

REGIONAL TRANSPORTATION COMMISSION
OF SOUTHERN NEVADA

Notice and Agenda of Public Meeting



**SOUTHERN NEVADA STRONG STEERING
COMMITTEE**

Thursday, October 31, 2024, at 10:30 AM

**RTC Administration Building
600 S. Grand Central Parkway, Room 108
Las Vegas, NV 89106
(702) 676-1500**

The Regional Transportation Commission of Southern Nevada (RTC) encourages citizen participation at its public meetings. During the initial Citizens Participation, any citizen may address the Southern Nevada Strong Steering Committee (Committee) on an item featured on the agenda. During the final Citizens Participation, any citizen may address the Committee on matters within the Committee's jurisdiction, but not necessarily featured on the agenda. No vote can be taken on a matter not listed on the posted agenda; however, the Committee can direct that the matter be placed on a future agenda. The Chair must recognize each citizen. When called on by the Chair, the citizen is asked to approach the microphone at the podium, to state his or her name, and to spell the last name for the record. Comments will be limited to three minutes for both citizens participation comment periods. The RTC appreciates the time citizens devote to be involved in this important process.

Please note that the RTC will no longer read aloud public comments received via email. Any public comments received via email will be included only in the written record. Written public comments relating to the RTC may be submitted via email to PublicComments@rtcsonv.com to be included in the written record of the meeting.

The RTC keeps the official record of all proceedings of the meeting. In order to maintain a complete and accurate record, copies of documents used during presentations should be submitted to the Recording Secretary.

The meeting room is accessible to the disabled. Assistive listening devices are available for the hearing impaired. A sign language interpreter for the deaf will be made available with 48 hours advance request to the RTC offices. Additional language interpretation services are available upon request with a 48-hour advance notice to the RTC. Phone: (702) 676-1500 or TDD: (702) 676-1834.

This agenda, including the supporting materials, is available at the RTC Administration Building, 600 S. Grand Central Parkway, Las Vegas, Nevada, 89106; the RTC's website, www.rtcsonv.com; or by contacting Jennifer King by calling (702) 676-1698 or by email at kingj@rtcsonv.com.

In compliance with Nevada Revised Statute 241.035(4), the RTC shall create an audio and/or video recording of the meeting and retain such recording(s) for the required period of time.

This meeting has been properly noticed and posted in the following locations: at the RTC Administration Building, 600 S. Grand Central Parkway, Las Vegas, Nevada, 89106; on the RTC Website at www.rtcsonv.com; and on the Nevada Public Notice site at <https://notice.nv.gov>.

Please be advised that the Southern Nevada Strong Steering Committee has the discretion to take items on the agenda out of order, combine two or more agenda items for consideration, remove an item from the agenda, or delay discussion relating to an item on the agenda any time.

1. Conduct a comment period for citizens participation
[Initial Citizens Participation - Pdf](#)
2. Approve the Minutes: Meeting of July 25, 2024 (FOR POSSIBLE ACTION)
[SNS Minutes 2024-07-25](#)
[MINUTES BACKUP: Item 03 - Underutilized Lands Inventory](#)
[MINUTES BACKUP: Item 04 - Draft Ivanpah Valley Future Land Use Study](#)
[MINUTES BACKUP: Item 05 - 2025 Legislative Session](#)
[MINUTES BACKUP: Item 07 - SNS Future Dates](#)
3. Receive a presentation on the 2024 community listening sessions facilitated by the Nevada Environmental Justice Coalition with support from the Regional Transportation Commission of Southern Nevada's Metropolitan Planning Organization (FOR POSSIBLE ACTION)
[Nevada Environmental Justice Coalition-Southern Nevada Strong Listening Sessions - Pdf](#)
4. Receive a presentation on the Southern Nevada Strong Underutilized Lands Inventory map results and through an interactive discussion, identify future map features and potential opportunities to facilitate redevelopment (FOR POSSIBLE ACTION)
[Southern Nevada Strong Underutilized Lands Inventory - Pdf](#)
5. Receive a presentation on the Southern Nevada Strong Regional Plan update and provide feedback on the work plan, community engagement plan framework, and kick-off event (FOR POSSIBLE ACTION)
[Southern Nevada Strong Regional Plan - Pdf](#)
6. Provide an update on and discusses current and future grant opportunities and coordination efforts between regional partners
[Southern Nevada Strong Grant Opportunities and Coordination - Pdf](#)
7. Share updates on the 83rd (2025) Session of the Nevada Legislature bill drafts and policy changes related to regional planning and identify opportunities for collaboration (FOR POSSIBLE ACTION)
[2025 Nevada Legislative Session – Regional Planning Coordination - Pdf](#)
8. Share current work activities and priorities related to implementation of the Southern Nevada Strong Regional Plan
[Regional Plan Implementation Updates - Pdf](#)
9. Identify future Southern Nevada Strong Steering Committee meeting dates, location(s), and agenda items (FOR POSSIBLE ACTION)
[Southern Nevada Strong Steering Committee Role and Future Meetings - Pdf](#)
10. Conduct a comment period for citizens participation
[Final Citizens Participation - Pdf](#)

REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA

Agenda Item

Subject:	Initial Citizens Participation
Petitioner:	Andrew Kjellman, Senior Director of Metropolitan Planning Organization, RTC
Recommendation by Petitioner:	Conduct a comment period for citizens participation
Goals:	Support regional planning efforts to improve economic vitality and education and invest in complete communities
Meeting:	Southern Nevada Strong Steering Committee - Oct 31 2024

FISCAL IMPACT:

None by this action

BACKGROUND INFORMATION:

In accordance with State of Nevada Open Meeting Law, the Regional Transportation Commission of Southern Nevada (RTC) Southern Nevada Strong (SNS) Steering Committee shall invite interested persons to make comments. For the initial Citizens Participation, the public should address items on the current agenda. For the final Citizens Participation, interested persons may make comments on matters within the SNS Steering Committee's jurisdiction, but not necessarily on the current agenda.

No action can be taken on any matter discussed under this item, although the SNS Steering Committee can direct that it be placed on a future agenda.

