead of schedule. This concrete arch-gravity storage dam is among the largest and earliest of the U.S. Bureau of Reclamation's massive multiple-purpose dams and is located in Black Canyon of the Colorado River east of Las Vegas on U.S. Highway 93 on the Nevada and Arizona borders. By providing electric power, flood control, and irrigation water, this dam made increased levels of population and agricultural production in large areas of the Southwest feasible, affecting not only lands near the river, but also urban centers in Southern California and Arizona. Tours through the Hoover Dam and Power Plant began in 1937. Because of its significance as an engineering structure, it was registered as a National Historic Place in 1981 and a National Historic Landmark on August 20, 1985.

National Historic Places

The following are registered as historical places and districts on the federal level. Several of the sites have other designations and registrations associated with them.

Goodsprings Schoolhouse. This is located at 385 West San Pedro Avenue east of Esmeralda Street. The first school was established in 1907 in a tent southwest of the Yellow Pine Store with Miss Winifred Hardy as the teacher. The doors of Goodsprings School opened in September 1913, to the sound of the bell on the roof. Over the years the school has been remodeled inside and outside, but the basic structure still stands today, including the bell. The school is still in use today and is the oldest active school in Clark County and has been registered since March 10, 1992.

Grapevine Canyon Petroglyphs. The canyon is about one hour south of the City of Las Vegas on US 95. The location is off a dirt road leading through Christmas Tree Pass near the base of Spirit Mountain. Ancient petroglyphs and a seasonal stream are in Grapevine Canyon, which park rangers point out during guided hikes. It was registered on December 15, 1984.

Homestake Mine District. In the 1930's, the Homestake Mine operated an amalgamation and cyaniding plant on Cottonwood Island for processing gold and silver ore. Mining operations ceased in 1953 as Davis Dam was completed placing Cottonwood Island and the plant under Lake Mohave waters. The 640-acre site was registered as a National Historic District on July 17, 1985.

Sloan Petroglyph Site. Archeologists believe the more than 300 rock art panels with 1,700 individual design elements were created by native cultures from the Archaic to historic era. Mechanized/motorized travel is not allowed, but activities such as hiking, horseback riding, and wildlife watching is encouraged. Ancient petroglyphs are located throughout the National Historic Place created on December 18, 1978. This site also became a State Historical Site on March 4, 1981. On February 5, 2004, the National Historic Place boundary was expanded.

Spirit Mountain (Dead Mountain and Mount Newberry). This is a National Historic Place registered on September 8, 1999, and is also listed as a Traditional Cultural Property because of its significance to the Yuman tribes which include Mohave, Hualapai, Yavapai, Havasupai, Quechan, Pai pai and Maricopa. They believe the mountain (called Avikwame by the Mohave people and Wikame by the Hualapai) is the spiritual birthplace of the tribes. Spirit

Mountain is the highest peak in the Newberry Mountains at an elevation of 5,639 feet above sea level.

Willow Beach Gauging Station. Willow Beach may have been a prehistoric trading center based upon artifacts found along the Colorado River. The Basketmaker Indians from Lost City started camping at Willow Beach around 250 B.C. For a while, only the Amargosa people, from the areas to the west, came. Possibly by 750 A.D., the late Basketmaker people were visiting the area again. Seashells, steatite, and asphaltum from the Pacific Coast were traded for salt, pottery, textiles, and other items from the interior. After 1150 A.D., the Shoshoneans mainly camped at Willow Beach. Paiutes were in the Black Canyon area in 1858 when Lieutenant Ives brought his steamboat up the Colorado River.

The Willow Beach Gauging Station is in the Lake Mead National Recreation Area (LMNRA) and was listed in the National Register of Historic Places for the State of Arizona in 1986 and for Nevada on March 21, 1996. Today, the cables, catwalk, trail, and gauging station are located on Lake Mohave north of Willow Beach.

National Historic Trail

Old Spanish Trail. The Old Spanish Trail was stablished as a National Historic Trail in 2001. The National Park Service's National Trails System, Intermountain Region (Santa Fe and Salt Lake City) and the Bureau of Land Management's New Mexico state office (Santa Fe) are leading the planning effort to establish and maintain the trail system that will be within South County including Goodsprings and Sandy Valley, and the Northeast planning areas.

State Historical Markers

The Historic Marker Program was initiated by the Nevada State Legislature in 1967 to bring the State's heritage to the public's attention with on-site markers. There are now 266 historical markers in Nevada commemorating sites and buildings such as Las Vegas Mormon Fort, Stokes Castle in Austin, the Pony Express Station in Elko, and the first airplane flight in Nevada at Carson City. The Historic Marker Program is a cooperative effort involving the Department of Cultural Affairs, State Historic Preservation Office, which administers the Program, the State Historical Society which reviews proposed marker texts, and the Nevada Department of Transportation which assists in installing and funding the markers.

#6 – Eldorado Canyon. This marker is located on the east side of U.S. Highway 95 at State Route 165 within the City of Boulder City. This commemorates Eldorado Canyon which was one of the biggest mining booms in Nevada history. Gold and silver were discovered in Eldorado Canyon about 1859, and soon mines were developed. In the 1860's the canyon was bursting with a rowdy population of nearly 500 men, many were deserters from the Civil War. The river was navigable at the time, making it possible to bring in food and supplies by boat. Notorious for its feuds and shootings, the canyon was equally well known for its three largest mines, The Techatticup Mine, Wall Street Mine, and the Savage Mine, which yielded five million dollars during 40 years of operations.

#102 – Goodsprings (Mining District 1856-1957). A historical marker commemorates the Goodsprings (Mining District 1856-1957).

Ore deposits readily recognized in the faulted and folded limestone deposits of this district remained unprocessed until 1856, when Mormons developed a single lead mine at Potosi.

Named for cattleman Joseph Good, the Open Springs area was developed into the mining-ranching community of Goodsprings by A.G. Campbell.

With completion of the Los Angeles-Salt Lake Railroad in 1905 and the narrow-gauge Yellow Pine Railroad from Jean to Goodsprings in 1911, transportation costs of the oxidized zinc minerals were reduced. The peak year of operations was reached in 1916, and Goodsprings then had 800 residents.

This district, with the greatest variety of valuable minerals in Nevada, produced a total of $25 million primarily in lead and zinc, with lesser amounts of gold, silver, copper, molybdenum, vanadium, nickel, cobalt, platinum, palladium, and uranium.

#116 – Searchlight. This marker is located on U.S. Highway 95 in Searchlight. Initial discoveries of predominately gold ore were first made at this location on May 6, 1897. George Frederick Colton filed the first claim, later to become the Duplex Mine.

The Quartette Mining Company, formed in 1900, became the mainstay of the Searchlight District, producing almost half of the area's total output. In May 1902, a 16-mile narrow-gauge railroad was built down the hill to the company's mill on the Colorado River. Railroad equipment was brought in by barge from Needles. The locomotive carried ore to the mill and, occasionally, passengers rode down to the steamboat port. The locomotive could run on oil from Searchlight or driftwood from the Colorado River. Operations of the mill and railroad stopped when a new mill was built in Searchlight in 1906. The rails were sold to J. F. Kent, removed, and used on the Yellow Pine line from Jean to Goodsprings in 1910. The foundations of the river mill are below the surface of Lake Mohave near Cottonwood Cove.

Searchlight began to boom in 1902 and reached its peak year in 1907. Up to 1940 total production amounted to $4.5 million. On March 31, 1907, the Barnwell and Searchlight (B&S) Railroad connected the town with the then main Santa Fe line from Needles to Mojave.

By 1919 trains were operating over the B&S Railroad only twice a week. A severe washout on September 23, 1923, halted traffic completely and train service was never restored.

#195 – The Last Spike. About 4.6 miles northeast of Jean off Interstate 15 on Frontage Road, is the marker that celebrates the Last Spike of the San Pedro, Los Angeles and Salt Lake Railroad driven on January 30, 1905. This railroad later changed ownership when it was bought by the Union Pacific Railroad in 1921 from William A. Clark (Senator of Montana). This site is near where workers drove that last spike which completed the railroad between Salt Lake City, Utah, and Los Angeles, California. This was the last "transcontinental" line to Southern California and one of the last lines built to the Pacific Coast. There was no formal celebration at the time, but those present gave some recognition to the event. Las Vegas owes its existence to the railroad, as the men in charge laid out the original Las Vegas Town Site and established a division point there, taking advantage of a good supply of water.

Places of Interest

These are sites that have historical and cultural value but have not been registered as a historical site.

Crescent. This was an area of significance between 1863 and 1878. Mexican miners removed more than $500,000 in gold. Later, others took over the operation of the mines. At one time it had a post office. The town of Crescent came into being in 1904 when new silver deposits were discovered. However, any permanence for Crescent was doomed by the financial panic of 1907 and the town was empty by 1908. Only rubble and foundations remain of the original structures. Crescent is located south of State Route 164 approximately 2.5 miles from the California border.

Eldorado Ferry (Camp Eldorado). A temporary military camp for about forty soldiers was established on January 15, 1865 to protect the miners of Eldorado Canyon from Native American attacks. Soldiers were stationed at Camp Eldorado until August 24, 1867. The site was just north of the mouth of Eldorado Canyon on the west bank of the Colorado River at the Eldorado Ferry crossing. The site of the camp and the ferry crossing are now under Lake Mohave.

Juan. This community was first associated with a railroad siding for the Barnwell and Searchlight Railroad that operated from 1907 to 1924. Area mining activity continued after the railroad failed and was abandoned. Several buildings remain today. The town was originally thought to be in California, but Nevada claimed it also so both states imposed taxes until the survey was done, which proved that Juan was in Nevada. It is currently located on the California border south of Crescent.

Ringbolt Rapids. The Colorado River was also an important route used for steamship travel and trade from the 1860s until the early 1900s when the railroad was completed through the area. Ships docked at the former riverside settlements of Cottonwood, Eldorado City, and Hardysville and went further upstream over precarious rapids with the help of ropes, winches, and ringbolts. Two of these ringbolts, still anchored in the canyon walls, are visible at Ringbolt Rapids which are approximately four miles south of the Hoover Dam.

Roach. This was a former train station south of Roach Lake on the San Pedro, Los Angeles and Salt Lake line constructed in 1905.

Sunset. Ore was discovered at this site during the 1890's but was of small significance. Later in 1905 the Lucy Grey mine was established as the real producer, found by a lone prospector. The camp was laid out near the Nevada-California border, just two miles east of Lyons, California. In 1912 a cyanide mill was built near the mine, for three decades the district's production reached about $50,000. Little remains but tailing piles.

Walking Box Ranch. In 1931, Hollywood stars Clara Bow and Rex Bell built their Walking Box Ranch headquarters after acquiring the ranch property from a remnant of a million-acre ranch created by the Rock Springs Land and Cattle Company in the eastern Mojave Desert in the late 1890s. They and subsequent owners ran cattle on public lands until the late 1980s. Many of the original buildings and structures remain intact.

The Nature Conservancy, BLM and UNLV are working to preserve the headquarters of the Walking Box Ranch. They are working toward listing the site on the National Register of Historic Places. Future uses are to include a museum and a field, research, and training center.

Tristate. This was a town site on the west bank of the Colorado River, located below Bullshead Canyon and above the current site of the Davis Dam. Tristate Town was plotted in July 1921 and is now mostly under Lake Mohave. This site should not be confused with a later site named Tristate which is now Laughlin.

Goodsprings. The Goodsprings Historical Society (GHS) has established a walking tour of historic sites and buildings within that area. Within Goodsprings there are national historic places, state historical markers, and places of interest.

Camp Duncan. Camp Duncan was a turn of the century mining camp named for George Duncan. This site had mining activity from 1900 to 1910. The camp was located about a mile east of Nelson on the side of a small hill, named Mount Duncan near the site of Eldorado City.

Eldorado City. This was a mining camp at the old Eldorado Mine, established by Nat Lewis near Huse Spring. The mine had been revived in 1901, with a 25-stamp mill planned but it was never built. Eldorado City was located about a mile east of downtown Nelson.

Techatticup Mine. There is a monument at a refurbished mining town near the Techatticup Mine that was dedicated by the Queho Posse Chapter 191 of the Ancient and Honorable Order of E Clampus Vitus on September 22, 2000.

The mine is approximately one mile east of downtown Nelson north of State Route 165 before the Lake Mead National Recreational Area (LMNRA). The original Techatticup Mine was founded in 1861. When it was founded, it was the most important mine in El Dorado Canyon. It produced millions of dollars in gold ore and was originally served by steamboats on the Colorado River. It is said the mine's name is taken from two Paiute words meaning "hungry" or "bread".

Two of Nevada's most famous renegade Native Americans lived in the area. Ahvote, killed five victims. Queho was credited with killing twenty-three people, was named as Nevada's "Public Enemy #1" and became the state's first mass murderer. Near this mine, Queho killed his last known victims in January 1919, Maude Douglas and two prospectors named Eather Taylor and William Hancock. Queho successfully eluded the sheriff's posses.

State Historical Markers and Places of Interest by Community

Primm	
Ivanpah	A former railroad siding and mining camp located near the current Nevada/California border along Interstate 15.
Sandy Valley	
Keystone Mill	This was a mill that operated in the 1890s. It is located at the site of Taylor's Well. There was a mining community and a post office that operated from 1893 to 1897 also associated with this mill.
Mandolin	Mandolin was an upstart community planned in 1908. Several lots were sold and a small tent community developed but soon faded. Today some of the lots are still developed while the remaining recorded subdivision still exists.
Platina	The Spanish word for "platinum" is a mining townsite north of the airstrip. The town sprang into existence when H.K. Riddall, discovered platinum in the Boss Mine in 1914. By 1915, the town had 200 people, many businesses, and a post office from January 3, 1916 until May 31, 1917. The Boss Mine was first located by Joseph Yount on January 1, 1886 near the site of the Keystone Mill. Although the boom at Platina only lasted about a year, mining continued until late 1918 or early 1919. Today some of the lots are still developed while the remaining recorded subdivision still exists.
Searchlight	
Abbotsville	This was the terminal location for the 23-mile Barnwell and Searchlight Railroad. Rather than construct up the hill to Searchlight, the railroad only ran to land owned by the Searchlight Terminal Townsite Company. This flat inexpensive location was about a mile southwest of the town. Local objection to the establishment of the terminal about one mile west of Searchlight, owned by the Searchlight Terminal Townsite Company, caused the citizens to apply the name derisively for F.J. Abbot, the managing director of the company. The railroad was completed in the spring of 1907. On December 28, 1911, the line was sold to the Arizona and Santa Fe Railway Company and continued operations until a major washout occurred on September 23, 1923. The railroad was never rebuilt and the line was abandoned on February 28, 1924.
Camp Sunrise	A short lived 1906 mining camp that was located near Summit Spring, approximately three miles east of downtown Searchlight. The site was north of the Emerald City townsite.
Duplex Mine and George Frederick Colton	Just north of Colton's General Store near the current entrance to the Duplex Mine site in Searchlight, is a monument that was dedicated by the Queho Posse Chapter 1919 of the Ancient and Honorable Order of E Clampus Vitus on October 23, 2005. The plaque states that George Frederick Colton can be considered to be the father of Searchlight. The Searchlight claim made on May 6, 1897 was the earliest claim of importance in what became the Searchlight Mining District. He is also credited with providing the name for this new district. Colton's Searchlight claim, New Years Gift Claim later became to be known as the Duplex Mine. The Duplex Mine was one of the important mines in the area, along with the Quartette Mine.
Emerald City	Many copper claims located near Summit Springs about three miles east of Searchlight, just off the Cottonwood Cove Road. A town site was laid out in 1906 but nothing significant has materialized.

Spring Valley

Natural and Manmade Hazards

Water-Related Hazards

The Town of Spring Valley is traversed by three major washes. Red Rock Wash and South Fork of the Flamingo Wash pass from east to west through the center of the area. Tropicana Wash crosses through southern Spring Valley. Land inside of these washes is not suitable for development.

Flood Control and Drainage. Although a factor, drainage is not a primary concern when determining land use. The Regional Flood Control District's (CCRFCD) existing facilities, planned improvements, and various engineering documents as well as regulations in Title 22 (Buildings and Construction) and Title 30 (Unified Development Code) allow for land in Spring Valley to be developed in and around flood zones.

Land-Related Hazards

Soils. Soil related corrosion is a concern in the Spring Valley Planning area ("Spring Valley"). Corrosion potential for uncoated steel is high in central parts of Spring Valley. Corrosion potential for concrete is high in the eastern part of Spring Valley. There is a lack of clay-based soils within Spring Valley. Soil shrink/swell potential is low throughout Spring Valley. A low shrink/swell potential is a good soil characteristic for construction because soil movement resulting from water in clay soil can damage foundations. Areas that have high solubility and high shrink/swell soils are primarily located in the eastern part of Spring Valley. Some drainage areas also have a high shrink/swell clay soil, which runs through central Spring Valley from east to west and from the east central part of Spring Valley to the southwest corner.

The Clark County Department of Building (CCB) requires an on-site soil analysis of proposed development sites in areas of the valley indicated on the most current soils information map. This is required to provide site-specific information that Soil Survey maps do not show.

Slopes. There are a couple of areas within Spring Valley where development is constrained by steep slopes of 12 percent or greater. These are primarily located in the north central and southwest sections of Spring Valley. Two areas having severe slope are functioning gravel mining operations. These are in sections 15 and 21 within Spring Valley. Generally, public roads exceeding 12 percent slope are not approved based on inaccessibility of public services such as garbage pick-up and fire service.

Faults. Excessive groundwater withdrawal has contributed to subsidence faults in the Las Vegas Valley, including eastern parts of Spring Valley. A combination of active faults and soluble material in soft soil increases the potential of sink/swell in the foundation of development in the eastern part of Spring Valley. Multi-story development in areas with soluble and clay material may not be suitable without appropriate engineering. The Federal Housing Administration requires engineering studies and the development of possible mitigation measures for residential projects requesting federally insured mortgages and located within 500 feet of a fault.

Infrastructure and Services

Public Facilities Needs Assessment. The Public Facilities Needs Assessment (PFNA) was approved by the Board of County Commissioners (BCC) on January 2, 2001. The planning area for the PFNA is located in the Southwest portion of the valley. The BCC established the PFNA to off-set the infrastructure costs that would be required to develop in the PFNA. The major project within Spring Valley is Rhodes Ranch, which was approved with a negotiated Development Agreement in lieu of the standardized PFNA. In order for major projects to develop, extensive infrastructure had to be brought into this area at the expense of each project. In order to ensure that smaller projects meet the same public infrastructure standards that the Major Projects are providing (including regional parks, police stations and fire stations), the smaller projects have been required to comply with the Southwest Las Vegas Valley Public Facility Needs Assessment Report.

A result of the use of the PFNA was the need for the creation of a Standard Development Agreement. The Standard Development Agreement enables the county to be consistent in its requirements for infrastructure assessments by using a fixed ratio of assessments for each development. The use of the Standard Development Agreement provides an alternative opportunity for the developer and the county versus the use of individually negotiated development agreements.

Libraries

The Las Vegas-Clark County Library District (LVCCLD) provides library services for Spring Valley with three branches. The library district is funded through property taxes, sales taxes, and user fees. It is a separate municipal corporation from Clark County governed by a Board of Trustees. The district officially formed in 1985, although the two systems (Clark County Library District and the City of Las Vegas Library District) had been operating as one consolidated library system since 1973. The libraries include Sahara West at Grand Canyon Drive and Sahara Avenue, West Charleston Boulevard at Jones Boulevard and Charleston Boulevard, and Spring Valley at Twain Avenue and Jones Boulevard. Each library has a service radius of approximately two- and one-half miles.

Public Safety

Fire Protection and Emergency Medical Services. The Clark County Fire Department (CCFD) provides fire protection and emergency medical response to Spring Valley. The CCFD currently has five fire stations that provide service to the area. These stations are located within 1.5 miles of each other to provide a five minute or less response time to a given area. Current coverage concentrates fire coverage in the north and east of Spring Valley. Proposed Fire Station 35 is planned to be built within the next ten years. In addition, the eventual development of other stations will provide coverage for the entire planning area.

Spring Valley: Existing Clark County Fire Stations

Station Number	Location
21	5015 W Oquendo Rd
22	6745 W Flamingo Rd
26	4030 S El Capitan Way
30	7980 W. Robindale Rd.
34	8675 W Oquendo Rd

Law Enforcement. The Las Vegas Metropolitan Police Department (Metro) provides police protection in Spring Valley. Metro was formed by the Legislature in 1973 by merging the Clark County Sheriff's Office and the Las Vegas Police Department. Both Clark County and the City of Las Vegas are responsible for funding Metro. Most of Spring Valley is patrolled by officers from the Spring Valley Area Command, located at 8445 Eldora Avenue. The area of Spring Valley north of Sahara Avenue and west of Decatur Boulevard is patrolled by officers from the Bolden Station Area Command, located at 1851 Stella Lake Street.

Recreation and Open Space

Level of Service. Clark County has level of service standards for each facility type offered by the department. These standards help in the determination of which facilities and locations are most in need of construction, remodeling, and funding. The 2021 level of service for park land in the southwest quadrant is 1.6 acres/1,000 residents. Additionally, the 2021 level of service in Spring Valley is 1.8 acre/1,000 residents, accounting for 14 parks with 404 developed acres. Details of existing Spring Valley parks and facilities are listed in the table on the next page.

Public Recreation Facilities. Clark County statistics for parks are separated into four Las Vegas Valley quadrants as well as towns. Spring Valley is in the southwest quadrant. Clark County has a goal of 2.5 acres of park land per 1,000 residents for parks in the urban area. This equates to Spring Valley requiring approximately 588 acres of parks in 2021.

Private Recreation Facilities. There are numerous private parks, common areas and leisure facilities in Spring Valley. These include private parks, swimming pools and golf courses. There is no current information regarding the number and acreage of private parks and swimming pools. Private parks and leisure facilities are not included in the level of service for parks and recreation facilities for Clark County. Private golf courses in Spring Valley include Spanish Trails and Rhodes Ranch.

Spring Valley: Existing Parks

Park	Location	Acres	Available Facilitiesw
Charlie Frias Park	Tropicana/ Decatur	39	Playgrounds, picnic areas, multiuse fields, gardens, splash pad, horseshoes, fitness equipment, tennis courts, dog park, basketball
Davis Park	Eldora/Redwood	8	Disc golf, playground, walking path, picnic area, open field
Desert Breeze Park & Recreation Center	Spring Mountain/ Durango	119	Soccer, football, baseball and softball fields, basketball courts, roller hockey, skate park, dog park, picnic area, playground, walking path, indoor/outdoor pools
Guinn Middle School Park	Flamingo/Torrey Pines	10	Softball fields, tennis courts, basketball, picnic area
James Regional Sports Park	Durango/ Robindale	107	Soccer fields, playground, splash pad, picnic area
Laurelwood Park South Spring Valley	Parkway/ Newcastle	4	Basketball court, walking path, tennis courts, playground, picnic area, open field, public art
Paul Meyer Park & Recreation Center	Tenaya/New Forest	13	Splash pad, playground, baseball, tennis, walking path, picnic area, fitness equipment, open field
Potosi Park	Eldora/Mohawk	4	Baseball and softball, playground, picnic area

Park	Location	Acres	Available Facilitiesw
Prosperity Park	Sandalwood/ Endora	9	Softball, basketball, walking path, playground, open field, fitness stations
Ravenwood Park	North Spring Valley Parkway/ Ravenwood	4	Basketball, baseball field, playground, walking path, concessions, picnic area
Red Ridge Park	Maule/ Quarterhorse	26	Disc golf, splash pad, little league fields, basketball court, walking path, playground, open field, gardens, picnic area
Spring Valley Community Park	Flamingo/Buffalo	38	Volleyball, splash pad, playground, dog park, picnic area, open field, walking path
West Flamingo Park & Senior Center	Flamingo/Jones	15	Roller hockey, skate park, volleyball, playground, picnic area, walking path, open field, indoor pool, softball, public art
Wilbur & Theresa Faiss Park	Fort Apache/Maule	8	Indoor pool, playground, open field, picnic areas, walking path
Total Developed Park Acreage		**404**	

Schools

Clark County School District (CCSD) provides public educational services in Clark County. Spring Valley is served by five high schools, seven middle schools, and twenty-three elementary schools in Region 2. The table below shows the name, location, and type of each school. Not all schools listed on the table are located within Spring Valley, but they all serve Spring Valley residents.

The CCSD has also either purchased or reserved future school sites based on land use, zoning and projected population estimates and densities. Potential future school sites are included on the land use map. More school sites may be necessary due to changes in land use and population growth. Each school type has a different level of service and requires a certain functional land area.

Spring Valley: Existing Schools

Elementary Schools	
Name	Location
Sandra B. Abston	9950 W. Tompkins Ave
Kathy L. Batterman	10135 W. Quail Ave
Patricia A. Bendorf	3550 S. Kevin Way
Shelley Berkley	9850 Copper Edge Rd
Roger M. Bryan	8255 W. Katie Ave
C. H. Decker	3850 Redwood St
Herbert A. Derfelt	1900 S. Lisa Ln
Pat A. Diskin	4220 S. Ravenwood Dr
Harvey N. Dondero	4450 Ridgeville St
Marion B. Earl	6650 W. Reno Ave
Robert L. Forbuss	8601 S. Grand Canyon Dr
R. Guild Gray	2825 S. Torrey Pines Dr
Doris Hancock	1661 Lindell Rd
Keith C. and Karen W. Hayes	9620 W. Twain Ave
Helen Jydstrup	5150 Duneville St
Frank Kim	7600 Peace Way
Lucille S. Rogers	5535 S. Riley St
Dr. C. Owen Roundy	2755 Mohawk St
Don and Dee Snyder	8951 W. Ford Ave
Judi D. Steele	6995 W. Eldorado Ln
Wayne N. Tanaka	9135 W. Maule Ave
Joseph E. Thiriot	5700 W. Harmon Ave
Eliane Wynn	5655 Edna Ave
Middle Schools	
Name	Location
Lawrence and Heidi Canarelli	7808 S. Torrey Pines Dr
Wilbur and Theresa Faiss	9525 W. Maule Ave
Victoria Fertitta	9905 W. Mesa Vista Ave
Kenny C. Guinn	4150 S. Torrey Pines Dr
Hyde Park	900 Hinson St
Clifford J. Lawrence	4410 S. Juliano Rd
Grant Sawyer	5450 Redwood St
High Schools	
Name	Location
Bonanza	6665 Del Rey Ave
Ed W. Clark	4291 Pennwood Ave
Durango	7100 W. Dewey Dr
Sierra Vista	8100 W. Robindale Rd
Spring Valley	3750 S. Buffalo Dr

Transportation

Surface Transportation. Spring Valley has a transportation network consisting of Arterial, Collector and Local streets following the Las Vegas square mile grid pattern. Arterial streets vary in right-of-way width from 100 to 120+ feet, Collectors are typically 80 feet, and Local streets anything less than 80 feet. Arterials and Collectors provide higher traffic capacity than Local streets, are more appropriate locations for intense land uses, and provide for traffic to be distributed throughout the network. Spring Valley is also traversed by Highway 215 which is classified as a freeway with a right-of-way width of 250 feet.

Transit. The Regional Transportation Commission (RTC) is currently involved in the process of implementing On Board, a Long-Range Transit Mobility Plan. The RTC of Southern Nevada is the public transit provider for Clark County. Numerous routes operate in Spring Valley, connecting the area to the rest of the Las Vegas Valley. Schedules and routes change to meet passenger demand. RTC's Club Ride commuter services encourage commuters to choose alternative modes of travel such as biking, carpooling, vanpooling or transit. Alternative modes of travel are a low-cost way to better utilize the region's limited transportation capacity as the population continues to grow.

Utilities

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

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

Southwest Gas (SWG) has several natural gas pipelines through Spring Valley. The CalNev Pipeline Company also operates a pipeline in Spring Valley. This pipeline handles gasoline, diesel fuel, and jet fuel that are used to meet the needs of the Las Vegas Valley.

Water and Wastewater

Municipal Water. The Las Vegas Valley Water District (LVVWD) provides water to Spring Valley through a series of service lines, reservoirs, and pressure zones. The water district has the ability to supply existing and future development through their expanding system. In most instances, service line expansion is co-terminus with development. Developers have the responsibility for adequate water services to new development.

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

Private Wells. Some areas of Spring Valley developed before public water service. These areas have private wells. Community and private wells are regulated by the Nevada State Engineer.

Water Reclamation. The Clark County Water Reclamation District (CCWRD) provides sanitary sewer service.

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

Established neighborhoods within Spring Valley that operate on individual sewage disposal systems (septic systems) are regulated by the Southern Nevada Health District (SNHD).

Solid Waste

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

There is a Transfer Station located south of Spring Valley, just west of the Sloan Exit from Interstate 15. There are no Convenience Centers or Landfills located in Spring Valley.

Habitat Conservation

Spring Valley is not known to contain habitat for any federal or state listed species as this plan area is largely developed. However, all non-federal development activities are still required to comply with the Clark County MSHCP through the grading permit application process.

There are no special land use designations within the Spring Valley plan area.

Summerlin South

Natural and Manmade Hazards

Water-Related Hazards

The Red Rock and the Flamingo are the major alluvial fans crossing the area. Alluvial fans are created when rocks and debris erode from upper mountain elevations and are deposited into valleys and canyons. The buildup of this material creates fan-shaped deposits, which pose a potential problem for development because of the unpredictable route of floodwaters. The short-duration, high-intensity storms that are typical in the Las Vegas Valley tend to cause fast-moving floods capable of causing a great deal of damage to developed areas.

Several government entities are involved with drainage and flood control in Clark County. Within the Summerlin South planning area ("Summerlin South"), the Clark County Major Projects process usually requires a drainage study for all development projects, and especially those located within a special flood hazard. The Major Projects Team reviews projects for on-site drainage design, conformance with the Clark County Regional Flood Control Master Plan and for potential regional impacts. Drainage flows resulting from a project must not impact areas located upstream, downstream, or within areas surrounding the proposed development. Guidelines for drainage studies and standards for drainage facilities can be found in the Uniform Standard Drawings for Public Works Construction Off-Site Improvements, Clark County Area, Nevada and in the Clark County Regional Flood Control District (CCRFCD) Hydrologic Criteria and Drainage Manual.

The CCRFCD, whose jurisdiction covers both the incorporated cities and the unincorporated areas within Clark County, has planned a number of facilities that will eventually circle the Las Vegas Valley and mitigate major flood hazards. These facilities are described in the CCRFCD's adopted Master Plan. The CCRFCD and the County have also adopted Uniform Regulations for the Control of Drainage. These regulations include land use development policies and construction procedures relating to drainage. The agency responsible for enforcing these regulations within Summerlin South is the Clark County Major Project Team in coordination with the Department of Public Works.

Infrastructure and Services

Libraries

Regional Libraries. Currently, the Las Vegas-Clark County Library District provides library service in the area through its Spring Valley, Sahara West and Summerlin libraries.

Summerlin South Libraries. The location of any libraries to be situated within Summerlin South will be coordinated between the Master Developer and the Library District.

Public Safety

Fire Protection and Emergency Medical Services. Summerlin South is currently served by Clark County Fire Station 22 located at Flamingo Road and Rainbow Boulevard, City of Las Vegas Fire Station 2 at Durango Drive and Charleston Boulevard, City of Las Vegas Fire Station 42 located at Cheyenne Avenue and the U.S. Highway 95, City of Las Vegas Fire Station 7 located on Banburry Cross Drive northwest of Town Center Drive, and Clark County Fire Station 28, located on Sahara Avenue between Pavilion Center Drive and Town Center Drive.

Summerlin South Fire Service. Water supply with a minimum fire flow of 1,500 GPM with 2-hour duration has been and will continue to be provided for fire suppression needs as Summerlin South continues to develop. Depending on the occupancy or hazard classification, the required fire flow for specific sites may be higher. Additional fire station sites will be established as needed to provide full fire prevention service to Summerlin South. The locations of fire stations will be coordinated between the Master Developer, Clark County Planning, and the Clark County Fire Department. Generally, a fire station should be located within a 1.5-mile response radius or a 4-minute travel time from each developed property (1.5-mile radius equates to the national standard of 5-minute response time or less). Response time will include 1-minute turnout time and 4-minutes of travel time. Travel time is the amount of time it takes for a piece of apparatus to travel from the fire station or current location to the incident scene, or the amount of time from wheel starts to wheel stops. Adequate fire flow and fire station coverage (or approved alternatives) must continue to be in place as development progresses.

Regional Police Service. The Metropolitan Police Department's Summerlin Area Command is charged with the primary response for Summerlin South, and is located at 11301 Redpoint Drive. Back up response is available from the Northwest Area Command, which is located on Cheyenne Avenue between Hualapai Way and Grand Canyon Drive.

In addition to their regular duties and responsibilities, officers are assigned to units that specialize in such areas as canine operations, bicycle patrol, traffic enforcement, helicopter patrol, and gang diversion. There is also a Special Weapons and Tactics (SWAT) team that responds to emergency situations.

Summerlin South Police Service. Although ultimate development within Summerlin South will require significant police services (approximately 36 patrol units), the projected population within Summerlin South alone does not generate the need for a new police substation. By separate agreement with the City of Las Vegas, and as

a part of the negotiations with Clark County regarding the Third Amendment to the Summerlin South Development Agreement, the Master Developer agreed to increase the size of the future Metropolitan Police Department substation to be located in Summerlin West in order to address the additional police services required as a result of the increased area and residential dwelling units that were added to Summerlin South. The area of this Summerlin West substation will be increased to approximately 23,000 square feet, fully equipped with furniture, fixtures and apparatus. In addition, the total acreage of land to be dedicated to the Metropolitan Police Department for this substation will be increased to approximately six (6) gross acres. Accordingly, Clark County subsequently agreed that the Master Developer shall have no further obligation to construct, equip, operate, maintain, or man a police station within the Summerlin South.

Recreation and Open Space

Regional Parks and Recreation Facilities. Angel Park in the City of Las Vegas and Prosperity, Meyer, and Desert Breeze Parks in Clark County are the closest regional public parks to Summerlin South.

Summerlin South Parks and Recreation Facilities. The development standard established for neighborhood parks is 2.5 acres per thousand residents. The neighborhood park acreage can be reduced where park sites are adjacent to and have combined recreational facilities with school sites. Based on projected population estimates for Summerlin South, approximately 200 acres of neighborhood parks should be provided depending upon the amount of adjacent school acreage.

Park sites should be combined with other public or community facilities - especially schools, fire stations, and police substations - to achieve efficiencies in development and operating costs wherever possible. Parks will continue to be located along trail systems providing pedestrian access between parks and residential areas. Where appropriate, and if Clark County Public Works (CCPW) approves joint-use facilities, the trail system should be developed in conjunction with drainage control features. Such trails are intended to increase the status of Summerlin South as a walkable community, and every effort will be made to continue the development of the Summerlin trail system. Floodways, detention basins, and retention basins will be designed for recreational and open space purposes where feasible and approved by CCPW.

Whereas neighborhood parks and open space provide areas within a neighborhood for passive recreation and trail systems, village parks may provide more intensive recreational amenities for Summerlin South residents, such as lighted ball fields and tennis courts. These facilities should be located and designed to minimize adverse impacts on adjacent residential communities. Existing village parks that accommodate active recreational amenities are located in Villages 13 East, 14A, 14B, 16, and 16A.

Allocation of land for neighborhood park facilities will occur at the time of Village Plan approval. In addition to neighborhood parks and other open spaces such as golf courses, the Master Developer will also provide paseos, pedestrian trails, and bicycle paths. The design of the parks and open space for each Village will be coordinated between the Master Developer and the County. The County will have final authority on the design of any park facility that is intended for County operation and maintenance.

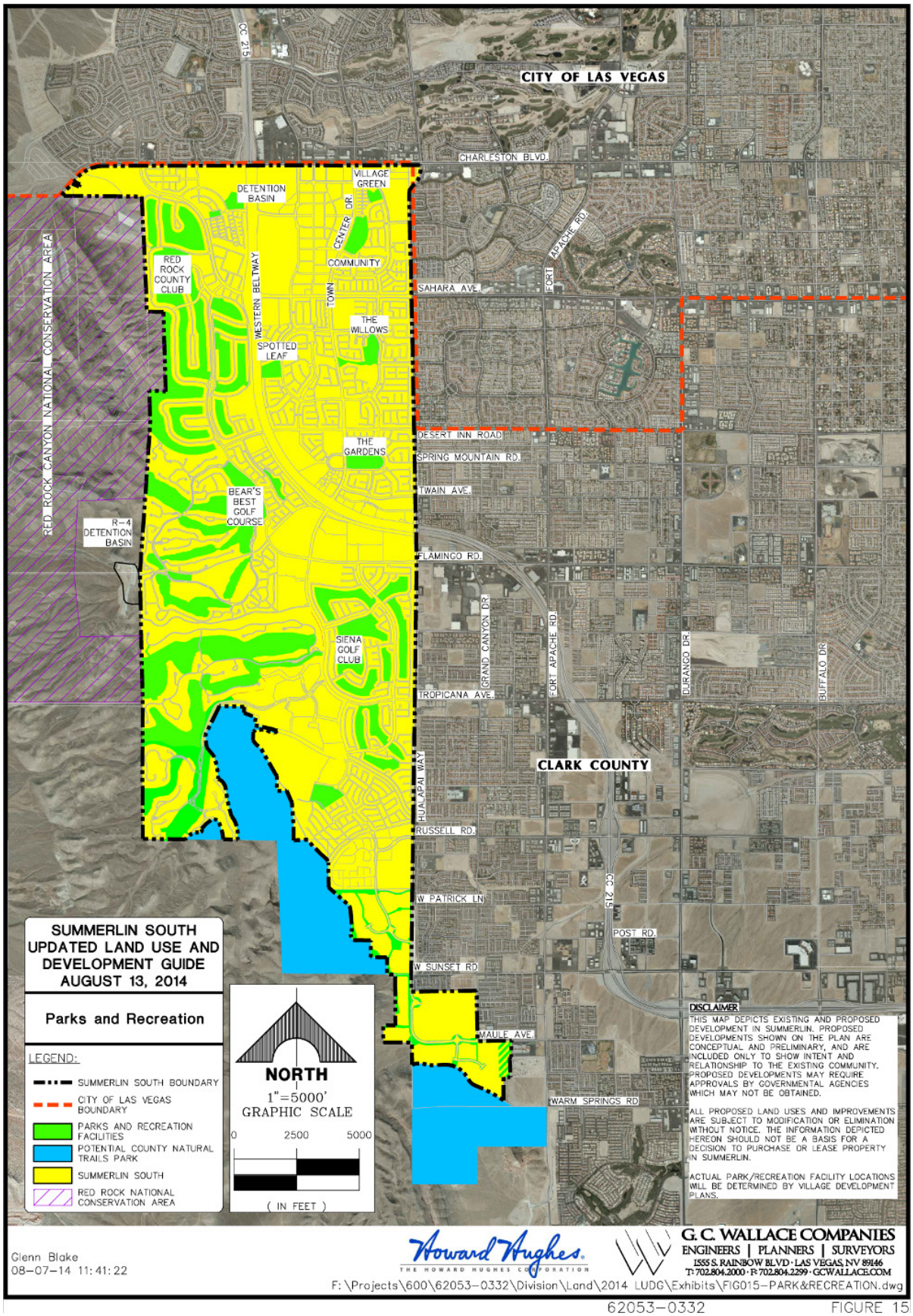
The primary revenue source for neighborhood park development in the unincorporated areas of Clark County is the residential construction tax imposed by Clark County Code Chapter 19.05. It is anticipated that parks in Summerlin South will be constructed by the Master Developer in conjunction with development of each Village in lieu of payment of the residential construction tax. The maximum compensation to the Master Developer for a developed park site and related improvements is a 100 percent credit on the residential construction tax. Credit may be transferred between villages to allow flexibility in placement and programming of parks and to respond to topographic and other natural features. Detention basins, retention basins or floodways will only be included in the acreage for which residential construction tax is credited through mutual agreement between Clark County and the Master Developer when they meet recreational use and maintenance criteria.

The development standard established for community parks in the Clark County Parks and Open Space Plan (CCPOSP) is also 2.5 acres of land for parks per thousand residents. Existing County-owned parks land is expected to satisfy this requirement.

There are no identified standards for regional and special use parks. The CCPOSP states that regional park acreage managed by state and federal agencies far exceeds the national standard and will continue to do so throughout the development of Summerlin South.

As negotiated in the Third and Fourth Amendments to the Development Agreement, the Master Developer has developed a (minimum) 25-acre recreational facility adjacent to the Faiss Middle School along its southern boundary (southwest corner of Fort Apache Road and Maule Avenue). This facility will comprise a 15-acre (minimum) Community Park to be dedicated to Clark County (to own, maintain, and operate) and a 10-acre (minimum) Water Park, to be owned, maintained, and operated by a private third party. It is anticipated that this privately owned and operated Water Park will be expanded beyond the 10-acre size referenced. Both facilities are currently open and in operation. The Master Developer is currently in the process of planning and

Summerlin South Land Use and Development Guide



designing the Aquatic Center, which is also included in the Fourth Amendment to the Development Agreement.

Community Service Campus. A "community service campus," associated with a park, is desired by Clark County. The community service campus may be designed to provide a wide range of services (including such things as a senior high school, fire station, police sub-station, and a government service building) at one central location and serve as a community focal point. Funding for land acquisition and development of a community service campus will have to be identified from Clark County capital funds, not park tax credits, nor any anticipated funding by the Master Developer.

Schools

The Schools and Libraries exhibit shows the locations of public schools in the vicinity of Summerlin South.

In addition, the Milton I. Schwartz Hebrew Academy, the Meadows School, and the Las Vegas Day School, the Alexander Dawson School, and the Faith Lutheran School provide private schools in the vicinity. Bishop Gorman has recently constructed a private high school at the northwest corner of Hualapai Way and Ponderosa Road, which is now open, operating, and under expansion.

Summerlin South Schools. To date, the following schools have been constructed within Summerlin South:

- Dvorre and Hal Ober Elementary School (public)
- Goolsby Elementary School (public)
- Faiss Middle School (public)
- West Career and Technical Academy (public)
- Bishop Gorman High School (private)
- Faith Lutheran Secondary School (private)
- Alexander Dawson School (private)
- The following school has been proposed for Summerlin South:
  - Unnamed Hualapai-Homestretch Elementary School (private)
  - Unnamed Maule Avenue-Grand Canyon Drive Elementary School

Additional schools may be required as a result of the updated Summerlin South planning effort. The specific number of schools to be constructed to serve the Summerlin South area will be determined during the planning and consideration for each village. Generally, the number of schools will be determined by the following criteria:

Based on the Clark County School District's (CCSD) policy of providing additional capacity to promote a better learning environment and to allow for future growth, the student population expected in Summerlin South may require as many as a total of 7 elementary schools, 2 middle schools, and 1 high school upon build out. The location of new school sites within Summerlin South will be coordinated between the Master Developer, Clark County Planning, and the CCSD. The CCSD's Demographic Criteria will be revised to reflect changes in enrollment patterns over time.