MINUTES
SOUTHERN NEVADA STRONG STEERING COMMITTEE
REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA
JULY 25, 2024

*These minutes are prepared in compliance with NRS 241.035. Text is in summarized rather than verbatim format.
For complete contents, please refer to meeting recordings on file at the Regional Transportation Commission of Southern Nevada.*

**THIS MEETING WAS PROPERLY NOTICED AND POSTED
IN THE FOLLOWING LOCATIONS ON JULY 18, 2024**

RTC	RTC Website	Nevada Public Notice
600 S. Grand Central Pkwy.	www.rtcnv.com	https://notice.nv.gov
Las Vegas, NV 89106		

CALL TO ORDER

Chair Zane Marshall, Southern Nevada Water Authority, called the meeting to order at 10:31 a.m. in Meeting Room 108 of the Regional Transportation Commission of Southern Nevada Administration Building.

MEMBERS PRESENT:

Zane Marshall, Chair, Southern Nevada Water Authority
Sami Real, Vice Chair, Clark County Comprehensive Planning
Nicole Bungum, Southern Nevada Health District
David Damore, The Lincy Institute and Brookings Mountain West
Jared Luke, City of North Las Vegas (Alternate)
Rebecca Kapuler, Nevada Department of Transportation
M.J. Maynard, Regional Transportation Commission of Southern Nevada
Michael Mays, City of Boulder City
Tick Segerblom, Regional Transportation Commission of Southern Nevada Board Liaison
Annamarie Smith, City of Henderson (Alternate)
Marco Velotta, City of Las Vegas (Alternate)
Minjia (Minja) Yan, Urban Land Institute (Alternate)

MEMBERS ABSENT:

Rick Baldwin, Clark County School District
Shawn Gerstenberger, University of Nevada, Las Vegas
Tina Quigley, Las Vegas Global Economic Alliance
Janet Quintero, United Way of Southern Nevada

VACANT:

Vacant, Federal Reserve Bank of San Francisco
Vacant, Las Vegas Metropolitan Police Department
Vacant, Southern Nevada Regional Housing Authority
Vacant, Conservation District of Southern Nevada
Vacant, Southern Nevada Regional Planning Coalition

RTC STAFF:

Deb Reardon, Manager of Regional Planning
Miguel Davila, Senior Regional Planner
Michelle Larime, Senior Regional Planner
Jennifer King, Management Analyst

Minutes – Southern Nevada Strong Steering Committee
 Meeting of July 25, 2024
 Page 2 of 10

INTERESTED PARTIES:

Kelliann Beavers, The Lincy Institute and Brookings Mountain West
 Teresa Bell, Sierra Club Toiyabe Chapter
 Tracy Bower, DRI
 Carlos Fernandez, American Institute of Architects (AIA)
 Martin Gies, Clark County (Alternate)
 Maddie Gugino, Kaempfer Crowell
 Andrew Kjellman, Regional Transportation Commission of Southern Nevada (Alternate)
 Tom Morley, ACC
 Laura Sida, Regional Transportation Commission of Southern Nevada
 Jared Bilberry, Regional Transportation Commission of Southern Nevada
 Jacob Snow, AtkinsRealis
 Jackie Spicer, Nevada Environmental Justice Coalition
 Vinny Spotleson, Sierra Club Toiyabe Chapter

Item:

1. Conduct a comment period for citizens participation

Comments:

Vinny Spotleson, Sierra Club Toiyabe Chapter, provided the following comment:
Hi I just don't know if I'll be able to make it to the end of the meeting. My name is Vinny Spotleson, 468 Lennox Drive, Clark County. I'm commenting on the Joint Land Use Study for the proposed sprawl down to Jean that would be incorporated into the Southern Nevada Economic Development and Conservation Act. So, I just think there's a couple really important things that are missing from this Study that make it functionally useless for us. And that is, the traffic is not studied into Vegas for the weekends, and so, our economy, economic diversification is fine, although I'd take issue with some of the manufacturing discussions that have been contemplated, but we need to be able to get people in here on the weekends and get people out. That's where we make our money, alright? This Joint Land Use Study does not analyze those impacts of travelers coming in from Southern California. The other major thing missing is the water. I think that we heard a number in the presentation of 25 million gallons of consumptive use a day. That would be a quarter of our allocation out of the Colorado River. I don't think that's possible. But if there is a water footprint of this future sprawl that even approaches anything like that, this project can't happen, and we need to voice those concerns to the County Commission and to the federal delegation. Sprawl is bad for a number of other reasons. It's bad for transportation, it's bad for pollution, it's bad for all kinds of other stuff that we've submitted and that you have probably heard us talk about. But I just really think that that's really important and what I'd like to see is this committee, you know, in a respectful way, make that point to our County Commissioners, to the City of Henderson, and to our federal delegation, so that we're not wasting our time on bad legislation that's leading us down the wrong path. Thank you.

Motion:

No motion was necessary.

Vote/Summary:

No vote was taken.

Item:

2. Approve the Minutes: Meeting of April 25, 2024 (FOR POSSIBLE ACTION)

Comments:

No comments were made.

Motion:

Mr. David Damore, The Lincy Institute and Brookings Mountain West, motioned to approve the minutes of the April 25, 2024, meeting.

Vote/Summary:

12 Ayes. 0 Nays. The motion carried.

Ayes: Zane Marshall, Sami Real, Nicole Bungum, David Damore, Jared Luke, Rebecca Kapuler, M.J. Maynard, Michael Mays, Tick Segerblom, Annamarie Smith, Marco Velotta, Minjia (Minja) Yan

Nays: None

Absent: Rick Baldwin, Shawn Gerstenberger, Tina Quigley, Janet Quintero

Item:

3. Provide input on the Southern Nevada Strong Underutilized Lands Inventory (FOR POSSIBLE ACTION)

Comments:

Following a detailed PowerPoint presentation [attached], Mr. Miguel Davila, Senior Regional Planner for the Regional Transportation Commission of Southern Nevada (RTC), provided an update on the Southern Nevada Strong (SNS) Underutilized Lands Inventory (Inventory). He began by reviewing the regional goals of the SNS Regional Plan as they relate to the Inventory, also known as the infill map. The primary goals include improving economic competitiveness and education, increasing transportation choice, investing in complete communities, and building capacity for implementation. Each of these themes is related to infill development. The Inventory will assess three categories: completely vacant land, underutilized land, and undevelopable land. Mr. Davila explained that this planning is informed by a variety of efforts and showcased a map of projected growth through 2050.

Mr. Davila said that next steps include a stakeholder meeting on August 22, 2024, followed by a final draft of the infill map by October 2024. He then reviewed some of the insights gained from the previous stakeholder meeting on June 12. Key topics included suggested geographic areas for development, suggested goals of the Inventory, and input from stakeholders on what other focus areas may be worth exploring.

Mr. Vinny Spotleson, Sierra Club Toiyabe Chapter, asked if the area around City Hall in Downtown North Las Vegas was included. Mr. Jared Luke, City of North Las Vegas, confirmed that his jurisdiction has a \$300 million redevelopment project underway around Lake Mead. Mr. Tick Segerblom, RTC Board Liaison, mentioned the referenced cutoff of 20 acres in the data. Mr. Davila said that the 20-acre threshold was established in a previous study sponsored by the Governor's Office of Economic Development, but that the upcoming infill map complements previous analyses and does not have this restriction. Mr. Davila added that it would be helpful for any entities who plan to work with developers to reach out to planning teams and discuss use cases and parcel size thresholds. Mr. Segerblom mentioned that the Clark County School District is considering some housing projects.

Ms. Jackie Spicer, Nevada Environmental Justice Coalition, asked if the westside is included in planning. Mr. Davila confirmed it is, noting that some information has been omitted from the presentation.

Ms. Kelliann Beavers, The Lincy Institute and Brookings Mountain West, asked if there are any plans to incentivize developers toward certain types of projects. Mr. Davila replied that there are and some incentive discussions have already occurred. However, more specific tactics are being considered in the SNS Regional Plan update.

Ms. Theresa Bell, Sierra Club Toiyabe Chapter, asked if larger parking lots in the region are being reviewed. Mr. Davila confirmed that these opportunities are being considered.

Ms. Minja Yan, Urban Land Institute, stated that ownership issues for each land parcel are important to consider as they would affect partnership structures. Mr. Davila agreed and added that the information is being reviewed carefully to balance transparency and ownership privacy.

Chair Zane Marshall, Southern Nevada Water Authority, brought up the issue of electrification of transportation in the community, noting that charging stations and infrastructure are barriers to adoption. He asked if infill could promote more solar investments in the area. Mr. Davila replied that it could, though specific electric vehicle assessments would need to be performed in another study, as this program is intended to help coordinate and connect existing efforts.

Vice Chair Sami Real, Clark County Comprehensive Planning, mentioned that for public land, certain parcels might appear suitable for development but have reservations on them. She said these issues will need to be considered as well. Mr. Davila agreed and noted that the mapping efforts have incorporated some of these concerns. Additionally, the Bureau of Land Management (BLM) will be reached out to for more information.

Mr. Davila reviewed how the goals and priorities of stakeholders are included to ensure no important pieces are missed. He asked if the SNS Steering Committee members had any additional feedback to include.

Mr. David Damore, The Lincy Institute and Brookings Mountain West, agreed with Chair Marshall that community solar would be an important goal to incorporate. Ms. Annamarie Smith, City of Henderson, noted that it would be helpful to explore grant opportunities in this area as well. Ms. M.J. Maynard, RTC, added that transit-oriented development grants could be beneficial.

Mr. Marco Velotta, City of Las Vegas, mentioned that his jurisdiction had done community solar and noted that it would be helpful to pair energy projects with other real estate developments.

Ms. Beavers mentioned that goals should also incorporate considerations for walkability and pedestrian concerns.

Ms. Yan brought up the Reconnecting Communities program and shared that there would be other grant funding options beyond the scope of transit-oriented development. Mr. Davila agreed and noted there are a lot of avenues to explore.

Mr. Davila continued, stating that the Inventory should lead to a regional understanding of what needs to happen to get vacant and underutilized sites ready for development. At the next stakeholder meeting on August 22, planners will develop a draft definition of “underutilized land” as a foundation

for future efforts. Available and missing data will also be reviewed and collected from entities to develop a comprehensive infill draft map. He noted there were many constraints as a region, but there are also many opportunities. He encouraged all Steering Committee members to reach out to SNS planners to discuss further.

Motion:

No motion was necessary.

Vote/Summary:

No vote was taken.

Item:

4. Provide input on the draft Ivanpah Valley Future Land Use Study led by Clark County and the City of Henderson (FOR POSSIBLE ACTION)

Comments:

Following a detailed PowerPoint presentation [attached], Mr. Martin Gies, Clark County, provided an update on the the Ivanpah Valley Future Land Use Study (Study). Mr. Gies provided a high-level overview of the Study, noting it is a joint project by Clark County and the City of Henderson to develop a unified, comprehensive vision for anticipated development in the Ivanpah Valley. He described that it balances various factors such as future land use typologies, transportation networks, and economic development to explore opportunities while it emphasizes natural resource preservation of the region.

Mr. Gies reported that this project kicked off in July 2022. Currently, the Study is going through a stakeholder engagement and public comment period, set to run through the end of July. He provided a brief overview of the Study chapters and detailed the key sections: Existing Conditions & Future Forecasts, Planning Process & Analysis, Recommendations, and Implementation. Mr. Gies noted there are 15 written recommendations included in the Study for concepts such as housing, open space protection, walkability, and more. There are also dedicated recommendations for land use frameworks, development typologies, and design standards. Mr. Gies explained the full list of information and recommendations is available in the agenda backup. In terms of implementation, the Study looks ahead to the next 20 years, dependent on when the Southern Nevada Public Land Management Act boundaries might be expanded to allow development on public land. Mr. Gies shared that Study adoption by the Clark County Board of County Commission and City of Henderson City Council will tentatively occur in August 2024.

Mr. Tick Segerblom, Regional Transportation Commission of Southern Nevada (RTC) Board Liaison, asked whether the consequences on factors, such as municipal costs for services, had been considered. Mr. Gies replied that that information has not been reviewed yet, though a 10 percent capture for population growth was assumed. He added that some extrapolation was necessary but that the full data available is included in the Study.

Mr. Marco Velotta, City of Las Vegas, asked if any agencies had commented on the issue of water movement in the region. Chair Zane Marshall, Southern Nevada Water Authority (SNWA), replied that the SNWA and the Las Vegas Water District are directly involved with the planning and have provided comments. Chair Zane Marshall briefly reviewed these concerns but confirmed that developments as it pertains to water are being tracked.

Ms. M.J. Maynard, RTC, stated the need to invest in public transit and continue the index fuel tax for inflation because these are essential levers for managing the cost challenges of providing basic transportation services in the region. Growth efforts will depend on this investment.

Ms. Minja Yan, Urban Land Institute, asked if there is any data on the broader community outreach programs that had been undertaken since their input will be essential for pulling off these large development plans. Ms. Annamarie Smith, City of Henderson, replied that there is a section in the Study that reviews the outreach methodology in more detail. Information from the general public has been collected and incorporated over time.