Water and Wastewater

Regional Water Service. The Las Vegas Valley Water District (LVVWD) provides water service to Summerlin South as well as adjacent areas. Major LVVWD pipelines exist adjacent to or within the proposed Villages within Summerlin South that remain to be developed. These existing pipelines serve all pressure zones within these proposed villages and can be extended once development of these areas begins. These include the 2745, 2860, 2975, 3090, 3205 and the 3320 pressure zones.

Pressure zones are based on topography and define regions that generally act as independent water systems, complete with their own reservoirs and pipelines. Accordingly, it is not unusual that land adjacent to existing development may be in a pressure zone that has not been provided with water service.

Summerlin South Water Service. Water facilities capable of meeting the water demands and fire requirements of new developments within the LVVWD's service area are provided in accordance with the LVVWD service rules, policies, and procedures. In cases involving major expansions of the LVVWD system into areas not currently being served, the LVVWD may participate with the developer in a financial arrangement to install oversized main extensions capable of serving future development outside of the developer's property.

Projected Annual Water Usage Rates

The approximate amount of water capacity anticipated for the remaining development within Summerlin South and the approximate dates the supply will be needed are as follows:

Projected Annual Water Capacity

Year	Acre-Feet
2014 - 2018	2,256
2019 - 2023	6,767
2024 >	9,434

The approximate total amount of water capacity anticipated for all development within Summerlin South (existing plus proposed) and the approximate dates the total supply will be needed are as follows:

Projected Total Annual Water Capacity

Year	Acre-Feet
< 2014	22,542
2014 - 2018	24,798
2019 - 2023	29,308
2024 >	31,976

The amounts of water capacity are cumulative. Projected dates of usage are based on estimates of the time of actual connections to service users. Estimates of the timing of water usage are highly speculative and dependent on assumptions of future market conditions. Changes in market conditions could dramatically impact the rate of land absorption and water usage.

Water Conservation. Summerlin South was the first master planned community in Southern Nevada to make widespread use of drought-tolerant desert landscaping in all common areas.

Currently, the conservation managers of the Southern Nevada Water Authority recognize Summerlin South's community-wide self-imposed water conservation guidelines as a model. Since 2003, all home builders in Summerlin South have been required to abide by strict water smart conservation guidelines that include turf and fountain restrictions, efficient irrigation requirements, interior plumbing options, and much more. These guidelines mirror those that were eventually adopted by the agency as its "Water Smart Guidelines.

Regional Sewer Service. The Clark County Water Reclamation District (CCWRD) and the Sanitation Division of the City of Las Vegas Department of Public Works provide sewer service to Summerlin South and areas adjacent to portions of Summerlin South. The Sewer Service exhibit identifies major sewer interceptors (main sewer lines) in the area. To date, no inter-local agreement has been executed between CCWRD and the City of Las Vegas to allow Summerlin South to use the City of Las Vegas sewer outfall mains in the vicinity of the project.

All wastewater in the service area is conveyed through an extensive pipeline collection system and is routed to sewer treatment facilities. Three treatment plants serve the Las Vegas Valley: the CCWRD treatment plant located at 5857 East Flamingo Road; the CCWRD Advanced Wastewater treatment plant at 4060 South Hollywood Boulevard; and the City of Las Vegas treatment plant at 5500 East Vegas Valley Drive. A regional water reclamation plant operated by CCWRD has been constructed adjacent to Desert Breeze Park (Flamingo Road at Tomsik Street) for the purpose of delivering reclaimed water for use in the irrigation of golf courses within surrounding communities, including Summerlin South.

Existing Sewer Mains. Within the City of Las Vegas, an 8-inch sewer was extended to Hualapai Way in Sahara Avenue, and an 18-inch sewer was extended to Hualapai Way in Desert Inn Road. To date, no inter-local agreement has been executed between CCWRD and the City of Las Vegas to allow Summerlin South to use City of Las Vegas sewer outfall mains in the vicinity of the project.

The following CCWRD outfall sewer mains exist and are either currently serving Summerlin South, or will be extended in the future to do so:

- Twain Avenue. An 18-inch sewer outfall main exists in Twain Avenue and has been extended to Hualapai Way, where it serves a portion of Summerlin South.
- Katie Avenue alignment. An 8-inch sewer outfall main exists in the Katie Avenue alignment and has been extended to Hualapai Way, where it serves a portion of Summerlin South.
- Tropicana Avenue. An 18-inch sewer outfall main exists in Tropicana Avenue and has been extended to Hualapai Way, where it serves a portion of Summerlin South.
- Russell Road. A 15-inch sewer outfall main exists in Russell Road and has been extended to Hualapai Way, where it serves a portion of Summerlin South.
- Patrick Lane. A 10-inch sewer outfall main exists in Patrick Lane and has been extended to Hualapai Way, where it will serve a portion of Summerlin South.
- Post Road. A 30-inch sewer outfall interceptor main exists in Post Road and can be extended in the future to provide service to portions of Summerlin South, including Village 16A and Villages 17 and 17A.

Proposed Projects. No CCWRD projects are known at this time that will impact the development of Summerlin South.

Summerlin South Sewer Service. All of the required outfall sewers have been extended to Summerlin South to provide service for existing and proposed development, with the exception of some local sewer main extensions that will be required to fully serve Village 16A. These extensions are currently in the design process and will soon be reviewed for approval by Clark County and CCWRD. As the remaining undeveloped areas within Summerlin South are developed, additional sewer mains may be extended to provide localized sewer collection if deemed necessary during final planning and design stages. All sewer systems within Summerlin South have been and will continue to be designed in accordance with CCWRD standards. In addition, the Master Developer will continue to design these sewer systems in coordination with CCWRD in order to maintain CCWRD capacities.

Projected Sewer Flow Rates

Unit	Average Flow	Land Use
1 ERU =	250 gpd/each	Single Family Unit
8 ERU/ac =	2,000 gpd/ac	Commercial
0.6 ERU =	150 gpd/each	Hotel Room
0.7 ERU =	175 gpd/each	Multi Family Unit
2 ERU/ac =	500 gpd/ac	Parks
0.1 ERU =	25 gpd/student	Schools

Estimated Densities per Land Use

Land Use	Estimated Density
Medium-Low Density	Up to 9.0 Units/ac
Medium Density	Up to 12.0 Units/ac
Medium-High Density	Up to 15.0 Units/ac
High Density	Up to 20.0 Units/ac
Very High Density	Up to 25.0 Units/ac
Mixed Use	Up to 50.0 Units/ac

The approximate amount of sewer capacity required for the remaining development within Summerlin South and the approximate dates the capacity will be needed are as follows (MGD = Million Gallons per Day):

Projected Sewer Capacity Required

Year	Average (MGD)	Peak (MGD) Dry Weather
2014 - 2018	1.3	3.3
2019 - 2023	3.8	8.7
2024 >	4.4	10.0

The approximate total amount of sewer capacity anticipated for all development within Summerlin South (existing plus proposed) and the approximate dates the total capacity will be needed are as follows (MGD = Million Gallons per Day):

Projected Sewer Capacity Anticipated

Year	Average (MGD)	Peak (MGD) Dry Weather
< 2014	8.5	16.9
2014 - 2018	9.6	20.2
2019 - 2023	12.1	25.0
2024 >	12.8	26.2

The impacts of wet weather peak flows are a recent and new requirement by the CCWRD that affect sewage generation and capacity requirements and were factored into future development for approximately 137 acres of Village 13 West Mixed-Use areas as well as Villages 16A, 15A, and 17.Dates of usage are based on the projected estimated time of actual connections to service users. All amounts are cumulative. Timing estimates for sewer usage are highly speculative and depend on future market conditions. Changes in market conditions could dramatically impact the rate of land absorption and sewer capacity requirements.

The Master Developer has constructed and/or coordinated with CCWRD and LVVWD the construction of treated effluent distribution lines in Hualapai Way, Flamingo Road, and Town Center Drive for common element, park, and golf course irrigation. These treated effluent distribution lines connect to the LVVWD pumping facilities located on the east side Hualapai Way between Flamingo Road and the Western Beltway. Currently, these treated effluent distribution lines are available for use by the golf course in Siena, and the Bears' Best Golf Course has constructed facilities required to connect to them and has begun using treated effluent water for irrigation purposes. These facilities will also be available for use by the golf course to be developed in conjunction with the Discovery Land Company's Village 17 project.

Habitat Conservation

Summerlin South contains potential habitat for the following federal and state-listed species:

- *Desert tortoise - federally and state designated as threatened
- Gila monster – state designated as protected
- *Loggerhead shrike – state designated as sensitive
- *Blue Diamond cholla - state designated as critically endangered
- Spotted bat – state designated as threatened

Species denoted with an asterisk are covered under the Clark County MSHCP and/or the state-issued Master Permit for critically endangered plants. Developers obtain coverage under these permits through the grading permit application process by paying a per acre fee for new disturbance. All provisions of the permits are carried out on behalf of the permittees by the Desert Conservation Program. Nevada Department of Wildlife encourages reporting of all Gila monster sightings in order to aid the agency in better understanding the local ecology of this species.

There are no special land use designations within the Summerlin South plan area.

Sunrise Manor

Natural and Manmade Hazards

Water-Related Hazards

Water-Related Hazards. The Town of Sunrise Manor is traversed by the Las Vegas Wash, Flamingo Wash, and Sloan Channel. All three drain through the Sunrise Manor Planning area ("Sunrise Manor") and out into Lake Mead. Land inside of these washes is not suitable for development.

Flood Control and Drainage. There are three major wash systems in Sunrise Manor. They are the Las Vegas Wash, Flamingo Wash, and Sloan Channel. Flows from the Las Vegas Wash and the Range Wash meet in the southeastern part of Sunrise Manor and flow through Whitney into Lake Mead.

Although a factor, drainage is not a primary concern when determining land use. Both the Clark County Regional Flood Control District's (CCRFCD) existing and planned improvements and the Clark County Department of Public Works (CCPW) guidelines allow for land in Sunrise Manor to be developed in and around flood zones.

Land-Related Hazards

Soils. The U.S. Department of Agriculture survey identifies potential and limitation of soil types. Soils within the Las Vegas Valley are primarily erosion remnants (sand, silt, etc.) from the surrounding mountains that have been deposited by flowing water to form alluvial fans. The Clark County Department of Building (CCB) requires on-site soil analysis of proposed development sites in order to provide site-specific information that Soil Survey maps do not show.

Faults. Excessive groundwater withdrawal has contributed to subsidence faults in the Las Vegas Valley, including several parts of Sunrise Manor. Known faults lie in central Sunrise Manor. These same areas also may have inferred and concealed faults. A combination of active faults and soluble material in soft soil increases the potential of sink/swell in the foundation of a development in Sunrise Manor. Multi-story level development in areas with soluble and clay material may not be suitable without appropriate engineering.

Slopes. There are a few areas within Sunrise Manor where development is constrained by steep slopes of 12 percent or greater. The eastside of Sunrise Manor contains a large area with slopes of 12 percent or greater. The other area is located in Section 14 of Book 140 and is functioning as a gravel mining operation. Generally, public roads exceeding 12 percent are not approved based on inaccessibility of public services such as garbage pick-up and fire service.

Infrastructure and Services

Libraries

The Las Vegas-Clark County Library District (LVCCLD) provides library services for Sunrise Manor. The library district is funded through property taxes, sales taxes, and user fees. It is a separate municipal corporation from Clark County governed by a Board of Trustees. The district officially formed in 1985, although the two systems (Clark County Library District and the City of Las Vegas Library District) had been operating as one consolidated library system since 1973.

LVCCLD has one library located in Sunrise Manor, however, nearby libraries also provide services to Sunrise Manor residents. Sunrise Library is located at 5400 Harris Avenue between Stanford Elementary School and Eldorado High School. In addition to regular library materials, the facilities include an auditorium which seats 150, study rooms, a story room and art gallery.

Public Safety

Fire Protection and Emergency Medical Services. The Clark County Fire Department (CCFD) provides fire protection and emergency medical response to Sunrise Manor. CCFD currently has six fire stations located in Sunrise Manor. These stations, and stations near Sunrise Manor, are located within 1.5 miles of each other to provide a five minute or less response time to a given area.

Sunrise Manor: Existing Clark County Fire Stations

Station Number	Location
16	6131 E Washington Ave
20	5865 Judson Ave
23	4250 E Alexander Rd
27	4695 E Vegas Valley Dr
31	2190 S Hollywood Blvd
61	150 N Nellis Blvd, Las Vegas

Law Enforcement. The agency responsible for providing police protection in Sunrise Manor is the Las Vegas Metropolitan Police Department (Metro). Metro was formed by the Legislature in 1973 by merging the Clark County Sheriff's Office and the Las Vegas Police Department. Both Clark County and the City of Las Vegas are responsible for funding Metro. The Northeast Area Command located at 3750 Cecile Avenue patrols Sunrise Manor north of Sahara Avenue. The Southeast Area Command, located at 3675 E. Harmon Avenue patrols Sunrise Manor generally south of Charleston Boulevard.

Recreation and Open Space

Level of Service. Clark County has level of service standards (LOS) for each facility. These standards help in the determination of which facility and locations are most in need of construction, remodeling, and funding. Sunrise Manor residents enjoy nineteen (19) park facilities. Sunrise Manor currently maintains a LOS of 1.0 acres per 1,000 residents. Details of the existing parks and other recreation facilities are described and listed in the table below.

Public Park Facilities. In Sunrise Manor, Clark County provides a diverse system of public parks, trails, and open space facilities. Clark County has a goal of 2.5 acres of park land per 1,000 residents for the Urban Valley. Therefore, as of the last population count, Sunrise Manor population would necessitate a minimum of 554 acres of parks. Sunrise Manor currently has 20 parks with 213 acres of developed park land.

Sunrise Manor: Existing Parks

Park	Year	Location	Acres	Available Facilities
Alexander Villas Park	1985	Lincoln & Gowan	13	Softball Fields, Outdoor Basketball, Picnic Areas, Splash Pad, Playground, Fitness Course, Walking Path, and Restrooms
Cesar E. Chavez Park	2002	Radwick & Monroe	5	Picnic Areas, Playground, Fitness Course, and Walking Path
Cora Coleman Senior Center	2007	Lake Mead & Bonnie	2	Senior Citizen Facility and Programs
Dog Fanciers' Park	1974	Stephanie – south of Flamingo	20	Open Space, with a few smaller fenced areas, Picnic Area, and Restrooms
Harney Middle School	2003	Hollywood & Charleston	3	Softball Fields, Outdoor Basketball, Volleyball, Tennis, Walking Path, and Restrooms
Hollywood Recreation Center	2003	Hollywood & American Beauty	21	Softball Fields, Picnic Areas, Playground, Walking Paths, Skateboard Park, Aquatic Center, Community Center with an indoor Gymnasium and various youth and adult programs throughout the year
Horseman's Park	1971	Flamingo & Jimmy Durante	38	Horse arena, Open Turf, Picnic Areas, and Restrooms
Joe Shoong Park	1981	Colorado & Wesley	5	Picnic Areas, Playground, Outdoor Basketball, Splash Pad, Volleyball, and Walking Path
Lewis Family Park	1997	Tree Line & American Beauty	5	Picnic Areas, Playground, Walking Paths, Fitness Course, Horseshoes, Volleyball, and Restrooms
Magdalena's Vegas Mountain Park	2000	Vegas Valley & Mountain Vista	1	Picnic Areas, Playground, and Walking Path
Martin Luther King Park	2001	Carey & Betty	8	Picnic Areas, Playground, Outdoor Basketball, Skateboard Park, Volleyball, and Walking Path
Mountain View Park	1975	Kell & Christy	4	Softball Fields and Restrooms
Nellis Meadows Park	1977	Cheyenne & Nellis	19	Softball Fields, BMX Track, Picnic Areas, Public Art, and Restrooms
Parkdale Park and Community Center	1964	Ferndale & Springdale	3	Softball Fields, Picnic Areas, Outdoor Basketball, Playground, Swimming, and Community Center
Robert E. "Bob" Price	2001	Lake Mead & Bonnie	7	Outdoor Basketball, Open Space, and Recreation Center
Shadow Rock Park	1994	Los Feliz & Cartier	24	Softball Fields, Picnic Areas, Playground, Dog Park, Walking Paths, and Restrooms
Sunrise Park and Community Center	1971	Linn & Judson	6	Softball Fields, Picnic Areas, Soccer, Outdoor Basketball, Swimming, and Tennis

Park	Year	Location	Acres	Available Facilities
Von Tobel Middle School	1974	Carey & Sandy	8	Softball Fields, Picnic Areas, Playground, Outdoor Basketball, Splash Pad, and Volleyball
Walnut Park	2002	Cecile & Walnut	14	Picnic Areas, Playground, Aquatic Center, Public Art, and a Community Center with an indoor Gymnasium and various youth and adult programs throughout the year
Winterwood Park	1971	Winterwood & Consul	7	Softball Fields, Picnic Areas, Playground, Volleyball, Fitness Course, Walking Path, and Restrooms
Total Developed Park Acreage			**213**	

Other Recreation Facilities. There are private parks, common areas and leisure facilities in Sunrise Manor. These include private parks, swimming pools and golf courses. There is no current information regarding the number and acreage of private parks and swimming pools. Private parks and leisure facilities are not included in the level of service for parks and recreation facilities for Clark County. Golf courses in Sunrise Manor include the Sunrise Vista Golf Course, Desert Rose Golf Course, and Royal Links Golf Club.

Trail Facilities and Standards. The Clark County Trails Program facilitates the development of recreational trail systems in urban and rural areas of the County to provide recreational opportunities, alternative off-street transportation options, and access from urban areas to federal lands for residents and visitors to Clark County. Trail Development Standards were adopted with the Trails Element on October 18, 2005. This document provides basic design and construction standards used to build trails, to accommodate trail users, and to minimize maintenance and environmental impacts.

Schools

Clark County School District (CCSD) provides public educational services to the entire county. Sunrise Manor is served by nine high schools, twelve middle schools, and thirty-five elementary schools. Some of these schools may not be located in Sunrise Manor but they serve the residents of Sunrise Manor. The tables below show the name and type of each school.

Sunrise Manor: Existing Schools

Elementary Schools	
Name	Location
Kirk L. Adams	580 N. Fogg St
Sister Robert Joseph Bailey	4525 Jimmy Durante Blvd
Eileen B. Brookman	6225 E. Washington Ave
Manuel J. Cortez	4245 E. Tonopah Ave
Clyde C. Cox	3855 Timberlake Dr
Lois Craig	2637 E. Gowan Rd
Cynthia Cunningham	4145 Jimmy Durante Blvd
Laura Dearing	3046 Ferndale St
Ruben P. Diaz	4450 E. Owens Ave
William E. Ferron	4200 Mountain Vista St
Daniel Goldfarb	1651 Orchard Valley Dr
Helen Herr	6475 Eagle Creek Ln
Fay Herron	2421 Kenneth Rd
Liliam Lujan Hickey	2450 N. Hollywood Blvd
Mervin R. Iverson	1575 S. Hollywood Blvd
Jay W. Jeffers	2320 Clifford St
Earl N. Jenkins	6950 Vegas Valley Dr
Keller Charlotte and Jerry	5445 Cedar Ave
Martin Luther King, Jr.	2260 Betty Ln
Walter V. Long	2000 S. Walnut Rd
Zel and Mary Lowman	4225 N. Lamont St
Ann Lynch	4850 Kell Ln
J. E. Manch	4351 N. Lamont St
John F. Mendoza	2000 S. Sloan Ln
Mountain View	5436 Kell Ln
Richard J. Rundle	425 N. Christy Ln
Hal Smith	5150 E. Desert Inn Rd
William E. Snyder	4317 E. Colorado Ave
Stanford	5350 Harris Ave
Sunrise Acres	211 N. 28th St
Myrtle Tate	2450 Lincoln Rd
Cyril Wengert	2001 Winterwood Blvd
Gwendolyn Wooley	3955 Timberlake Dr
Middle Schools	
Name	Location
Dr. William H. Bob Bailey	2500 N. Hollywood Blvd
Francis H. Cortney	5301 E. Hacienda Ave
Kathleen and Tim Harney	1580 S. Hollywood Blvd
Carroll M. Johnston	5855 Lawrence St
Duane D. Keller	301 N. Fogg St
Jerome D. Mack	4250 Karen Ave

Roy W. Martin	200 N. 28th St
Mario C. and JoAnne Monaco	1870 N. Lamont St
Marvin M. Sedway	3465 Englestad St
Ed Von Tobel	2436 N. Pecos Rd
C. W. Woodbury	3875 E. Harmon Ave
High Schools	
Name	Location
Basic	400 Palo Verde Dr
Canyon Springs	350 E. Alexander Rd
Chaparral	3850 Annie Oakley Dr
Desert Pines	3800 Harris Ave
East Career & Technical Academy	6705 Vegas Valley Dr
Eldorado	1139 Linn Ln
Las Vegas	6500 E. Sahara Ave
Mojave	5302 Goldfield St
Sunrise Mountain	2575 N. Los Feliz St

Transportation

Surface Transportation. Sunrise Manor has a transportation network that is somewhat consistent with a series of Arterial, Collector and Local streets following the Las Vegas square mile grid pattern. Arterial streets vary in right-of-way width from 100 to 150 feet, collectors are typically 80 feet, and local streets anything less than 80 feet. Arterials and Collectors provide higher traffic capacity than local streets and are more appropriate locations for intense land uses. Traffic is distributed throughout the network. Sunrise Manor contains Interstate 515/U.S. Highways 93/95 classified as a freeway with a right-of-way width of 250 feet. Sunrise Manor also contains Las Vegas Boulevard North and Boulder Highway which are classified as Major State Highways with a right-of-way greater than 100 feet.

Transit. The Regional Transportation Commission (RTC) is currently involved in the process of implementing On Board, a Long-Range Transit Mobility Plan. The RTC of Southern Nevada provides bus transit services in the Las Vegas region. In Sunrise Manor bus routes are operated along most of the arterial streets.

The RTC operates a bus rapid transit project (BRT) on Las Vegas Boulevard North between the Downtown Transit Terminal and Nellis Air Force Base. This innovative service, the first in the Las Vegas region, provides a flexible rail-like transit option, at the much lower cost of bus service. RTC's Club Ride commuter services encourage commuters to choose alternative modes of travel such as biking, carpooling, vanpooling or transit. Alternative modes of travel are a low-cost way to better utilize the region's limited transportation capacity as the population continues to grow.

Utilities

Electric. NV Energy provides electrical power service to Sunrise Manor through a series of major and minor service lines. NV Energy can supply existing and future development through their expanding system.

There are no constraints on land use associated with electrical facilities in Sunrise Manor at this time, other than incompatible uses directly adjacent to major facilities. NV Energy is a private utility company regulated by the State of Nevada. Services to new developments are determined by agreements between NV Energy and individual developers.

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

Water and Wastewater

Water. The City of North Las Vegas provides water service for Sunrise Manor north of Owens Avenue. The Las Vegas Valley Water District provides water to Sunrise Manor south of Owens Avenue, through a series of service lines, reservoirs, and pressure zones. The water utilities can supply existing and future development through their expanding systems. As the water district expands their service lines and facilities, development will follow.

Areas of Sunrise Manor developed before water service was available have private wells.

Water Reclamation. Clark County Water Reclamation District (CCWRD) provides the primary sanitary sewer service to Sunrise Manor through a series of collection lines, lift stations and treatment plants. The water reclamation district can supply existing and future development through their expanding system. Their main facility is located at the east end of Flamingo Road. There are no constraints on land use associated with sanitary sewer facilities in Sunrise Manor at this time.

Septic Systems. There are some established, large lot neighborhoods within Sunrise Manor that operate on septic systems.

Solid Waste

All solid waste in the Sunrise Manor is collected by Republic Services and goes to the APEX Regional Waste Management Center located in Northeast County. There are no transfer centers, convenience centers, or landfills located in Sunrise Manor.

Habitat Conservation

Sunrise Manor contains potential habitat for the following federal and state-listed species:

- *Desert tortoise - federally and state designated as threatened
- Gila monster – state designated as protected
- *Loggerhead shrike – state designated as sensitive
- *Las Vegas bearpoppy – state designated as critically endangered and under review for listing pursuant to the Endangered Species Act
- Spotted bat – state designated as threatened
- *Threecorner milkvetch - state designated as critically endangered and under review for listing pursuant to the Endangered Species Act
- Townsend's big-eared bat – state designated as sensitive

Species denoted with an asterisk are covered under the Clark County MSHCP and/or the state-issued Master Permit for critically endangered plants. Developers obtain coverage under these permits through the grading permit application process by paying a per acre fee for new disturbance. All provisions of the permits are carried out on behalf of the permittees by the Desert Conservation Program. Nevada Department of Wildlife encourages reporting of all Gila monster sightings in order to aid the agency in better understanding the local ecology of this species.

Portions of the BLM-administered Rainbow Gardens ACEC are located within the Sunrise Manor plan area. Management direction for these lands is described in the BLM's Las Vegas Valley Resource Management Plan (BLM 1998).

Whitney

Natural and Manmade Hazards

Water-Related Hazards

The Pittman Wash and the Duck Creek Wash converge just north of Russell Road at Boulder Highway before dumping into the Las Vegas Wash (The Wetlands). The Wetlands typically splits the Whitney planning area ("Whitney") between the developable land to the west and the conservation area to the east and northeast. Land inside of these washes is not suitable for development. The weather and topography of this area contribute to the creation of 100-year floodplains that can cause death, personal injury, and/or property damage. To reduce flood hazards, the Federal Emergency Management Agency (FEMA) requires developments located in the 100-year floodplain to be protected by physical structures and insurance.

Flood Control and Drainage. The wash systems in Whitney include the Flamingo Wash, the Las Vegas Wash (The Wetlands), Pittman Wash, and Duck Creek Wash. The Regional Flood Control District (CCRFCD) recommends that Master Plan projects be a combination of detention and conveyance structures, designed to detain 100-year flow streams long enough to reduce downstream flows. Information on this program can be found on their web page.

The CCRFCD has adopted Uniform Regulations for the control of drainage. These regulations include land development policies and construction procedures regarding drainage. The agency responsible for enforcing these regulations in Whitney is the Clark County Department of Public Works (CCPW). Guidelines for submitting drainage studies can be found on CCPW's web page.

Although a factor, drainage is not a primary concern when determining land use. Both the CCRFCD's existing and planned improvements and CCPW guidelines allow for land in Whitney to be developed in and around flood zones.

Land-Related Hazards

Soils. The United States Department of Agriculture (USDA) survey identifies potential and limitation of soil types. Soils within the Las Vegas Valley are primarily erosion remnants (sand, silt, etc.) from the surrounding mountains that have been deposited by flowing water to form alluvial fans.

Groundwater. Groundwater in the Valley is generally divided into two categories: principal and shallow. Principal groundwater is the source of 15 percent of our drinking water supply and is located several hundred feet below ground. Shallow groundwater is located near the surface in the central part of the Valley and along the washes to the east. Generally, the shallow groundwater is of poor quality. In areas with very shallow groundwater, dewatering is often necessary, especially areas near Boulder Highway.

Faults. Excessive groundwater withdrawal has contributed to subsidence faults in the Las Vegas Valley, including several parts of Whitney. Known faults lie in western Whitney within Sections 14 and 28. These same areas also may have inferred and concealed faults. A combination of active faults and soluble material in soft soil increases the potential of sink/swell in the foundation of a development in Whitney. Multistory development in areas with soluble and clay material may not be suitable without appropriate engineering. The Federal Housing Administration (FHA) requires engineering studies and the development of possible mitigation measures for residential projects requesting federally insured mortgages and located within 500 feet of a fault.

Slopes. Slopes are an important planning consideration that can highly impact the cost of construction. There are a few areas (Sections 13, 14 and 28) within central Whitney and another portion within eastern Whitney (Section 29) where development may be constrained by existing steep slopes of 12 percent or greater. Most of the steep slope areas are in the northeast portion of Whitney and within conservation areas.

Generally, public roads exceeding a 12 percent gradient are not approved based on inaccessibility of public services such as garbage pick-up and fire service. Development in areas with severe slopes can be very expensive and is not recommended.

Faults, slopes, and material corrosion are only a few points of potential problems which may arise due to development in inappropriate areas. Such problems could be mitigated through planning and more appropriate development choices on those sites.

Air Quality

Whitney is located within the Las Vegas Valley air shed and Hydrographic Area Boundary (HAB) 212. HAB 212 is in non-attainment for particulate matter (PM10), carbon monoxide (CO) and ozone (O3). This means the air quality does not conform to the national air pollution control standards set by the U.S. Environmental Protection Agency (EPA). Air Quality is under the jurisdiction of the Clark County Department of Environment and Sustainability (CCDES).

Infrastructure and Services

Libraries

The Las Vegas-Clark County Library District (LVCCLD) provides library services for Whitney. The library district is funded through property taxes, sales taxes, and user fees. It is a separate municipal corporation from Clark County governed by a Board of Trustees. The district officially formed in 1985, although the two systems (Clark

County Library District and the City of Las Vegas Library District) had been operating as one consolidated library system since 1973. The provision for library services does not restrict the growth or land uses in Whitney. However, some of the developable area of the Whitney Planning Area lies outside of the two- and one-half mile service area. Population growth will lead to higher circulation numbers for the existing system. More facilities may be needed to keep up with the level of service adopted by the Las Vegas-Clark County Library District (LVCCLD) and the Henderson District Public Libraries (HDPL).

The Las Vegas-Clark County Library District. The LVCCLD plays an important role providing 24 urban, suburban, and rural branches in unincorporated Clark County, the City of Las Vegas, the City of Mesquite and parts of Henderson and North Las Vegas.

There are two branches that serve Whitney. The libraries include Sunset Road, and Whitney Library at Tropicana Avenue and Nellis Boulevard. Each library has a service area of approximately two- and one-half miles. The Whitney Library opened in 1994 and includes a conference room, multipurpose room, story-time room, an art gallery, and offers free wireless Internet access.

The Henderson District Public Libraries. This agency has a role for the southern portion of the Las Vegas Urban Valley Area and goes back to 1943 when a petition to create the Henderson School Public Library was introduced, and then approved by the BCC in 1944. The first library was located on Pacific Street in downtown Henderson during 1943. The Henderson School Public Library became a County Library District in 1956 during a special session of the Nevada Legislature in a major overhaul of education laws. At that time, statutes were written to convert School Library Districts to County Library Districts with identical boundaries.

The HDPL serves the southern portion of Whitney with two branches. The James I. Gibson Library located at the northwest corner of Lake Mead Parkway and Water Street, has a service area of approximately two- and one-half miles. The facility opened in 1989 and is a full-service facility including a children's room. This library replaced the original library at this location. The Green Valley Library is located at Green Valley Parkway and Sunset Road and opened in 1987.

Public Safety

Fire Protection and Emergency Medical Services. The Clark County Fire Department (CCFD) and the City of Henderson provide fire protection and emergency medical response to Whitney. The CCFD and City of Henderson currently have four fire stations that provide service to the area, Clark County Stations 17, and City of Henderson Stations 82, 83, and 86. These stations are located approximately 1.5 miles from each other to provide a five minute or less response time to a given area.

Fire Stations 63 and Calico Ridge – Henderson are planned to be built to provide additional service to Whitney.

Whitney: Existing Clark County Fire Stations

Station Number	Location
17	5110 Andover Dr, Las Vegas
82	401 Parkson Rd, Henderson
83	100 Burkholder Blvd, Henderson
86	1996 E Galleria Dr, Henderson

Law Enforcement. The Las Vegas Metropolitan Police Department (Metro) provides police protection in Whitney. Metro was formed by the Legislature in 1973 by merging the Clark County Sheriff's Office and the Las Vegas Police Department. Both Clark County and the City of Las Vegas are responsible for funding Metro. The Southeast Area Command is responsible for patrolling Whitney.

Recreation and Open Space

Park Level of Service. Clark County has level of service (LOS) standards of 2.5 acres of park land per 1,000 residents for the urban valley. Whitney currently maintains an LOS of 7 acres per 1,000 residents. These standards help in the determination of which facilities and locations are most in need of construction, remodeling and/or funding. As of the last population count, Whitney's population necessitates a minimum of 119 acres of parks. With 316 developed acres of park land, Whitney exceeds this standard.

Public Park Facilities. In Whitney, public parks, trails, and open space are managed through the Parks & Recreation Department and the Department of Real Property Management. There are three parks in Whitney, with a total of 316 acres – Wetlands Park, Silverbowl Park and Whitney Park and Recreation Center. Most of the parks acreage in Whitney is within Wetlands Park, which has 210 developed acres. Details of these existing parks and associated recreation facilities are described in the table below.

Wetlands Park. The 2,900-acre (210 developed acres) Clark County Wetlands Park, one of the County's largest parks, is located in central Whitney. The park offers the promise of restoration of valuable natural resources, as well as a unique opportunity not available elsewhere in Clark County. This opportunity is protecting and enhancing wetlands for wildlife habitat, environmental education, and recreation.

The *Clark County Wetlands Park Master Plan*, which was created with substantial public input, intends to use this opportunity to make the Las Vegas Wash an important resource for residents and visitors. At the Wetlands Information/Nature Center, visitors can view videos, displays, and photographs that explain the County's plans for the area, and the ecological and aesthetic resources of the wetlands.

Private Facilities. There are also private recreational facilities within Whitney. These include private parks within neighborhood Home Owners Associations (HOA), swimming pools and golf courses. Stallion Mountain Golf Course is one such facility, located within the townships of Whitney and Sunrise Manor. The County does not collect information regarding the number and acreage of private recreational facilities, and these facilities are not included in the level of service for County parks and recreation facilities.

Whitney: Existing Parks

Park	Location	Acres	Available Facilities
Silverbowl Park	Boulder Hwy & Russell Rd	96	Softball & baseball fields, playground, walking path, restrooms, RC airfield located north of Sam Boyd Stadium
Wetlands Park & Visitor's Center	Broadbent Blvd & Wetlands Park Ln	210 (developed)	Interpretive/nature center, open space, walking paths, nature preserve, picnic tables, amphitheater, bike paths, horse trails, restrooms
Whitney Park & Recreation/ Senior Center	Missouri Ave & Boulder Hwy	10	Recreation center, outdoor pool, basketball, picnic tables, playground, tennis, walking paths, horseshoes, restrooms
Total Developed Park Acreage		**316**	

Schools

Clark County School District (CCSD) provides ten elementary, five middle, and four high schools that service Whitney. CCSD is responsible for determining the need for all future additions, replacements, and new schools.

Whitney: Existing Schools

Elementary Schools	
Name	Location
Sister Robert Joseph Bailey	4525 Jimmy Durante Blvd
Cynthia Cunningham	4145 Jimmy Durante Blvd
Harley Harmon	4820 E. Mesa Vista Ave
Edna F. Hinman	450 E. Merlayne Dr
Earl N. Jenkins	6950 Vegas Valley Dr
Josh Stevens	550 Dave Wood Cir
Jim Thorpe	1650 Patric Ln
Harriet Treem	1698 Patrick Ln
J. M. Ullom	4869 Sun Valley Dr
Whitney	5005 Keenan Ave
Middle Schools	
Name	Location
B. Mahlon Brown Academy of International Studies	307 Cannes St
Lyal Burkholder	355 W. Van Wagenen St
Francis H. Cortney	5301 E. Hacienda Ave
Kathleen and Tim Harney	1580 S. Hollywood Blvd
C. W. Woodbury	3875 E. Harmon Ave
High Schools	
Name	Location
Basic	400 Palo Verde Dr
Chaparral	3850 Annie Oakley Dr
Del Sol	3100 E. Patrick Ln
Las Vegas	6500 E. Sahara Ave

Transportation

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

There are two regional roads and a railroad spur within Whitney. Boulder Highway and a portion of Interstate 515 (U.S. Highways 93/95) traverse the western portion of Whitney. Interstate 515 has access from Russell Road. The railroad line spur exists in the Southern County Island.

The right-of-way width and functional class for the Freeway, Arterial and Collectors in Whitney are consistent with the adopted Clark County Transportation Element and Clark County Public Works design criteria. All Capital Improvement Projects are planned, designed, and constructed by Clark County Public Works.

Air Transportation. Harry Reid International Airportis located in Paradise. Harry Reid International Airportis operated by the Clark County Department of Aviation (CCDOA). New facilities are continually being added to keep ahead of passenger demand. Whitney is located east of the airport and is outside of the airport noise impact areas used for airport compatible land use planning. A portion of Whitney is located within the Airport Airspace Overlay.

Transit. The Regional Transportation Commission (RTC) is currently involved in the process of implementing On Board, a Long Range Transit Mobility Plan. The RTC of Southern Nevada is the public transit provider for Clark County. Numerous routes are operated in Whitney. Schedules and routes change to meet passenger demand. The Boulder Highway Express is one of several branches of the regional system for the Las Vegas Valley. RTC's Club Ride commuter services encourage commuters to choose alternative modes of travel such as biking, carpooling, vanpooling or transit. Alternative modes of travel are a low-cost way to better utilize the region's limited transportation capacity as the population continues to grow.

Utilities

Electric. NV Energy provides electricity to Whitney through a series of major and minor service lines. NVEnergy can supply existing and future development through their expanding system.

There are no constraints on land use associated with electrical facilities in Whitney at this time, other than incompatible uses directly adjacent to major facilities. NVEnergy is a private utility company regulated by the State of Nevada. Services to new developments are determined by agreements between NVEnergy and individual developers.

For energy conservation tips, future expansion plans, and a history of electrical service you can contact NVEnergy or go to their website.

Natural Gas. Southwest Gas (SWG) provides natural gas service to Whitney through a series of major and minor service lines. SWG can supply existing and future development through their expanding system.

There are no constraints on land use associated with natural gas facilities in Whitney at this time, other than incompatible uses directly adjacent to major facilities. SWG is a private utility company regulated by the State of Nevada. Services to new developments are determined by agreements between SWG and individual developers.

Water and Wastewater

Water. The Las Vegas Valley Water District (LVVWD) provides water to Whitney through a series of service lines, reservoirs, and pressure zones. The water district can supply existing and future development through their expanding system. As the water district expands their service lines and facilities, development will follow.

The County Island west of Boulder Highway and north of Lake Mead Parkway is not within the service area of the LVVWD. Water service to this site is provided privately or through the City of Henderson.

There are no constraints on land use associated with the water supply facilities in Whitney at this time. Developers have the responsibility to install adequate water services to new development.

Areas of Whitney developed before water service was available have private wells to provide water.

Sewer. The Clark County Water Reclamation District (CCWRD) provides the primary sanitary sewer service to Whitney through a series of collection lines, lift stations and treatment plants. The water reclamation district can supply existing and future development through their expanding system.

Their main facility is located at the east end of Flamingo Road in Whitney. It currently has a capacity of 150 million gallons per day.

There are no constraints on land use associated with sanitary sewer facilities in Whitney at this time. All future land use alternatives will generate additional need for sanitary sewer capacity. Infrastructure installation and maintenance costs are generally less expensive per capita for higher intensity development when compared with lower intensity development. Property owners have the responsibility to connect new development to the existing system.

For future expansion plans, operations information, or a history of the CCWRD, contact the agency or visit their website.

Septic Systems. Any property that operates on septic systems is regulated by the State of Nevada and the Southern Nevada Health District (SNHD) formerly known as the Clark County Health District. A few active septic systems exist but are scattered and mostly associated with larger recreational facilities such as the Soccer Park or older industrial projects.

Solid Waste

All solid waste in Whitney goes to the APEX Regional Waste Management Center located in Northeast County.

There are no convenience centers, transfer centers or landfills located in Whitney. Within Henderson is the Black Mountain Transfer Station. There are two closed municipal landfills in proximity to Whitney.

Habitat Conservation

There are multiple Bureau of Land Management (BLM) wildlife conservation, study, and management areas which encompass Whitney. The Clark County Multiple Species Habitat Conservation Plan (MSHCP) requires a mitigation fee prior to any disturbance of land. The regulations for this mitigation are established in the Clark County Unified Development Code (Title 30). This fee is used to implement the MSHCP.

Whitney contains potential habitat for the following federal and state-listed species:

- *Southwestern willow flycatcher – federally and state designated as endangered
- Yuma Ridgway's rail – federally and state designated as endangered
- *Desert tortoise - federally and state designated as threatened
- *Yellow-billed cuckoo - federally and state designated as threatened
- Gila monster – state designated as protected
- *Loggerhead shrike – state designated as sensitive
- *Blue Diamond cholla - state designated as critically endangered
- *Las Vegas bearpoppy – state designated as critically endangered and under review for listing pursuant to the Endangered Species Act
- Spotted bat – state designated as threatened
- Townsend's big-eared bat – state designated as sensitive

Species denoted with an asterisk are covered under the Clark County MSHCP and/or the state-issued Master Permit for critically endangered plants. Developers obtain coverage under these permits through the grading permit application process by paying a per acre fee for new disturbance. All provisions of the permit are carried out on behalf of the permittees by the Desert Conservation Program. Nevada Department of Wildlife encourages reporting of all Gila monster sightings in order to aid the agency in better understanding the local ecology of this species. Any development activity with the potential to impact federally-listed species that are not covered under the Clark County MSHCP will require consultation with the U.S. Fish and Wildlife Service.

One special land use designation is located within the Whitney plan area: the BLM-administered Rainbow Gardens ACEC. Management direction for this area is described in the BLM's Las Vegas Valley Resource Management Plan (BLM 1998). The plan area is also home to the Clark County Wetlands Park. The Wetlands Park consists of a series of constructed wetlands intended to reduce the environmental impact of the waste water and stormwater runoff from the greater Las Vegas valley. The park provides abundant riparian habitat for native species amidst an urban setting.

Winchester/Paradise

Natural Environment

Water-Related Hazards

Flood Risk. The Town of Winchester is traversed by the Flamingo Wash in the east. The Town of Paradise is traversed by four major washes and their tributaries. Flamingo Wash and Tropicana Wash pass from west to east through the center of Paradise. Duck Creek Wash and Pittman Wash cross through southern Paradise

Flood Control and Drainage. The Clark County Regional Flood Control District's (CCRFCD) existing and planned improvements and Clark County Department of Public Works (CCPW) guidelines allow for land in the Winchester/Paradise planning area ("Winchester/Paradise") to be developed in and around flood zones.

Land-Related Hazards

Soils. Soils within the Las Vegas Valley are primarily erosion remnants (sand, silt, etc.) from the surrounding mountains that have been deposited by flowing water to form alluvial fans.

Soil related corrosion is a concern in Winchester/Paradise. Corrosion potential for uncoated steel and concrete could be high within the Drainage Soils. The Department of Building (CCB) requires on-site soil analysis of proposed development sites to provide site-specific information that Soil Survey maps do not show.

Slopes. Generally, public roads exceeding 12 percent are not approved based on inaccessibility of public services such as garbage and recycling pick-up and fire service.

Faults, slopes, and material corrosion are only a few points of potential problems which may arise due to development in inappropriate areas. Such problems could be mitigated through planning and more appropriate development choices on those sites.