Ms. Yan asked if different types of workforce destinations had been reviewed. Mr. Gies replied that supporting use cases, such as workforce housing for the Southern Nevada Supplemental Airport, are being considered.

Mr. Vinny Spotleson, Sierra Club Toiyabe Chapter, brought up the Clark County population forecasts and mentioned the importance of examining different types of land use decisions and reviewing assumptions made about population growth and where it should occur.

Ms. Rebecca Kapuler, Nevada Department of Transportation (NDOT), stated that through the Interstate 15 Feasibility Study, the area from Sloan to Stateline is being examined. She said she would return to discuss any issues that come from this review.

Ms. Deb Reardon, Manager of Regional Planning for the RTC, reported that the 2050 SNS Regional Plan update is underway and asked if this Study considers the full range of housing needs noted in the SNS Regional Plan. Mr. Gies confirmed the plan includes analyses and recommendations for different types of use cases. He mentioned the plan is intended to be a framework for future planning and to bring visibility to these issues.

Mr. Miguel Davila, Senior Regional Planner for the RTC, asked about costs and whether it was determined who would pay for what. Mr. Gies replied that the plan examines existing funding mechanisms, but he was unsure if specific taxes currently levied on certain areas of Clark County would be used to fund new development. Chair Zane Marshall, Southern Nevada Water District, shared that in his view, the development community will be responsible for water infrastructure costs.

Ms. Yan asked if this plan takes precedence over the infill development plan as resources would need to be allocated appropriately. Mr. Gies replied that the two plans should work in tandem and that no aspects are meant to supersede others.

Motion:

No motion was necessary.

Vote/Summary:

No vote was taken.

Item:

5. Share updates on the 83rd (2025) Session of the Nevada Legislature bill drafts and policy changes related to regional planning and identify opportunities for collaboration (FOR POSSIBLE ACTION)

Comments:

Chair Zane Marshall, Southern Nevada Water Authority (SNWA), explained that in past Southern Nevada Strong (SNS) Steering Committee discussions, SNS Steering Committee members expressed interest in receiving information related to the upcoming state of Nevada legislative session.

Mr. Marco Velotta, City of Las Vegas, said that the City of Las Vegas is developing its requests and will come before the City of Las Vegas City Council in August. He mentioned efforts to explore development incentives and infill strategies, with an overall focus on transit-oriented development. Mr. Tick Segerblom, Regional Transportation Commission of Southern Nevada (RTC) Board Liaison, asked if any of those initiatives are based on the recent Badlands decision. Mr. Velotta replied that it is not currently, though he affirmed the importance of that issue for all entities in the state.

Ms. Annamarie Smith, City of Henderson, shared that the City of Henderson’s Housing Advisory Committee will discuss potential legislative updates at the August 29 public forum.

Mr. David Damore, The Lincy Institute and Brookings Mountain West, mentioned that it could be valuable to coordinate with the Southern Nevada Forum to develop a regional base for policy proposals.

Chair Marshall mentioned that the SNWA is working with a stakeholder group to identify water policy needs for the next session, mentioning the Interim Committee on Natural Resources, as well as a program to get state funding for acquisition of water rights in over-allocated basins. The SNWA is working to acquire sources that will substantially increase the Moapa Valley Water District’s primary water supply priority and reduce groundwater rights in the flow system basin by that volume. The SNWA will also be making minor adjustments to Assembly Bill 220 on septic tank rebates.

Ms. Minja Yan, Urban Land Institute, asked if there has been any educational workshops on development and planning to make concepts more accessible to elected officials and stakeholders. Chair Marshall said the SNWA has not. Ms. Reardon added that the SNS Planning team had explored the idea of launching a community planning academy, though it has not been applied and some short-term efforts to improve education can be considered. Additionally, Ms. Reardon stated that the SNS planners are interested in exploring opportunities for future collaborations with community-based organizations, noting that the SNS Steering Committee members are welcome to brainstorm ideas and contact planners with suggestions.

Motion:

No motion was necessary.

Vote/Summary:

No vote was taken.

Item:

6. Share current work activities and priorities related to implementation of the Southern Nevada Strong Regional Plan

Comments:

Ms. Minja Yan, Urban Land Institute (ULI), shared that the ULI’s national conference is coming to Las Vegas, providing a great opportunity for the area to showcase initiatives. She said the ULI will be collaborating with the Southern Nevada Water Authority (SNWA) to host a water symposium on drought strategies, among other initiatives related to equity, placemaking, and public health.

Mr. Marco Velotta, City of Las Vegas, reported that several items are coming in front of the City of Las Vegas Planning Commission soon, noting the adoption of the Kyle Canyon and inclusive development along the Highway 157 corridor and Northwest Beltway. He also mentioned work done on Charleston Boulevard and efforts toward the implementation of the region's Master Plan.

Ms. Rebecca Kapuler, Nevada Department of Transportation (NDOT), shared that NDOT has many studies and plans in the works as part of updates to the agency's Statewide Transportation Improvement Program. It will also be looking at Complete Streets policies. She said she will provide more specific details at the next Southern Nevada Strong Steering Committee meeting.

Vice Chair Sami Real, Clark County Comprehensive Planning, mentioned work on the Joint Land Use Study and the Nellis Air Force Base Joint Land Use Study. Future efforts will involve updates to the master plan.

Mr. Jared Luke, City of North Las Vegas, brought up that plans are underway to allocate 135 acres of land to various projects. He described regional needs and the levels of planning required to ensure equitability. He also brought the upcoming long-term study from the new University of Nevada, Las Vegas campus in North Las Vegas, as well as work with the Bureau of Land Management on redevelopment projects.

Mr. David Damore, The Lincy Institute and Brookings Mountain West, mentioned that the Lincy Institute will be releasing a report on the economic and health benefits of a standalone children's hospital, which will be available on September 4, 2024.

Chair Zane Marshall, SNWA, explained that the SNWA is required to prepare a five-year conservation plan. This plan will go out for public comment next week, with anticipated approval by the SNWA Board (Board) in November. The SNWA is also updating the 50-year Water Resource Plan, which will be presented to the Board in January. He said it is also implementing conservation and rebate programs, particularly with respect to issues like non-functional turf. He said the rebate for this type of turf will be reduced in coming years with required removal by 2026. Chair Marshall also detailed discussions around enforcement for allocated water usage.