Faults. Multistory level development in areas with soluble and clay material may not be suitable without appropriate engineering. The Federal Housing Administration (FHA) requires engineering studies and the development of possible mitigation measures for residential projects requesting federally insured mortgages and located within 500 feet of a fault. There are several known fault areas in the northeast part of Winchester/Paradise.

Infrastructure and Services

Libraries

The Las Vegas-Clark County Library District (LVCCLD) provides library services for Sunrise Manor. The library district is funded through property taxes, sales taxes, and user fees. It is a separate municipal corporation from Clark County governed by a Board of Trustees. The district officially formed in 1985, although the two systems (Clark County Library District and the City of Las Vegas Library District) had been operating as one consolidated library system since 1973. The Las Vegas-Clark County Library District (LVCCLD) has one site within Winchester/Paradise. The Clark County Library located on the southeast corner of Flamingo Road and Escondido Road. This facility has a conference room, board room, meeting room, study room, Jewel Box Theater, story-time room, theater, gallery, and photographic gallery. Population growth will lead to higher circulation numbers for the existing system. More facilities may be needed to keep up with the level of service adopted by the LVCCLD.

Recreation and Open Space

Park Level of Service. Clark County has level of service (LOS) standards for each park facility type. These standards help in the determination of which facilities and locations are most in need of construction, remodeling, and funding. Winchester and Paradise residents enjoy nineteen (19) park facilities, two of which are in Winchester and the other 17 are in Paradise. Paradise currently maintains a LOS of 1.8 acres per 1,000 residents, whereas Winchester only maintains a LOS of 0.5 acres per 1,000 residents. Details of the existing parks and other recreation facilities are described and listed in the table below.

As the population continues to grow in Winchester and Paradise additional parks, trails and related amenities will be needed.

Public Park Facilities. In Winchester and Paradise, Clark County provides a diverse system of public parks, trails, and open space facilities. Clark County has a goal of 2.5 acres of park land per 1,000 residents for the Urban Valley. Therefore, as of the last population count, Winchester and Paradise population would necessitate a minimum of 604 acres of parks. Winchester and Paradise currently have 374 acres of developed park land. There are two parks in Winchester, with a total of 18 acres and 17 parks in Paradise, accounting for 356 acres, with the majority of those acres in Sunset Regional Park.

Other Recreation Facilities. There are private parks, common areas and leisure facilities in Winchester/Paradise. These include private parks, swimming pools at the local resort hotels and golf courses. There is no current information regarding the number and acreage of private parks and swimming pools. Private parks and leisure facilities are not included in the level of service for parks and recreation facilities for Clark County. There are several private golf courses within Winchester/Paradise. The Las Vegas National Golf Course is located on the southwest corner of Desert Inn Road and Eastern Avenue. The Las Vegas Country Club is located on the northwest corner of Karen Avenue and Maryland Parkway. The Wynn Golf Club is associated with Wynn Resort on the southeast corner of Las Vegas Boulevard South and Desert Inn Road. Also, the Bali Hai Golf Club is located on the southwest corner of Las Vegas Boulevard South and Russell Road.

Winchester/Paradise: Existing Parks

Park	Year	Location	Acres	Available Facilities
Cannon Middle School Park	1977	Euclid & Russell	8	Ball Fields, Open Turf, Tennis & Basketball Courts
Cashman Middle School Park (Winchester)	1967	Cameron & Desert Inn	9	Ball Fields, Open Turf, Tennis & Basketball Courts, Picnic Areas, Covered Playgrounds, and Restrooms
Desert Bloom Park	1998	Maryland & Wigwam	20	Ball Fields, Open Turf, Basketball & Sand Volleyball Courts, Picnic Areas, Covered Playgrounds, Walking Path, and Restrooms
Desert Inn Park	1972	Vista Del Monte & Mar Vista Way	4	Open Turf, Picnic Areas, Covered Playgrounds, Walking Path, Dog Runs, Splash Pad and Restrooms
Duck Creek Park	2002	Pollock & Wigwam	15	Open Turf, Basketball & Tennis Courts, Bocce Ball Courts, Horseshoes, Picnic Areas, Covered Playgrounds, Skate Park, Splash Pad, Walking Paths and Restrooms
Grapevine Springs Park	1997	Palm & Hacienda	5	Sand Volleyball Court, Picnic Areas, Covered Playgrounds, Horseshoes, Exercise Equipment, Dog Runs, Walking Path and Restrooms
Harmony Park	2001	Pearl & Harmon	1	Picnic Areas, Covered Playgrounds, Exercise Equipment, and Walking Path
Hidden Palms Park	1994	Hidden Palms & Pebble	7	Little League Ball Fields, Basketball & Tennis Courts, Sand Volleyball, Picnic Areas, Exercise Equipment, and Covered Playgrounds
Maslow Park	1969	Nellis & Pancho Villa Drive	4	Ball Field, Picnic Areas, Covered Playgrounds, Splash Pad, Walking Path and Restrooms
McCarran Marketplace Park	2007	Surrey & Russell	8	Soccer Fields, Picnic Area, Covered Playgrounds and Restrooms
Molasky Family Park	2004	Cambridge & Twain	9	Open Turf, Picnic Areas, Sand Volleyball, Covered Playgrounds, Splash Pad, Exercise Equipment, Dog Runs, Walking Course and Restrooms
Myrna Torme Williams Campus Park & Cambridge Center	2000	Cambridge & Katie	7	Community Center, Picnic Areas, Covered Playgrounds, Skate Park and Outdoor Play Pool
Orr Middle School Park	1995	Spencer & Twain	10	Ball Fields, Open Turf, Basketball Courts, Picnic Area and Covered Playground
Paradise Park & Community Center	1964	McLeod & Tropicana	21	Community Center, Ball Field, Open Turf, Basketball & Tennis Courts, Picnic Areas, Covered Playgrounds, Exercise Equipment, Outdoor Play Pool, Walking Path and Restrooms
Paradise Vista Park	1973	Stirrup & Roan Ave.	4	Open Turf, Picnic Areas, Covered Playgrounds and Restrooms
Pebble Park	2007	Topaz & Pebble	7	Open Turf, Picnic Areas, Covered Playgrounds, Splash Pad and Walking Path
Siegfried and Roy Park	2015	Maryland & Russell	20	Open Turf, Public Art, Tennis Courts, Horseshoes, Bocce Ball, Picnic Areas, Splash Pad, Walking Paths and Restrooms
Sunset Regional Park	1967	Eastern & Sunset	206	Ball Fields, Open Turf, Events Plaza, Administration Offices, Lake for Fishing and RC Boats, Disc Golf Course, Basketball and Tennis Courts, Sand Volleyball, Horseshoes, Dog Parks, Fitness Course, Picnic Areas, Covered and Themed Playgrounds, Splash Pad, Exercise Equipment, Dog Runs, Walking Path, Trails and Natural Preservation Areas, Memorials, and Restrooms
Winchester Park & Cultural Center (Winchester)	1981	Desert Inn & McLeod	9	Cultural Center, Open Turf, Botanical and Community Gardens, Performing Arts Facilities, Basketball and Tennis Courts, Picnic Areas, Covered Playgrounds, Skate Park, Splash Pad, Exercise Equipment, and Walking Path
Total Developed Park Acreage			**374**	

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

Schools

School District Service Area. The Clark County School District (CCSD) provides thirty-seven elementary schools, fourteen middle, and nine high schools that service Winchester/Paradise. CCSD is responsible for determining the need for all future additions, replacements, and new schools.

Winchester/Paradise: Existing Schools

Elementary Schools	
Name	Location
John R. Beatty	8685 Hidden Palms Pkwy
Will Beckley	3223 Glenhurst Dr
Rex Bell	2900 Wilmington Way
Roberta Curry Cartwright	1050 E. Gary Ave
David M. Cox	280 Clark Dr
Cynthia Cunningham	4145 Jimmy Durante Blvd
Jack Dailey	2001 E Reno Ave
C. H. Decker	3850 Redwood St
Pat A. Diskin	4220 S. Ravenwood Dr
William E. Ferron	4200 Mountain Vista St
Doris French	3235 E. Hacienda Ave
R. Guild Gray	2825 S. Torrey Pines Dr
Harley Harmon	4820 E. Mesa Vista Ave
George E. Harris	3620 S. Sandhill Rd
Charlotte Hill	560 E. Eldorado Ln
John R. Hummel	9800 Placid St
Helen Jydstrup	5150 Duneville St
Robert E. Lake	2904 Meteoro St
Nate Mack	3170 Laurel Ave
Paradise	900 Cottage Grove Ave
John S. Park	931 Franklin Ave
Dean Petersen	3650 Cambridge St
Aggie Roberts	227 Charter Oak St
Lewis E. Rowe	4338 S. Bruce St
Hal Smith	5150 E. Desert Inn Rd
Joseph E. Thiriot	5700 W. Harmon Ave
Ruby S. Thomas	1560 Cherokee Ln
Bill Y. Tomiyasu	5445 Annie Oakley Dr
Jim Thorpe	1650 Patric Ln
Harriet Treem	1698 Patrick Ln
Neil C. Twitchell	2060 Desert Shadow Trl
J. M. Ullom	4869 Sun Valley Dr
John Vanderburg	2040 Desert Shadow Trl
Vegas Verdes	4000 El Parque Ave
Gene Ward	1555 E. Hacienda Ave
Louis Wiener Jr	450 E Eldorado Ln
Eliane Wynn	5655 Edna Ave
Middle Schools	
Name	Location
Helen C. Cannon	5850 Euclid St
James Cashman	4622 W. Desert Inn Rd
Francis H. Cortney	5301 E. Hacienda Ave
John C. Fremont	1100 E. St. Louis Ave
Barbara and Hank Greenspun	140 N. Valle Verde Dr
Kathleen and Tim Harney	1580 S. Hollywood Blvd
K. O. Knudson Academy of the Arts	2400 Atlantic St
Jerome D. Mack	4250 Karen Ave
Bob Miller	2400 Cozy Hill Cir
William E. Orr	1562 E. Katie Ave
Grant Sawyer	5450 Redwood St
Jack Lund Schofield	8625 Spencer St
Charles Silvestri	1055 E. Silverado Ranch Blvd
C. W. Woodbury	3875 E. Harmon Ave
High Schools	
Name	Location
Chaparral	3850 Annie Oakley Dr
Ed W. Clark	4291 Pennwood Ave
Coronado	1001 Coronado Center Dr
Del Sol	3100 E. Patrick Ln
Durango	7100 W. Dewey Dr
Green Valley	460 N. Arroyo Grande Blvd
Silverado	1650 Silver Hawk Ave
Southeast Career & Technical Academy	5710 Mountain Vista St
Valley	2839 Burnham Ave
Alternative Schools	
Name	Location
Burk Horizon Southwest	4560 W Harmon Ave
John F. Miller	3840 Pecos McLeod Int
Helen J. Stewart	2375 E Viking Rd
Higher Education	
University of Nevada, Las Vegas	4505 S. Maryland Pkwy

Public Safety

Fire Protection and Emergency Medical Services. The Clark County Fire Department (CCFD) provides fire protection and emergency medical response to Winchester/Paradise. The Town of Paradise currently has ten fire stations that provide service to the area. The Town of Winchester has two stations that provide service to the area. The Clark County Fire Training Center is located at 4425 W. Tropicana Avenue. Fire Station 13 only responds to Harry Reid International Airport calls. Also, the City of Henderson has one station in the proximity of Winchester/Paradise. Henderson 98 is located at 891 Coronado Center Drive.

Law Enforcement. Las Vegas Metropolitan Police Department (Metro) provides police protection in Winchester/Paradise. Metro was formed by the Legislature in 1973 by merging the Clark County Sheriff's Office and the Las Vegas Police Department. Both Clark County and the City of Las Vegas are responsible for funding Metro.

Enterprise: Existing Clark County Fire Stations

Station Number	Location
11	5150 S Las Vegas Blvd
12	3050 S Sammy Davis Jr Dr
13	5747 Wayne Newton Blvd
14	3260 S Topaz Rd
15	3480 S Valley View Blvd
18	575 E Flamingo Rd
19	5575 Spencer St
25	5210 S Pecos Rd
29	7530 Paradise Rd
32	2550 W Harmon Ave
33	865 E Desert Inn Rd
38	1755 Silver Hawk Ave

Transportation

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

The right-of-way width and functional class for the Freeway, Arterial, and Collectors in Winchester/Paradise are consistent with the adopted Clark County Transportation Element and Clark County Public Works design criteria. All Capital Improvement Projects (CIPs) are planned, designed, and constructed by Clark County Public Works.

Interstate 15 extends from Sunset Road to Sahara Avenue through western Winchester and Paradise and serves as the main access route for visitors to the Las Vegas Strip driving in from Southern California. Interstate 515 traverses the east portions of Winchester and Paradise. Highway 215 traverses east/west through the southern section of Paradise. The Desert Inn Super Arterial extends from Valley View to Paradise Road and allows east-west traffic to bypass Las Vegas Boulevard South as well as Interstate 15.

Air Transportation.

- **Harry Reid International Airport (LAS).** This is the primary air transportation facility in Clark County and is located in Paradise Township. Harry Reid International Airport (LAS) is operated by the Clark County Department of Aviation (DOA). New facilities are continually being added to keep ahead of passenger demand.

Transit. The Regional Transportation Commission (RTC) is currently involved in the process of implementing On Board, a Long Range Transit Mobility Plan. The purpose of this plan is to analyze and prioritize practical transit alternatives and identify future transit corridors. This long-range plan may ultimately have an effect on some of the arterial systems within Winchester/Paradise. RTC's Club Ride commuter services encourage commuters to choose alternative modes of travel such as biking, carpooling, vanpooling or transit. Alternative modes of travel are a low-cost way to better utilize the region's limited transportation capacity as the population continues to grow.

Monorail. The Las Vegas Monorail travels from Tropicana Avenue to Sahara Avenue. Possible expansion of the monorail would help move people within the resort corridor without adding to traffic congestion.

Utilities

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

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

Water and Wastewater

Municipal Water. The Las Vegas Valley Water District (LVVWD) provides water to Winchester and Paradise through a series of service lines, reservoirs, and pressure zones. The water district can supply existing and future development through their expanding system. As the water district expands their service lines and facilities, development will follow. Developers have the responsibility for adequate water services to new development.

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

Community and Private Wells. There are three community public water systems in Winchester/Paradise. Two are located near the northwest corner of Pecos Road and Warm Springs Road in a residential subdivision. Some areas of Paradise developed before public water service. These areas have private wells. Community and private wells are regulated by the Nevada State Engineer.

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

Solid Waste

All communities in Winchester/Paradise have curbside pick-up provided by an independent hauler under contract to Clark County. The refuse is then taken to the APEX Regional Waste Management Center located in Northeast County.

Habitat Conservation

In 1995, Clark County developed a Multiple Species Habitat Conservation Plan (MSHCP). Clark County, as Plan Administrator and on behalf of fellow permittees the cities of Las Vegas, Henderson, North Las Vegas, City of Boulder City, Mesquite, and the Nevada Department of Transportation (NDOT), is responsible for compliance with the federal Endangered Species Act, compliance with a Section 10(a) (1) (B) incidental take permit (ITP), and for implementing the MSHCP. The MSHCP's 10(a)(1)(B) ITP covers all non-Federal (private, municipal, State), lands within Clark County and NDOT activities within Clark, Nye, and Esmeralda Counties south of the 38th parallel and below 5,000 feet in elevation.

The Clark County MSHCP provides conservation for 78 species of plants and animals, including the desert tortoise and their habitats. The regulations for this mitigation are established in the Unified Development Code (Title 30). The ITP requires a mitigation fee. This fee is used to implement the MSHCP.

Winchester/Paradise is not known to contain habitat for any federal or state listed species as this plan area is largely developed. However, all non-federal development activities are still required to comply with the Clark County MSHCP through the grading permit application process.

There are no special land use designations within the Winchester/Paradise plan area.



APPENDIX C: STATE OF THE COUNTY REPORT

About this Section

The State of the County Report was an interim work product prepared as part of the Transform Clark County process. The report contains two parts:

Part 1: Clark County at a Glance—provides an overview of the County's jurisdiction, representation, services, distinct geographies, regional partners, and other factors that influence how Clark County provides services and plans for the future.

Part 2: Trends and Forces—provides contextual data and information associated with Clark County's population, demographics, housing stock, growth, and economy. Each topical section includes a summary of trends and forces that will influence Clark County's future policies and regulations over the coming decades.

The State of the County Report was used to help build a shared understanding of where Clark County is today, and where it is headed in the future. Data in this report will be updated by County staff from time to time.

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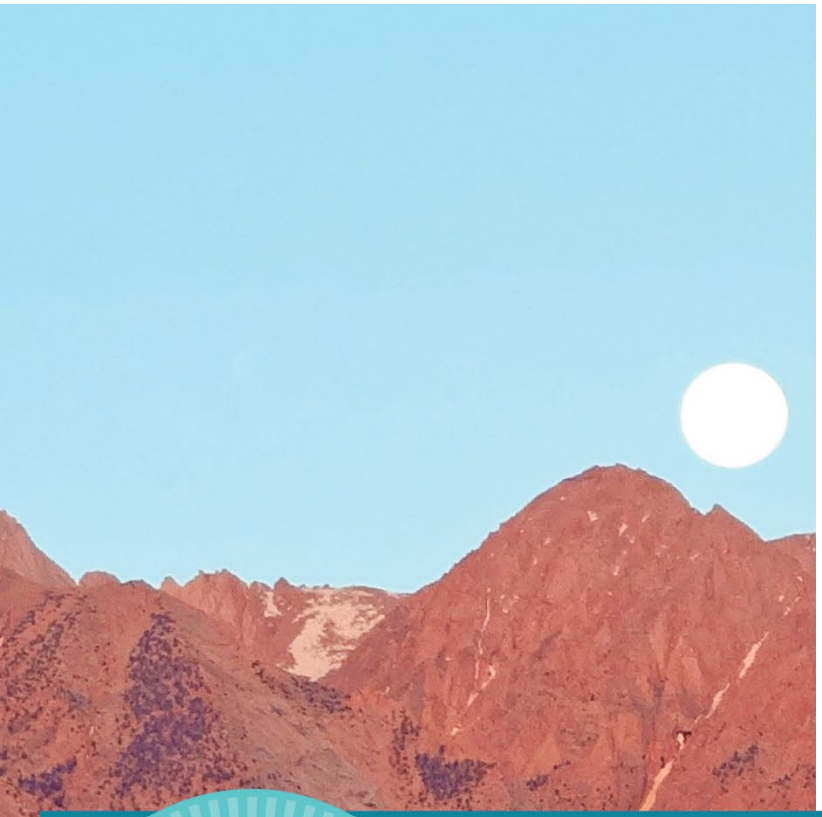




TRANSFORM CLARK COUNTY

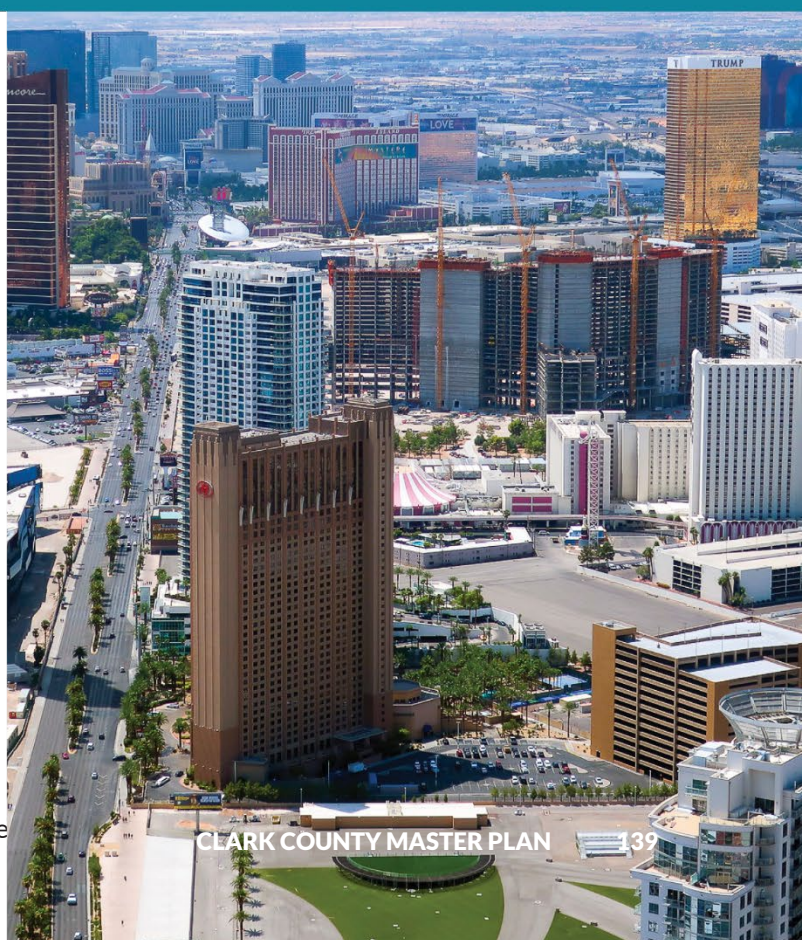
MASTER PLAN REWRITE

STATE OF THE COUNTY

TRENDS AND FORCES

August 2020 (Updated November 2021)





CLARION

CLARK COUNTY NEVADA

ABOUT THE PROCESS

Transform Clark County

Transform Clark County is a collaborative effort to establish a cohesive, countywide vision for the future and a defined strategy to achieve that vision. The Transform Clark County process includes a rewrite of both the Master Plan and Development Code—Clark County's key policy and regulatory documents. The process is being led by Clark County's Department of Comprehensive Planning.

Project Timeline

The Transform Clark County process kicked-off in early 2020 and is expected to take approximately two years to complete. Work on the Master Plan and Development Code will be carefully aligned. As such, the Master Plan is scheduled for adoption mid-way through the process, at which time, work on the Development Code will become the focus.



Why Update the Master Plan?

Although individual elements of the Master Plan have been amended and revised over time, the Clark County Master Plan has not been comprehensively updated since 1983. The current organization of the Master Plan is challenging for County staff to administer and implement in the context of rapid growth and the changing demographics of the County. It has also resulted in repetition and inconsistencies between Master Plan elements as revisions have been made over time.

The updated Master Plan will serve as a policy guide for the growth and physical development of Clark County over the coming decades and will inform subsequent updates to the Development Code.

ABOUT THIS REPORT

Purpose and Organization

This State of the County Report is the first of several interim work products that will be prepared as part of the Master Plan Rewrite. In addition to this introductory section, this report contains two parts:

- **Part 1: Clark County at a Glance—**provides an overview of the County's jurisdiction, representation, services, distinct geographies, regional partners, and other factors that influence how Clark County provides services and plans for the future.
- **Part 2: Trends and Forces—**provides contextual data and information associated with Clark County's population, demographics, housing stock, growth, and economy. Each topical section includes a summary of trends and forces that will influence Clark County's future policies and regulations over the coming decades.

This report is intended to help build a shared understanding of where Clark County is today, and where it is headed in the future. It can be updated by County staff annually, or as needed.

NRS Requirements

In compliance with Nevada Revised Statutes (NRS) §278.150, Clark County is required to prepare, adopt and implement a Comprehensive Master Plan, in order to plan for the logical and orderly physical development of the region, and protect the general health and welfare of its citizens.

In counties with a population greater than 700,000 residents, NRS §278.160 requires the Master Plan to include the following eight elements: conservation, historic preservation, housing, land use, public facilities and services (to include a population plan and an economic plan), recreation and open space, safety (to include natural and man-made hazards), and transportation. Where appropriate, Master Plans may also include an urban agriculture component.

Data Sources and Timeframes

A variety of data sources were used to develop this report and are noted as applicable. Both decennial census and ACS (American Community Survey) data from the U.S. Census Bureau are used to explore Clark County's demographic trends and changes. Unlike the decennial census, the ACS estimates do not provide official counts of the population at a distinct point in time. Instead, the data is collected year-round and has a smaller sample size, which subjects itself to a larger sampling error than the decennial census. Although the ACS estimates have a larger sampling error, the 1-year ACS estimates are used in some instances to highlight more recent demographic trends and changes.

Data prepared by Clark County in collaboration with the UNLV Center for Business and Economic Research (CBER), the Las Vegas Convention and Visitor's Authority, and other regional partners are also used, where available.

Every attempt has been made to provide consistent timeframes for demographic data—2000, 2010, and 2018—for comparative purposes. However, in some instances, 2000 census data, was not available. Targeted updates were made following the Master Plan's adoption on November 17, 2021, to incorporate 2020 Census data (as was available at that point in time) and population estimates, and 2021 population projections.



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CLARK COUNTY AT A GLANCE

GOVERNANCE

Clark County is a large, complex organization that represents a diverse set of interests. This section provides a brief overview of the County's jurisdiction, representation, and other factors that impact the scope and scale of Clark County as an organization.

Location and Size

Clark County is located in southern Nevada and covers an area of over 8,000 square miles, making it the 14th largest county in the nation.

Land Ownership

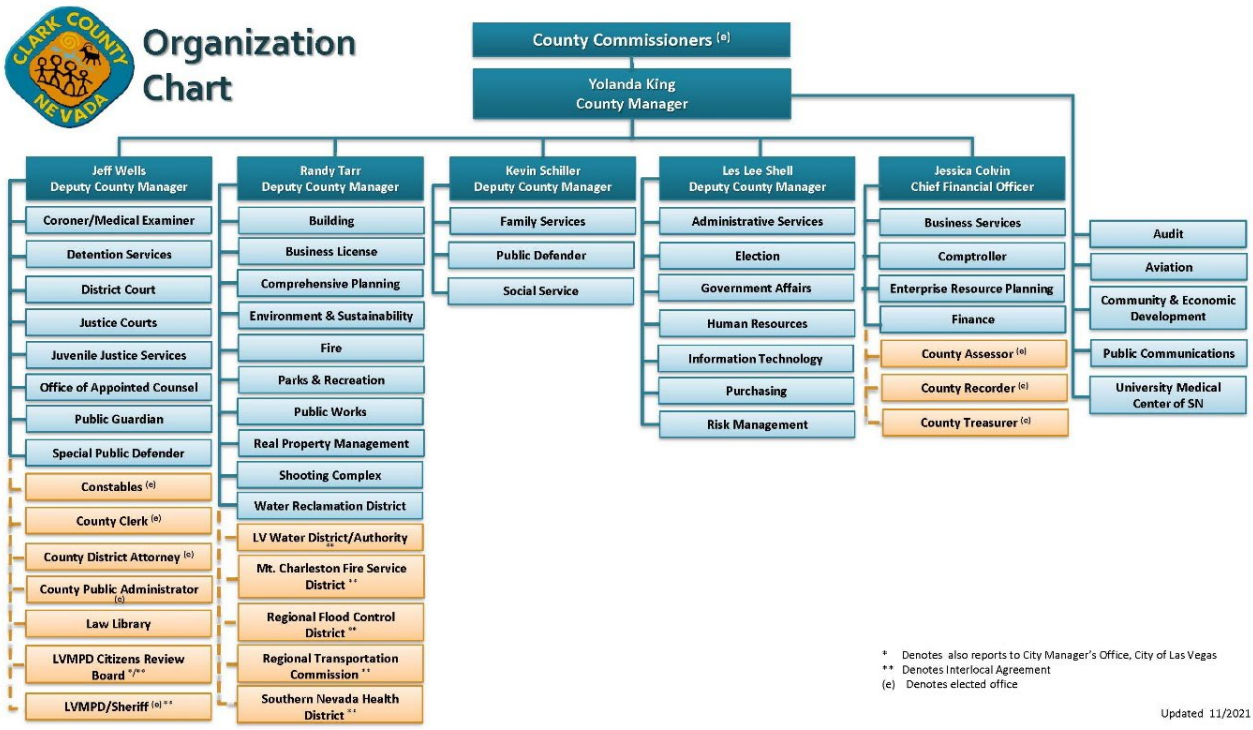
Over 7,250 square miles of Clark County is owned and administered by the federal government through six federal agencies, representing approximately 88 percent of all land in the County. The Bureau of Land Management (BLM) alone administers over 4,500 square miles (almost 57%) of Clark County.

Residency

Every person that lives within Clark County is considered a resident of the County, even if they also live within one of the County's five incorporated cities (Las Vegas, Henderson, North Las Vegas, Boulder City, and Mesquite).

Representation

Clark County is governed by a seven-member County Commission, elected from geographic districts for staggered four-year terms. Other Clark County elected officials include the Assessor, Clerk, District Attorney, Public Administrator, Recorder, Sheriff, Treasurer, 11 different constables, numerous District Court and Family Court judges and the judges working for 11 different Justice Courts.



Shared Services

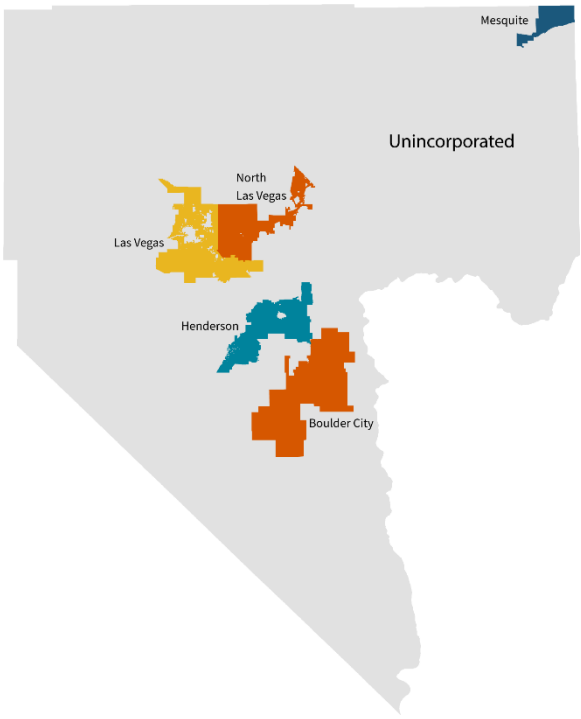
Clark County provides many services to residents of unincorporated areas that are traditionally provided by cities. Those include fire protection, roads and public works, parks and recreation, and law enforcement.

DISTINCT GEOGRAPHIES

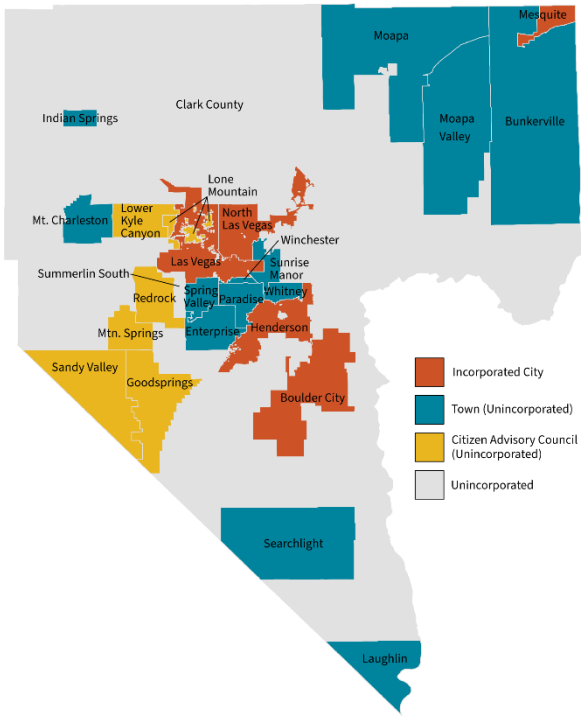
Incorporated Cities

Clark County is home to five incorporated cities: Las Vegas, the County seat, is the largest city in the County. Henderson, North Las Vegas, Mesquite, and Boulder City are the other incorporated cities within Clark County.

Incorporated Cities of Clark County



Unincorporated Communities of Clark County



Unincorporated Communities

Clark County is also home to 19 unincorporated communities, some of which are towns (town advisory board areas), and others that are defined as citizen advisory council areas.

Town Advisory Board (TAB) Areas

An unincorporated town in Clark County generates area-specific taxes to provide additional "urban" services. Under State law, such services may include, but are not limited to, parks and recreation, streets, roads, fire protection, and utilities. Unincorporated towns in Clark County include: Bunkerville, Enterprise, Indian Springs, Laughlin, Mt. Charleston, Moapa, Moapa Valley, Paradise, Spring Valley, Searchlight, Sunrise Manor, Whitney, and Winchester.

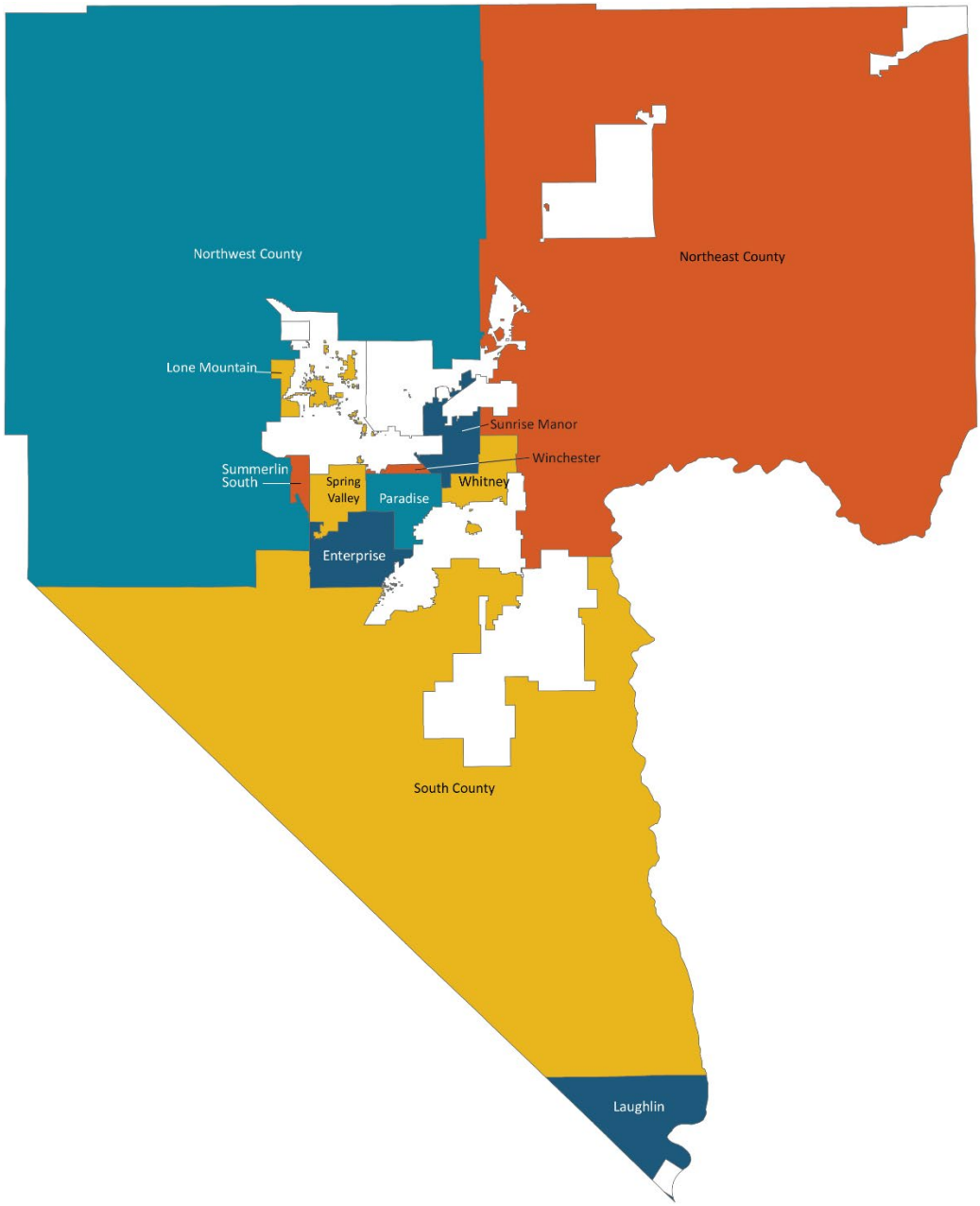
Citizen Advisory Council (CAC) Areas

CAC areas include: Goodsprings, Lone Mountain, Lower Kyle Canyon, Mountain Springs, Red Rock, and Sandy Valley. CAC areas are not political subdivisions of the County.

LAND USE PLANNING AND DEVELOPMENT SERVICES

Incorporated cities in Clark County are responsible for land use planning and development services within their boundaries and each maintain a Comprehensive Master Plan. Clark County is responsible for land use planning in all areas outside of the incorporated cities. The location and quality of development in unincorporated areas of the County is guided by the County's Master Plan and Development Code. The County is divided into 11 planning areas for land use planning purposes: Enterprise, Laughlin, Lone Mountain, Northeast County, Northwest County, South County, Spring Valley, Summerlin South, Sunrise Manor, Whitney, and Winchester/Paradise.

Clark County Planning Areas



REGIONAL ORGANIZATIONS AND SPECIAL DISTRICTS

A variety of regional organizations and special districts provide services in Clark County. Clark County's role in these organizations and special districts varies. 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). These regional organizations and special districts are detailed below and are categorized by Clark County's role.

Clark County Authority

The following districts are under the sole authority of Clark County (meaning the Board of County Commissioners also serves as the Board), but provide services throughout the region:

Clark County Water Reclamation District (CCWRD)

The Clark County Water Reclamation District (CCWRD) serves all unincorporated areas of Clark County with wastewater treatment, including Moapa Valley, Indian Springs, and Searchlight. 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.

Las Vegas Valley Water District (LVVWD)

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

Clark County Membership

The following regional organizations and agencies are partially funded by Clark County to serve an area that includes Clark County jurisdiction and other areas in the greater region:

Clark County Regional Flood Control District (CCRFCD)

The Clark County Regional Flood Control District (CCRFCD) was formed in 1985 to address severe flooding problems in Clark County. The CCRFCD 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.

Las Vegas Metropolitan Police Department (METRO)

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. The 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.

Regional Organizations

The following regional organizations and agencies are independent of the government of Clark County, but work closely with Clark County and other regional partners on planning and service provision issues. Membership for these organizations includes city council and commission members representative of the region.

Regional Transportation Commission of Southern Nevada (RTC)

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.

Southern Nevada Health District (SNHD)

The Southern Nevada Health District (SNHD) protects and promotes the health, environment, and well-being of all residents in Clark County. The public health agency is responsible for preventing and controlling nuisances, regulating sanitation and sanitary practices, protecting the sanitation of water and food supplies, improving the quality of health care services for medically underserved populations, and generally protecting and promoting the public health of Clark County.

Southern Nevada Regional Housing Authority (SNRHA)

The Southern Nevada Regional Housing Authority (SNRHA) was formed in 2010 following the merger of separate housing authorities for Las Vegas, North Las Vegas, and Clark County. SNRHA serves all jurisdictions in Clark County with public housing developments throughout the County and programs for purchasing and rehabilitating homes for low income families and providing vouchers to allow low income families to pay rent.

Southern Nevada Regional Planning Coalition (SNRPC)

To address the challenges of planning and development in a rapidly growing and interconnected region, SNRPC was formed through an interlocal agreement between Clark County, Las Vegas, Henderson, North Las Vegas, Boulder City, and Clark County School District. The regional agency focuses on coordinating planning between these jurisdictions in Southern Nevada.

Southern Nevada Water Authority (SNWA)

The Southern Nevada Water Authority (SNWA) is made up of seven local water and wastewater agencies in Clark County. The SNWA and member agencies serve more than 2.2 million residents of Southern Nevada with water treatment and water delivery.

Other Independent Organizations and Districts

The following organizations and agencies are fully independent of the government of Clark County, but work closely with Clark County and other partners on planning and service provision issues:

Clark County School District (CCSD)

The Clark County School District (CCSD) provides public pre-kindergarten through 12th grade education to all communities in Clark County. CCSD educates about 320,000 students (approximately 75% of all students in Nevada).

Moapa Valley Water District

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



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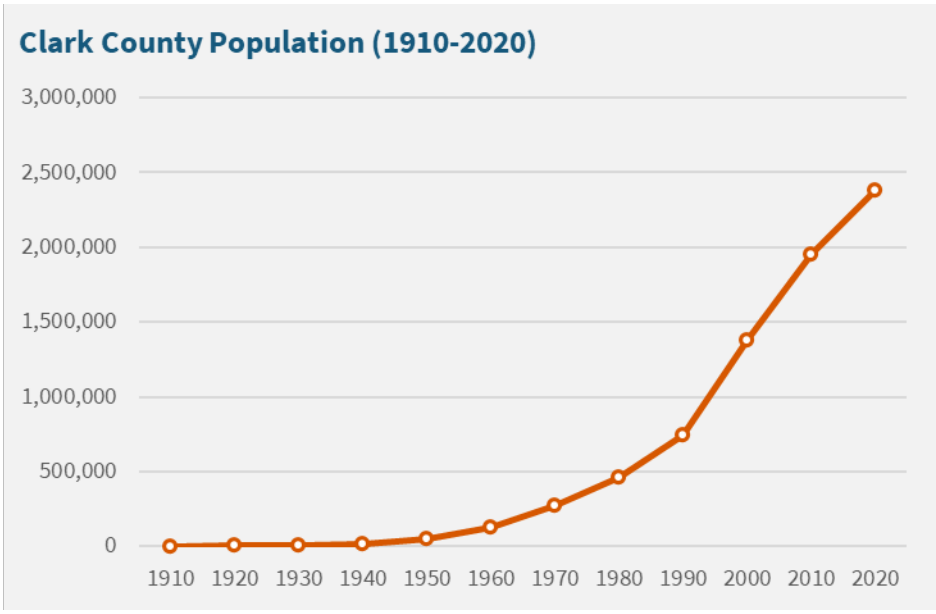
TRENDS AND FORCES

POPULATION

Growth Trends



Sources: US Decennial Census (1910-2010); SNRPC Consensus Population Estimate, August2020.

Clark County was formed in 1909 and had a population of over 3,300 in 1910. While the fastest growth rate was during the 1940's when the population nearly tripled the number of new residents (16,000), growth has been much higher in each decade since then. In the 1950's the County's population reached nearly 80,000 new residents, increasing population from 48,289 to 127,016 in 1960. By 1970, the population exceeded a quarter of a million people. Clark County's average annual population growth rate between 1990 and 2007 was 5.63 percent—making it one of the fastest growing counties in the nation. While the rate of population growth slowed since the Great Recession of 2007-2008, Clark County is still one of the fastest growing counties in the nation.