Ms. Annamarie Smith, City of Henderson, reported that the Reimagine Boulder Highway project has received final approval from the City of Henderson City Council and is set to begin on August 19, 2024. She described some of the features and the value to the community. In terms of ongoing projects, the Age Friendly Action Plan draft was accepted by the City of Henderson City Council, and the University Area Livable Centers Study will be presented at the September City of Henderson City Council meeting. She also mentioned ongoing progress for the Open Space and Trails Plan and the Transportation and Mobility Plan. Finally, an update to the Henderson Strong Comprehensive Plan is also underway.

Ms. Nicole Bungum, Southern Nevada Health District (SNHD), shared that the SNHD is working with the Regional Transportation Commission of Southern Nevada (RTC) on transportation assessments, bike share expansions, and increased engagement for health programs. She cited pop-up produce stands and funding for other pop-up demonstrations. She detailed work done with the RTC walk audit

and noted that the SNHD is collecting surveys for a community health needs assessment. It has also launched a digital program called Credible Minds as a free online mental health resource.

Motion:

No motion was necessary.

Vote/Summary:

No vote was taken.

Item:

7. Identify future Southern Nevada Strong Steering Committee meeting dates, location(s), and agenda items (FOR POSSIBLE ACTION)

Comments:

Ms. Deb Reardon, Manager of Regional Planning for the Regional Transportation Commission of Southern Nevada (RTC), mentioned that the next Southern Nevada Strong (SNS) Steering Committee meeting is set for October 31, 2024. Topics for discussion include updates of the infill map as well as the kick-off of the SNS Regional Plan, currently planned for RTC Board of Commissioners approval in September 2024. She said that from there, task groups and new collaborations will be formed to facilitate the SNS planning and implementation process. Ms. Reardon mentioned that the Chair and Vice Chair positions for this organizational body will be important roles. Chair Zane Marshall, Southern Nevada Water Authority, expressed his willingness to take on the role of Chair, though he deferred to any other interested members who preferred to take the mantle.

Ms. Reardon then mentioned that SNS has partnered with the Nevada Environmental Justice Coalition for a series of listening sessions. A report on these sessions will be available soon. Ms. Nicole Bungum, Southern Nevada Health District, suggested adding an item for discussion on the Legislative Session. Ms. Reardon agreed.

Motion:

No motion was necessary.

Vote/Summary:

No vote was taken.

Item:

8. Conduct a comment period for citizens participation

Comments:

Ms. Jackie Spicer, Nevada Environmental Justice Coalition, made the following comment:
Hi there, my name is Jackie Spicer, I'm with the Nevada Environmental Justice Coalition. I had two things. I'm not sure if you're allowed to ask questions during public comment, but I had a question about, I think it would be between item number five and six. In the 2023 legislative session, Senate Bill 169 would have required local governments to include a heat mitigation element in master planning. I wanted to know if that is something that is being brought back or if anyone had any updates on where that might be, or if heat mitigation is already something that's being implemented in master plans for local governments.

Mr. Marco Velotta, City of Las Vegas, replied that that issue was vetoed by the Nevada Governor. He explained that the issue has come back to the Southern Nevada Forum, noting that other cities and regions across the country have Heat Offices. However, he was unsure if this will come back up in the future.

Ms. Spicer made the following comment:

Thank you so much. Okay, and the second item, I wanted to give public comment in response to the Ivanpah Valley Joint Land Use Planning. We also share concerns about how expanding the development of our community out to Jean could impact not only resources with transportation, water use, and affordable housing, but we have a lot of concerns about the way that expanding our community could impact the urban heat island effect within the core of the city. So, while people may not be paying for this on the east side and the Historic Westside with their sales tax money, people could be paying with their lives. Extreme heat is the deadliest natural hazard in the U.S. It kills more people every year than tornadoes, hurricanes, and floods combined, and so it would be remiss to not include extreme temperatures and the impact that expanding our city could have on people who live within the urban core. So, thank you very much.

Motion:

No motion was necessary.

Vote/Summary:

No vote was taken.

ADJOURNMENT

The meeting adjourned at 11:54 a.m.

Respectfully submitted,

DocuSigned by:

Jennifer King

65E8383B03D6474...

Jennifer King, Recording Secretary

DocuSigned by:

Marek Biernacinski

26AA405162134B0...

Marek Biernacinski, Transcription Secretary



Steering Committee Briefing

Underutilized Lands Inventory



July 25, 2024

1

Regional Goals

- Improve Economic Competitiveness & Education
- Increase Transportation Choice
- Invest in Complete Communities
- Build Capacity for Implementation



2

2

Complementing Available Analyses

Parcel development suitability defined as:

- 20 acres or more
- 7% slope or less
- No federal ownership
- Regular shape
- Undeveloped
- Highway proximity