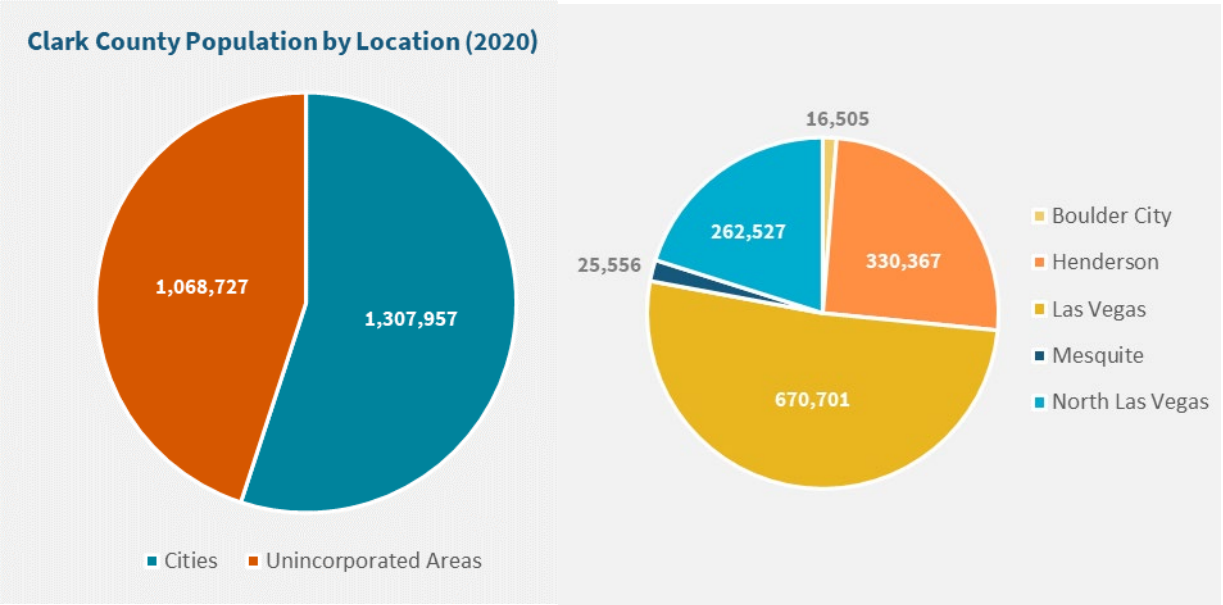
Current Population

2020 Estimate

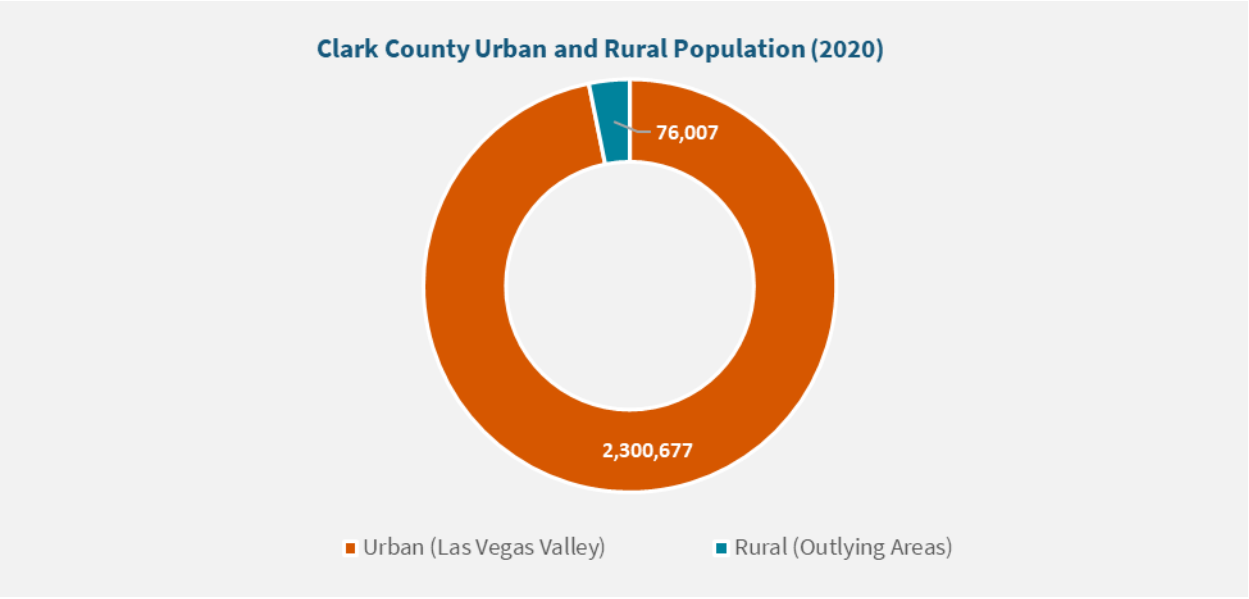
Between decennial census counts, estimates for the current population of Clark County are prepared by Clark County, in collaboration with the incorporated cities. Once completed, estimates are sent to the State Demographer, who calculates an independent estimate. Ultimately, the SNRPC adopts the numbers prepared by the County and the cities as the SNRPC Consensus Population Estimate.

Where People Live

Clark County had an estimated population of 2,376,683 residents in 2020. This represents an increase of more than 22 percent since 2010. Over half of the County's residents live in incorporated cities (58%), with the other 42 percent in unincorporated areas. Las Vegas is the largest incorporated city with 670,701 residents – 28 percent of the County's population.



Source: SNRPC Consensus Estimate, 2020



Of the more than one million Clark County residents that live in unincorporated areas, most live in the urban communities of the Las Vegas Valley, rather than in more remote areas. The Las Vegas Valley accounts for about 97 percent of the population of the County, and encompasses larger unincorporated communities, including Spring Valley, Sunrise Manor, Paradise, and Enterprise, all adjacent to Las Vegas. Larger communities in outlying areas include Laughlin and the Moapa Valley.

Unincorporated Clark County Population by Location (2020)		
Region	**Place**	**Population**
Las Vegas Valley	Enterprise	225,399
	Lone Mountain	19,249
	Nellis AFB	6,612
	Paradise	206,541
	Sloan	123
	Spring Valley	235,254
	Summerlin South	33,828
	Sunrise Manor	221,420
	Whitney	47,619
	Winchester	35,071
	Other Urban Areas	3,666
Outlying Areas	Blue Diamond	568
	Bunkerville	1,068
	Cal-Nev-Ari	178
	Corn Creek	58
	Fort Mojave Reservation	384
	Goodsprings	238
	Indian Springs	1,353
	Jean	160
	Laughlin	10,547
	Lower Kyle Canyon Road	230
	Moapa/Moapa Reservation	1,453
	Moapa Valley – Logandale	3,610
	Moapa Valley – Overton	3,948
	Moapa Valley – Remainder	76
	Mountain Springs	113
	Mt. Charleston	698
	Nelson	38
	Primm	731
	Red Rock	125
	Sandy Valley	1,940
	Searchlight	399
	Spring Mountains	144
	Other Outlying Areas	5,888
Total	All Unincorporated Areas	1,034,781

Source: SNRPC Consensus Estimate, August 2020.

Population Forecast

Forecasting Methodology

Population forecasts for Clark County are prepared annually, in accordance with NRS 278.160(g). Since 2003, long-term forecasts have been prepared collaboratively to ensure they are consistent with the economic characteristics of the County. This effort is led by the UNLV Center for Business and Economic Research (CBER), in partnership with the Regional Transportation Commission of Southern Nevada (RTC); the Southern Nevada Regional Planning Coalition (SNRPC); the Southern Nevada Water Authority (SNWA); and a group of community demographers and analysts from Clark County and the incorporated cities. Forecasts are generated using a general-equilibrium demographic and economic model developed by Regional Economic Models, Inc. (REMI), specifically for Clark County. Each year, initial model results are reviewed and calibrated based on the most recent available information regarding local employment growth and local public and private investment projects.

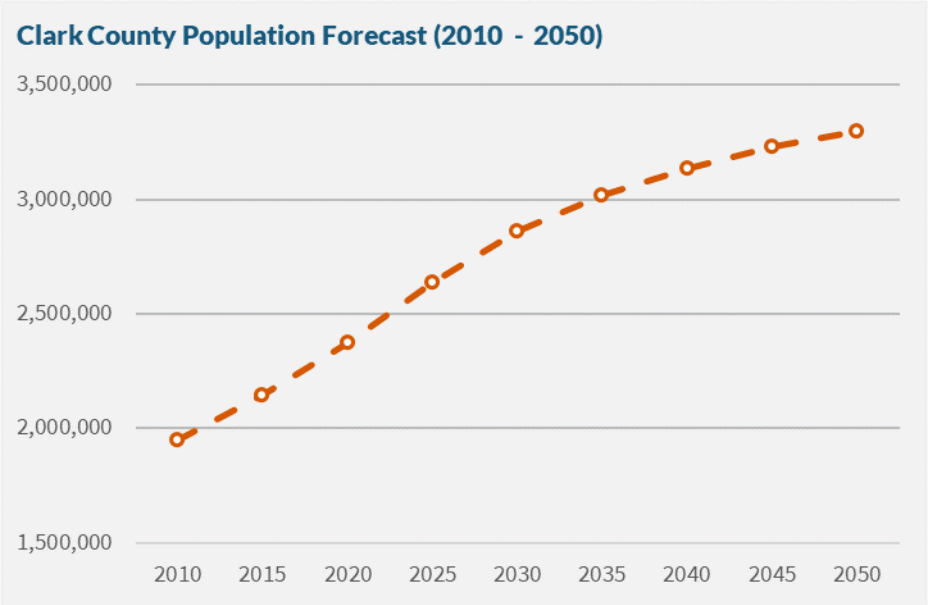
2021 Population Forecast

The 2021 Clark County Population Forecast indicates Clark County will continue to see steady growth in the coming decades, although growth rates will be lower than in prior decades. By 2050, Clark County is anticipated to be home to approximately three million people.

Clark County Population Change Forecast

Year	Total Population	Change in Decade	Growth Rate in Decade
2010	1,951,269	--	--
2020	2,376,683	+ 425,414	+ 21.8%
2030	2,859,000	+ 482,317	+ 20.3%
2040	2,138,000	+ 279,000	+ 9.8%
2050	3,296,000	+ 158,000	+ 2.6%

Source: UNLV Center for Business and Economic Research (CBER), June 2021.



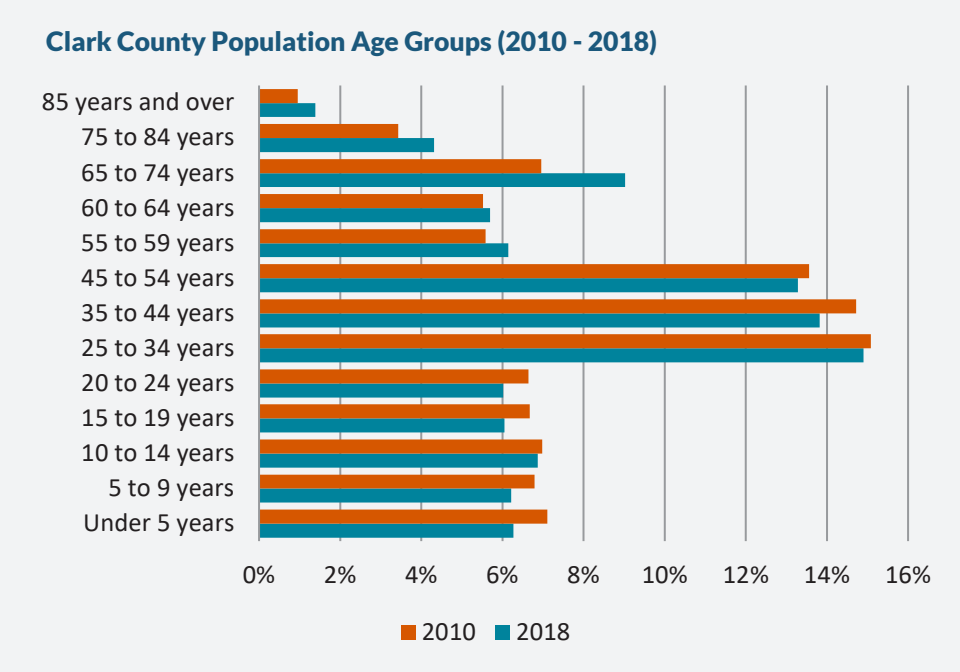
The 2021 forecasts were developed with the assumption that population will grow strongly in the near-term, boosted by local economic recovery in the wake of the COVID-19 pandemic. This unprecedented event will no doubt impact near-term forecasts for Clark County; however, the CBER forecasts are intended primarily as a long-term planning tool that addresses populations trends independent of business cycle, seasonal, and irregular events.

Summary: Population Trends and Key Issues

Trends	Key Issues
INCREASED DEMAND FOR SERVICES	
Although growth rates are expected to slow in the future, the population of Clark County is forecast to grow by more than one million people by 2050.	Continued population growth in the Las Vegas Valley will place increased demands on infrastructure, resources, and services in the County and its cities.
LACK OF CLARITY ABOUT WHERE FORECAST GROWTH WILL OCCUR	
While adopted city master plans and future land use plans for the County's planning areas provide some indication of what types of growth will ultimately occur, predicting the location, extent, and timing of forecast growth in unincorporated areas of Clark County is challenging due to the prevalence of R-E zoning.	Continued coordination with planning efforts at the city, regional, and planning area level will be important to ensure transportation, recreational amenities, and other services are aligned with demand in areas that may develop at intensities not necessarily reflected by current zoning designations.

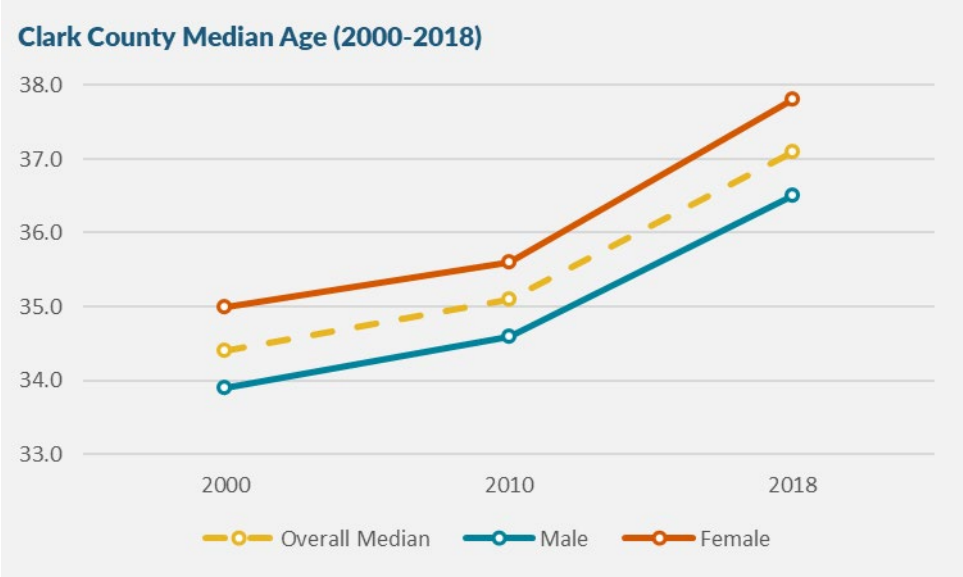
DEMOGRAPHICS

Age[1]



Source: US Census, American Community Survey, Age and Sex, 5-year estimates, 2010 and 2018

Between 2010 and 2018, the average age of a Clark County resident increased from 35.1 years to 37.6 years. As a percentage, some age groups grew faster than others. As shown in the figure below, all age cohorts 55-years and older became a larger percentage of the County's population, even as the 25 to 54-year-old age groups continued to make up the largest percent of Clark County residents. Between 2010 and 2018, the 85-years and



Source: U.S. Census Bureau, American Community Survey 5-Year Estimates, 2018

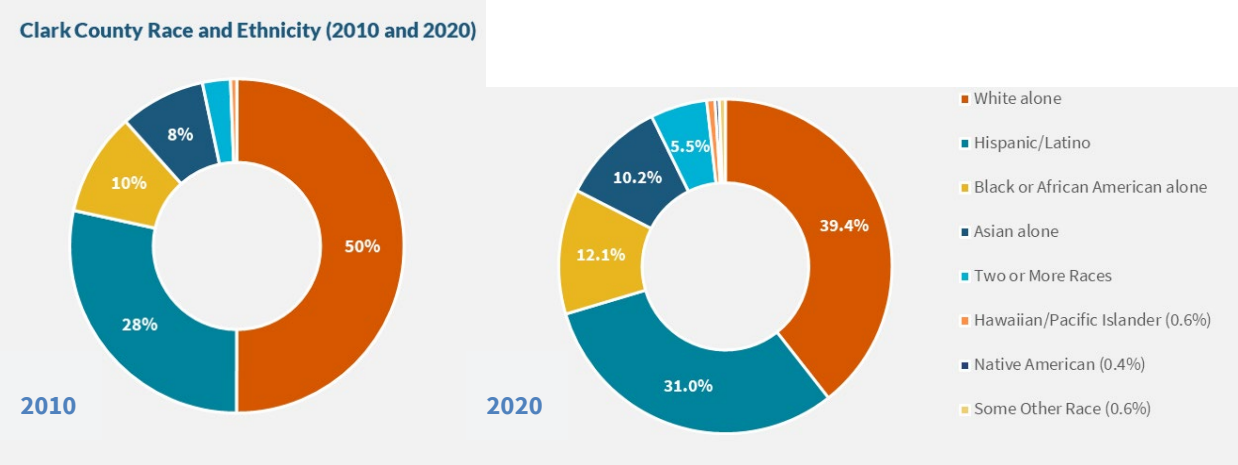
[1]Comparable Age data for 2000 or 2020 is not available for population age groups or race/ethnic.

over cohort was the fastest growing (66% increase) while the under 5-years was the slowest growing (0.7% increase).

The higher than average growth of older age groups in Clark County has resulted in a higher median age overall. In 2000 the median age was 34.4 years, which increased to 35.1 years in 2010 and 37.1 years in 2018. The same trend is visible for both female and male residents of Clark County. Female residents of the County are generally older than their male counterparts due to a higher percentage of females in the older age cohorts. Although median age for both female and male residents has increased, females in Clark County have increased in median age by eight percent between 2000 and 2018 while the median age of males increased by about 7.7 percent.

Diversity

Racial and Ethnic Composition: Clark County as a Whole



Source: U.S. Census Bureau, 2020.

In 2020, Clark County was a majority-minority county with non-White residents making up about 61 percent of all those living in Clark County. Non-Hispanic, White residents still make up a plurality of Clark County residents at 39 percent, while those identifying as Hispanic or Latino – the second largest demographic group – accounting for about 31 percent of Clark County residents. Black or African American (12%), Asian alone (10%), and those identifying as two or more races (5.5%) make up the other significant racial and ethnic groups in the County.

Since 2010, Clark County's population has become less White (down 10%), while most other racial or ethnic groups are growing – Hispanic or Latino has grown 2.8 percent, Black or African American has grown 2.2 percent, Asian has grown 2 percent, those identifying as two or more races has grown 2.8 percent, and there has also been slight increases in the proportion of Clark County residents identifying as Hawaiian or Pacific Islander or Some Other Race. The portion of Clark County that is Native American has gone down slightly over the eight-year period.

Racial and Ethnic Composition: Clark County and is Cities

Within Clark County's incorporated cities, racial and ethnic diversity varies greatly. In Boulder City, 83.2 percent of residents are White and 9.1 percent identify as Hispanic or Latino. Mesquite is 71.7 percent White and 21.6 percent Hispanic or Latino. Henderson is a 58.6 percent White, 17.9 percent Hispanic or Latino, and 9.1 percent Asian (the incorporated city with the largest proportion of Asian residents). Las Vegas is over 40 percent White, almost 33 percent Hispanic or Latino and over 12 percent Black or African American. North Las Vegas is 41

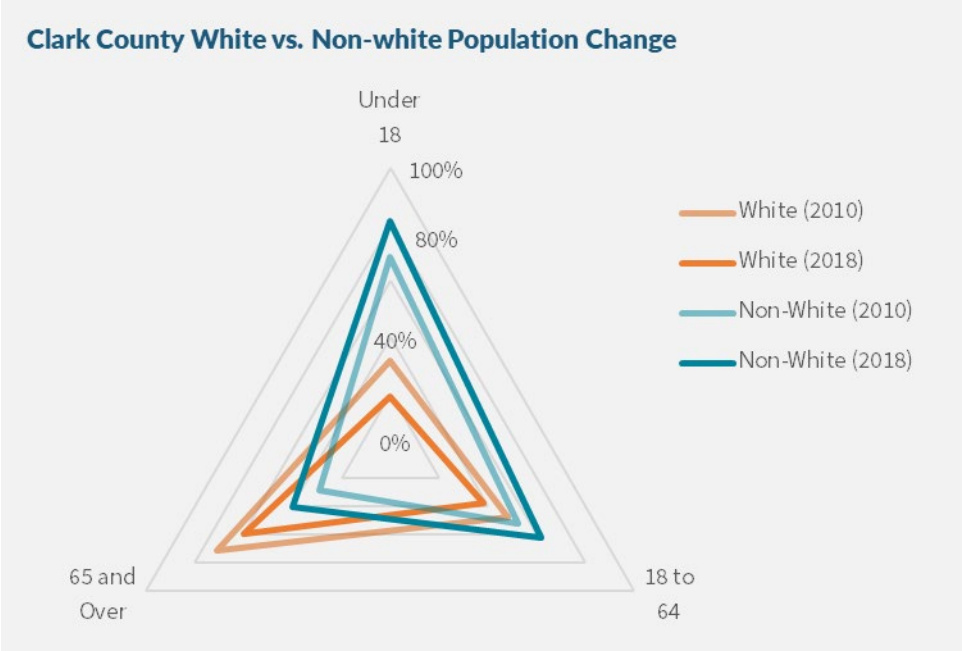
percent Hispanic or Latino, over 24 percent White, and over 21 percent Black or African American. North Las Vegas is the incorporated community with the highest proportion of both Hispanic or Latino and Black or African American residents. Finally, unincorporated Clark County is almost 39 percent White, over 32 percent Hispanic or Latino, almost 13 percent Asian, and over 10 percent Black or African American.

Racial Composition Clark County Cities and Unincorporated Areas (2020)

Group	Boulder City	Henderson	Las Vegas	Mesquite	N. Las Vegas	Unincorporated
White alone	83.2%	58.6.0%	40.4%	71.7%	24.5%	38.9%
Hispanic/Latino	9.1%	17.9%	33.3%	21.6%	40.7%	32.2%
Black/African American alone	1%	6.4%	12.3%	1%	21.3%	10.4%
Asian alone	1.5%	9.1%	7%	1.8%	6.4%	12.9%
Native Hawaiian/Pacific Islander alone	0.1%	0.7%	0.7%	0.2%	1%	0.8%
Native American alone	0.5%	0.4%	0.4%	0.6%	0.3%	0.5%
Two or More Races	4.2%	6.3%	5.3%	2.9%	5.2%	3.9%
Some Other Race	0.4%	0.6%	0.6%	0.4%	0.6%	0.4%

Source: U.S. Census Bureau, 2020

Between 2010 and 2018, there has been a decrease in the portion of all age cohorts in Clark County identifying as White when compared to all other race or ethnic groups (Non-White). Most prominently, residents under the age of 18 have seen a 13 percent increase in the portion of that age cohort identifying as Non-White (with a corresponding 13% decrease in those identifying as White). Despite these trends, the portion of Clark County residents identifying as White continues to make up a majority of those age 65 and over. Among this age group there has still been an 11 percent shift towards those identifying as a race or ethnicity other than White alone.



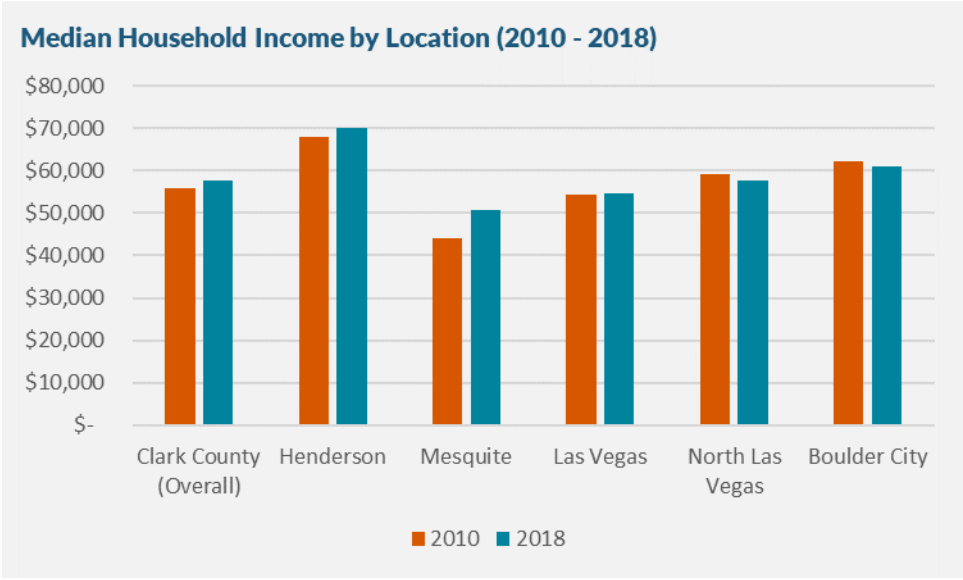
Source: US Census Bureau, 2006-2010 American Community Survey 5-Year Estimates

Source: U.S. Census Bureau, 2014-2018 American Community Survey 5-Year Estimates

Income

Household Income[2]

Median income in Clark County increased by almost three percent between 2010 and 2018, from over $55,700 to almost $57,600. This overall increase in household income over the period includes the changes experienced by



Source: US Census, American Community Survey 5-year estimates, 2010 and 2018

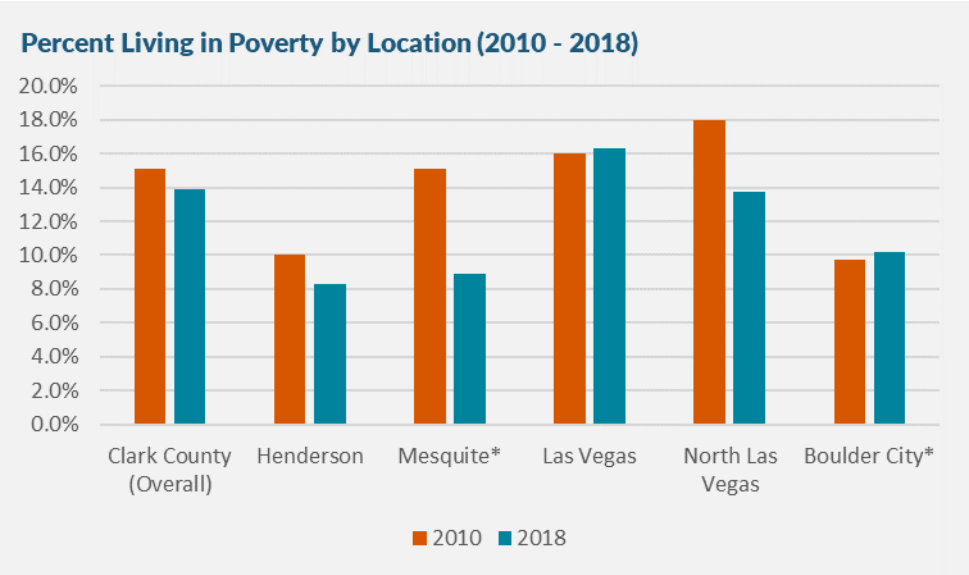
[2] Comparable Household Income and Poverty data not available for 2000 or 2020.

the five incorporated cities and all unincorporated Clark County. Of the five incorporated cities, Mesquite saw average household incomes increase by over 14 percent – although they remain the lowest of the incorporated communities at almost $50,600 in 2018. Henderson, already the community with the highest average household income, experienced a 2.8 percent increase over the eight-year period to almost $70,000 on average. Average household income in Las Vegas was stagnant ($360 increase) while average household income in North Las Vegas and Boulder City fell between 2010 and 2018 by over two percent.

Between 2010 and 2018, the median income in Clark County has grown more slowly than Nevada or the nation. In 2010, the Clark County median income was higher than both the state and national median, with the County being $4,344 higher than the US median. By 2018, the reverse is true, and Clark County's median income is below the state and national median.

Poverty Rate[3]

Over the same period (2010 to 2018), the poverty rate in Clark County fell from just over 15 percent to less than 14 percent. Mesquite witnessed the largest decrease in the percent of residents living in poverty (15.1% to 8.9%). Poverty rates also decreased in North Las Vegas (down 4.3%) and Henderson (down 1.7%). In Las Vegas and Boulder City, the percentage of residents living below the poverty line increased slightly between 2010 and 2018 by 0.3 percent and 0.5 percent, respectively.



Source: Mesquite and Boulder City values are based on 2012 and 2018 5-year estimates. 2010 estimates, and 1-year estimates are not available for these communities.

Source: ACS 1-year estimates, 2010 and 2018 for other communities.

In 2018, Las Vegas had the highest poverty rate in the County, at more than 16 percent. All other communities were below the countywide poverty rate of 13.9 percent in 2018. North Las Vegas is very close to the countywide poverty rate, with 13.7 percent of residents living in poverty. The lowest poverty rates in 2018 were in Henderson and Mesquite, with 8.9 and 8.3 percent, respectively.

The poverty rate in each Clark County community is highest among non-White racial and ethnic groups. In Las Vegas, Blacks or African Americans and Native Americans experienced poverty rates of 26 percent in 2018. In Mesquite, the poverty rate for Blacks or African Americans is over 29 percent. The rate of poverty for

[3] Comparable Household Income and Poverty data not available for 2000.

Hispanic/Latino residents is highest in North Las Vegas, at 17 percent in 2018. The only community with Hispanic/Latino poverty rates below 15 percent is Las Vegas, where the rate is 12.5 percent.

In 2018, Las Vegas had the highest rate of residents over 65 living in poverty, at 10.1 percent. All other cities within the County have poverty rates among older adults below 10 percent. Las Vegas and North Las Vegas have the highest rate of children under 18 living in poverty at almost 23 percent and over 19 percent, respectively.

Summary: Demographic Trends and Key Issues

Trends	Key Issues
AN AGING POPULATION	
Clark County's population is aging, with significant growth in age groups over 65.	Demographic trends will influence the type and level of services needed in the future. Growth in the over 65 age cohort suggests a need to plan for the housing and service needs of an aging population.
The increase in residents 65 to 74 could indicate that the County is attracting retirees to settle in the area.	The need to plan for and accommodate such groups could be increased if the trend of in-migration of retirees continues.
AN INCREASINGLY DIVERSE POPULATION	
Clark County is increasingly diverse, with a "majority minority" population accounting for 60.6% of residents. Hispanic/Latino, Black or African American, Asian, and those identifying as Two or More Races have increased as a share of County population.	It will be important to understand the barriers facing certain groups or areas of the County (whether they be related to poverty, health, employment, educational attainment, ages, etc.) to ensure all residents have access to the services, resources, infrastructure, and opportunities they need.
There is an uneven distribution of minority population among incorporated cities. North Las Vegas, Las Vegas, and unincorporated Clark County are the most diverse communities.	Outreach and programming efforts (e.g., translation services, community liaisons) should be responsive to the needs of different populations.
GEOGRAPHIC DISPARITIES IN INCOME GROWTH AND POVERTY LEVELS	
Income growth is slow at 3% over eight years, and has not been evenly distributed across Clark County and its cities.	Income growth may not be keeping pace with increases in housing costs, contributing to the cost burden issue.
Poverty rates in incorporated cities in Clark County are highest among Non-White communities.	As non-white groups are the fastest growing populations in the County, particularly among those under 18, this could mean more children growing up in poverty.
Poverty rates are unevenly distributed among cities in Clark County and declined between 2010 and 2018 in all cities except Las Vegas and Boulder City.	Areas with higher rates of poverty, like Las Vegas, are at greater risk of resident displacement. Residents with lower incomes require access to transit and alternative modes of transportation, and would benefit most from economic development and affordable housing programs.

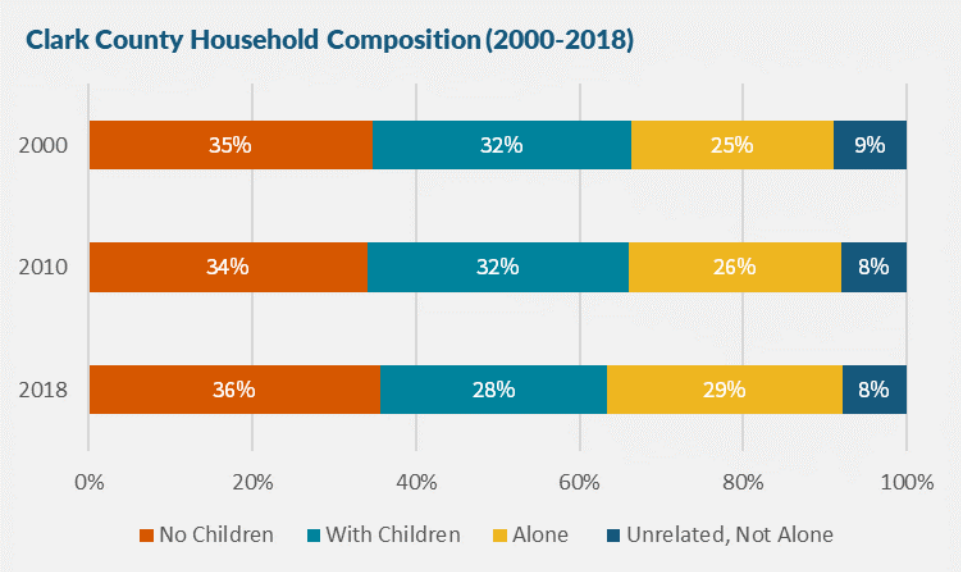
HOUSING

In compliance with NRS 278.160 (1)(h), Clark County completed an update to the required Housing Element of the Comprehensive Plan in 2019. This Element recognizes three central goals with respect to housing, which are: the need to accommodate growth in the area through provision of housing; the importance of maintaining affordability and providing housing options for residents with diverse income levels; and the importance of constructing diverse housing types. The information contained in the Housing section of this report shows current indicators related to Housing Element goals, and points to implications for successfully planning how to meet those needs and goals into the future.

Occupancy and Tenure

Household Composition

Since 2000 the composition of Clark County households has shifted to have more people living alone and fewer households with children. Households without children have increased slightly while those with multiple unrelated persons living together have moderately decreased over the 18-year period.

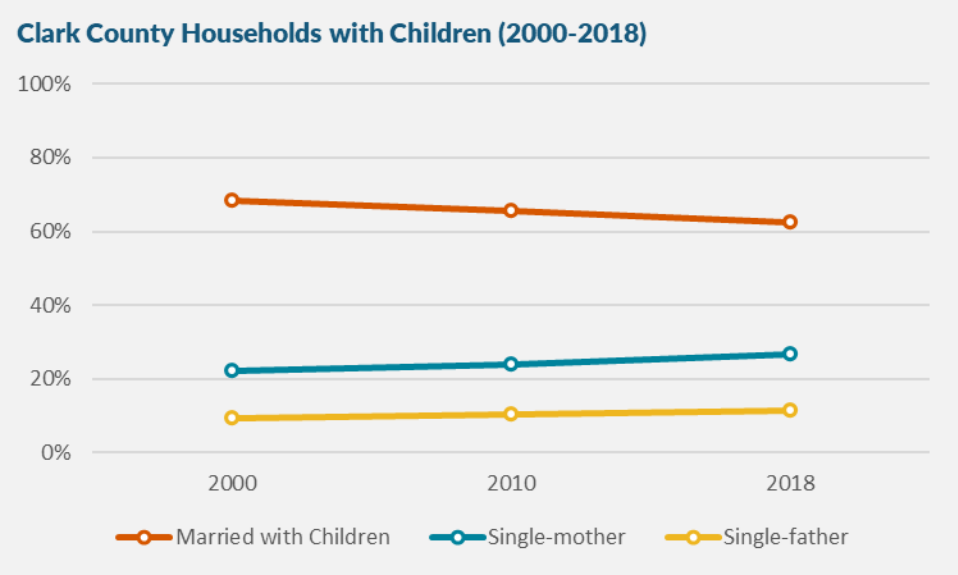


Source: US Census, American Community Survey, Households and Families, 5-year estimates 2010 and 2018; Decennial Census, 2000

In 2018, Clark County had 767,954 households. Of these, 488,867 or 64 percent were family households (those with residents related by marriage or blood), and 279,087 or 36 percent were non-family households (those where the householder lives alone or with a person to whom they are unrelated). In 2010, family households accounted for 66 percent of the almost 700,000 households in Clark County, while non-family households made up 34 percent of all households. The increased share of non-family households is primarily the result of an increase in the number of those living alone.

Of the 28 percent of Clark County households with children in 2018, those headed by a single mother accounted for 26.5 percent (up from 24% in 2010), those headed by a single father comprised 11.2 percent (up from 10.4% in 2010), and the remaining 62.3 percent of households with children were married couples (down from 65.6% in 2010). In 2000, 68.5 percent of households with children were headed by married couples, 22 percent were headed by a single mother, and nine percent were headed by a single father.

Households in Clark County with at least one resident 60 years or older have increased from 30 percent in 2010 to 36.5 percent in 2018. Households with at least one resident 65 years or older have grown from seven percent to more than nine percent over the same period.



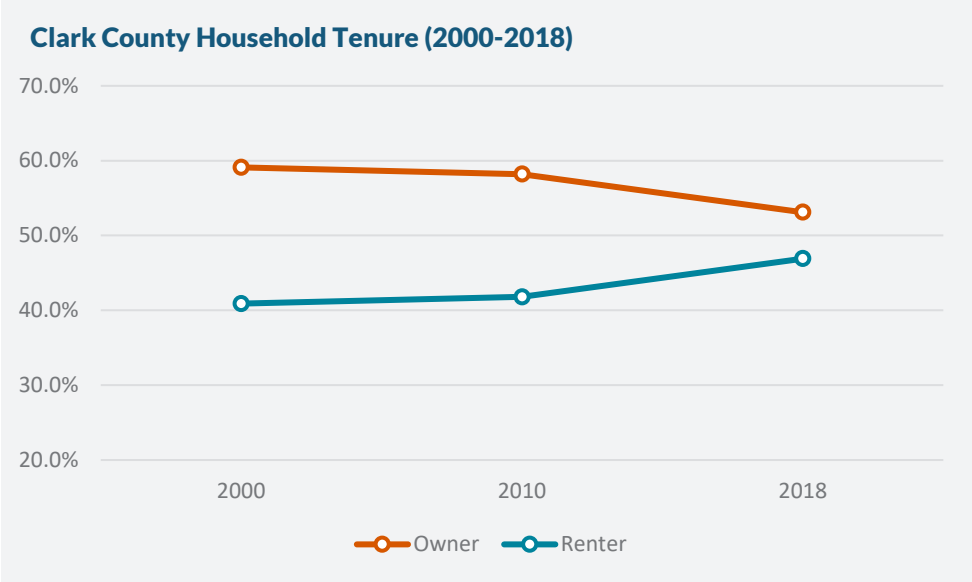
Source: Source: US Census, American Community Survey, 5-year estimates, 2010 and 2018; Decennial Census, 2000

Renter and Owner Households

Since 2000, the percent of homes in Clark County that are owner-occupied has decreased from 59 percent to 53 percent, while renter-occupied units have increased from 41 percent to 47 percent. This trend has been most notable since 2010 with more than 12 percent increase in renter-occupied units.

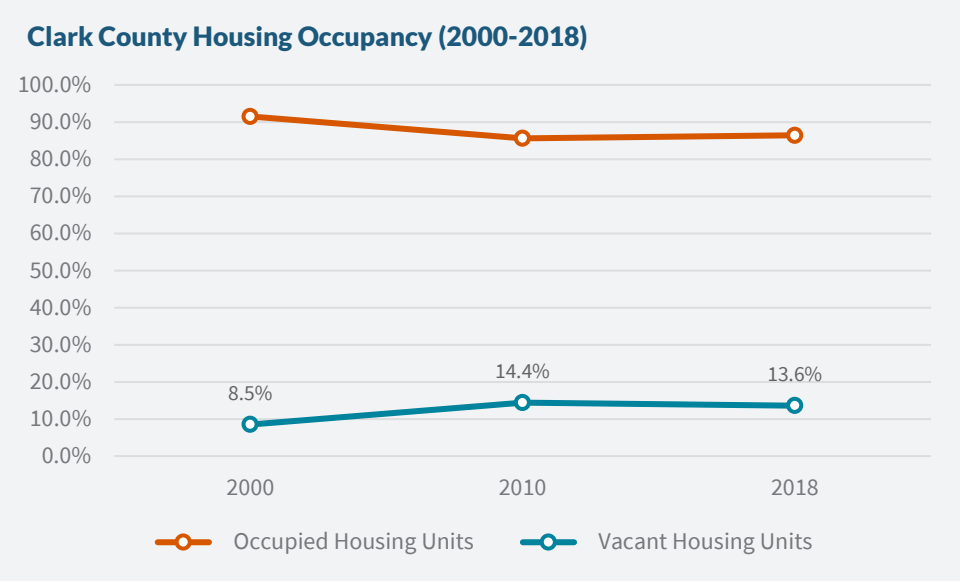
Meanwhile, the number of vacant housing units in Clark County increased from 8.5 percent in 2000 to 14.4 percent in 2010, and then declined slightly to 13.6 percent in 2018. While the total number of vacant units has grown since 2000, the vacancy rate (percent of all units) decreased between 2010 and 2018 – homeowner vacancy rate declined from 4.8 percent to 2.3 percent and rental vacancy rate fell from 10.9 percent to almost 8.9 percent.

Although it is lower now than in 2010, by far the largest group of homeowners is married households. In 2010, 72.5 percent of married households owned their home. By 2018 that number decreased to 68 percent.



Source: US Census, American Community Survey, Households and Families, 5-year estimates 2010 and 2018; Decennial Census, 2000

The lowest rate of home ownership was among single female householders. In 2010, 41.9 percent of single female householders were homeowners, that percentage fell to 38.5 in 2018.



Source: US Census, American Community Survey, Households and Families, 5-year estimates 2010 and 2018; Decennial Census, 2000

Household Size

The average number of residents per household in Clark County has slightly increased between 2000 and 2018. However, there has not been a significant increase. Overall, Nevada has a slightly smaller average household size than Clark County with 2.68 persons in 2018, up from 2.65 in 2010.