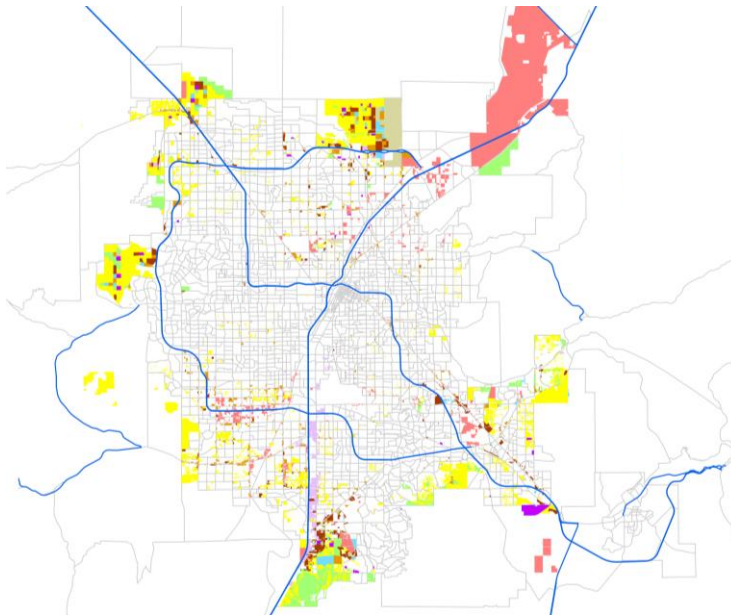


3

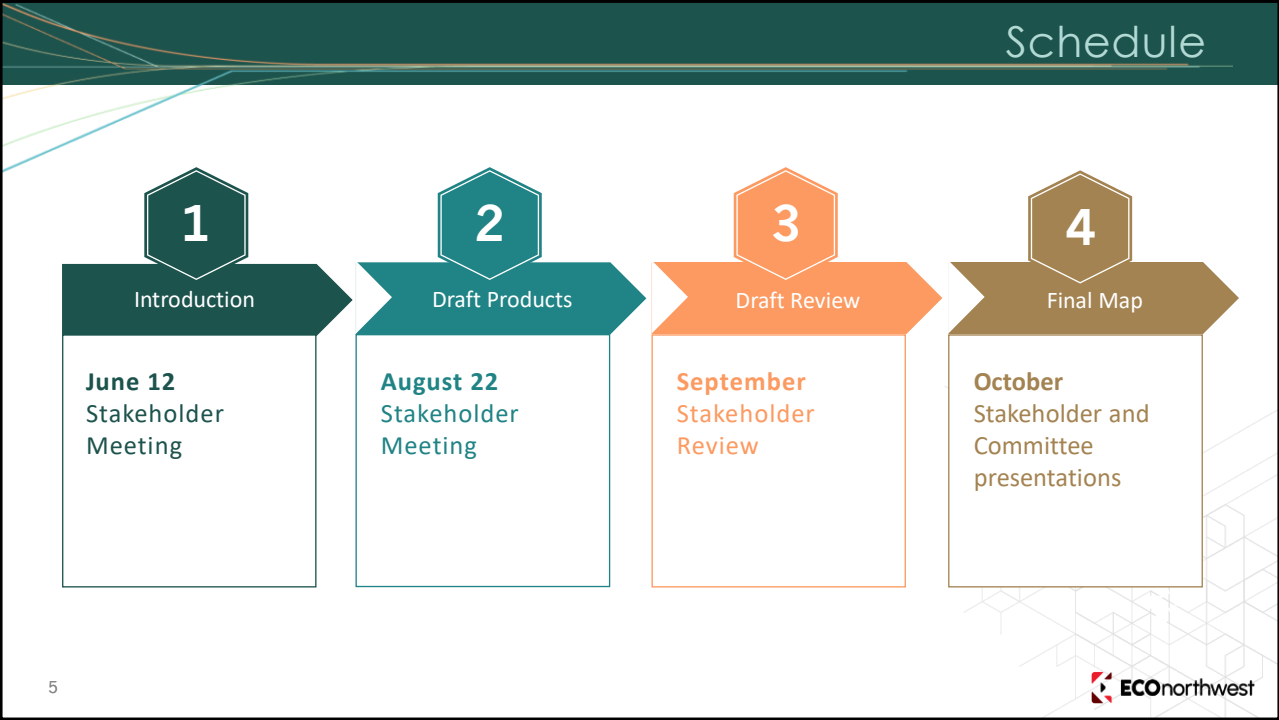


3

2050 Projected Growth



4

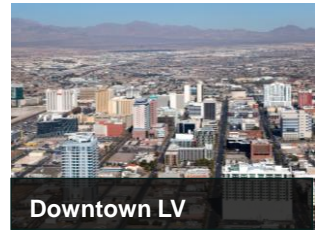


5



6

Suggested Geographic Areas



7



7

What are Your Priorities?

*Other areas of the
region we missed?*

8



8

Suggested Goals

- ✓ Affordable housing
- ✓ Regional economic development priorities
- ✓ Complement local efforts
- ✓ Community spaces and amenities
- ✓ Infrastructure access
- ✓ Public-private partnerships



9

9

What are Your Priorities?

Other goals we missed?

10

ECOnorthwest

10

Other Considerations

“The inventory should help us understand what needs to get done to get a site ready for (re)development.”

11



11

August 22 Stakeholder Meeting

12



12

Meeting Objectives



Draft definition of underutilized land.



Available and missing data.



Draft map of underutilized land.

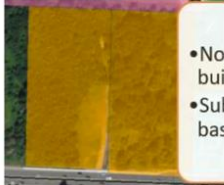
13



13

Example: Pierce County

Vacant



- No use or buildings
- Subdividable based on size

Underutilized



- Existing use or building
- Existing development lower than potential build-out

Undevelopable



Not developable based on use type

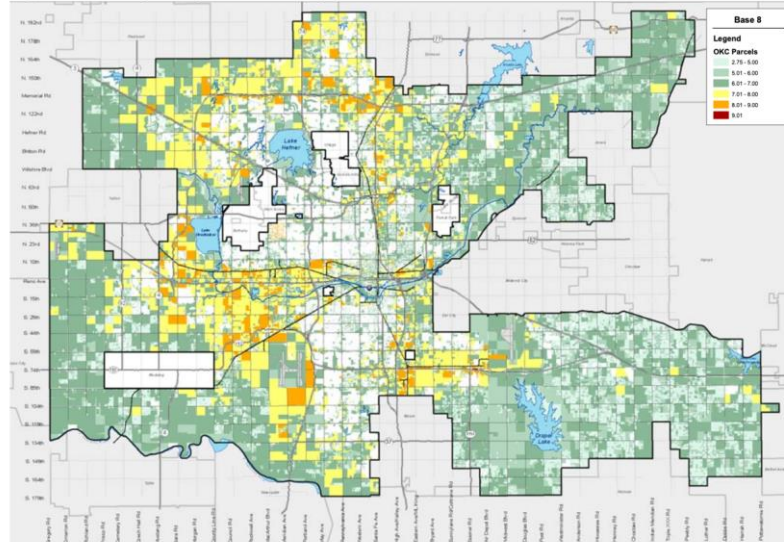
14



14

Example: Oklahoma City

Figure 2: Average weighted scores by parcel



15

Source: Based on scores and weights used in the "preferred scenario" of the technical evaluation.



15

Questions?

- RTC contacts
 - ◆ miguel dávila uzcátegui: DavilaM@rtcsnv.com
 - ◆ Deb Reardon: ReardonD@rtcsnv.com
- ECONorthwest contacts
 - ◆ Mike Reilly: reilly@econw.com
 - ◆ Tyler Bump: bump@econw.com

16



16



HENDERSON



Clark County & City of Henderson

JOINT LAND USE PLANNING STUDY

1

What is the Joint Land Use Study?