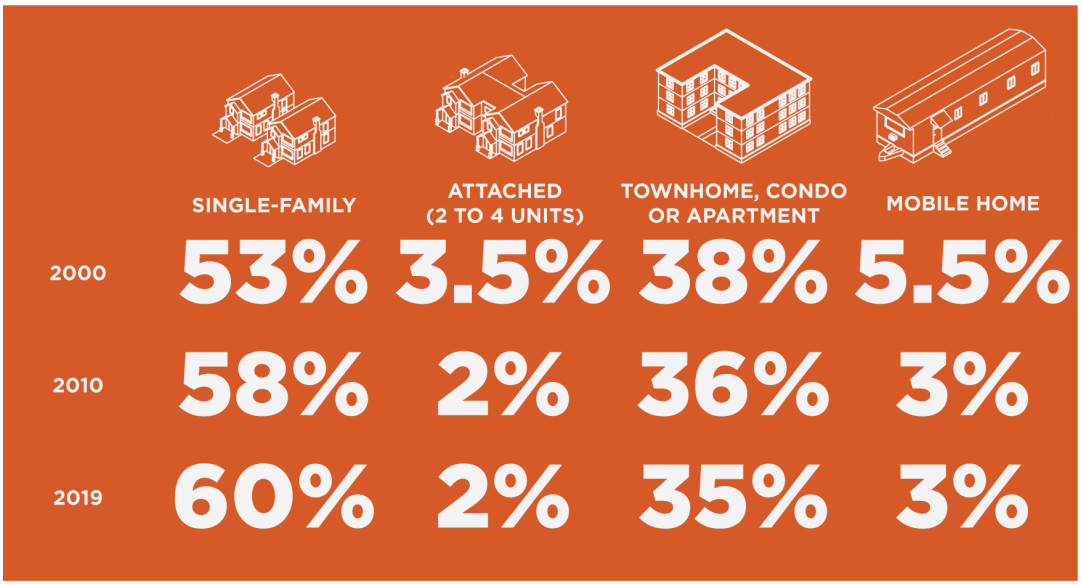


Source: US Census, 2000, 2010 and 2018

Housing Diversity

The most prevalent building type in the County is single family dwellings, at 60 percent of all units in 2019. This is followed by apartment in buildings of five or more units, at 21 percent.

From 2000 to 2019, the County saw an 80 percent increase in the number of single-family dwellings. The magnitude of the increase reflects the building boom that took place in the area, particularly from 2000-2010.



Source: Southern Nevada Consensus Housing Unit Count, August - Roll Close 2019

At the same time, there was a decline in single-family attached units, multi-family housing, and mobile homes. Multi-family housing units (townhomes, condominiums, and apartments) declined as a percentage of housing stock from 38 percent to 35 percent between 2000 and 2019. Apartments alone decreased from 27 percent of all units in 2000 to 21 percent in 2019. Alternatively, both townhomes and condos have increased as a percentage of all housing units since 2000. Townhomes account for five percent of housing stock in 2019, up from four percent in 2000, while condos have increased from seven to nine percent of all housing between 2000 and 2019.

There has also been a decline in two- to four-unit buildings and mobile homes. The trends in construction of attached units may be partially explained by construction defect laws in Nevada, which were changed in 2018 and appears to be reducing the rate of decline in construction of attached residential units. Although neither category has accounted for more than 5.5 percent of total stock since 2000, the relative percent of both has dropped by more than 10 percent from 2000 to 2019, removing affordable units from the overall stock of housing in the County.

Age of Housing Stock

Age of Housing Stock by Location, 2018

	North Las Vegas	Las Vegas	Henderson	Boulder*	Mesquite	Clark County
Built 2014 or later	3.7%	2.9%	7.5%	0.8%	2.9%	5.0%
Built 2010 to 2013	2.8%	3.3%	4.2%	0.3%	6.5%	3.7%
Built 2000 to 2009	45.3%	21.6%	31.1%	11.3%	45.4%	29.2%
Built 1990 to 1999	23.9%	32.3%	36.4%	18.8%	31.5%	28.2%
Built 1980 to 1989	5.1%	16.9%	14.3%	18.0%	6.8%	14.5%
Built 1970 to 1979	7.5%	9.5%	3.9%	28.3%	4.7%	11.1%
Built 1960 to 1969	6.0%	7.7%	0.8%	6.1%	1.1%	4.8%
Built 1950 to 1959	4.5%	4.0%	1.1%	2.9%	1.2%	2.3%
Built 1940 to 1949	1.2%	1.3%	0.5%	6.6%	0.0%	0.8%
Built 1939 or earlier	0.1%	0.7%	0.2%	6.9%	0.0%	0.4%

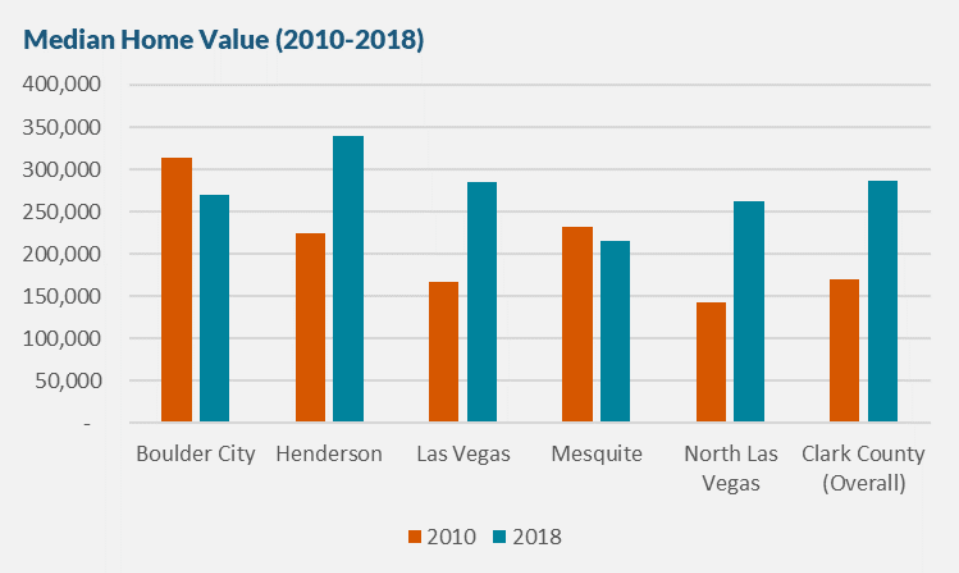
Source: US Census, Selected Housing Characteristics, 2018 1-year estimates; Boulder City, 2018 5-year estimates

In the incorporated cities, and across the County, housing is "young." With the sole exception of Boulder City, where 28 percent of housing dates to the 1970s, over 50 percent of all the housing in every community has been built within the last 30 years. The County's building boom is clear from these percentages, as is the severe slowdown in housing construction during the bust. Mesquite and North Las Vegas saw the greatest increases in housing over recent decades. In North Las Vegas, 70 percent of all housing was built in just two decades, between 1990 and 2009. Mesquite had fully 3/4 of its housing built during this time. In Henderson, these decades account for 2/3 of housing.

Values and Costs

Home Values

Since reaching their lowest points around 2008 during the Great Recession, median home values in most cities, and throughout the County, have been on the rise.



Source: US Census, Selected Housing Characteristics, 1-year estimates 2010 and 2018; Boulder and Mesquite, 5-year estimates, 2010 and 2018

Boulder City and Mesquite have not shared in the recovery. In these two cities, 2010 home values were greater than those in 2018. Between 2010 and 2018, median home value in Mesquite declined seven percent, while median home value in Boulder City declined 14 percent. By contrast, other cities and the County saw very significant indicators of recovery in the housing market. Median home value in North Las Vegas increased 84 percent over eight years, while in Las Vegas itself that increase was 70 percent. These two communities saw the greatest level of price increase over the timeframe. Henderson median prices increased 50 percent, and Countywide, the increase was 68 percent.

Henderson has the highest median home value in 2018, at $339,900, and Mesquite the lowest, at $216,000. Countywide, the median home value in 2018 is $286,000. Las Vegas is very close to the county median, at $285,000. The North Las Vegas median home value is $262,200, and Boulder City is $269,200.

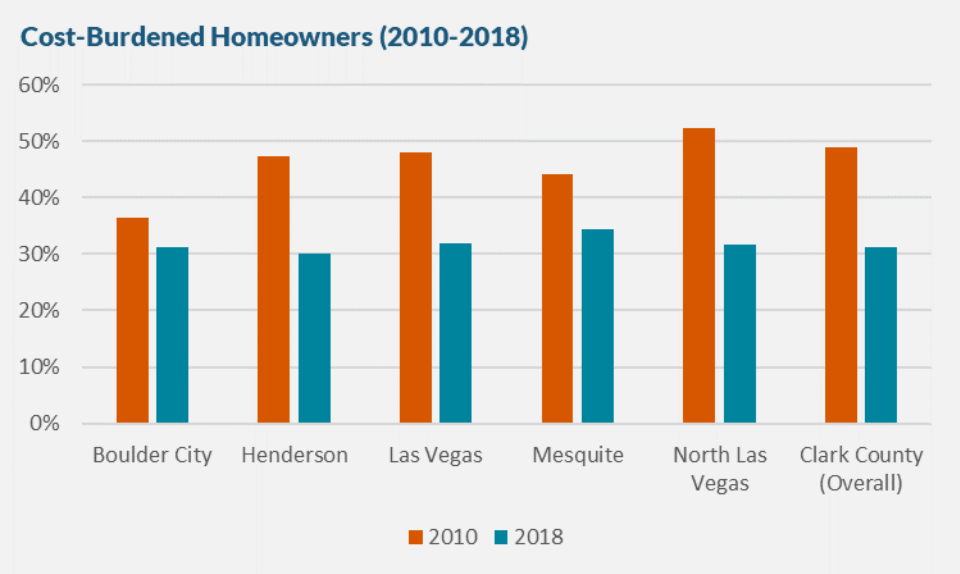
Housing Costs

Homeowners' Costs

In 2018, the countywide median monthly cost for housing units with a mortgage was $1,468 per month. This was highest in Henderson, at $1,641 per month, and lowest in Mesquite, at $1,200 per month. Both Las Vegas and North Las Vegas are close to the County median, at $1,448 and $1,398, respectively.

Monthly costs in every location were lower in 2018 than in 2010, sometimes significantly so. The greatest difference is in North Las Vegas, where 2010 median monthly cost for a housing unit with a mortgage was $1,833, which is a decrease of nearly 1/3, or $435 per month less. Monthly costs in Las Vegas were almost 25 percent

lower, declining from $1,785 per month. The Countywide percentage is similar to Las Vegas, dropping nearly one quarter. Each of the other cities saw a decrease of 12 percent between 2010 and 2018 costs.



Source: US Census, ACS, Selected Housing Characteristics, 5-year estimates 2010 and 2018

Households that spend over 30 percent of their income on housing alone are considered to be cost-burdened. Though Mesquite has the lowest monthly cost in 2018, 34.5 percent of homeowners – the greatest percentage of any community – pay more than a third of their income for housing. Boulder City has the lowest percentage of cost-burdened owners, at 29.3 percent. Henderson, Las Vegas, and North Las Vegas all have 30-32 percent of their populations paying over 30 percent of their income on housing costs.

In correlation with the decrease in monthly median mortgage costs between 2010 and 2018, the number of homeowners reporting cost burdens correspondingly declined in every location and Countywide. North Las Vegas saw the largest decrease in monthly costs and was the location with the biggest decline of owners reporting cost burdens, going from 52 percent in 2010 to about 32 percent in 2018. Las Vegas and Henderson both saw a decline in the number of cost-burdened households of about 17 percent over the period. Boulder City and Mesquite saw a smaller change in number of cost-burdened owners, but still were about 10 percent lower in 2010 than 2018.

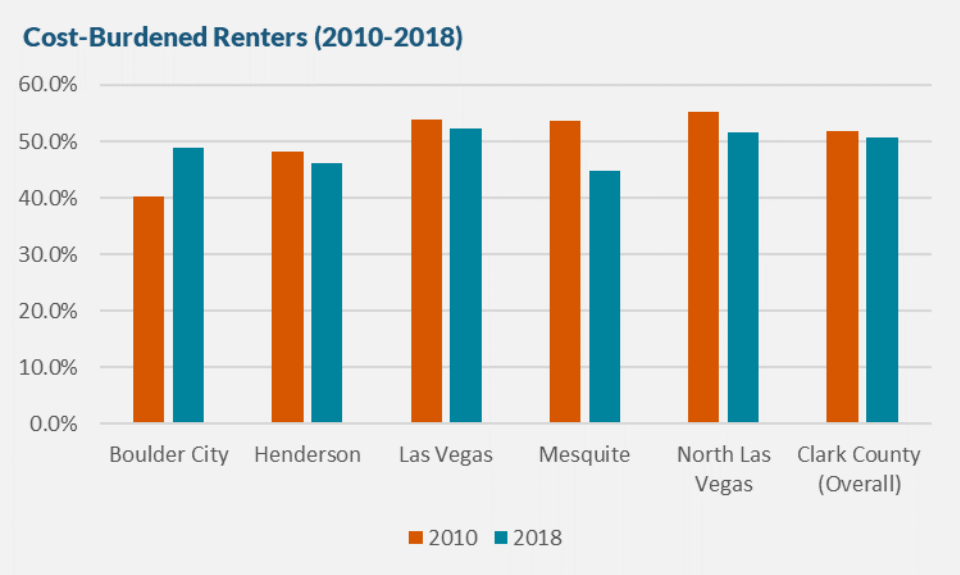
Renters' Costs

In 2018, the median monthly cost for renters in Clark County was $1,088. The highest monthly median was in Henderson at $1,226 per month, and the lowest was in Mesquite at $849 per month. Las Vegas was very close to the County median at $1,057 per month, and North Las Vegas was slightly higher at $1,168 per month. Monthly renter costs are similar, especially within the Valley.

Monthly rental costs did rise between 2010 and 2018 (except in Mesquite) though generally not very steeply – less than $100 per month. The exception to that, and the highest increase, was in Boulder City where 2018 prices were 24 percent higher than in 2010. Despite the cost increase, Boulder City still has one of the lower median monthly costs for renters ($991 per month in 2018). Henderson saw a 12 percent increase in median rental costs over the period – increasing $135 per month. North Las Vegas saw only a two percent increase, a difference of $28 between 2010 and 2018. Las Vegas and Clark County overall increased by five percent, or about $50.

Mesquite, already the location with the lowest monthly costs, was the exception to the increases. The monthly median rents in Mesquite declined from $886 in 2010 to $849 in 2018.

In 2018, over half of renters in Clark County overall spent more than 30 percent of their income on housing. The percentage of cost-burdened renters is highest in Las Vegas where 52 percent of renters paying more than a third of their income on rent. This is followed closely by North Las Vegas where 51 percent of renters pay more than a third of their income for housing. Henderson, despite having the highest monthly median cost, has one of the lower percentages of cost-burdened renter households at 46 percent. Mesquite has the lowest percent of cost-burdened renters – about 45 percent of renter households.



Source: US Census, ACS, Selected Housing Characteristics, 2010 and 2018 5-year estimates.

The number of cost-burdened renters remained fairly constant between 2010 and 2018 in most locations. Only Boulder City saw a marked increase in monthly costs, increasing from 40 percent of renters being cost-burdened in 2010 to nearly 49 percent in 2018. Mesquite, where monthly costs declined, also saw the sharpest decline in cost-burdened renter households, dropping about nine percent from 53.7 percent of households to 44.8 percent during the same period. All other cities and the County saw a modest decline in cost burdens among renters between 2010 and 2018.

Homelessness

The Southern Nevada Homelessness Continuum of Care Board conducts an annual census of the homeless in the Southern Nevada region. Though not specific to Clark County, the reports do encompass the County. From 2009 to present, the censuses have been showing a positive trend in the overall reduction of the homeless population in Southern Nevada. In 2009, the estimated number of homeless people in the region stood at 52,458, dropping during the decade to 14,114 in 2019.

As Clark County prepares to face the fallout from 2020's public health crisis, it is worth noting that job loss is the primary reason homeless individuals in the annual surveys cited for becoming homeless. The second most common reason is an inability to afford rent. The widespread existence of both of these phenomena in 2020 and into the near future indicate a need to plan for an uptick in the area's homeless population, the severity of which will be proportional to the duration and extent of the crisis.

Summary: Housing Trends and Key Issues

Trends	Key Issues
HOUSEHOLD DYNAMICS ARE CHANGING	
Single person households and single-parent households increased between 2010 and 2018 by 28% and 31%, respectively. Households with residents 60 years and older increased by 6.4% between 2010 and 2018.	As the composition of households in Clark County changes a broader diversity of housing options will be needed to match lifestyle preferences, income levels, and demand. Single person households and older populations in particular seek central locations that provide access to jobs, healthcare, transit, and other services.
Owner-occupied homes decreased from 59% in 2000 to 53% in 2018, while renter-occupied units increased from 41% to 47% during the same period. Married households made up the largest group of homeowners in 2018, single female households made up the smallest.	
HOME PRICES ARE INCREASING FASTER THAN INCOMES	
Home prices have reached or exceeded pre-Recession levels in most locations. With the exception of Boulder City and Mesquite, home prices in the region increased significantly between 2010 and 2019. Increases during this period ranged from 52% in Henderson to 84% in North Las Vegas.	The affordability of housing in the future will impact housing demand. If gaps between median home prices and median incomes continue to widen, fewer households may be financially able to own homes.
Between 2010 and 2018, the countywide increase in home prices rose 68%, while median income during that same period increased by only three percent. Approximately 31% of households in Clark County were cost-burdened in 2018, down from 49% in 2010.	
MORE RENTERS ARE COST-BURDENED	
Over half of renters were cost-burdened in 2018, down only slightly from 2010, in line with the national average. During the same period, rent prices held fairly steady, increasing between two and five percent, more in line with the modest rise in income.	Housing access and affordability is a growing concern for renters. With fewer and fewer households able to own homes and household dynamics changing, demand for rental housing will likely increase.
HOUSING STOCK IS BECOMING LESS, RATHER THAN MORE DIVERSE	
As a percentage of the County's housing stock, single-family detached homes increased from 53% in 2000 to 60% in 2019.	Single-family dwellings consume more land area and require greater expansion of costly infrastructure and municipal services. In addition, changing demographics and household dynamics demonstrate the need for more diverse housing options. Opportunities to incorporate higher-density and mixed-use development in areas that are served by transit should continue to be pursued.

Trends	Key Issues
The County's inventory of duplexes, 3- and 4-plexes and mobile homes represents a small percentage of all housing stock (about 5%) and actual numbers are declining. Between 2000 and 2018 the number of mobile homes decreased from 30,610 to 23,691 and 2-4plexes decreased from 19,791 to 17,646.	Loss of moderate density housing eliminates some of the more affordable housing options available in the area and contributes to an increased number of residents who may seek less expensive housing but be unable to find it. Efforts to preserve such housing where it exists, and build more of it where it does not, are two ways to address the growing need for affordable housing.
INCREASING RISK AND UNCERTAINTY FOR VULNERABLE POPULATIONS	
Between 2009 and 2019, the estimated number of homeless people in the region dropped by 73%, to 14,114.	The 2020 public health crisis is likely to have lasting implications for the third of the population already experiencing cost burdens in paying for their housing and may precipitate an increase in homelessness.

GROWTH AND DEVELOPMENT

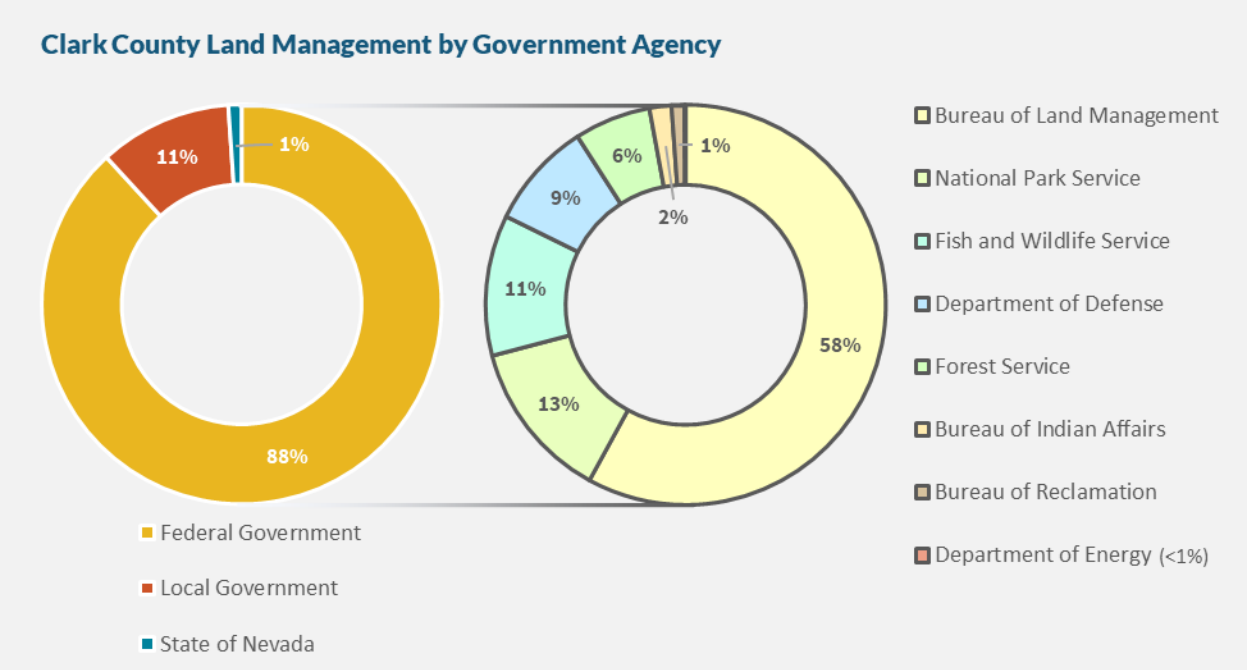
This section highlights major factors that influence growth and development in unincorporated Clark County. To help highlight relevant information in different parts of the County, some of the data and maps in this section are presented for two distinct geographies: Clark County as a whole and the Las Vegas Valley. For the purposes of this report, 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). 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, preservation as open space, or other uses outside of federal management.

Federal Lands

Ownership and Administration—Clark County as a Whole

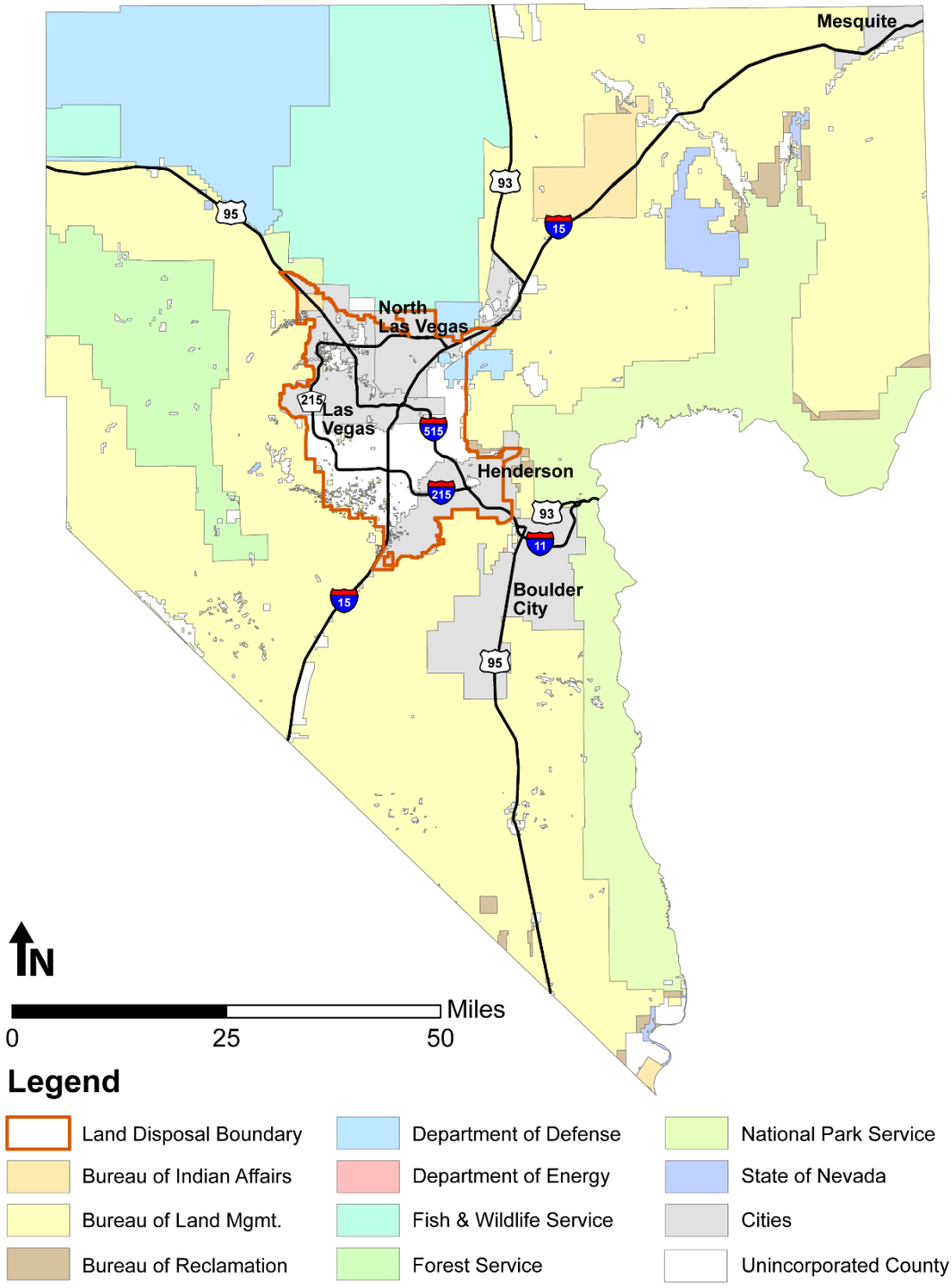
The federal government administers over 4.5 million acres of land in Clark County – accounting for over 88 percent of all land in Clark County (approximately 5.14 million acres). Private land within incorporated cities or the unincorporated County totals about 11 percent of land and the State of Nevada manages about one percent of land in Clark County.

Of all federal lands in Clark County, the Bureau of Land Management (BLM) is the largest landowner with approximately 2.6 million acres of land (51 percent of all land and 58 percent of all federal land). The National Park Service (NPS), U.S. Fish and Wildlife Service (FWS), U.S. Department of Defense (DOD), and USDA Forest Service (USFS) are the other major landowning agencies in Clark County. The Bureau of Indian Affairs (BIA), U.S. Bureau of Reclamation (USBR) and U.S. Department of Energy (DOE) are the federal agencies with the smallest area of land administered in Clark County. In some cases, multiple federal agencies jointly administer land in Clark County, including the 360,000 acre Nevada Test and Training Range, administered by both the U.S. Air Force (under the DOD) and FWS.



Source: Clark County Assessor, 2020.

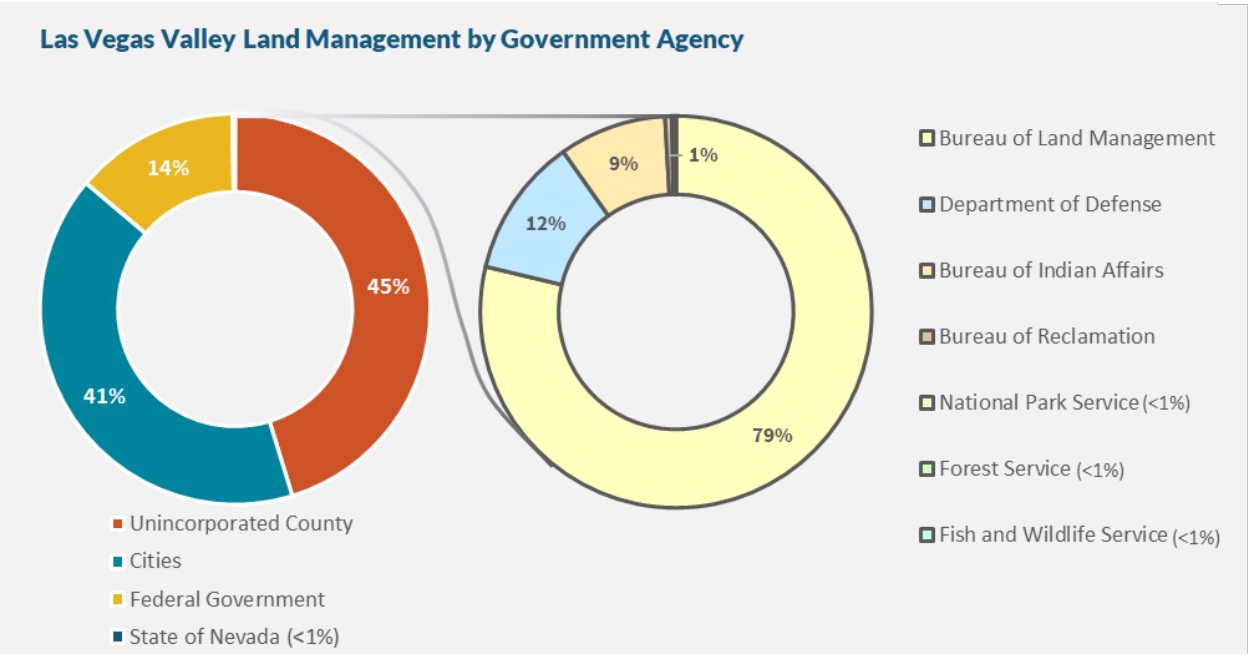
Clark County Federal Land Management by Agency



Ownership and Administration—Las Vegas Valley

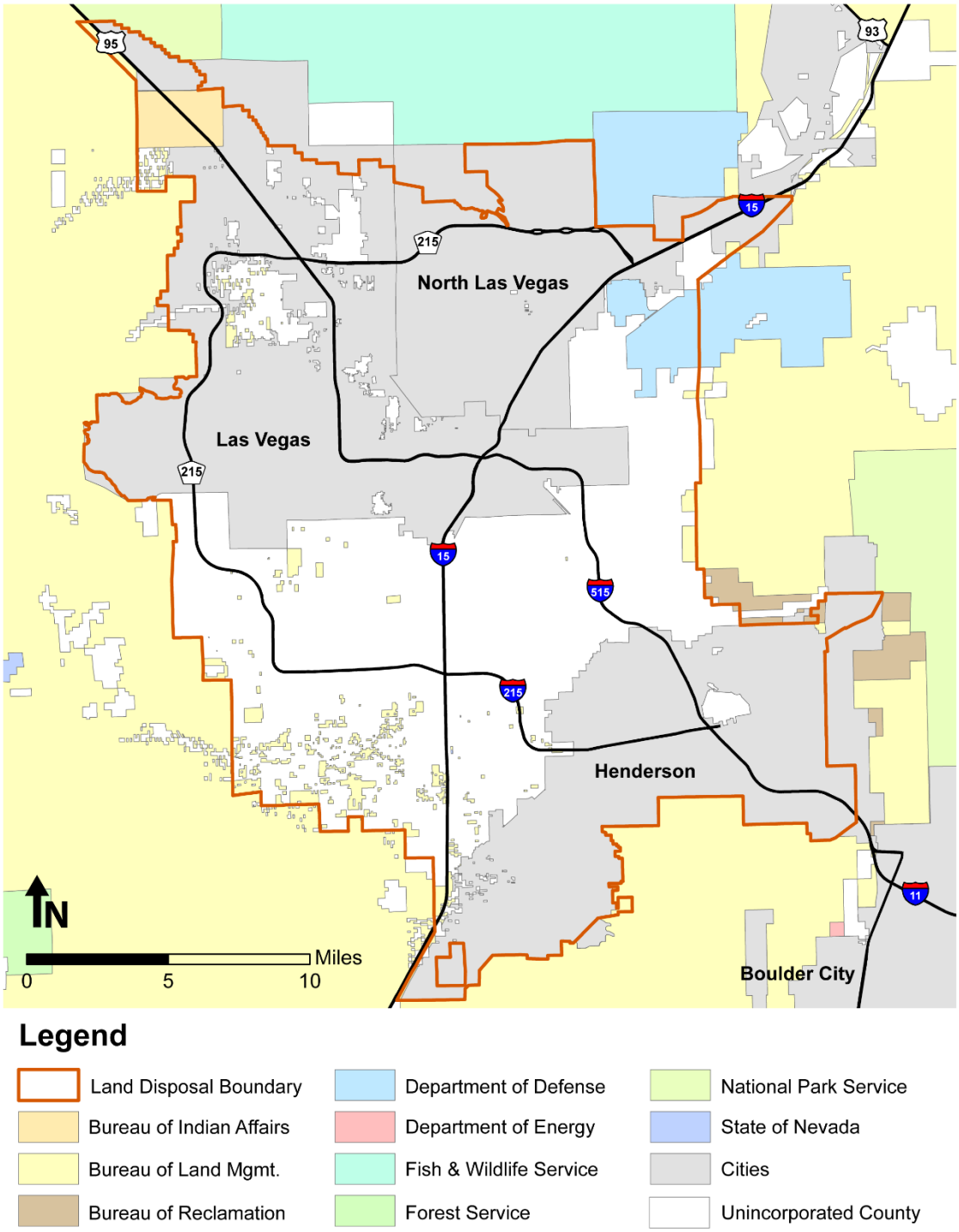
In the Las Vegas Valley only 14 percent of land is administered by the federal government. The other 86 percent is public or private land under the jurisdiction of Clark County or the cities of Henderson, Las Vegas, and North Las Vegas. Approximately 147,000 acres of the Las Vegas Valley is unincorporated (45%) while the incorporated areas (within city limits) account for about 133,000 acres (41%).

Within the Las Vegas Valley, of the 14 percent of land administered by the federal government, the vast majority is managed by BLM (79 percent), followed by DOD (12 percent), BIA (9 percent), and USBR (1 percent). The NPS, USFS, and FWS each account for less than one percent of all land ownership. The DOE has no land holdings in the Las Vegas Valley.



Source: Clark County Assessor, 2020.

Las Vegas Valley Federal Land Management by Agency



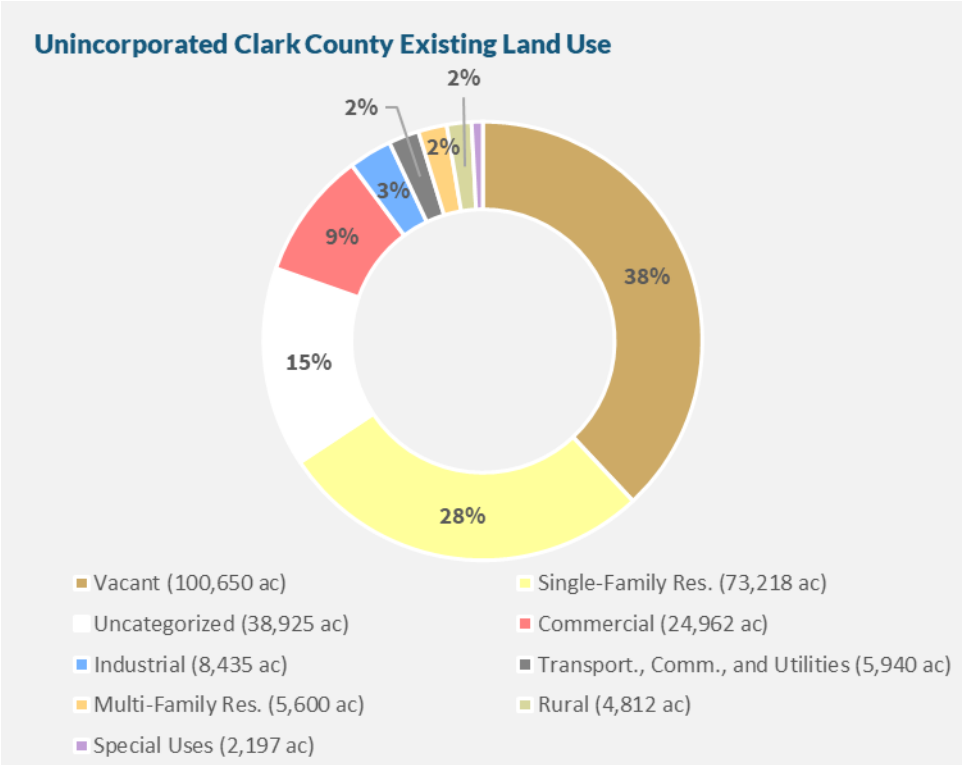
Legend

- Land Disposal Boundary
- Bureau of Indian Affairs
- Bureau of Land Mgmt.
- Bureau of Reclamation
- Department of Defense
- Department of Energy
- Fish & Wildlife Service
- Forest Service
- National Park Service
- State of Nevada
- Cities
- Unincorporated County

Existing Land Use

Unincorporated Clark County as a Whole

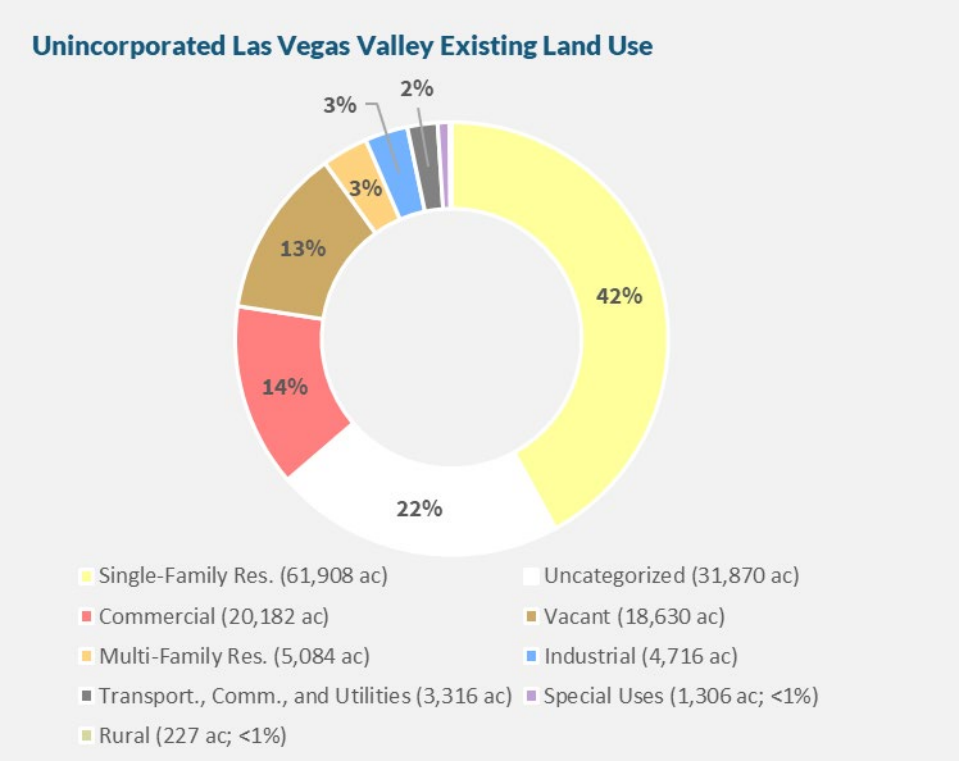
In total, privately owned land accounts for about 264,740 acres of the land in unincorporated Clark County (approximately 12 percent of the total acres). Approximately 100,650 acres (38 percent) of that privately owned land is considered vacant. The other 62 percent of the privately owned land in unincorporated Clark County is developed. A breakdown of all existing land uses is reflected on the chart below.



Source: Clark County Assessor, 2020.

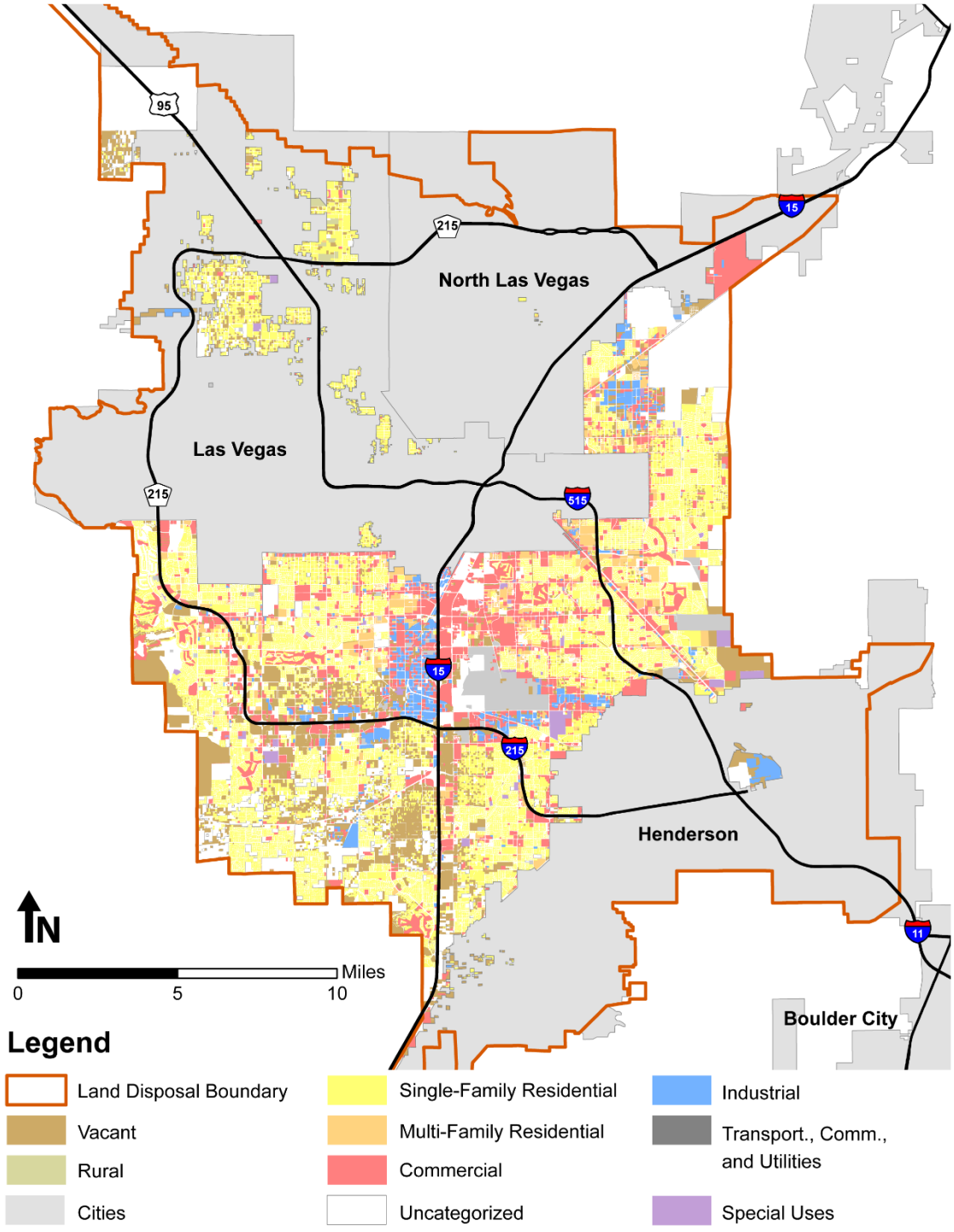
Las Vegas Valley

About 56 percent of all privately-owned land in unincorporated Clark County is located within the Las Vegas Valley. A large portion of this land (about 62,000 acres or 42 percent) is dedicated to single-family residential development. An additional 22 percent or almost 32,000 acres is considered uncategorized land—which includes rights-of-way, bodies of water, flood control infrastructure, and pending designations. Commercial uses account for 14 percent of this land (almost 20,200 acres). Just 13 percent of the unincorporated land in Las Vegas Valley (over 18,600 acres) is considered vacant. A detailed breakdown of existing land uses in unincorporated portions of the Las Vegas Valley is provided on the chart below.