HENDERSON

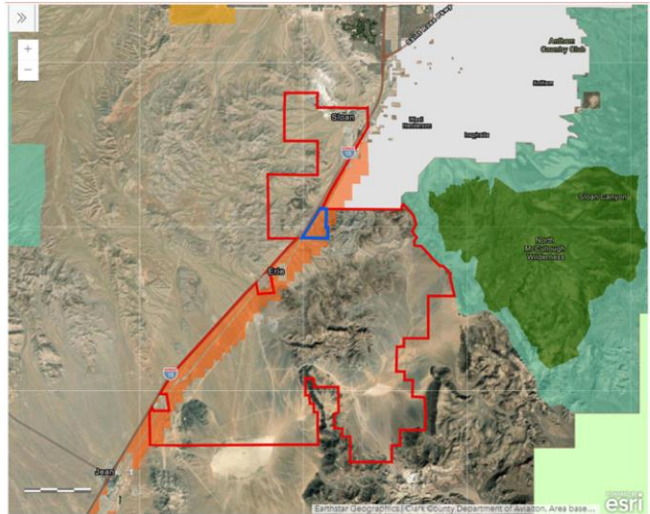
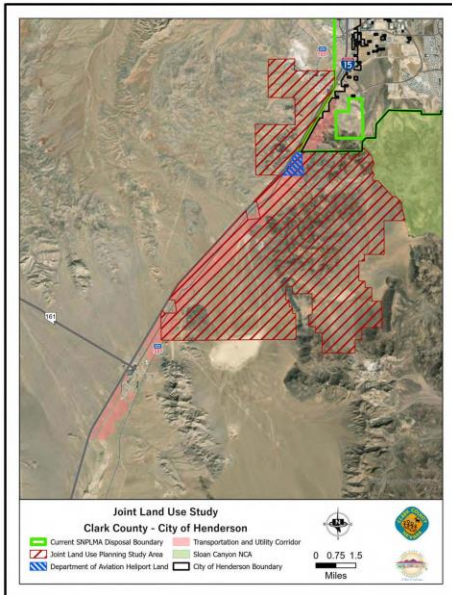


- It is a joint project by Clark County and the City of Henderson to establish a unified, comprehensive vision.
- Sets a guiding framework for anticipated development in the Ivanpah Valley.
- Identifies future land use and development typologies, high-level transportation networks, and goals for development .
- Balances economic development and job creation, a spectrum of housing options for the local workforce, leisure and recreation opportunities, and natural space preservation.
- Emphasizes sustainability and natural resource preservation.



2

The Study Area



3

Project Timeline



4

Stakeholder Groups Engaged

HENDERSON



- Brightline West
- Bureau of Land Management
- CC Commissioners
- CC Department of Aviation
- CC Department of Environment & Sustainability
- CC Office of Community & Economic Development
- CC Parks & Rec
- CC Water Reclamation District
- Friends of Sloan Canyon
- COH Economic Development Department
- COH Parks & Rec
- COH Utility Services
- Housing & Equity Advocates (various orgs)
- Property owners
- Southern Nevada Commercial Real Estate Development Association
- Southern Nevada Homebuilders Association
- Southern Nevada Regional Transportation Commission
- Southern Nevada Water Authority

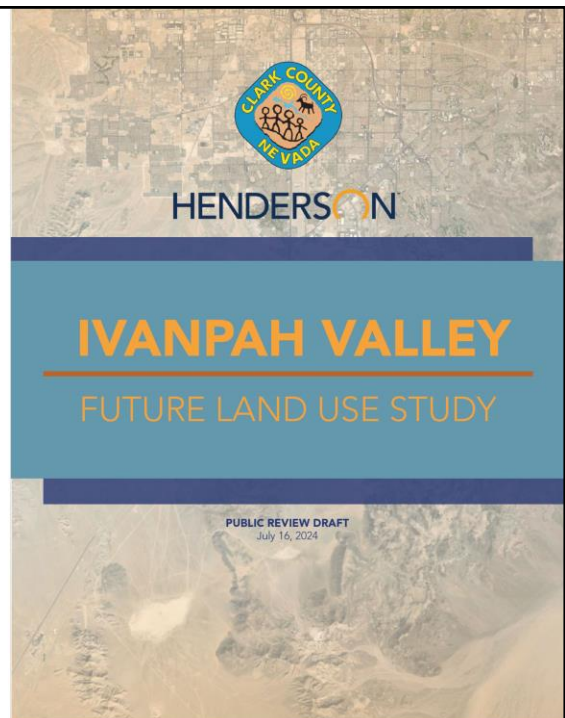


5

Plan Chapters

- Executive Summary
- Introduction
- Existing Conditions & Future Forecasts
- Planning Process & Analysis
- Recommendations
- Implementation
- Appendices

Core Content

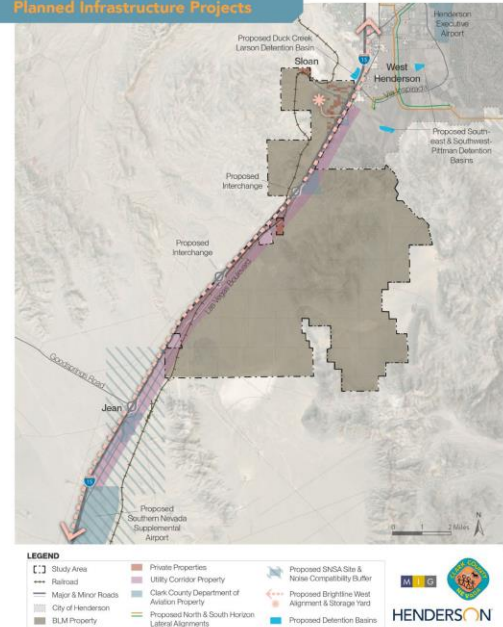


6

Ch. 2. Introduction

- Project area & general context
- Project purpose
- Anticipated infrastructure projects
- BLM control & collaboration

Figure 3: Property Ownership & Planned Infrastructure Projects



Ch. 3. Existing Conditions & Future Forecasts

- Natural, recreational & cultural amenities
- Proposed supplemental commercial service airport
- Growth trajectory
- Water & utilities
- Plans governing the area

Ivanpah Valley | Future Land Use Study

Recreational & Cultural Amenities

The climate and ecosystems of this area provide ample beauty and opportunities for outdoor recreation (also illustrated in Figure 3). Because the majority of land in this area is publicly owned, it is largely available to residents and visitors for their enjoyment and recreational use. The neighboring conservation and wilderness areas provide hiking trails and scenic beauty. Various BLM four-wheeler roads and trails traverse and surround the Study Area, which offer opportunities for hiking, biking, horseback riding, and off-roading. Off-roading and car racing are also popular in this area, with a few recreational businesses located along I-15 and elsewhere surrounding the Study Area. Additionally, the Mint 400 off-roading race takes place in the area every March, subject to annual approval of permits by BLM.¹⁸ The City of Henderson also offers many existing parks, trails, and recreational facilities nearby, both private and public.