Source: Clark County Assessor, 2020.

Unincorporated Las Vegas Valley Existing Land Use

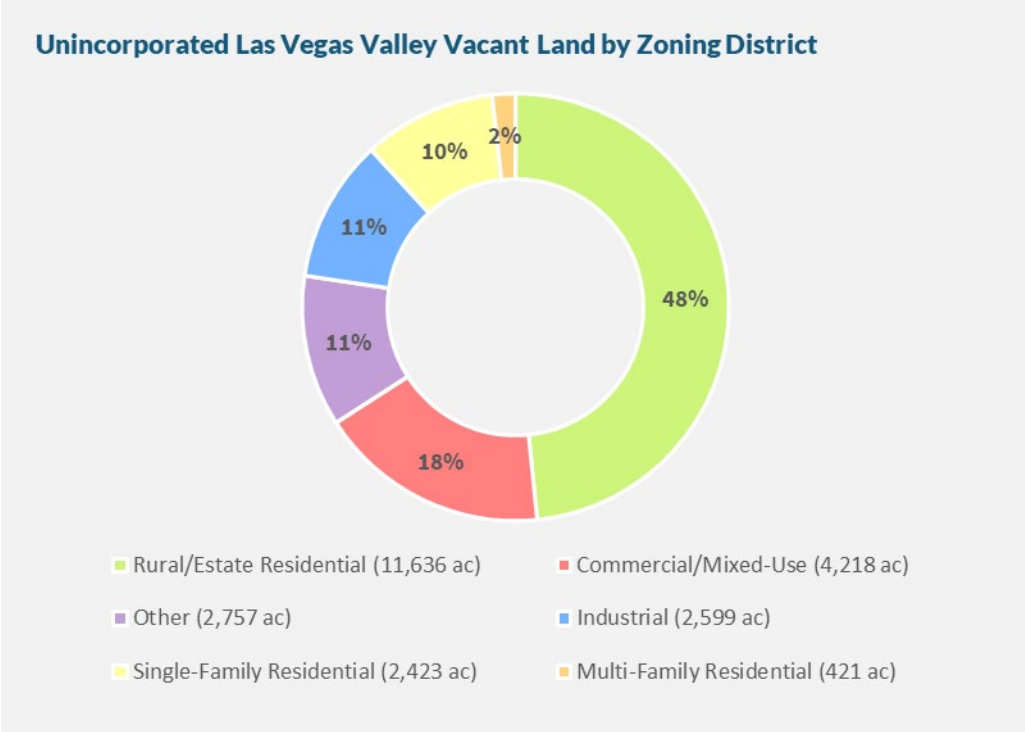


Land Capacity

Vacant, zoned land provides a high-level view of future growth potential in unincorporated areas of Clark County. This section provides a breakdown of current zoning for vacant, zoned land in the Las Vegas Valley by zoning district groupings. It does not account for sensitive lands, airport overlays, or other natural or man-made constraints. Additional land capacity may also be achieved in unincorporated areas of Clark County through the redevelopment of underutilized properties.

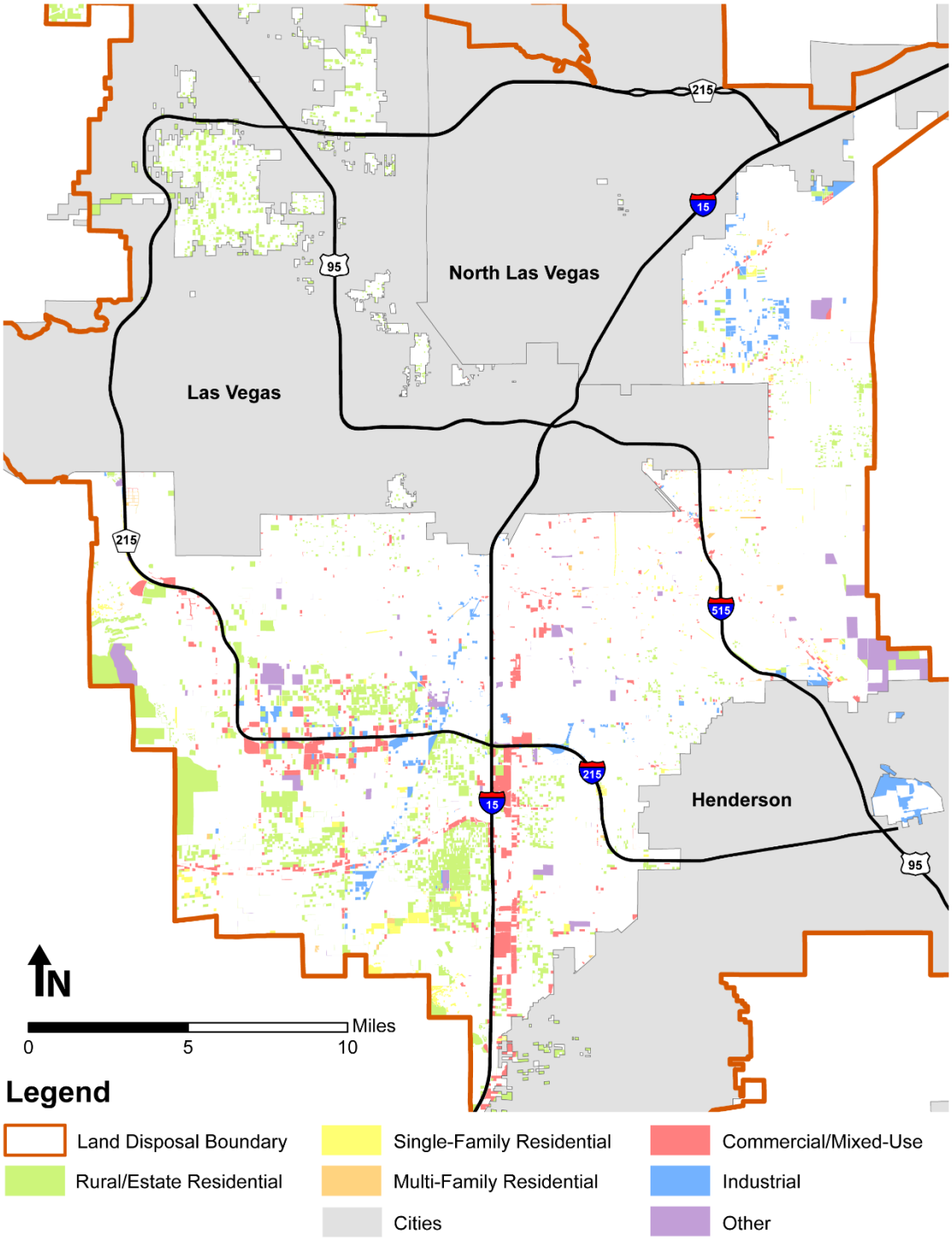
Vacant Zoned Land within the Las Vegas Valley (Unincorporated)

Within the Las Vegas Valley, 60 percent of unincorporated vacant land is zoned for residential development – the majority of which is zoned in a rural or estate district (R-A, R-D, R-E, and R-U). In total, these rural residential zoning districts account for over 11,600 acres (48 percent of unincorporated vacant land). However, in some areas the R-E district was originally intended as a "holding" zone that would ultimately be rezoned to a higher density or more intense zoning district. Single-family residential zoning (R-1, R-1a, R-2, R-T, and RUD) makes up over 2,400 acres (10%) and multi-family residential zoning (R-3, R-4, and R-5) accounts for about 421 acres (2%) of all unincorporated vacant land in the Las Vegas Valley. Of the remaining vacant land in unincorporated areas of the Las Vegas Valley, 18 percent is designated for commercial or mixed-use (C-1, C-2, C-P, CRT, H-1, H-2, R-V-P, and U-V) development (about 4,200 acres), 11 percent is in an industrial zoning (M-1, M-2, M-D, and MLZ) district (about 2,600 acres), and another 11 percent (about 2,760 acres) is designated for other uses – including open space and public facilities (O-S, P-F, and municipal land in unincorporated areas).



Source: Department of Comprehensive Planning, Clarion Associates, 2020.

Las Vegas Valley Vacant Land Use by Zoning Designation



Summary: Growth and Development Trends and Key Issues

Trends	Key Issues
DEVELOPMENT CAPACITY	
Developable land in the unincorporated portions of the Las Vegas Valley is limited by adjoining federal lands, the Land Disposal Boundary, Harry Reid Airport, Nellis AFB operations, and other constraints.	While efforts are underway to expand the Land Disposal Boundary, a stronger focus on shifting land use patterns within the boundary will be needed in the future to accommodate future growth and accommodate the needs of a changing population (e.g., more diverse housing types, transit-oriented development)
	Existing land use patterns in some areas with FAA constraints conflict with the planned non-residential land uses for these areas.
Conversion of industrial land to residential has become more common in recent years	If the supply of employment land continues to decline, it will be challenging to attract the types of employers needed to diversify the economy. This challenge will likely be exacerbated by the current public health emergency
RTC and other regional partners have invested heavily in the expansion of Bus Rapid Transit in the Valley and plans for transit-oriented development, but low-density development remains in many areas	Encouraging/incentivizing transit-oriented development adjacent to BRT stations through area specific planning and zoning updates is a priority for the County and other regional partners
LAND USE COMPATIBLITY	
The approval of residential projects adjacent to industrial uses or industrially zoned land has become more common in recent years	Land use conflicts create considerable uncertainty for property owners, residents, existing/future industrial users, and service providers.
Requests for higher density infill development in rural areas are increasing, leading to concerns about compatibility with uses and activities	The need for more sensitive transitions in density and intensity where more intensive uses abut neighborhoods, cities, and Rural Neighborhood Preservation Areas (RNPs)
	A clearer distinction is needed between areas that are intended to remain rural, and rural areas that intended to transition to higher intensity uses or densities over time

ECONOMY

The temporary closure of the region's economy due to the public health crisis (beginning in Mid-March 2020) shut down tourism and gaming completely for a period of time. All information presented in this section represents pre-pandemic conditions.

Employment

Top Employers in Clark County

Of the fifteen largest employers in the County, five are in the public sector (either local or state government) and 10 are private sector employers. Nine of the 10 largest private employers are in the hospitality and gaming industry, demonstrating the central importance of this trade to the County's economy. According to UNLV's CBER, 41.9 percent of all private employment in Southern Nevada depends on the tourism industry.

Largest Employers in Clark County (2020)

	Employer	Number of Employees
1	Clark County School District	30,000 - 39,999
2	Clark County	8,500 - 8,999
3	Wynn Las Vegas	8,000 - 8,499
4	Bellagio LLC	7,500 - 7,999
5	MGM Grand Hotel/Casino	7,500 - 7,999
6	Aria Resort & Casino LLC	7,000 - 7,499
7	Mandalay Bay Resort and Casino	7,000 - 7,499
8	The Venetian/Palazzo Casino Resort	6,000 - 6,499
9	University of Nevada Las Vegas	5,500 - 5,999
10	Caesars Palace	5,000 - 5,499
11	Las Vegas Metropolitan Police	5,000 - 5,499
12	The Mirage Casino Hotel LLC	4,500 - 4,999
13	The Cosmopolitan of Las Vegas	4,000 - 4,499
14	University Medical Center of Southern NV	3,500 - 3,999
15	Southwest Airlines Co	3,000 - 3,499

Source: Nevada Department of Employment, Training and Rehabilitation and Applied Analysis

Unemployment Rate

As of January 2020, Clark County experienced its lowest rate of unemployment in 20 years, at 3.9 percent of the labor force. This rate was lower than at any time prior to the Great Recession, indicating a full economic recovery in terms of employment. At the height of the crisis, in January 2011, the rate stood at 14 percent and it has been steadily dropping since that time. Under the circumstances of COVID-19, at the time this report is being written, it is likely that unemployment (along with other economic indicators) will experience a reversal of its on-going positive trend.

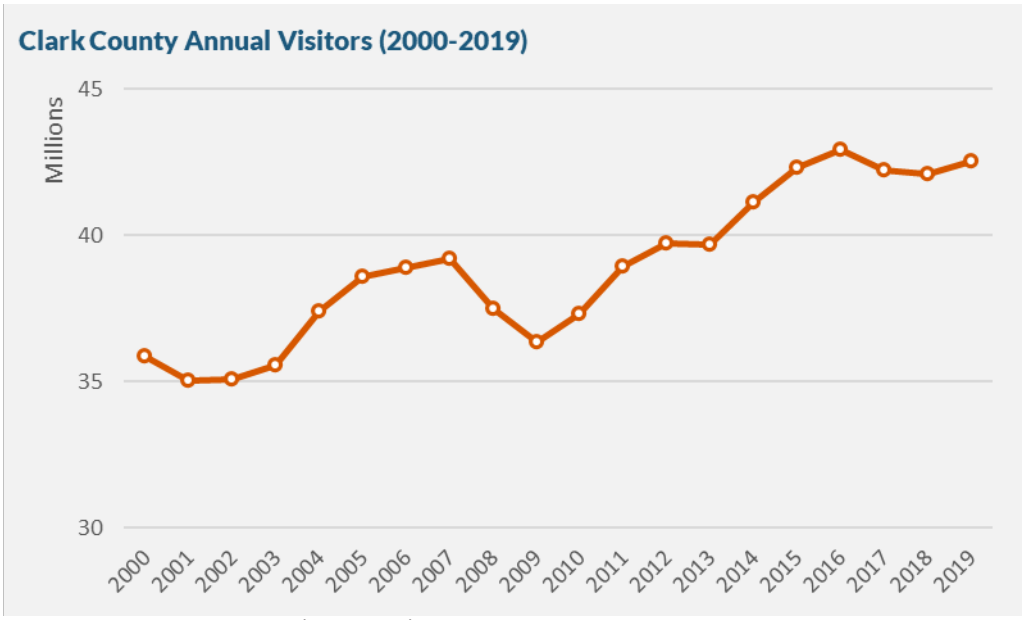


Source: Bureau of Labor Statistics, Clark County Nevada Unemployment, January 2000 – January 2020

Tourism

Tourism is critical to the County's economy. This is demonstrated by the 3.5 million visitors that visit Las Vegas on average each month – a number greater than the entire state's year-round population. Convention attendees alone account for about 500,000 of those monthly visitors, with up to 700,000 in winter months. The total number of visitors to Las Vegas alone between January 2019 to January 2020 was 46,069,100. Adding visitors to Laughlin and Mesquite increases the annual number of annual visitors by another three million.

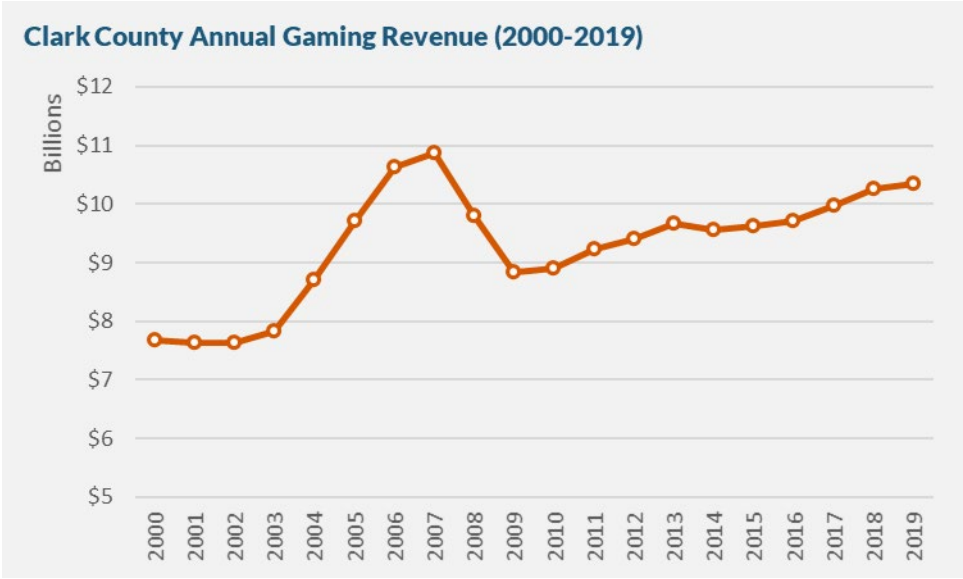
Clark County Visitor Volume



Source: Las Vegas Convention and Visitors Authority

Clark County Gross Gaming Revenues

Tourism's contribution to County revenue from gaming is significant. In 2000, the annual contribution of gaming revenue was $7.6 billion. From that time, it rose 42 percent through 2007, reaching a high of $10.8 billion just prior to the onset of the Great Recession. Revenues dropped 19 percent through 2009 when gaming revenue hit its lowest annual point of $8.8, before beginning to recover through 2019. Year-end gaming revenue of $10.3 billion in 2019 had almost equaled the 2007 high of $10.8 billion.

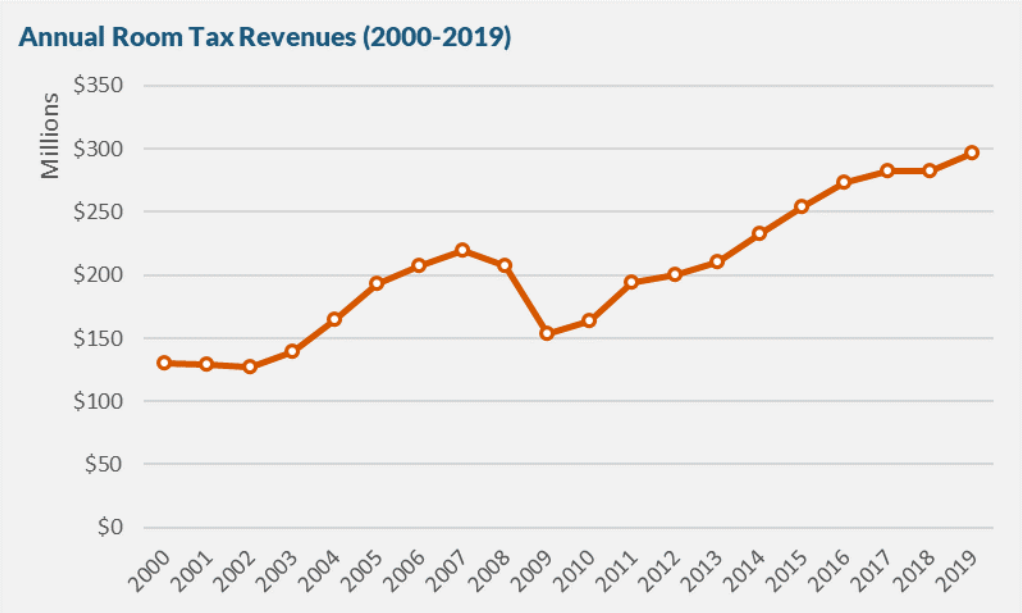


Source: Las Vegas Convention and Visitors Authority

These revenues typically contribute between $800,000 and $900,000 per month to the County. Over the previous year, revenues were lowest in August 2019 at $791,560,000, and December 2019 showed the highest revenue at $917,553,000. Such seasonal fluctuations are typical.

Room Tax

The Las Vegas room tax has been another important contributor to County revenue, increasing 127 percent between 2000 and 2019. The room tax has been subject to the same recession-affected variations as another economic indicators, increasing until 2007, declining until 2009, and resuming its upward trend since then. The lowest annual collection for the tax in 2009 was $153 million. Since then, it has climbed to its most recent peak of $296 million in 2019 – an increase over the decade of 93 percent. The 2019 amount was the higher-ever amount collected from the tax.



Source: Las Vegas Convention and Visitor Authority

Harry Reid International Airport: Total Passengers

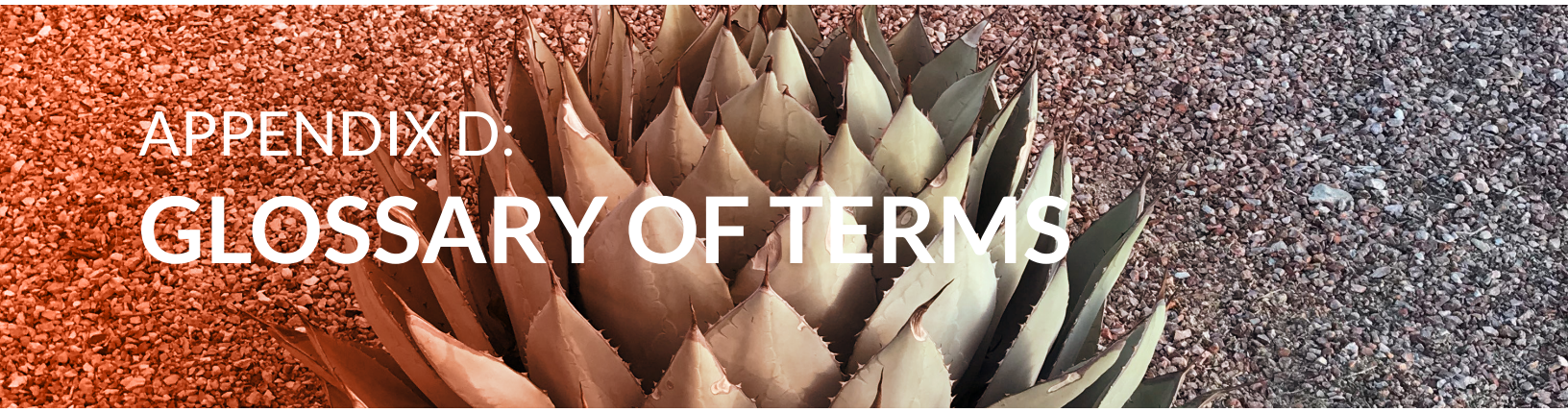
As with other economic indicators, Harry Reid International Airport traffic showed growth up until the Great Recession, followed by a brief period of decline, and then resumption of upward trends. In 2000, the airport saw about 38.6 million annual passengers, which rose to an annual 47.7 million in 2007. Annual air travel dropped to 39.7 million in 2010, and has risen steadily since, reaching an all-time high of 51.5 million in 2019, and increase of 33 percent from 2000 to 2019. Harry Reid International Airport typically sees between four and 4.5 million passengers per month. For the period from January 2019 through February 2020, there were 59.5 million passengers transiting through the airport.



Source: Las Vegas Convention and Visitors Authority

Summary: Economic Trends and Key Issues

Trends	Key Issues
HIGHLY CONCENTRATED ECONOMY	
While economic indicators over the past five years showed positive or stable trends and a steady number of visitors, County employment remains highly concentrated in industries related to tourism and gaming.	The temporary closure of the region's economy due to the public health crisis (beginning in Mid-March 2020) shut down tourism and gaming completely, underscoring the need to continue to explore ways to diversify the economy moving forward.
	The availability of land for employment uses in other sectors will be increasingly important as residential growth leads to increased pressure to convert industrial land to residential use
NEAR-TERM UNCERTAINTY	
Unemployment in Clark County reached the lowest rate in 20 years (3.9%) in January 2020, after peaking at 14% during the height of the Great Recession in 2011.	As a result of the public health crisis, an unprecedented number of workers—mainly in the service/hospitality industry—are currently furloughed or unemployed, and the future of those jobs in the near-term is unclear.



APPENDIX D: GLOSSARY OF TERMS

100-year-flood event. A flood caused by a high intensity storm that is defined by the National Flood Insurance Program as, "a flood level with a 1 percent or greater chance of being equaled or exceeded in any given year."

Accessory Dwelling Unit. A dwelling unit that is a separate living quarter from the principal dwelling unit and has its own kitchen and bathroom.

Adaptive Reuse. The process of converting a building to a use other than that for which it was originally designed.

Alternative Fuels. Fuels that can replace ordinary gasoline. Alternative fuels may have particularly desirable energy efficiency and pollution reduction features. Alternative fuels include compressed natural gas, alcohols, liquefied petroleum gas (LPG), and electricity.

Affordable Housing. The relationship between the price of housing in a region (either sale price or rent) and household income. Affordable housing is that which is affordable to households of very low, low and moderate incomes. Generally, for housing to be affordable, shelter costs must not exceed 30 percent of the gross annual income of the household.

Airport Environs (AE). The area that is affected by elevated noise levels and/or increased accident hazards from aircraft operations.

Areas of Critical Environmental Concern (ACEC). Areas within public lands where special management attention is required to protect and prevent irreparable damage to important historical, cultural, or scenic values, fish and wildlife resources, or other natural systems or processes, or to protect life and safety from natural hazards.

Base property. Land owned or controlled by a BLM permittee, which serves as the permittee's base for a livestock operation. The land must be capable of producing crops or forage that can be used to support livestock for a specified period of time.

Best Management Practices (BMP). Urban stormwater management techniques designed to minimize the adverse impacts of development are called best management practices (BMPs). BMPs incorporate strategies for regulating development, managing runoff, and creating supportive policies that minimize the impact of stormwater from both new development and already developed areas on local waterways. This is often accomplished by grading paved areas to direct runoff to swales lined with rocks and native vegetation that allow for on-site retention and infiltration of stormwater.

Broadband Power Line. A Broadband power line (BPL) is the term coined by the Federal Communication Commission for new modems (BPL modems) used to deliver IP-based broadband services on electric power lines. Using inductive couplers to connect the BPL modems to a medium voltage power line, a communication signal can be wrapped around the line, without directly connecting to the line. BPL modems use silicon chips designed to send signals over electric power lines, much like cable and DSL modems use silicon chips designed to send signals over cable and telephone lines.

Building Form. The shape and structure of a building as distinguished from its substance or material.

Building Mass. The three-dimensional bulk of a building height, width, and depth.

Building Scale. The size and proportion of a building relative to surrounding buildings and environs, adjacent streets, and pedestrians.

Buffering. Transitional land or space that is used between different or incompatible land uses and is often accomplished with landscaping (see Title 30).

Compact Development. Encourages buildings to grow vertically incorporating structured rather than surface parking, so communities can reduce the footprint of new construction, and preserve more open space.

Cooperative Management Area (CMA). An area established through an agreement signed in November 1992 between Clark County and the U.S. Bureau of Land Management, located to the west and south of Harry Reid International Airport, the boundaries of which are defined by aircraft departure flight corridors and the 60 DNL noise contour. Most Clark County owned property within the CMA is subject to the terms of the Southern Nevada

Public Lands Management Act of 1998, which restricts that County land to those uses defined in the Agreement as compatible with aircraft operations.

Density. This refers to the number of housing units on a unit of land (e.g. ten units per acre).

Dewatering. A process to remove water from soil to lower the water table permitting development. This can be achieved by several possible methods including sump pumps.

Dwelling Unit. Any residential structure, whether or not attached to real property, including condominium and cooperative units and mobile or manufactured homes. It includes both one-to-four-family and multi-family structures. Vacation or second homes and rental properties are also included.

Goal. A concise statement describing a condition to be achieved. It does not suggest specific action but describes a desired outcome.

Greenfield Development. Term used to refer to development on sites or in areas that have not been previously developed, and where infrastructure needed to serve development does not exist, or has only been partially completed.

Hazard Mitigation. Any action taken to reduce or eliminate the long-term risk to human life and property from natural or manmade hazards.

Housing. Includes but is not limited to, apartments, condominiums, townhomes, manufactured housing, duplexes, multiplexes, single-family dwellings, and accessory dwelling unit.

Incidental Take Permit (ITP). Allows a lawful removal of a protected species from its habitat to permit the development of a site.

Infill. The development or redevelopment of vacant or underutilized land in economically, physically static, or declining areas.

Land Use Plan. A document that is used to guide development in a defined area of Clark County. A plan brings together information about community values, land use trends, public services, the natural environment, and other factors and makes recommendations regarding future land uses in the area. Land use plan categories, maps and goals and policies serve as important guides for future zoning and land use decisions.

Master Plan Element. A required or optional chapter or topical component of the Master Plan, as defined by Nevada Revised Statutes (NRS) 278.150 through 278.170, inclusive.

Mixed-Use Development. The development of a tract of land, building, or structure with a variety of complementary and integrated uses, such as, but not limited to, residential, office, manufacturing, retail, public, or entertainment, in a compact urban form.

Off-site Circulation. The movement of pedestrians and/or vehicles off the project site. Off-site circulation patterns normally affect site design.

Policy. A specific statement to guide decision making, derived from goals of the plan.

Redevelopment. Development on a tract of land with existing buildings where all or most of the existing buildings would be razed and a new building or buildings built.

Rehabilitation. The upgrading of a building previously in a dilapidated or substandard condition for human habitation.

Resilience. The ability to prepare for, absorb, recover from, and more successfully adapt to adverse events. (National Academy of Sciences)

Renewable Energy. Energy obtained from sources that are essentially inexhaustible, unlike, for example, the fossil fuels, of which there is a finite supply. Renewable sources of energy include wood, waste, geothermal, wind, photovoltaic, and solar thermal energy.

Revitalization. The imparting of new economic and community life in an existing neighborhood, area, or business district while at the same time preserving the original building stock and historic character.

Rural Neighborhood Preservation (RNP) – An area, generally in the Las Vegas Valley, where low density residential, not to exceed two dwelling units per acre, is to be preserved along with the rural character of the area.

Spot Zoning. Reclassification of an isolated parcel of land which is detrimental or incompatible with the existing or planned uses of the surrounding area, particularly when such an act favors a particular owner.

Sprawl. Low-density, scattered, car-dependent development – often on the periphery of established communities. In time, new building passes this low-density development and creates areas with tremendous pressure to increase in density. Sprawl requires additional infrastructure to accommodate scattered, spread-out, low-density development – which is often cost prohibitive.

Streets. Include all arterial, collector and local streets as defined by Title 30.

Strip Commercial. Intensive commercial use of properties, that are independently owned, adjacent to a right-of-way and configured in a linear pattern. Additionally, strip commercial is not developed in accordance with a coherent development plan that addresses project design issues such as: unified signage, unified architecture, shared parking and circulation systems, and coordinated ingress and egress points.

Sustainable Development Practices. Practices that contribute to the mitigation of climate change

impacts. May include practices that support low-impact development, mixed-use and transit-oriented development, water and energy efficiency, and carbon reduction, among others.

Title 30. This is the current "Clark County Unified Development Code".

Transit-oriented Development. High intensity development located generally within ¼ mile of transit stops. Typically includes a mixture of housing, office, retail, and/or other amenities integrated into a walkable neighborhood. In Clark County, transit-oriented development opportunities are concentrated in areas where fixed-route transit exists or is planned, such as along Maryland Parkway.

Transmission Corridor. Transmission corridor is a tract of land forming a passageway for the delivery of energy from the source to the populated area.

Visitability. A movement that seeks to increase the supply of accessible housing through the inclusion of three basic structural features at the time of home construction: a zero-step entrance, wide doorways, and at least a half bath on the main floor of the home.

Wildland Urban Interface (WUI). The wildland urban interface, or WUI, is any area where man-made improvements are built close to, or within, natural terrain and flammable vegetation, and where high potential for wildland fire exists.

Workforce Housing. Refers to housing that is affordable to households earning between 80 percent and 120 percent of area median income (AMI). Some workforce housing programs focus on employers providing assistance to their employees; some are instituting inclusionary programs, while others give preference to this group in their homeownership programs. Some jurisdictions have programs for specific segments of the workforce that are vital for the everyday function of the community such as teachers, police officers, and other public employees.

Xeriscape. A method of landscaping that minimizes water consumption while creating a vibrant landscape. It follows seven basic principles, which are proper planning and design, soil analysis and improvement, functional turf areas, appropriate plan selection, efficient irrigation, mulching and appropriate maintenance.

Zoning. Regulatory tool adopted by Clark County to direct and shape land development activities and implement the Master Plan. Clark County's zoning and development standards are contained in the Clark County Unified Development Code (Title 30).



APPENDIX E: COMMUNITY OUTREACH SUMMARY

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About this Section

This section provides a summary public input received as part of the Transform Clark County process.

Opportunities for Input

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

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

Online Survey Response Comments

Three online surveys were conducted during the early stages of the Master Plan process. A brief explanation of each is provided below along with a link to individual summary reports.

Vision & Values Survey, August 2020

An initial online survey was conducted in August 2020 to seek input from the community-at-large about current and future conditions in Clark County, as well as their values and vision for the future of Clark County. The survey was offered in English and Spanish and was widely advertised through traditional and social media channels. More than 2,800 responses were received. Summary Report

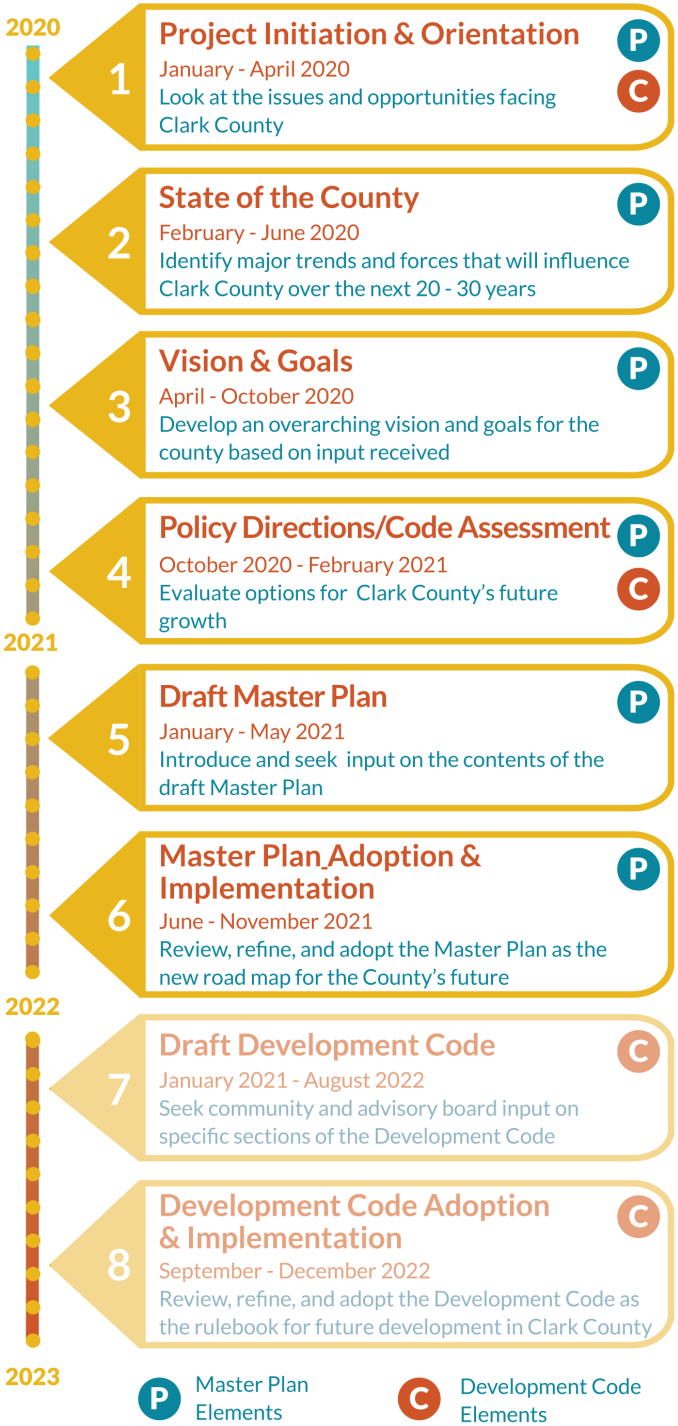
Preliminary Plan Framework Survey, November 2020

A second online survey was also offered (in both English and Spanish) over more than a month in September and October 2020. Nearly 900 responses were received. Summary Report

Unified Development Code Assessment, December 2020

An online survey was launched in November 2020 to help inform kick-off meetings for the Unified Development Code portion of the process that were held in January 2021. Over 500 people responded to the survey. Summary Report

Project Timeline



Countywide Policies Draft Comments (December 2020 – January 2021)

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

Individual Comments – General

The table below includes individual comments received from the public via the project website or direct e-mail during the initial stages (drafts of Vision & Values, Preliminary Plan Framework, and Countywide Policies) of the Master Plan process.

Comment
Want to point out about Preliminary Framework on page 25 that the goal of a diverse and resilient economy depends on fair wages for all residents not just those seen as "well-educated residents."
Two items that seem worthy of mention now are to consider inserting "water quality" more often in your documentation. In general references to improving air quality, it seems a good fit to also include "water quality," as Clark County is defined in NRS as Master Agency for Wastewater. Also to consider inserting an additional Goal relating to maintaining and protecting water quality for current and future residents.
Reviewing the county policies, sustainability and future stability in our region are guiding goals throughout the document, but it is concerning that both climate change and the boundaries of further sprawl are not explicitly planned around in this draft. All in Clark County, the BLM, and federal lands bills have been named as the entities responsible for climate planning and determining the areas for further sprawl, but this Master Plan has the ability to outline clear goals when it comes to these topics, and to not do so is a missed opportunity to ensure our county's future stability. As one example, in Policy 6.1.7: Disposal Boundary; there is an opportunity to directly limit sprawl beyond the current SNPLMA boundary; which would unequivocally aide in the region's climate stability, and be a driver for the implementation of this plans own goals for infill, mixed used transit oriented development, and affordable housing. We recommend strengthening the language for the disposal boundary to catalyst the urban planning goals outlined in this document.
One of the largest issues living in the area is that the lifestyle is heavily car dependent mainly due to land use and layout. Streets need to focus closer to a grid system and land uses need to either mixed or not vastly separated into large acreage blocks.
1. Helping the county communicate important messages to vulnerable populations that are highly represented by low income families, Spanish speaking households, and racially and ethnically diverse but over-represented among African-American, and Caucasian with Hispanic or Latino/a ethnicities. Information needs to be simple, one-page, include a call to action and be translated to Spanish. 2. Three Square is very interested in geographic equity of services across the county. We see a need for partners to help us serve food insecure residents in the far Northwest, Southwest and Nellis areas. Our strategic plan also calls for equity in distribution of nutritious resources across our five regions in Clark County but to do this there needs to be a focus on partnership engagement in those areas of the valley as well as a focus on implementing a network-wide client database so that we can truly see how far people go to get food help and how many times a month these services are accessed so that we can better understand the need in each region. 3. Three Square is leading the committee on Food for People Not Landfills, legislation passed in 2019 to focus on food diversion from banquets/casino events, restaurants, grocery stores, schools, vendors and manufacturers for distribution to those in need. This committee is part of the Governor's Council on Food Security and is closely partnered with the Nevada Resort Association. If there is a way to partner with the County on the line in the plan dedicated to reducing waste to landfills, we'd like to be part of that conversation. Our efforts at Three Square lead the country in food rescue, even among larger cities with robust entertainment and hospitality industries! So continued improvements here in Clark County to food rescue from landfills will go a long way to demonstrate Nevada's commitment to being good stewards of food resources that are freely available. 4. We have pinpointed three food desert areas: (unless this has recently changed) the historic Westside in LV, the Pittman neighborhood in Henderson, and the Nellis AFB area are all food deserts that deeply concern us. Our collaboration with municipalities and in looking at the demographics of the neighborhoods and rooftops that could support a brick and mortar store, we would suggest cultural-based retail grocery stores. This kind of small business support would be transformative for these neighborhoods and also help to serve as community hubs in these at-risk neighborhoods.

Individual Letters

Public Comment on Item 21, AG-20-900524

For the record, my name is Jasmine Vazin, zip code 89128. I am an organizer with the Sierra Club's Clean Transportation for All Campaign in Nevada.

Overall, we appreciate all the work the county has done to take community input and create this plan, and we look forward to continuing to support this work through the development code stage of the process.

Reviewing the county policies, sustainability and future stability in our region are guiding goals throughout the document, but it is concerning that both climate change and the boundaries of further sprawl are not explicitly planned around in this draft. All in Clark County, the BLM, and federal lands bills have been named as the entities responsible for climate planning and determining the areas for further sprawl, but this Master Plan has the ability to outline clear goals when it comes to these topics, and to not do so is a missed opportunity to ensure our county's future stability.

As one example, in *Policy 6.1.7: Disposal Boundary*; there is an opportunity to directly limit sprawl beyond the current SNPLMA boundary; which would unequivocally aide in the region's climate stability, and be a driver for the implementation of this plans own goals for infill, mixed used transit oriented development, and affordable housing. We recommend strengthening the language for the disposal boundary to catalyst the urban planning goals outlined in this document.

Again, thank you to Clarion and the county for putting together this policy plan, we support a majority of the content presented, and we look forward to ongoing conversations with the county on mechanisms to ensure that this master plan will provide stability and security in the face of a changing climate.

Draft Area-Specific Policies Comments (April-May 2021)

A fourth round of public engagement on the Master Plan—in April and May 2021—focused on the Draft Area-Specific Policies, Draft Land Use Categories, and Preliminary Zoning Districts (to help inform and ensure alignment with the Development Code). A virtual open house allowed the public to review the full document online and leave comments specific to individual planning areas. The comments in the table below were received via virtual open house, individual e-mails, and direct submittal to County staff.

Individual Comments - Draft Area-Specific Policies

Comment
This is in response to the Draft Area-Specific Policies and Consolidated Land Use Categories. I would like to see the development stop. It should have stopped in the late 1980's. But, in spite of a continued drought, the building goes on--both commercial and residential. I would, at least, like to see the outlying areas, such as Blue Diamond and the area along the Blue Diamond Road, from Las Vegas going into the Red Rock Canyon, protected from any future development. The environment, air, ground needed to be protected, and particularly the animals/wildlife. We've had more than enough development.
We live in Boulder City, Nevada. We hope that there is consideration of the sensitive nature of the Eldorado wildlife and plants when any kind of development is proposed now and in the future in Eldorado Valley. We know we have the most amount of land of any city in Nevada. But, a lot of this land is home to many valuable animals, birds, plants, etc. that need protection.
"Summerlin South should be expanded to include areas not developed by the master developer; the expanded area should include the Desert Sportsman Club, & all of the southwest ridge area."
"EN-1.2 Absolutely NO"
This is a hollow criterion if no recurring requirement exists to ensure the SW PFNC remains reliable in assessing infrastructure costs. As history has shown simply "as may be updated" is not in the interest of the development/builder community and too often ignored by politicians.
define "proportionally". PFNC has long been required but not enforced. Growth should pay for growth when it comes to public safety and park/open space standards.
Goal EN-1 Keep large lot areas the same. Residential should stay residential. NO CHANGES to the zoning from when the neighborhoods were built! No group homes! No halfway houses! No multi family homes!
No need for libraries anymore.
Clark county MUST remove parking and lot size minimums. It must also remove SFR zoning and allow for infill development so that we can start building neighborhoods that are not car dependent.
Infill should always be encouraged over urban sprawl.

Comment
"I would like to see the roads that are directly adjacent to parks to be skinny streets. Vegas streets are already over engineered. Take a drive down Spring Valley Parkway sometime. You will see how insanely wide it is. You can park 3 tanks shoulder to shoulder on one side of the road. And this is supposed to be a school and park area with a 25 mph speed limit. 99% of our streets are also the same way. So fixing those are going to take a long time. But what we can do is stop the insanity from continuing. Make the streets around any new area parks especially, skinny streets."
I am very skeptical of "more roads" talk. Vegas has enough roads. If it means the people who live in Enterprise have a 3 minute longer commute because we're not extending Cactus Ave even further...that's fine by me. The horse zoned area north of Fort Apache and Craig is starting to widen Fort Apache and I already see property values for people who live along there going down. Now a 2 lane road is becoming 4+ lanes. Traffic noise and speed is going to ruin that bucolic area.
What type of access? Another road? I would like Clark County to be more ambitious and maybe only trails in quiet areas. Almost all bicycle trails are extensions of a street in some form. The 215 western beltway trail...is adjacent to the 215 highway and would never have been built if there wasn't a sewer canal and power lines running parallel there. The trail only got "built" because the county needed to have service vehicles have access. Besides, how pleasant of a walk is this for people? With cars zooming by at 80+ mph, it's not a peaceful walk by any means.
Yes, but don't just 'limit' - Restrict allowing developers to purchase land to attempt to change the zoning from commercial to residential. Specifically high-density residential.
Is there a better way than tearing up roads (such as Cactus) repeatedly each time a developer starts construction on a parcel adjacent to a major road? Why can't the utility connections be developed all along a road or a partial chunk, so that the road doesn't need to be closed and demolished and re-paved and traffic be affected incessantly? Also, why are all of these projects approved at the same time? There is road construction on every artery leading to my neighborhood in Enterprise. It seems more rational and considerate to stagger the projects so that residents are able to choose an uncongested route.
Airports should be just that AIRPORTS. We spend billions on terminal 3 for what? You have to walk a mile to the planes. Too much shopping. It's an airport not a shopping mall! What a waste of money.
Do not make changes that will force people to leave their homes because they are in a newly minted or expanded zone. Look what you did to the poor people that lived in the manufactured homes across from the airport on Tropicana. Most were elderly living on SSA and were happy there. For what a non used strip mall?
While your other comments have been rather tone deaf, this is a good point. Gentrification needs to be avoided.
As long as a developer isn't buying a super fund site, I don't see a problem with building on a previous industrial zone. Industrial zoning is completely backwards in this country and Clark County is no different. The most valuable land which is in the center of town should be for mixed use residential. You put industrial zoning on the outskirts. That is how it's done in almost every other major metro in the world.
Maybe have an actual train that goes to Laughlin from Vegas? Right now the only option that isn't a car to get from one to the other is a greyhound bus that takes 2 hours 30 minutes.
More highways, huh? Doesn't Nevada have enough highways?
With this growth plan there won't be any water in Lake Mead.
Will that mean politicians will take away a car lane to build out protected cycle infrastructure? Because that's the only way you can actually get people to go out on their bicycle in large numbers.
Again, this will require that the design of that street is fundamentally altered. Is Laughlin going to want to do what Vegas did and spend hundreds of millions on elevated pedestrian walkways because it refuses to slow down car traffic? That's one option. The other option is to markedly reduce the speed limit along Casino Drive to ~20 mph, make right on reds illegal and make right turn bulb outs so that people aren't drifting on a turn and possibly taking out someone walking along the cross walk.
With this you can see what I am talking about in all of my comments. We don't need growth. We need to shrink the population. that is the best way to preserve water.
Did you know that Clark County returns nearly all of the water it draws from the Colorado River? Most of the Colorado River is being used for agriculture for watering nut trees and alfalfa in California.
The BLM should stop selling land for development. The population growth is out of control now here. If any new development on BLM land it should be industrial or parks. No more high density housing.

Comment
Yes to stop selling the land for development. No to using the land for industry. Yes for parks.
Ferry commuting didn't work for NYC for Staten Island commuters. It's mostly a gimmick in Rotterdam as far as I can tell. It's a quaint idea for tourism. But as a realistic mode of transportation? Probably not.
How about getting a pedestrian crosswalk along Durango by Centennial Hospital that isn't a set of flashing yellow lights where drivers don't know how to give priority to a crossing walker? These types of signals are dumb. Make it a standard light that turns red when a pedestrian requests to cross the street.
No more high density housing. MAX 4 per acre.
Do not FORCE people to connect to the city services
Yes protect estate neighborhoods. No infill unless it is the same as the rest of the area. No multi-family. no high density housing. Residential only.
I don't understand how you can have infill development as a goal and to also "protect the character of existing estate neighborhoods" in the next policy that is listed. Clark County has to make a decision. Does it want some change? Or does it want to be frozen in amber? Jane Jacobs has written about this. Residents do have a right to things not changing drastically, but they also do not have the right to say that neighborhoods remain unchanged in perpetuity.
As long as these areas are not linked by high speed roads, maybe? I am hesitant to develop any more of the critical desert areas that have plants growing. I see the development going on west of Summerlin Parkway where it terminates and I do not like what is in store for that area. The same goes for the gypsum mine that is trying to get a variance to sell to a developer and Bonnie Springs. We're giving away the pristine desert lands where joshua trees are actually growing so that some California multi millionaire can live in a McMansion and it's wrong.
This report should reference agricultural land use and activities in reference to historic resources. The County Master Plan should acknowledge that these agricultural lands and water resources are being depleted as a result of constraints for development on BLM managed lands, lands that have no agricultural value and minimal environmental sensitivity. Because the County and the Federal government will not relax development restrictions on those non-agricultural lands, and are instead constantly increasing those restrictions, pressures for development continue to be concentrated on existing private lands, much of which are historic agricultural land. Consequently, the agricultural heritage has been steadily eroded and is in danger of disappearing entirely.
Night sky protection is a small problem for the Northeast Area. Most of the light pollution in the night time sky of the Northeast Area comes from four sources: 1) the radiance from the urban lights in Las Vegas Valley on the western horizon 2) the radiance from the urban lights in the City of Mesquite on the eastern horizon, 3) the two 1,400-foot tall radio towers on the Weiser Ridge skyline, and 4) the high and bright luminaires at the school and park ballfields. Control those four light polluting sources and any concern about the impairment of the night sky darkness will be a non-issue.
Leave the area alone. It seems to be doing fine without government interference.
Dust pollution is a minor issue in the Northeast Area. It certainly is not worth the cost and effort of a dust control program like the county imposes in the urban Las Vegas area.
You already have rules for that. just enforce what you have, This sounds like a way to steal someone's water rights.
From what I see with the current washes that the county developed, you have no idea how to protect surface water. You built flat washes. the water spreads out over the concrete and evaporates. the washes should be a deep V shape so that the water have a much smaller surface area. It would also stop the homeless from clogging the washes.
Much of the Muddy River flows through private property. Do not assume those property owners will welcome trespassers to their property.
I note the mention of Bed & Breakfasts to support local tourism. Another way to support local tourism is by the presence of licensed vacation rentals. This has proven to bring tourism and develop the economy in other rural areas, for example in Southern Utah. While vacation rentals are currently prohibited in Clark County, allow them in rural clark county would make a lot of sense. Rural vacation rentals are very different from "party houses" that are found in Las Vegas, and typically cater to retirees (one or multiple couples) as well as families with children (both domestic and from overseas). I operate such properties in Southern Utah and they have a positive impact on the community. We have never once had an issue with noise, rowdyness or any parties taking place.

Comment
No objections to agricultural tourism, but this is a such a minor issue of limited application that it is hardly worthy of mention in a document of this scope. It seems incongruous that this minor issue would get a mention when the bigger issue of streamlining property and business development standards and practices are of much larger importance.
Be sure to consider funding for rural emergency services as more and more urbanites and out-of-state visitors flock to conservation lands in the area.
Does the wording of this mean development will be allowed if municipal water becomes available? This policy would be better worded without the municipal water system exception.
The sale for Bonnie Springs seems to be a done deal and will probably have expensive tract housing on it in a couple of years. It's a pity but that sale was allowed to proceed with no oversight. The gypsum mine on the other hand, the sale might be able to be stopped. That area of the desert needs to be left alone.
To help accomplish this the following should be done, and should be encouraged with the City of Las Vegas area as well: (1) Limit development adjacent to Kyle Canyon Road to single story buildings so as to not obstruct views into the desert landscaping. (2) Limit density so as to not crowd out and destroy the natural landscape. (3) Prohibit street lights and parking lot lights in developments so as to preserve the night skies, and where lights are necessary require them to be setup on motion detection so they turn off when not in use. (4) Preserve natural landscape, and please do not add non-native palm trees. (5) Do not change density of land along Kyle Canyon Road past the Las Vegas city limits. The city limits have gone up far enough. (6) Where commercial development is allowed along Kyle Canyon Road, require screening and architectural features consistent with the natural environment. (7) Do not allow strip malls or apartment complexes along Kyle Canyon Road. It experiences too much traffic already from weekend tourists, and allowing such dense development along the highway, or with access to the highway, would cause severe congestion and unsafe driving conditions. The tall apartments would also inhibit the views in the area. (8) Keep Kyle Canyon Road a highway by not installing stop lights or reducing the speed limit. Where stop lights are necessary consider using the style of stop light that allows one lane to continue travel without stopping.
As in my comment above, this needs some teeth behind it. The recently passed Nevada statute is essentially meaningless because it has no real requirements. Eliminating/prohibiting street lights and parking lot lights in the area would go a long way. Requiring any such lights, where necessary, to be on a motion detection timer would also help. These type of street lights are commercially available: https://www.citintelly.com/intelligent-street-lighting-products/motion-sensor-street-lighting/ Clark County also needs to work with the City of Las Vegas to ensure that their development on Kyle Canyon Road follows similar standards
Dust control during construction is necessary, but dust control on rural roads is not important and ineffective at reducing PM-10 emissions. Clark County has attained its PM-10 goals since 2013, and is officially in maintenance status. The original PM-10 State Implementation Plan for Clark County recommended dust control on streets, but only for streets exceeding 150 automotive daily traffic (ADT). Lower Kyle Canyon residents want to keep the rural atmosphere and avoid paving all of the roads in the community. With the exception of Kyle Canyon Road, none of the other roads in Lower Kyle Canyon experience greater than 150 ADT, nor are they expected to. Paving and even dust reduction products would not materially affect dust or PM-10 particles in the area. If residents do find that they are having dust problems, they can simply water down the dirt road to compact the dust, or they can choose to install gravel which essentially eliminates any dust concerns and continues to be in line with the rural appearance of the area.
This I disagree with. The Northwest area covers a huge land area. Telling someone in far rural NW Clark County that they can't build a house there because there's no fire department would be absurd. It is a fundamental right to live in areas without access to these services if one so chooses. Allowing fire-proof building products would help - ie more support for ICF, steel framed residential, etc, would reduce the need for fire protection in rural areas. But ultimately that choice should be left to the landowner.
And should be limited to areas where the development would pose additional fire hazards to the surrounding areas.
Work out a land exchange with Gypsum Resources. Relocate the Desert Sportsman away from Summerlin

Comment
Connection to municipal water would directly impact areas allowed to develop as stated in 1.2. This would, over time, reduce protected areas
I would largely agree. The county can't have two opposing goals. Do you want to protect areas that are designated as "scenic areas"? Or do you want to allow future development? Utilities inevitability leads to residential housing. We have enough urban areas where actual dense infill needs to be the focus for future housing.
Agreed. The community does not benefit from expanding municipal water farther up Kyle Canyon. This will only result in increased densities. Also, current residents of Kyle Canyon should be permitted to maintain their wells and septics, and not connect to municipal sources. It benefits no one but the water district to require otherwise. Residential wells do not significantly affect the amount of groundwater, and should be allowed to co-exist with municipal water. Further, expanding the municipal water source will require digging significant trenches and will have a negative environmental impact. The same goes for expanding sewer. It's unnecessary. Especially in this area where wells are 600-1000 feet deep, so the chance of a septic contaminating groundwater is Zero.
Stop building in fire-prone areas or stop governmental fire protection. Society at large does not owe rich homeowners fire protection.
Agreed. This is also a problem for fire prone Malibu, CA and hurricane prone areas along the gulf. Rich home owners are being subsidized by federal insurance and instead of realizing that maybe it's not a good idea to build in a fire/flood zone, they keep rebuilding.
You want to reduce floods? Stop building so much impermeable road surfaces. Allow the land to be an actual sponge instead of covering everything in concrete and asphalt.
Wholeheartedly agree! Not every road needs to be paved. it's bad policy.
So far the protection & preservation of public lands, specifically Mount Charleston, has been woefully inadequate. Overcrowding with vehicles bumper to bumper & parking everywhere blocks emergency access, severe understaffing of law enforcement, salt on the roads which kills trees and harms wildlife...the list goes on and on.
While I agree with you, what is the solution? When you build for cars, you get cars. Tolling the entrance to Mount Charleston will probably never fly. Even if there was a bus line, nobody is going to take a bus out there from Durango and Elkhorn let alone another transit hub.
Cleanup crews should be employed by the county and city to cleanup surrounding areas. When we've gone on walks through the desert there are loads of trash scattered throughout. The pending development will probably worsen this problem if nothing is done about it. A do believe people would use a bus line to Mt. Charleston. When faced with no parking there many I believe would prefer to ride a shuttle, as long as the shuttle is frequent enough to make it convenient. It's a better solution than building a parking lot on Mt. Charleston itself. And it's proven in many national parks, including Zion's.
A dedicated running/biking path along Kyle Canyon Road would be helpful for the safety of the thousands of pedestrians and riders and run and bike the road daily, and especially on weekends.
The county's capital improvements fund should pay for this rather than any increase of property taxes or private developers. Too often government fails to do any improvements until they can get a private developer to pay for it, but then why are we even paying taxes. Plus, there will never be development along the majority of the highway, so getting private developers to flip the bill is unlikely.
Non-urban street standards should allow for dirt and gravel roads. It should also allow for smaller roads instead of current requirements of 32 ft roads. 16 ft is plenty wide for two cars to pass each other, and for most rural residential roads even 8 feet would be fine - cars just take turns passing.
These types of rural areas are the highest hanging fruit to be served by transit. I'm all for transit projects. But I'm afraid that people will see an empty bus heading towards Red Rock and they will use that as evidence to gut very necessary transit projects on Las Vegas Blvd.
We already had the president of the Convention Authority waste 50 million on that Tesla tunnel that nobody is going to use, which was paid for by an increase in hotel room tax. That money could've been used to extend the monorail to the airport and actually make it loop around the LV BLVD.
How about making a segregated trail along Charleston Blvd? There are many cyclists and runners in this area, especially during Saturday and there is literally no protection.
5 cyclists were killed in Searchlight because a truck driver was high on speed. Paint is not protection.
Whatever trail you make, make sure it's unpaved. Horses do not like walking on concrete surfaces
This needs clarification.

Comment
Yes, this does need clarification. It would be great if most of the new development along Kyle Canyon Road had their access from the frontage road rather than from Kyle Canyon Road, so that Kyle Canyon Road can remain a highway with a limited number of stop lights, and to reduce the congestion on Kyle Canyon Road. It would also be nice to have an onramp from the feeder onto the 95, so that you don't have all of Sky Canyon and other developments attempting to use the Kyle Canyon interchange and congesting that interchange.
Need to consider the proposed Avi Kwa Ame (ah-VIK wa-may) National Monument (also called Spirit Mountain National Monument) because it includes some of the most visually stunning, biologically diverse, and culturally important lands in the entire Mojave Desert. It would also help Nevada power forward with 30x30 Goals of conserving the land that supports us.
Is it possible for the Searchlight Town Advisory Board to amend by expansion the present town boundary? There are areas of land around Searchlight that are open and Searchlight is going to continue to grow based on commercial interests, housing, proximity to historic sites and Cottonwood Cove.
Cottonwood Cove Road and Main Street have Commercial properties.
I support SO-1.2, 1.3, 1.4, 1.5 in order to bring Searchlight back to reflect its heritage. There are currently serious encroachments to these standards that need to be scaled back.
Additional Flood Control is needed in Searchlight.
I support SO-2.1. Our Volunteer Fire Station needs to be upgraded with more personnel who would be available day and night. We need at least 2 EMT's to drive the ambulance and offer care.
There are sidewalks where needed in Searchlight. Would like to see the trails from town to the community center maybe looked at for future.
I support SO - 3.2. Searchlight does not have a good Walkability score. We need sidewalks, safer crosswalks, better connectivity to facilities spread around the town. We seriously need traffic calming construction on Hwy 95 through town. The traffic, both cars and trucks have increased dramatically, speed is unacceptable. This is a very dangerous situation.
I rather the county kick out Nellis AFB and use that as an auxillary airport. But I MUCH rather Vegas actually get high speed rail and connect it with SF and LA. That would reduce the burden on McCarran quite a bit.
I support SO-5.4. Our airport is invaluable, however, it has been mismanaged and left to disintegrate. A private citizen wants to help, but the County is putting roadblocks in his way. We need this to be managed and treated as a major connectivity site that will benefit Searchlight and South County tremendously.
This should be said for all of Clark County.
I would like more explanation as to what this statement means.
Update the portion of Spring Valley to Summerlin South.
OK. Stop giving the green light for large plazas then. If there are any tax breaks being given to Amazon or Walmart, those need to stop, immediately. From a strictly taxation standpoint, these big box retailers are financial losers for tax revenue.
So does that mean removing SFR zoning from Spring Valley? That's what Minneapolis and Oregon did. I can get on board with that.
As someone that actually lives in Spring Valley, I don't see what "character" is trying to be preserved by preventing upzoning. Almost all houses here are cookie cutter. Spring Valley Parkway is an obscenely wide, overengineered road. Rainbow has 45 mph speed limit in all parts of Spring Valley, even in the hospital areas. In fact, this repeated mantra of "preserving integrity" is in direct contradiction to infill development. Does the city planner who writes this policy book even know what their intention is? Density is not a problem. The problem is the $%^& cars whizzing by on Flamingo Rd at 50 mph. Maybe any future development should have strict road width limits.
NO in fill housing unless it is the same as the original neighborhood plans. No multi-family. No higher density housing. If the area is 1 acre minimum KEEP it. If it is 1/4 acre Keep it.
Protect the integrity of the neighborhoods at all costs.

Comment
I can't think of anyone that is actually using the trail that runs parallel to Hacienda as a commuter trail. Too many dips and curves.
Clark county is going to have to build out some actual protected cycle infrastructure if it's serious about encouraging people to commute by bicycle. Paint doesn't work and even the bus lanes along Sahara do not have that many people using them because it is unnerving to have motor vehicles whizzing past you at 45 mph and the only thing keeping you alive is the focus of hundreds of motorists.
This is an excellent approach! The current concrete storm drainage system is an eyesore, results in extreme runoff conditions, causes pollutants in the Las Vegas Wash, and eliminates any potential for groundwater recharge. Given the current mega drought conditions, this should be a highest priority County action.
If this is in reference to the gypsum mine that wants to sell for residential development, then Clark County needs to forbid this transaction and tell the gypsum mine company to abandon the mine and leave if they are done with the operation.
Expansion of Summerlin South borders from Charleston to Windmill.
Creation of Summerlin South town board
Expand Summerlin South borders to include the Desert Sportsman Rifle & Pistol Club & the unincorporated areas south of warm springs road and portions of the spring valley planning area.
Again, I have to inquire, what is this going to mean for swimming pools in the area?
I am very concerned that this would eliminate the need for cars! I enjoy driving around the area and I would very much like to continue to do so!
Does this mean that you are looking into getting rid of cars and trucks in Summerlin? I really hope that it is not what that means! Is that your intention?
I am very concerned about this! Many residents would be very much opposed to the elimination of swimming pools! Is that this means?
Development of Village 17A along the Clark County Southwest Ridge Area.
Honestly, DT Summerlin is a failure. When malls are on the decline, Howard Hughes Corporation decided to build another one. No residential nearby, you gotta walk all the way to Red Rock Casino to get to the nearest condos that are by the ball park. Half of the land in DT Summerlin is parking lots. That should tell you how walkable the area is, which is not very. You barely see anyone walking from Costco to Red Rock. Does Howard Hughes Corporation really see this project as a success?
Create a new road along the Kern River pipeline from village 17A to Blue Diamond road.
I would prefer driving my own vehicle thank you very much!
How about reducing the amount of lanes near the 215? Charleston Blvd has 3 car lanes in each direction and 2 left turning lanes and 1 right turning lane for a total of...12 lanes. You want people to walk around Summerlin, especially in areas near the trail and shopping? You need to reduce the amount of cars that are in the area.
That's good. tear down some dilapidated apartment buildings and make parks. Let's be less urban for the sake of the environment. Less people less water used. Less people less crime. Less people less air pollution. Less people less police needed. Let's make Las Vegas beautiful and a nice place to live again.
Sounds good but your existing development plans are for High density housing. No apartment buildings. Keep these areas the same but help them improve the lots. Any infill could possibly be at twice the current housing density levels. Maybe you can see a pattern here of my comments. Lower densities, less people. Better air quality. Less water use. Less infrastructure costs. Lower taxes.
If bike lanes = paint, this is doomed to fail. Make actual protected cycle lanes and work on a plan to make them inter connected.
When making washes. Make them in a deep V shape to minimize evaporation and to make the washes un-livable for the homeless to live in.
Does that mean taking away car lanes and making bus only lanes? If so, then I'm all for it.

Comment
I'm sure the majority of residents that live in Sunrise Manor despise the air force base. The sound the jets make is insane. Clark County needs to evaluate if having the air force is actually worth it. The land values directly adjacent to the base are sundered IMMENSELY by the AFB.
Again you want higher density. High density means dirty cluttered, higher crime, higher taxes, more noise. More light pollution. More air pollution. More water usage. More ineffective schools. More illegal aliens.
And what happened to the light rail/BRT line along Maryland? Is that kaput because of the pandemic?
The stadium is a disaster and horribly placed. I imagine the majority of locals will be driving into the stadium while tourists will have to be shuttled in via bus. Nobody is going to be walking along Mandalay Bay Rd from LV BLVD to get to Allegiant Stadium as it is an alienating, ugly and unfriendly area for pedestrians. You have parking lots for Mandalay Bay and Luxor sandwiching you in and all the loading docks as "landmarks". The sidewalks on both sides of the street are tiny and that bridge gets as wide as 6.75 lanes by Luxor Drive.
This is the lowest hanging fruit for the county. If you can't reduce car lanes here, it will never happen anywhere else. This area should be the prime focus for the next 2 decades to reduce car usage and promote bus, bicycle and walking as transportation options. That means reducing car lanes along the major arterials of LV BLVD, Maryland Pkwy, Koval, Tropicana, Flamingo, Spring Mountain, Desert Inn. LV BLVD starting at Russell and terminating at downtown should have bi-directional protected cycle lanes on both sides and a bus only lane. What's the hold up? You think the Tesla tunnel projects are going to solve the issues of traffic in this area? That is snake oil. Stop waiting for magical solutions and start implementing actual ones.
Cultural heritage? you mean change the cultural heritage don't you. Sounds like more of the same high density, more regulation BS.
This is the area I live in. You have been destroying my neighborhood with Halfway houses and group homes. You create tremendous ugliness. You cause the value of the homes to diminish by allowing forbidden uses to come in to the neighborhood. You have increased crime with your policies. Yet, have you done anything for the neighborhood? No. You only try to destroy it.
Non of you would ride transit on Maryland parkway without a gun. You need to get rid of half the apartments. There is a high police presence on Maryland pkwy but only for traffic violations. The area is over run with gang activity. Covered in graffiti and human feces and needles. A very nice area. Thank you Planning Commission.
Infill at the same density or less than original planning. discourage high density use.
One thing I'd like to ask the policy makers writing these books is, "What your true goal is here?" Making this book 55 pages long and making it so difficult to find means you're only going to get city planning wonks to opine on the policies. Perhaps that is what you want? A lot of the policies are copy and pasted for the different areas of the county. And I do see a general theme that can be broken down as such. 1. Sensible infill 2. "Preserving" neighborhood character. 3. Encouraging multi-modal transportation. 4. Environmental considerations for vulnerable ecosystems. The first two are almost in opposition to each other. You can't have infill and then also say you want to preserve the neighborhood character. You're so afraid of upsetting people from upzoning that you've frozen the entire county in amber and all the new housing is being done by companies like KB Home that blast out cookie cutter properties on empty parcels near Blue Diamond and Centennial Hills with no character, terrible connectivity (all of these developments have ~2 paths of ingress/egress and are cul-du-sac communities) and require a car to live there. I'm skeptical that county planners take any of the suggestions written here by me and others that are asking for true protections for cyclists and walkers. I've never encountered a protected cycle lane that was built from a repurposed car lane. Clark County builds all of it's infrastructure to acquiesce to cars and I don't see that trend trying to be reversed. On the contrary, I see plenty of road works projects that are widening streets that don't even need widening. All road and highway widening projects for the next 5 years NEED to be stopped and reevaluated through the lens of multi modal transportation. This should not be a hard sell, right? This will save the county money while you guys get your act together and muster up the courage to figure out how to undo decades of bad design.

Draft Master Plan Comments (July - September 2021)

Comment
There is such a push for smaller lots to attempt to keep home ownership affordable that single story with a yard big enough for accessible ramps was impossible to find. My mother in law was mostly wheel chair bound and could no longer function alone at home. When we attempted to find a single story home with a yard for our kids none were available. Three generation homes that allow our aging populations to be with family to extend their independence and dignity are becoming the norm but the developers are making such a push for smaller and smaller lots. They were available everywhere. A quarter acre property is the smallest you can go and still have room for the properly sloping walkways for wheel chairs and those in need of assistance. We need a CMP that takes all walks of life into consideration.
The entertainment mixed use zoning should allow for off premise signage. This land is meant for tourist activities and advertising to tourists should be allowed.
The needs of residents and the needs of tourists are very different. It would make sense to separate these so that the needs of residents aren't lost. If you plan to make Flamingo a major thoroughfare for all, then residents who have been there for years should be protected. There are many backyards on Flamingo that will become unusable to the residents. Has been moving that direction for years. As you plan to "allow residents to remain in the neighborhood" please put your actions where your words are.
Please add, "and non-profits or other groups." I currently sit on the Board of Directors for the Las Vegas Blues Society. We regularly bring in regional and national acts. (www.lasvegasblues.org). In addition, I work with AJ Presents on the Big Blues Bender festival (www.bigbluesbender.com). An annually sold out 5 day, internationally attended blues festival. It's not just the casinos!
Bike lanes should be more prominent and safe and not just consist of a white line on the road. A curb would offer more protection.
Parks should included shaded outdoor fitness equipment for adults, such as KenGuro Pro
I'm from Portland Oregon, and despite having light rail, it didn't deliver faster service, as it still made lots of stops, there should have been two rails to allow fewer stops and a quicker commute from the suburbs (more helpful in the downtown area for hopping on and off). Big "park and ride" lots allowed suburban residents to park cars nearby and get an express bus with few stops which was more convenient.
In the Mountain's Edge RNP, the county has stepped away from its responsibility to care for the perimeter trail that was designed and approved in the Mountain's Edge Master Plan. This is unfair.
What elements of the RNP (buffering, etc.) are being weakened or eliminated?
Does this mean that Charter Schools, which do NOT serve the neighborhood, are eliminated from consideration? How is a library consistent with the goal of preserving the rural lifestyle?
Mixed Use, outside the urban downtown area, has a history of failure. Apartment builders build complexes, then tack on tiny components of commercial to justify their requests. Unless there are some serious percentage guidelines put on Mixed Use, this is merely a way of allowing apartments to go pretty much anywhere. A way to discourage this abuse would be to provide a minimum square foot percentage of commercial that would be required before a project is considered Mixed Use.
Public facilities should serve the public that lives nearby. So a local public school is a suitable use. CHARTER SCHOOLS should NOT be permitted in these areas, because they do not serve the children nearby, but bring in massive amounts of traffic from all over the valley, to the detriment of their neighborhoods.
Please leave the RNP alone and a distinct and separate place to call home. We want to preserve what little freedom we have here, it's our right to happiness stop greedy builders and politicians who will profit and leave us just another crowded, subdivision full of ridiculous rules..we should be able to trust our elected officials to preserve our way of life for years to come..
What Business Employment is planned for this area? We live in Gingerwood Senior Mobile Home Park which is just north east of this area.
Why would you want to limit new tourist to highway 95. There are commercial properties on Cottonwood Cove Road and Main Street>
Our senior center is on Highway 95.
I don't see anything about the Water Availability in Searchlight for future

Comment
What does this actually mean
Most of these Goals and Policies should also be applied to the Enterprise Area. There are the same RNP considerations in both areas.
If new disposal boundary lines are approved, I hope the BLM can justify the disposal of any new areas with how it will serve the national interest and not just local ones. It would be helpful if the current protected areas were actually being protected. Clark County and BLM should work together to monitor and protect ACEC's from illegal uses such as OHV access and target shooting, both of which are destroying the protected land.
1.1 needs to include language that states there should not have things that mar the view such as above ground power lines. The language should ensure this.
Mount Charleston and Upper Kyle Canyon is located in the USFS forested land. This area is not in an agricultural area. This should have clear language that does not allow chickens, goats, or other agricultural animals to be kept on private property therefore it should not be a part of CD5. Upper Kyle Canyon neighborhoods, Rainbow, Old Town, Echo, and Cathedral, do not have streetlights, sidewalks, or curbs and we like it that way. We love our dark skies. We love the wildlife. There needs to be specific language that ensures that we keep our neighborhoods as they are now.
Why is Lee Canyon not a part of the Northwest County Goals?
Please reaffirm that the maximum density is one residence per two acres. Incorporate AB211 in the language and add language similar to Policy NW 1.2. Lower Kyle also has delicate flora and fauna.
This language needs to be rewritten. Lower Kyle Canyon to Upper Kyle Canyon is an elevation change of more than one mile in elevation. Connecting to municipal water "wherever available" omits that municipal water towers could be added. This is in an area that has both a Scenic Byway and residences that can only be one residence per two acres. The proposed language that says " …elsewhere ensure septic systems, corals, and underground fuel tanks are installed a safe distance from drinking water wells to ensure protection of public health and water supplies." This has problems. There are no gas stations allowed on the mountain. Why is there language that implies that underground fuel tanks are allowed? Also, there is nothing stated about the impacts to the underground aquifers.
There is a problem with this language. Stating that "Development within Northwest County should be limited to areas where adequate fire protection exists or can be efficiently provided." This s not accurate or helpful. The Fire Department located on 157 at Old Town in Kyle Canyon has a combined paid staff of 2 and two volunteers. It takes 10-20 firefighters to extinguish a house fire and many more to fight a wildfire. Every year we are in the 'very high' to 'extreme' chance of a wildfire. There are signs on 157 that list the current fire danger. This Fire Department is woefully understaffed. This language should be changed to reflect reality.
Coordinating with CCFD is the only way to fight fires currently. The problem with the language in this policy is the "and sufficient water supply to support fire protection." We are currently at the "Concerned" level and LVVWD has told us that we will most likely be at the "Critical" level this month and that the recent rains did nothing to improve the well levels. There isn't sufficient water for the residents before fighting any fires. Please change this language.
I agree with this, as much of Upper Kyle Canyon and Lee Canyon have hazard prone areas that are not always visible.
Dark Skies is wanted by the residents in Upper Kyle. This subject comes up at each TAB. Dark Skies is very important as development encroaches. The language in this policy needs to be strengthened. The southeastern skies are already losing the current amount of Dark Sky due to development in Las Vegas, North Las Vegas, and other developments along 95 to 157.
My question with this policy is who will pay for this education and how will it be implemented?
AB211 talks about soil and flood control. I suggest incorporating language from that bill.
While this is a good attempt at better utilities there isn't any language about making sure that any new utility or type of utility takes into account the wildlife (flora and fauna) that will be impacted. See AB211
There are many places in the Northwest County that are not pedestrian, bicycle or equestrian friendly. We have 25,000 cars on a busy weekend. Every day there are bicyclists on 157. Yes, the bicyclists are using the shoulder/bike lanes, but it is little protection from the cars going 70 mph in a 55. NHP gave out 800+ tickets last month. Upper Kyle and Lee Canyons have limited parking and during peak seasons there are many more cars that parking spaces. Rather that returning home visitors park everywhere and walk into traffic. Much needs to be done in addition to putting this in the Master Plan.
This needs to be reworded. Nevada Department of Transportation controls both 95 and 157. Recently some developers wanting to develop Lower Kyle near 95 in an area that had been annexed by Las Vegas learned that they couldn't just add access to these highways without the approval of NDOT.

Comment
While this is well intentioned, shuttles and other forms of transportation often increase both the number of visitors and the number of additional cars. The USFS Visitors Center has been closed since March 2020. In Upper Kyle we have only 3 pit toilets (outside of the ones in Cathedral). Adding more visitors could easily outstrip our facilities. I mention this because unlike Red Rock we have no way to charge visitors or to even limit visitors. Additional cars occur because people aren't patient enough to wait for mass transportation. An additional problem is that we have winter where chains and 4-wheel drive vehicles are required. Mass transportation won't work during winter. Winter is probably our busiest season because people want to enjoy the snow. The snowplows push the show to the side of the road taking up most of the off-road parking. This adds to the problem.
This needs to be amended to include E-bikes. Currently there is no language on E-bikes including trails allowed, speed limits, signage, right-aways (who yields to who on a trail) and more.
I would like to point out that some of the following points may be in the Zoning portion, but unless these are in the Planning portion, they will fall through he cracks when Zoning does its part. These concerns include building heights that need to continue to be restricted to the current 35' and current building codes for proper snow load calculating and footings need to be enforced. The amount of new construction is increasing and there needs to be ongoing enforcement during construction. People that are buying lots in Upper Kyle tell me that they plan on building a dwelling and have no idea what the current building codes are. Ex one potential homeowner wanted to build a home from shipping containers. Reaffirm only single-family residences are permitted, no commercial, no multi-family. Also reaffirm that in lower Kyle the density can be no more that 1 residence per 2 acres. Finally, SNPLMA has given 26,000 acres of disposal boundary that is so far unused/undeveloped. These lands should be used before any additional disposal boundary is acquired.
One more thing. 157 Kyle Canyon and 156 Lee Canyon are 20 miles long. Think of the letter H with 157 and 156 as the two long legs and 158 Deer Creek as the crossbar. These are each only a two lane road without proper shoulders and little or no parking. Where would a person park to get on any form of transit? AB211 now requires any development to meet certain requirements so you can't put a parking lot jut anywhere. While I am not opposed to good public transportation I firmly believe that this needs to have more thought, perhaps studies and better language.
The county has assigned two separate land uses to the Nevada National Guard, Anthony Cometa Complex (Southern Nevada Readiness Center) located at 4500 W. Silverado Ranch Blvd (APN 17719302011). The State would like to see the BRDP land uses removed from this property and have the entire property be designated as Public Facility. If land use changes are pursued in Enterprise moving forward the State and National Guard would like to be involved in those discussions to ensure compatibly with surrounding land uses with the current and planned mission and operations at the Anthony Cometa Complex.
The State of Nevada has identified the former Southern Nevada Correctional Center in Jean for future disposal. The State would like to be involved with any discussions regarding land use changes in South County near Jean in order to ensure compatibility with the Jean Conservation Camp and the former Southern Nevada Correctional Center properties.
Similar to the Bureau of Land Management's administrative process, within State Law there is a planning process outlined to establish State Area's of Critical Environmental Concern (ACEC). If the County is looking to protect the areas outlined in this map as new ACEC's the State ACEC designation process could provide an avenue to further protect these areas. NRS 321.770 outlines the planning process for a State ACEC to be designated by the Governor. The State Land Use Planning Agency is available to provide assistance to the County if it would like to designate a State ACEC.
Within the Enterprise planning area the Nevada National Guard operates the Anthony Cometa Southern Nevada Readiness Center located at 4500 W. Silverado Ranch Blvd (APN 17719302011). This complex is critical to the Guard's overall mission in Clark County and its important to ensure that future development around the facility does not compromise the complex. In general terms multi-family residential, and residential land uses adjacent to the facility are not compatible with the operations of the Anthony Cometa complex. Commercial and industrial development should be prioritized near the facility. it would be great if there was a new policy or goal added into the Enterprise area plan to encourage commercial and industrial development near the Anthony Cometa complex to ensure the continuality of operations from the Nevada National Guard. Happy to discuss in further detail this proposed goal or policy.
Please leave the R N P's as they are
The criteria you have listed to justify a minor amendment is too subjective. I believe that an area will develop holistically if the land use is not constantly changed.
Corridor Mixed Use should not be placed next to RN. Ranch neighborhoods, which replace RNP, are intended to preserve rural character and the 18 dwellings per acre, places of assembly, and other urban characteristics of Corridor Mixed Use are incompatible.

Comment
Mixed-use might have a place somewhere, but it does NOT belong next to ranch style homes and homes with larger lots. We moved to these locations because we want that way of life. We are ok with driving to get to what we need. And we do not need to have mixed use. We want other homes like ours and space around us.
This. We need more of this. Space, larger one story homes. Rural lifestyle in Vegas is going away, and we need to preserve it!
Corridor Mixed Use should not be adjacent or near Rural Preservation Neighborhoods/Ranch Neighborhoods. The RNPs preserve the character of the area and support a lifestyle that should also be preserved. These two types: RNP and CM are not only incompatible but forces a change to an area that is not warranted or wanted. PLEASE avoid having this next to RNPs.
CM should NOT be placed next to RN. RNs which replace RNP, are intended to preserve rural character and the 18 dwellings per acre, places of assembly, and other urban characteristics of CM use are incompatible.
Please support your constituents and keep RNP lands
stop the "spot zoning", keep RNP lands. Stop allowing the BLM to sell RNP land to high density developers. Stick to the "plan". Many neighbors in the community have argued again and again to keep the "Rural Natural" feel to this area. Please start listening to the people.
Am I correct to understand that if something is designated CM, it is a usage by rights and would not require special use permission from the Commissioners?
This kind of use is inappropriate when adjacent to a Ranch Neighborhood, which is designed to retain rural character.
Corridor Mixed Use should not be placed next to RN. Ranch neighborhoods, which replace RNP, are intended to preserve rural character and the 18 dwellings per acre, places of assembly, and other urban characteristics of Corridor Mixed Use are incompatible.
Corridor Mixed Use should NOT be placed next to or near Rural Preservation Neighborhoods (RNPs). RNPs (or Ranch Neighborhoods) are there to PRESERVE RURAL LIFESTYLES and PRESERVE RURAL CHARACTER of a neighborhood, and having high density dwellings or other urban developments like CM is totally incompatible! PLEASE do not put any high density housing in or near the RNPs!
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I firmly believe Corridor Mixed Use should not be placed next to Ranch Ranch neighborhoods, which replace RNP, are intended to preserve rural character and the 18 dwellings per acre, places of assembly, and other urban characteristics of Corridor Mixed Use are incompatible.
Corridor Mixed Use should not be placed next to RN. Ranch neighborhoods, which replace RNP, are intended to preserve rural character and the 18 dwellings per acre, places of assembly, and other urban characteristics of Corridor Mixed Use are incompatible.
Why are the Land Use Plan and Developmental Code being adopted a year apart? The Developmental Code is designed to compliment, support and provide guidance for the Land Use Plan. Shouldn't they be adopted at the same time? Will the new Land Use Plan be subject to the old standards? The Development Code and Standard are necessary for planning purposes.
Will this Land Use category be utilized for mini-storage via special use permit?
Minor Amendments or Planned Amendments lend themselves to inappropriate land use changes that are not compatible or comparable to surrounding Land Uses. It only takes 1 land use change to impact the disposition of an entire area. The predictability of development for an area is eliminated.
1. No commercial development of rental tract homes in Ranch Estate Neighborhood RN/RNPs. These are really intensive, unregulated businesses. Where is this issue addressed in the Draft Master Plan?
1. No commuter schools or commuter places of worship in RN/RNPs. 2. No thru public transportation routes in RN/RNPs. 3. Horse trails & crossings must be include in new proposed site plans/applications for RN/RNPs.
Corridor Mixed Use should not be placed next to RN. Ranch neighborhoods, which replace RNP, are intended to preserve rural character and the 18 dwellings per acre, places of assembly, and other urban characteristics of Corridor Mixed Use are incompatible

Comment
So this designation means "whatever a developer wants to do." There are no proportions, no restrictions, no restraints -- a free-for-all. This is not consistent with the idea of a Land Use Plan.
Residential single-family home projects in Ranch Estate Neighborhoods with site elevation proposed greater than 18 inches above grade/center height of street should be brought before the TABs and allowed public comment. >18 inches site elevation should part of the initial application, instead of later Waivers.
1. Homes front only on local streets. No cul-de-sacs. 2. Or, only large bulb cul-de-sacs. No hammerhead or other designs where a trash truck cannot complete a circle.
Please keep in mind that some of BLM "Disposal Land" is in, or adjacent to RN/RNP Land Uses, and higher density "middle" housing and affordable housing may be incompatible with RN neighborhoods.
Thank you for supporting RN/RNPs.
Why are new RNPs not encouraged?
Ranch Estate/RNPs generally have more landscaping than concrete, with large trees and shrubby areas. These plantings consume carbon dioxide CO2 and release oxygen O2, therefore contributing to reduction of CO2, supporting the County goal.
Seven Magic Mountains $$$ could be better spent on neighborhood parks accessible to residents by foot, bike, and horse.
Contemporary residential site development includes minimum 6 ft high block walls between residences which increase urban heat island effect. How can heat island effect be reduced in residential neighborhoods?
Ranch Estate Neighborhoods/RNPs mitigate the urban heat island effect, having less concrete/block and more landscaping & natural ground.
No public transportation routes or turnarounds in Ranch Estate Neighborhood/RNPs, please. It's a safety issue. Horses and buses do not mix. Thank you.
Thank you!
Need more traffic law enforcement, especially in residential neighborhoods.
Reduce the amount of County online sites that require an account, login, and password.
Corridor Mixed Use should not be placed next to Ranch Neighborhoods (RN). Ranch Neighborhoods, which replace Rural Neighborhood Preserves, are intended to preserve rural character. The 18 dwellings per acre, places of assembly, availability of public transportation routes, and other urban characteristics of Corridor Mixed Use are incompatible with RN/RNPs. No mitigation strategies can properly buffer Corridor Mixed Use from Ranch Neighborhoods, except physical distance, such as 2800 feet.
Public lands nominated for privatization should specifically exclude corporate tracts of rental houses. This is business use, not residential use.
No "open 24 hours" businesses.
Big Thanks to our police!
Yes!
Thank you for this!
Please keep public transportation routes out of Ranch Estate Neighborhoods/RNPs.
Please protect the 30 foot buffer zone between the RNP located in the NE corner of the Mountains Edge Development and the commercial zoning located south of Blue Diamond Road, west of Rainbow.
What do you mean specifically by diverse? 0% European American?
What kind of transit? It has to compete with vehicle travel like Maglev or Personal Rapid Transit?
Get rid of parking minimums which can really help.
How about personal rapid transit or Maglev?
The main problem with modern planning especially Clark County are those major arterials and collectors. It is basically a merge of street and a highway into one. They are not so efficient in moving traffic efficiently, long intersection times, dangerous to pedestrians, divide streets, separate land uses, and reduce connectivity. Either go for high speed uninterrupted travel or slow moving traffic that doesn't divide neighborhoods (minimal building setback).
Turbo roundabouts often are more efficient.

Comment
Mixed use is a step forward, but it is not just the land-use. It is also the scale and sizing of zoning parcels. In other words, having just a few housing units with many commercial spaces do not go far enough. Look at the older areas of Downtown LV. More variety of residential, commercial, and other uses with more compact zoning placements. More importantly the street do not divide the uses and brings connectivity. Many of the arterials out there worsen it.
I believe that the RNP's on the Enterprise area should be left intact. When I purchased our home in the Cactus Hills Estates area I spent well over $565.000 . I and my family like this area where there is the RNP/ RE DESIGNATION. My personal area here at Cactus Hills Estates , I believe is R1 . If it is at all possible, PLEASE LEAVE THE AREA THE WAY. IT IS. Thank You. Warren Reed
Is the Fire Training Facility still proposed in Planning (generally located north of the CC215 curve & W Rome Blvd)? If so, this should be noted here. Possible language addition ?
this stmt "In the past" would not be accurate, as the current Lone Mountain Interlocal Agreement betw City and County is active thru December 2026. Within this agreement, page 6 of 9, section 5 (a) states that annexation may not be conditioned just because sewer services is provided. Please adjust language.
how is this being enforced? with the CC Commission just approving the Blue Diamond Hill project of 280 homes with lots as small as 7041 sqft (disregard the "averages") and the engineering to lift water to that elevation -- how is this being enforced? note: UC-21-0280
There needs to be property for all walks of life. The dense properties do not allow for the handicapped and elderly in our communities. With the aging population three generation homes are becoming a norm. Quarter acre properties are the smallest where there is a single story home for elderly accessibility and a small yard for children and families to gather. Maintaining a gradual stepped approach between larger rural/horse properties that Vegas was known for to the dense small acreage homes to apartments and condos is important to preserve for the varied needs of the entire community.
Commercially zoned property is constantly getting consumed by dense residenial via non-conforming zone changes. Neighborhood commercial offers close to home amenities that so many without the ability to drive depend upon. We need to add a clause to the commercial zoning that non-conforming zone changes are not allowed to become residential.
There needs to be property for all walks of life. The dense properties do not allow for the handicapped and elderly in our communities. With the aging population three generation homes are becoming a norm. Quarter acre properties are the smallest where there is a single story home for elderly accessibility and a small yard for children and families to gather. Maintaining a gradual stepped approach between larger rural/horse properties that Vegas was known for to the dense small acreage homes to apartments and condos is important to preserve for the varied needs of the entire community.
Commercially zoned property is constantly getting consumed by dense residenial via non-conforming zone changes. Neighborhood commercial offers close to home amenities that so many without the ability to drive depend upon. We need to add a clause to the commercial zoning that non-conforming zone changes are not allowed to become residential.
The name, owners and route of the high speed train has changed many times in the past 15 years. I have continued to follow it's progress through the years. The "final" Environmental Impact Study was published in March 2011. There have been drastic residential development along the I-15 corridor since 2011. I submitted the question to Brightline West, asking what mitigation steps have been provided for the light and sound produced by the train for the new residents of the corridor. The response that I received from Brightline West was that the train would be elevated and not impact the adjacent residents. I find this answer to be vague and dismissive. These issues should be addressed and conditioned prior to approval.

SIERRA CLUB
TOIYABE CHAPTER

To: Mario Bermudez
CC: Clark County Commission
RE: Sierra Club Recommendations for Transform Clark County Final Draft
May 7, 2021

Dear Transform Clark County Team;

The Sierra Club Toiyabe Chapter and our 40,000 thousand members and supporters in Nevada appreciate all the work the county has done to create a comprehensive plan that is accessible and straightforward. Thank you for the opportunity to participate throughout this process.

Overall we support many of the goals, core values, and principles laid out in the draft comprehensive documents. However, Clark County is uniquely positioned on the frontlines of climate change and resulting impacts.[1,2,3] We strongly feel climate considerations should be prioritized to a greater degree in all planning for our region than has been done in these plans. All-In Clark County is a newly developed program without a clear pathway to implementation, while the comprehensive plan offers a clear opportunity to articulate tangible ways to address climate change in our land use and urban planning decisions going forward. We know the dire impacts of climate change that we are already experiencing in Southern Nevada, thus we urge Clark County to center climate change planning in the new comprehensive plan. All-In Clark County will be able to uplift and build off of a comprehensive plan that centers climate action, and both processes will benefit in the long term.

To give examples of how climate stable planning decisions can be strengthened in these plans, we have compiled Sierra Club's recommendations for transportation and land use below:

Land Use and Transportation Recommendations

Land use patterns should be designed to prioritize walking and biking, reduce vehicle miles traveled (VMT), increase public transit use, enhance the economic viability of public transit, and decrease private motor vehicle use (auto mobility). Therefore zoning, financing, land-use controls, and other policies should:

- Promote desirable, affordable, dense, and equitable mixed-use infill development;
    - **In the proposed land use categories draft**, by far the largest acreage impacted by the proposed changes is the mid-suburban neighborhood designation, which limits housing to up to 8 dwellings per acre. This is a consolidation of two designations, the Residential Suburban (RS), which allows 0-8 dwelling units per acre, with portions of Residential Medium (RM), which allows for 3-14 dwelling units per acre. Southern Nevada is on the front lines of the climate crisis — Las Vegas is the fastest warming city in the nation, 12th in the nation for ground level ozone pollution, and is facing a decades-long drought. Suburban development directly impacts all of these environmental threats, and we are

[1] American Lung Association State of the Air Report 2021
[2] America Warming: The Fastest Warming Cities and States in the U.S.
[3] U.S. West prepares for possible 1st water shortage declaration

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concerned with a consolidation of any designations that decreases the density of dwelling units on any parcels in the valley. We encourage the Transform Clark County program to designate as many areas within the 40,409 currently assigned mid-suburban acres to compact or urban neighborhood designations to reduce sprawl development and protect Southern Nevada from climate threats over the coming decades.

- Expand affordable and accessible rail and bus transit networks and service to create good local and regional transportation options;
    - **In the proposed land use categories draft,** four out of six neighborhood designations state that "transit service is limited or not present." There are well-researched and defined connections between urban density, robust public transit options, and upwards economic mobility. If we are to create a new planning paradigm that lifts up our communities and provides economic prosperity to all, public transportation must be a top priority. To achieve core values 2 and 5 of this comprehensive plan (*Core Value #2: Equitable Access to Programs, Services, and Amenities Core #5: A Diverse and Resilient Economy*), transit service needs to be equally distributed among all neighborhood designations.
- Protect land outside presently developed areas from urban sprawl through urban limit lines or similar policies.
    - **In Countywide Policies, *Policy 6.1.7: Disposal Boundary,*** there is an opportunity to directly limit sprawl beyond the current SNPLMA boundary. Doing so would unequivocally improve the region's climate stability and be a driver for the implementation of this plan's own goals for infill, mixed-used transit-oriented development, and affordable housing. We recommend strengthening the language for the disposal boundary, distinctly limiting its expansion to achieve the urban planning goals outlined in the countywide policies document.
    - **For South County Area Specific Policies SO-5 and SO-6;** what are the explicit details and parameters for development that this master plan will require of future projects proposed for this area? The current language in this report calls for "collaboration with the Bureau of Land Management, and other federal, state, and regional partners" to plan for development of an auxiliary airport south of town, while SO-6 explicitly calls out the lack of resources available in this region. This comprehensive plan is the County's chance to be transparent about plans for future development. There are bills currently proposed that will develop the *Southern Nevada Area* covered in this plan. Not delineating how these new developments will occur, or detailing how development will be regulated outside of the current broad, generalized language leaves development guidelines up to interpretation. We would like to see explicit details on the plans for this specific area in the final draft.

Existing communities should be revitalized or retrofitted to achieve the above recommended qualities. Enhancing their quality of life should be a higher priority than pursuing new development. Urban sprawl is proven to increase emissions, drain resources, and increase inequality. We urge the county to limit

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urban sprawl to the greatest degree possible. Focus should be on revitalization of our current built environments. Revitalization of existing communities must include the participation of members of that community. And it must be conscious of potential impacts on vulnerable communities that reside in or around such community, including, but not limited to; protecting residents from economic and physical disruption, and providing residents the ability to access the benefits being fostered during revitalization.

Thank you for considering these recommendations, and for all the work you have done to create these plans.

Sincerely,



Jasmine Vazin, Clean Transportation Organizer, Toiyabe Chapter



Manny Becerra, Chair, Toiyabe Chapter



APPENDIX E: MASTER PLAN RESOLUTIONS

LIST

Resolutions are listed chronologically by Board of County Commissioners (BCC) adoption date.
To access resolutions, please visit: https://docimgsrch.clarkcountynv.gov/CompPlanningDocimgsearch

CP-21-900619 (Adoption of Transform Clark County Master Plan)

Resolution of Clark County Planning Commission, November 16, 2021

Resolution of Clark County Board of County Commissioners, November 17, 2021

PA-21-700001 (Trails Map)

Resolution of Clark County Planning Commission, February 1, 2022

Resolution of Clark County Board of County Commissioners, February 2, 2022

PA-21-700005 (Planned Land Use Map)

Resolution of Clark County Planning Commission, February 1, 2022

Resolution of Clark County Board of County Commissioners, February 16, 2022

PA-22-700001 (Trails Map)

Resolution of Clark County Planning Commission, February 15, 2022

Resolution of Clark County Board of County Commissioners, April 6, 2022

PA-22-700002 (Transportation Map)

Resolution of Clark County Planning Commission, May 17, 2022

Resolution of Clark County Board of County Commissioners, June 22, 2022

PA-22-700003 (Trails Map)

Resolution of Clark County Planning Commission, October 18, 2022

Resolution of Clark County Board of County Commissioners, January 18, 2023

PA-22-700006 (Planned Land Use Map)

Resolution of Clark County Planning Commission, January 17, 2023

Resolution of Clark County Board of County Commissioners, February 22, 2023

PA-23-700001 (Planned Land Use Map)

Resolution of Clark County Planning Commission, March 7, 2023

Resolution of Clark County Board of County Commissioners, April 5, 2023

PA-23-700004 (Planned Land Use Map)

Resolution of Clark County Planning Commission, March 21, 2023

Resolution of Clark County Board of County Commissioners, April 19, 2023

PA-23-700005 (Planned Land Use Map)

Resolution of Clark County Planning Commission, April 18, 2023

Resolution of Clark County Board of County Commissioners, May 17, 2023

PA-23-700006 (Planned Land Use Map)

Resolution of Clark County Planning Commission, April 18, 2023

Resolution of Clark County Board of County Commissioners, May 17, 2023

PA-23-700007 (Planned Land Use Map)

Resolution of Clark County Planning Commission, May 16, 2023

Resolution of Clark County Board of County Commissioners, June 21, 2023

PA-23-700002 (Planned Land Use Map)

Resolution of Clark County Planning Commission, June 6, 2023

Resolution of Clark County Board of County Commissioners, June 21, 2023

PA-23-700008 (Planned Land Use Map)

Resolution of Clark County Planning Commission, June 20, 2023

Resolution of Clark County Board of County Commissioners, July 19, 2023

PA-23-700009 (Transportation Map)

Resolution of Clark County Planning Commission, June 20, 2023

Resolution of Clark County Board of County Commissioners, July19, 2023

PA-23-700010 (Planned Land Use Map)

Resolution of Clark County Planning Commission, June 20, 2023

Resolution of Clark County Board of County Commissioners, July 19, 2023

PA-23-700011 (Planned Land Use Map)

Resolution of Clark County Planning Commission, June 20, 2023

Resolution of Clark County Board of County Commissioners, July 19, 2023

PA-23-700012 (Planned Land Use Map)

Resolution of Clark County Planning Commission, June 20, 2023

Resolution of Clark County Board of County Commissioners, July 19, 2023

PA-23-700015 (Planned Land Use Map)

Resolution of Clark County Planning Commission, June 20, 2023

Resolution of Clark County Board of County Commissioners, July 19, 2023

PA-23-700013 (Transportation Map)

Resolution of Clark County Planning Commission, July 18, 2023

Resolution of Clark County Board of County Commissioners, August 19, 2023

PA-23-700014 (Planned Land Use Map)

Resolution of Clark County Planning Commission, July 18, 2023

Resolution of Clark County Board of County Commissioners, August 19, 2023

PA-23-700017 (Planned Land Use Map)

Resolution of Clark County Planning Commission, August 1, 2023

Resolution of Clark County Board of County Commissioners, September 6, 2023

PA-23-700018 (Planned Land Use Map)

Resolution of Clark County Planning Commission, August 15, 2023

Resolution of Clark County Board of County Commissioners, September 20, 2023

PA-23-700021 (Planned Land Use Map)

Resolution of Clark County Planning Commission, September 19, 2023

Resolution of Clark County Board of County Commissioners, October 18, 2023

PA-23-700022 (Planned Land Use Map)

Resolution of Clark County Planning Commission, October 3, 2023

Resolution of Clark County Board of County Commissioners, November 8, 2023

PA-23-700024 (Planned Land Use Map)

Resolution of Clark County Planning Commission, October 3, 2023

Resolution of Clark County Board of County Commissioners, November 8, 2023

PA-23-700025 (Planned Land Use Map)

Resolution of Clark County Planning Commission, October 3, 2023

Resolution of Clark County Board of County Commissioners, November 8, 2023

PA-23-700027 (Planned Land Use Map)

Resolution of Clark County Planning Commission, October 17, 2023

Resolution of Clark County Board of County Commissioners, November 21, 2023

PA-23-700030 (Planned Land Use Map)

Resolution of Clark County Planning Commission, November 7, 2023

Resolution of Clark County Board of County Commissioners, December 6, 2023

PA-23-700028 (Planned Land Use Map)

Resolution of Clark County Planning Commission, November 21, 2023

Resolution of Clark County Board of County Commissioners, December 6, 2023

PA-23-700029 (Planned Land Use Map)

Resolution of Clark County Board of County Commissioners, December 6, 2023

PA-23-700031 (Planned Land Use Map)

Resolution of Clark County Planning Commission, November 21, 2023

Resolution of Clark County Board of County Commissioners, December 6, 2023

PA-23-700033 (Planned Land Use Map)

Resolution of Clark County Planning Commission, November 21, 2023

Resolution of Clark County Board of County Commissioners, December 20, 2023

PA-23-700034 (Planned Land Use Map)

Resolution of Clark County Planning Commission, November 21, 2023

Resolution of Clark County Board of County Commissioners, December 20, 2023

PA-23-700036 (Planned Land Use Map)

Resolution of Clark County Planning Commission, November 21, 2023

Resolution of Clark County Board of County Commissioners, December 20, 2023

PA-23-700016 (Planned Land Use Map)

Resolution of Clark County Planning Commission, December 5, 2023

Resolution of Clark County Board of County Commissioners, January 3, 2024

PA-23-700032 (Planned Land Use Map)

Resolution of Clark County Planning Commission, December 5, 2023

Resolution of Clark County Board of County Commissioners, January 3, 2024

PA-23-700035 (Planned Land Use Map)

Resolution of Clark County Planning Commission, December 5, 2023

Resolution of Clark County Board of County Commissioners, January 3, 2024

PA-23-700026 (Planned Land Use Map)

Resolution of Clark County Board of County Commissioners, February 7, 2024

PA-23-700038 (Planned Land Use Map)

Resolution of Clark County Planning Commission, January 2, 2024

Resolution of Clark County Board of County Commissioners, February 7, 2024

PA-23-700040 (Planned Land Use Map)

Resolution of Clark County Planning Commission, January 2, 2024

Resolution of Clark County Board of County Commissioners, February 7, 2024

PA-23-700037 (Planned Land Use Map)

Resolution of Clark County Planning Commission, January 16, 2024

Resolution of Clark County Board of County Commissioners, February 21, 2024

PA-23-700041 (Planned Land Use Map)

Resolution of Clark County Planning Commission, January 16, 2024

Resolution of Clark County Board of County Commissioners, February 21, 2024

PA-23-700044 (Planned Land Use Map)

Resolution of Clark County Planning Commission, February 6, 2024

Resolution of Clark County Board of County Commissioners, March 6, 2024

PA-23-700048 (Planned Land Use Map)

Resolution of Clark County Planning Commission, February 6, 2024

Resolution of Clark County Board of County Commissioners, March 6, 2024

PA-23-700052 (Planned Land Use Map)

Resolution of Clark County Planning Commission, February 20, 2024

Resolution of Clark County Board of County Commissioners, March 20, 2024

PA-23-700054 (Planned Land Use Map)

Resolution of Clark County Planning Commission, March 5, 2024

Resolution of Clark County Board of County Commissioners, April 3, 2024

PA-23-700039 (Planned Land Use Map)

Resolution of Clark County Board of County Commissioners, April 17, 2024

PA-23-700050 (Planned Land Use Map)

Resolution of Clark County Planning Commission, April 2, 2024

Resolution of Clark County Board of County Commissioners, May 8, 2024

PA-24-700001 (Planned Land Use Map)

Resolution of Clark County Planning Commission, April 2, 2024

Resolution of Clark County Board of County Commissioners, May 8, 2024

PA-24-700002 (Planned Land Use Map)

Resolution of Clark County Planning Commission, April 16, 2024

Resolution of Clark County Board of County Commissioners, May 22, 2024

PA-24-700003 (Planned Land Use Map)

Resolution of Clark County Planning Commission, May 21, 2024

Resolution of Clark County Board of County Commissioners, June 18, 2024

PA-24-700004 (Planned Land Use Map)

Resolution of Clark County Planning Commission, May 21, 2024

Resolution of Clark County Board of County Commissioners, June 18, 2024

PA-24-700013 (Planned Land Use Map)

Resolution of Clark County Planning Commission, July 2, 2024

Resolution of Clark County Board of County Commissioners, July 3, 2024

PA-24-70006 (Planned Land Use Map)

Resolution of Clark County Planning Commission, July 2, 2024

Resolution of Clark County Board of County Commissioners, August 7, 2024

PA-24-70008 (Planned Land Use Map)

Resolution of Clark County Planning Commission, July 16, 2024

Resolution of Clark County Board of County Commissioners, August 21, 2024

PA-24-70009 (Planned Land Use Map)

Resolution of Clark County Planning Commission, July 16, 2024

Resolution of Clark County Board of County Commissioners, August 21, 2024

PA-24-70010 (Planned Land Use Map)

Resolution of Clark County Planning Commission, July 16, 2024

Resolution of Clark County Board of County Commissioners, August 21, 2024

PA-24-700011 (Planned Land Use Map)

Resolution of Clark County Planning Commission, August 6, 2024

Resolution of Clark County Board of County Commissioners, August 21, 2024

PA-24-700014 (Planned Land Use Map)

Resolution of Clark County Planning Commission, August 6, 2024

Resolution of Clark County Board of County Commissioners, August 21, 2024

PA-23-700055 (Planned Land Use Map)

Resolution of Clark County Planning Commission, February 20, 2024

Resolution of Clark County Board of County Commissioners, September 18, 2024

PA-24-700012 (Planned Land Use Map)

Resolution of Clark County Planning Commission, August 20, 2024

Resolution of Clark County Board of County Commissioners, September 18, 2024

PA-24-700016 (Planned Land Use Map)

Resolution of Clark County Planning Commission, August 20, 2024

Resolution of Clark County Board of County Commissioners, September 18, 2024

PA-24-700017 (Planned Land Use Map)

Resolution of Clark County Planning Commission, September 17, 2024

Resolution of Clark County Board of County Commissioners, October 16, 2024

PA-24-700018 (Planned Land Use Map)

Resolution of Clark County Planning Commission, September 17, 2024

Resolution of Clark County Board of County Commissioners, October 16, 2024

PA-24-700015 (Planned Land Use Map)

Resolution of Clark County Planning Commission, October 15, 2024

Resolution of Clark County Board of County Commissioners, November 20, 2024

PA-24-700020 (Planned Land Use Map)

Resolution of Clark County Planning Commission, October 15, 2024

Resolution of Clark County Board of County Commissioners, November 20, 2024

PA-24-700021 (Planned Land Use Map)

Resolution of Clark County Planning Commission, November 5, 2024

Resolution of Clark County Board of County Commissioners, December 4, 2024

MPS-24-0519 (Planned Land Use Map)

Resolution of Clark County Planning Commission, November 5, 2024

Resolution of Clark County Board of County Commissioners, December 4, 2024

PA-24-700023 (Planned Land Use Map)

Resolution of Clark County Planning Commission, November 19, 2024

Resolution of Clark County Board of County Commissioners, January 8, 2025

PA-24-700028 (Transportation Map)

Resolution of Clark County Planning Commission, December 3, 2024

Resolution of Clark County Board of County Commissioners, January 8, 2025

PA-24-700029 (Planned Land Use Map)

Resolution of Clark County Planning Commission, December 3, 2024

Resolution of Clark County Board of County Commissioners, January 8, 2025

PA-24-700027 (Planned Land Use Map)

Resolution of Clark County Planning Commission, December 3, 2024

Resolution of Clark County Board of County Commissioners, January 22, 2025

PA-24-700031 (Planned Land Use Map)

Resolution of Clark County Planning Commission, December 17, 2024

Resolution of Clark County Board of County Commissioners, January 22, 2025

PA-24-700033 (Planned Land Use Map)

Resolution of Clark County Planning Commission, December 17, 2024

Resolution of Clark County Board of County Commissioners, January 22, 2025

PA-24-700030 (Planned Land Use Map)

Resolution of Clark County Planning Commission, January 7, 2025

Resolution of Clark County Board of County Commissioners, February 5, 2025

PA-24-700032 (Planned Land Use Map)

Resolution of Clark County Planning Commission, January 7, 2025

Resolution of Clark County Board of County Commissioners, February 5, 2025

PA-24-700034 (Planned Land Use Map)

Resolution of Clark County Planning Commission, January 7, 2025

Resolution of Clark County Board of County Commissioners, February 5, 2025

PA-24-700026 (Planned Land Use Map)

Resolution of Clark County Planning Commission, November 19, 2024

Resolution of Clark County Board of County Commissioners, February 19, 2025

PA-24-700035 (Planned Land Use Map)

Resolution of Clark County Planning Commission, January 7, 2025

Resolution of Clark County Board of County Commissioners, February 5, 2025

PA-24-700038 (Planned Land Use Map)

Resolution of Clark County Planning Commission, February 4, 2025

Resolution of Clark County Board of County Commissioners, March 5, 2025

PA-24-700039 (Planned Land Use Map)

Resolution of Clark County Planning Commission, February 4, 2025

Resolution of Clark County Board of County Commissioners, March 5, 2025

PA-24-700036 (Planned Land Use Map)

Resolution of Clark County Planning Commission, February 18, 2025

Resolution of Clark County Board of County Commissioners, March 19, 2025

PA-24-700041 (Planned Land Use Map)

Resolution of Clark County Planning Commission, February 4, 2025

Resolution of Clark County Board of County Commissioners, March 19, 2025

PA-24-700042 (Planned Land Use Map)

Resolution of Clark County Planning Commission, February 18, 2025

Resolution of Clark County Board of County Commissioners, March 19, 2025

PA-25-700001 (Planned Land Use Map)

Resolution of Clark County Planning Commission, February 18, 2025

Resolution of Clark County Board of County Commissioners, March 19, 2025

PA-24-700024 (Planned Land Use Map)

Resolution of Clark County Planning Commission, March 4, 2025

Resolution of Clark County Board of County Commissioners, April 2, 2025

PA-24-700037 (Planned Land Use Map)

Resolution of Clark County Planning Commission, March 4, 2025

Resolution of Clark County Board of County Commissioners, April 2, 2025

PA-25-700002 (Planned Land Use Map)

Resolution of Clark County Planning Commission, March 4, 2025

Resolution of Clark County Board of County Commissioners, April 2, 2025

PA-25-700003 (Planned Land Use Map)

Resolution of Clark County Board of County Commissioners, April 16, 2025

PA-25-700006 (Planned Land Use Map)

Resolution of Clark County Planning Commission, March 18, 2025

Resolution of Clark County Board of County Commissioners, April 16, 2025

PA-25-700007 (Planned Land Use Map)

Resolution of Clark County Planning Commission, March 18, 2025

Resolution of Clark County Board of County Commissioners, April 16, 2025

PA-25-700005 (Planned Land Use Map)

Resolution of Clark County Planning Commission, April 1, 2025

Resolution of Clark County Board of County Commissioners, May 7, 2025

PA-25-700010 (Planned Land Use Map)

Resolution of Clark County Planning Commission, April 1, 2025

Resolution of Clark County Board of County Commissioners, May 7, 2025

PA-25-700004 (Planned Land Use Map)

Resolution of Clark County Planning Commission, April 15, 2025

Resolution of Clark County Board of County Commissioners, May 21, 2025

PA-25-700011 (Planned Land Use Map)

Resolution of Clark County Planning Commission, April 15, 2025

Resolution of Clark County Board of County Commissioners, May 21, 2025

PA-25-700012 (Planned Land Use Map)

Resolution of Clark County Planning Commission, April 15, 2025

Resolution of Clark County Board of County Commissioners, May 21, 2025

PA-25-700013 (Planned Land Use Map)

Resolution of Clark County Planning Commission, April 15, 2025

Resolution of Clark County Board of County Commissioners, May 21, 2025

PA-25-700014 (Planned Land Use Map)

Resolution of Clark County Planning Commission, April 15, 2025

Resolution of Clark County Board of County Commissioners, May 21, 2025

PA-23-700051 (Planned Land Use Map)

Resolution of Clark County Board of County Commissioners, June 4, 2025

PA-25-700015 (Planned Land Use Map)

Resolution of Clark County Planning Commission, May 6, 2025

Resolution of Clark County Board of County Commissioners, June 4, 2025

PA-25-700017 (Planned Land Use Map)

Resolution of Clark County Planning Commission, May 6, 2025

Resolution of Clark County Board of County Commissioners, June 4, 2025

PA-23-700043 (Planned Land Use Map)

Resolution of Clark County Board of County Commissioners, June 18, 2025

PA-25-700016 (Planned Land Use Map)

Resolution of Clark County Planning Commission, May 6, 2025

Resolution of Clark County Board of County Commissioners, June 18, 2025

PA-25-700019 (Planned Land Use Map)

Resolution of Clark County Planning Commission, May 20, 2025

Resolution of Clark County Board of County Commissioners, June 18, 2025

PA-25-700020 (Planned Land Use Map)

Resolution of Clark County Planning Commission, May 20, 2025

Resolution of Clark County Board of County Commissioners, June 18, 2025

PA-25-700022 (Planned Land Use Map)

Resolution of Clark County Planning Commission, May 20, 2025

Resolution of Clark County Board of County Commissioners, June 18, 2025

PA-25-700018 (Planned Land Use Map)

Resolution of Clark County Planning Commission, May 6, 2025

Resolution of Clark County Board of County Commissioners, July 2, 2025

PA-25-700023 (Planned Land Use Map)

Resolution of Clark County Planning Commission, June 17, 2025

Resolution of Clark County Board of County Commissioners, July 16, 2025

PA-25-700024 (Planned Land Use Map)

Resolution of Clark County Planning Commission, June 17, 2025

Resolution of Clark County Board of County Commissioners, July 16, 2025

PA-24-700040 (Planned Land Use Map)

Resolution of Clark County Board of County Commissioners, July 16, 2025

CP-25-900446 (Planned Land Use Category)

Resolution of Clark County Planning Commission, July 1, 2025

Resolution of Clark County Board of County Commissioners, July 16, 2025

PA-25-700008 (Planned Land Use Map)

Resolution of Clark County Planning Commission, March 18, 2025

Resolution of Clark County Board of County Commissioners, August 6, 2025

PA-25-700025 (Planned Land Use Map)

Resolution of Clark County Planning Commission, July 1, 2025

Resolution of Clark County Board of County Commissioners, August 6, 2025

PA-25-700026 (Planned Land Use Map)

Resolution of Clark County Planning Commission, July 1, 2025

Resolution of Clark County Board of County Commissioners, August 6, 2025

PA-23-700046 (Planned Land Use Map)

Resolution of Clark County Board of County Commissioners, August 6, 2025

PA-25-700027 (Planned Land Use Map)

Resolution of Clark County Planning Commission, July 15, 2025

Resolution of Clark County Board of County Commissioners, August 20, 2025

PA-25-700028 (Planned Land Use MAp)

Resolution of Clark County Planning Commission, August 5, 2025

Resolution of Clark County Board of County Commissioners, September 3, 2025

PA-25-700021 (Planned Land Use Map)

Resolution of Clark County Planning Commission, August 5, 2025

Resolution of Clark County Board of County Commissioners, September 17, 2025

PA-25-700029 (Planned Land Use Map)

Resolution of Clark County Planning Commission, September 2, 2025

Resolution of Clark County Board of County Commmisioners, October 8, 2025

PA-25-700030 (Planned Land Use Map)

Resolution of Clark County Planning Commission, September 2, 2025

Resolution of Clark County Board of County Commmisioners, October 8, 2025

PA-25-700031 (Planned Land Use Map)

Resolution of Clark County Planning Commission, September 2, 2025

Resolution of Clark County Board of County Commmisioners, October 8, 2025

PA-25-700035 (Planned Land Use Map)

Resolution of Clark County Planning Commission, September 16, 2025

Resolution of Clark County Board of County Commmisioners, October 22, 2025

PA-25-700037 (Planned Land Use Map)

Resolution of Clark County Planning Commission, September 16, 2025

Resolution of Clark County Board of County Commmisioners, October 22, 2025

PA-25-700036 (Planned Land Use Map)

Resolution of Clark County Planning Commission, October 7, 2025

Resolution of Clark County Board of County Commisioners, November 19, 2025

PA-25-700038 (Planned Land Use Map)

Resolution of Clark County Planning Commission, October 7, 2025

Resolution of Clark County Board of County Commissioners, November 19, 2025

PA-25-700032 (Planned Land Use Map)

Resolution of Clark County Planning Commission, October 21, 2025

Resolution of Clark County Board of County Commissioners, December 3, 2025

PA-25-700039 (Planned Land Use Map)

Resolution of Clark County Planning Commission, November 4, 2025

Resolution of Clark County Board of County Commissioners, December 3, 2025

PA-25-700042 (Planned Land Use Map)

Resolution of Clark County Planning Commission, November 18, 2025

Resolution of Clark County Board of County Commissioners, December 17, 2025

PA-25-700034 (Planned Land Use Map)

Resolution of Clark County Planning Commission, November 18, 2025

Resolution of Clark County Board of County Commissioners, January 7, 2026

PA-25-700043 (Planned Land Use Map)

Resolution of Clark County Planning Commission, December 2, 2025

Resolution of Clark County Board of County Commissioners, January 7, 2026

PA-25-700044 (Planned Land Use Map)

Resolution of Clark County Planning Commission, December 2, 2025

Resolution of Clark County Board of County Commissioners, January 7, 2026

PA-25-700045 (Planned Land Use Map)

Resolution of Clark County Planning Commission, December 2, 2025

Resolution of Clark County Board of County Commissioners, January 7, 2026

PA-25-700046 (Planned Land Use Map)

Resolution of Clark County Planning Commission, December 2, 2025

Resolution of Clark County Board of County Commissioners, January 7, 2026

PA-25-700047 (Planned Land Use Map)

Resolution of Clark County Planning Commission, December 16, 2025

Resolution of Clark County Board of County Commissioners, January 21, 2026

PA-25-700048 (Planned Land Use Map)

Resolution of Clark County Planning Commission, December 16, 2025

Resolution of Clark County Board of County Commissioners, January 21, 2026

PA-25-700049 (Planned Land Use Map)

Resolution of Clark County Planning Commission, January 6, 2026

Resolution of Clark County Board of County Commissioners, February 4, 2026

PA-25-700051 (Planned Land Use Map)

Resolution of Clark County Planning Commission, January 6, 2026

Resolution of Clark County Board of County Commissioners, February 4, 2026

PA-25-700050 (Planned Land Use Map)

Resolution of Clark County Planning Commission, January 20, 2026

Resolution of Clark County Board of County Commissioners, February 18, 2026

PA-25-700053 (Planned Land Use Map)

Resolution of Clark County Planning Commission, February 3, 2026

Resolution of Clark County Board of County Commissioners, March 4, 2026

PA-25-700054 (Planned Land Use Map)

Resolution of Clark County Planning Commission, February 3, 2026

Resolution of Clark County Board of County Commmisioners, March 4, 2026

PA-25-700055 (Planned Land Use Map)

Resolution of Clark County Planning Commission, February 3, 2026

Resolution of Clark County Board of County Commmisioners, March 4, 2026

PA-25-700057 (Planned Land Use Map)

Resolution of Clark County Planning Commission, February 17, 2026

Resolution of Clark County Board of County Commisioners, March 18, 2026

PA-25-700058 (Planned Land Use Map)

Resolution of Clark County Planning Commission, February 17, 2026

Resolution of Clark County Board of County Commissioners, March 18, 2026

PA-25-700033 (Planned Land Use Map)

Resolution of Clark County Planning Commission, September 16, 2025

Resolution of Clark County Board of County Commissioners, April 22, 2026

PA-26-700002 (Planned Land Use Map)

Resolution of Clark County Planning Commission, March 17, 2026

Resolution of Clark County Board of County Commissioners, April 22, 2026

PA-26-700003 (Planned Land Use Map)

Resolution of Clark County Planning Commission, March 17, 2026

Resolution of Clark County Board of County Commissioners, April 22, 2026

PA-25-700052 (Planned Land Use Map)

Resolution of Clark County Planning Commission, February 3, 2026

Resolution of Clark County Board of County Commissioners, May 6, 2026

PA-26-700001 (Planned Land Use Map)

Resolution of Clark County Planning Commission, March 17, 2026

Resolution of Clark County Board of County Commissioners, May 6, 2026

PA-26-700006 (Planned Land Use Map)

Resolution of Clark County Planning Commission, April 21, 2026

Resolution of Clark County Board of County Commissioners, May 20, 2026

PA-26-700008 (Planned Land Use Map)

Resolution of Clark County Planning Commission, April 21, 2026

Resolution of Clark County Board of County Commissioners, May 20, 2026

PA-26-700009 (Planned Land Use Map)

Resolution of Clark County Planning Commission, April 21, 2026

Resolution of Clark County Board of County Commissioners, May 20, 2026

PA-26-700007 (Planned Land Use Map)

Resolution of Clark County Planning Commission, May 5, 2026

Resolution of Clark County Board of County Commissioners, June 3, 2026

PA-26-700012 (Planned Land Use Map)

Resolution of Clark County Planning Commission, May 5, 2026

Resolution of Clark County Board of County Commissioners, June 3, 2026

PA-26-700011 (Planned Land Use Map)

Resolution of Clark County Planning Commission, April 21, 2026

Resolution of Clark County Board of County Commissioners, June 17, 2026

PA-26-700005 (Planned Land Use Map)

Resolution of Clark County Planning Commission, May 19, 2026

Resolution of Clark County Board of County Commissioners, June 17, 2026

PA-26-700013 (Planned Land Use Map)

Resolution of Clark County Planning Commission, May 19, 2026

Resolution of Clark County Board of County Commissioners, June 17, 2026

PA-26-700014 (Planned Land Use Map)

Resolution of Clark County Planning Commission, May 19, 2026

Resolution of Clark Count Board of County Commissioners, June 17, 2026

PA-26-700016 (Planned Land Use Map)

Resolution of Clark County Planning Commission, May 19, 2026

Resolution of Clark County Board of County Commissioners, June 17, 2026

CP-26-900316 (Heat Mitigation Policies)

Resolution of Clark County Planning Commission, June 2, 2026

Resolution of Clark County Board of County Commissioners, June 17, 2026

PA-26-700018 (Planned Land Use Map)

Resolution of Clark County Planning Commission, June 2, 2026

Resolution of Clark County Board of County Commissioners, July 8, 2026

PA-26-700019 (Planned Land Use Map)

Resolution of Clark County Planning Commission, June 16, 2026

Resolution of Clark County Board of County Commissioners, July 22, 2026

PA-26-700025 (Planned Land Use Map)

Resolution of Clark County Planning Commission, June 16, 2026

Resolution of Clark County Board fo County Commissioners, July 22, 2026

PA-26-700010 (Planned Land Use Map)

Resolution of Clark County Planning Commission, July 7, 2026

Resolution of Clark County Board of County Commissioners, July 22, 2026

PA-26-700017 (Planned Land Use Map)

Resolution of Clark County Planning Commission, July 7, 2026

Resolution of Clark County Board of County Commissioners, August 5, 2026

PA-26-700021 (Planned Land Use Map)

Resolution of Clark County Planning Commission, July 7, 2026

Resolution of Clark County Board of County Commissioners, August 5, 2026

PA-26-700023 (Planned Land Use Map)

Resolution of Clark County Planning Commission, July 7, 2026

Resolution of Clark County Board of County Commissioners, August 5, 2026

PA-26-700027 (Planned Land Use Map)

Resolution of Clark County Planning Commission, August 18, 2026

Resolution of Clark County Board of County Commissioners, September 16, 2026

PA-26-700029 (Planned Land Use Map)

Resolution of Clark County Planning Commission, August 18, 2026

Resolution of Clark County Board of County Commissioners, September 16, 2026

PA-26-700030 (Planned Land Use Map)

Resolution of Clark County Planning Commission, August 18, 2026

Resolution of Clark County Board of County Commissioners, September 16, 2026

PA-26-700031 (Planned Land Use Map)

Resolution of Clark County Planning Commission, August 18, 2026

Resolution of Clark County Board of County Commissioners, September 16, 2026

PA-26-700037 (Trails Map)

Resolution of Clark County Planning Commission, September 1, 2026

Resolution of Clark County Board of County Commissioners, September 16, 2026

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RESOLUTION
OF THE CLARK COUNTY PLANNING COMMISSION
ADOPTING THE TRANSFORM CLARK COUNTY MASTER PLAN

WHEREAS, pursuant to NRS 278, the Clark County Board of County Commissioners (hereafter referred to as the Board) adopted the Clark County Comprehensive Master Plan in December 1983; and

WHEREAS, the Clark County Planning Commission (hereafter referred to as the Planning Commission) is charged with the preparation and adoption of long-term general plans for the physical development of all unincorporated portions of Clark County, Nevada (hereafter referred to as the County), as specified by the Nevada Revised Statutes, Chapter 278.150 to 278.220 inclusive; and

WHEREAS, the unincorporated areas of Clark County, Nevada are well established, but still evolving communities as the Board directed an update of the Comprehensive Master Plan; and

WHEREAS, on November 16, 2021, a public hearing was held by the Planning Commission in accordance with Nevada Revised Statute 278.210;

NOW, THEREFORE, BE IT RESOLVED by the Clark County Planning Commissioners:

1. That the Clark County Planning Commission does remove and replace the existing Comprehensive Master Plan, then adopt and accept the Transform Clark County Master Plan (hereafter referred to as the Plan) with land use category descriptions, goals and policies, administrative procedures and descriptive land use maps.

2. That the Planned Land Use Categories as set forth in the Plan legends do not designate any specific zoning classification. The color-coded areas constitute general categories of planned land uses with a range of options and do not guarantee property owners a particular zoning classification, density, or intensity in the future. Requests for specific zone reclassifications are subject to the discretion of the Planning Commission and the Board of County Commissioners within the general guidance contained within the Plan, coupled with consideration to the health, safety, morals, general welfare, the character of the area, the unincorporated area's suitability for particular uses, the availability of sewer, water and other required resources, recognition of the value of particular buildings, land uses and property. Specific considerations concerning densities and land use intensity in the provided range are additionally impacted by these same concerns and are guided by the goal of buffering adjacent different land uses.

3. That 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.

4. That the Clark County Planning Commission submits the certified copy of the "Transform Clark County Master Plan", which completely replaces the existing Clark County Comprehensive Master Plan, to the Board of County Commissioners for their endorsement, adoption, and certification.

PASSED, ADOPTED, AND APPROVED this 16th day of November, 2021.
EFFECTIVE DATE: November 29th, 2021.

CLARK COUNTY PLANNING COMMISSION

By: _____
NELSON STONE, CHAIR

ATTEST:

_____
NANCY AMUNDSEN
EXECUTIVE SECRETARY

R-11-17-21-1

RESOLUTION
OF THE CLARK COUNTY BOARD OF COUNTY COMMISSIONERS
ADOPTING THE TRANSFORM CLARK COUNTY MASTER PLAN

WHEREAS, pursuant to NRS 278, the Clark County Board of County Commissioners (hereafter referred to as the "Board") adopted the Clark County Comprehensive Plan in December 1983; and

WHEREAS, the unincorporated areas of Clark County, Nevada are well established, but still evolving communities and the Board directed an update of the Comprehensive Master Plan; and

WHEREAS, a certified draft copy of the "Transform Clark County Comprehensive Master Plan" as approved with a super-majority vote by the Clark County Planning Commission, has been received by the Board as specified in the Nevada Revised Statute 278.220; and

WHEREAS, on November 17, 2021, a public hearing was held by the Board of County Commissioners in accordance with Nevada Revised Statute 278.220 on the General Subjects and amended planned land uses;

NOW, THEREFORE, BE IT RESOLVED by the Clark County Board of County Commissioners:

1. That the Clark County Planning Commission does remove and replace the existing Comprehensive Master Plan, then adopt and accept the Transform Clark County Master Plan (hereafter referred to as the Plan) with land use category descriptions, goals and policies, administrative procedures and descriptive land use maps.

2. That the Planned Land Use categories as set forth in the map legends do not designate any specific zoning classification. The color-coded areas constitute general categories of planned land uses with a range of options and do not guarantee property owners a particular zoning classification, density, or intensity in the future. Requests for specific zone reclassifications are subject to the discretion of the Planning Commission and the Board of County Commissioners within the general guidance contained within the Plan, coupled with consideration to the health, safety, morals, general welfare, the character of the area, and the unincorporated area's suitability for particular uses, the availability of sewer, water and other required resources, and recognition of the value of particular buildings, land uses and property. Specific considerations concerning densities and land use intensity in the provided range are additionally impacted by these same concerns and are guided by the goal of buffering adjacent different land uses.

3. That 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.

4. That the Clark County Board of County Commissioners completely removes the existing Comprehensive Master Plan and adopts with changes the certified draft copy forwarded from the Planning Commission entitled the "Transform Clark County Master Plan" as a replacement of the existing and currently adopted Clark County Comprehensive Master Plan.

PASSED, ADOPTED, AND APPROVED this 17th day of November, 2021.
EFFECTIVE DATE: November 29th, 2021.

CLARK COUNTY, NEVADA

By: Marilyn K. Kirkpatrick
MARILYN KIRKPATRICK, CHAIR

ATTEST:

Lynn Marie Goya
LYNN MARIE GOYA
COUNTY CLERK