The Seven Magic Mountains sculpture is a land-based art installation placed by the Nevada Museum of Art in 2016. Accessed from Las Vegas Boulevard about ten miles south of Henderson, the brightly painted rocks reach a maximum of 35 feet high and attract many visitors, offering a unique vista in this region. The installation is planned to remain in place through at least 2027.¹⁹ Archaeologists have found historic petroglyphs in several locations to the east in the adjacent Sloan Canyon NCA. These more than 300 preserved art walls illustrate the Native American history and cultural background in this part of the Ivanpah Valley. The petroglyphs are accessible to the public along the Area's Petroglyph Trail, accessible from the IUS Study Area via the Hidden Valley Trail & Trailhead.



Core Content

4. Planning Process & Analysis

- Approach & methodology**
(iterative land use scenarios)
- Stakeholders**
- Net land demand**
- Other technical considerations**

Table 2: Land Demand For Residential Development (2025 - 2045)

Housing Type	Density	Unit Demand	Land Demand (Acres)
Single-Family	3 DU/Acre	16,106	5,369
Missing Middle*	7 DU/Acre	2,684	383
Multifamily	20 DU/Acre	8,053	403
Total		26,843	6,155

Table 3: Land Demand For Commercial & Industrial Development (2025-2045)

Geography	Demand by Sector (in sqft unless otherwise noted)				
	Retail	Hospitality	Office	Flex	Industrial
Clark County	15,815,000	14,465,100	7,828,600	8,534,900	53,282,000
Study Area					
Est. % Capture	10%	10%	10%	30%	30%
Est. Sqft Capture	1,581,500	1,446,510	782,860	2,560,470	15,984,600
Est. Acreage Demand	175	133	180	235	2,450
Total Square Footage Demand	23,077,510				
Total Acreage Demand	3,173				

9

Core Content

Plan Chapters

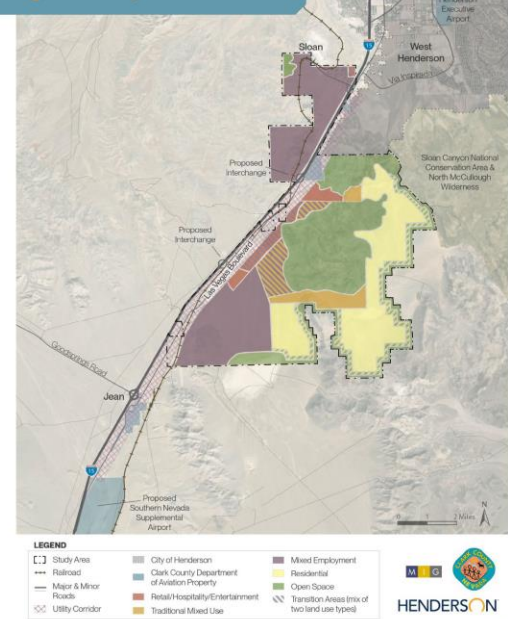
1. Executive Summary
2. Introduction
3. Existing Conditions & Future Forecasts
4. Planning Process & Analysis
5. Recommendations
6. Implementation
7. Appendices

10

Ch. 5. Recommendations

- 15 written recommendations
- Land use framework & development typologies
- Supporting infrastructure & facilities (high-level)
 - Major roads and trails
 - Stormwater
 - Sanitary sewer
 - Potable water demand
 - Electric
 - Natural gas
 - Broadband
 - Public Services
- Design Standards

Figure 7: Proposed Land Use



Ch. 5. Recommendations

- 15 written recommendations
 - Diverse housing
 - “Complete” communities that serve needs and bolster local economy
 - Industrial/freight distribution development & economic growth
 - Higher-density community hubs
 - Open space protection
 - Regional integration & gateway
 - Sustainable, low-impact development
 - Placemaking & identity
 - Public health, active lifestyles & recreational tourism
 - Align with Supplemental Airport planning
 - Walkable and multimodal

IVANPAH VALLEY DEVELOPMENT RECOMMENDATIONS

Based on our comprehensive assessment of relevant planning and regulatory documents, background research, and stakeholder input, the following recommendations capture key priorities for future development within the Study Area. These recommendations are followed by supporting materials that provide a greater level of detail and direction and comprise a complete land use framework for the Study Area. This framework incorporates specific Development Types that depict land use and character, design guidelines, infrastructure concepts, and policy and regulatory considerations to guide the County and City – and other partners – as planning progresses toward eventual development of the Study Area.

Recommendation #1: Provide a wide array of diverse housing options, including workforce housing and affordable housing, within the Study Area. These new options will fulfill demand and ensure workers can live within a reasonable commuting distance to future job centers.

Recommendation #2: Encourage the growth of neighborhood-serving retail that is strategically mixed with other uses (such as residential) to ensure a strong customer base for business success and the provision of leisure amenities for residents. Promote a higher-density combination of these uses in strategic locations to form community hubs.

- Prioritize smaller retail footprints over the growth of large, single-use retail centers or clusters within the Study Area, as the region appears to have more than enough of these. A mix of brick-and-mortar retail with other uses

will attract more residents and visitors alike. Complementary land uses include residences, experiential activities, entertainment, and restaurants.

Recommendation #3: Encourage industrial sector development in appropriate locations through land prioritization as it offers substantial revenue impact per acre and the region currently has a limited supply of large parcels to support this sector.

Recommendation #4: In early development stages, encourage the prioritization of strategic community hubs that have a higher concentration of economic generating uses, such as traditional mixed-use, manufacturing and distribution, business headquarters, and office parks.

- Development phasing will start upon the completion of Federal disposal action. Hubs of economic development should be prioritized in early development phases, assuming the availability of shovel-ready sites and appropriate utility connections. Such development will generate demand for other uses, such as residential, retail, and recreation or entertainment.

Recommendation #5: Promote high-quality, design-conscious development, in keeping with the Study Area's position as a gateway to the region.

- With perennial heavy visitor traffic approaching Las Vegas on I-15 from southern California, and the coming Brightline West rail option, approach from the southwest remains a common entry point for many visitors. The Study Area's development would not change this fact, but the “gateway” would move southward as the metros

Core Content

Ch. 5. Recommendations

- **Land use framework & development typologies**

8 distinct development types, each has:

- Primary & secondary land uses
- Anticipated densities
- Anticipated jobs
- Precedent imagery
- Graphic renderings and diagrams that illustrate potential outcomes

Table 4: Development Types & Land Use Mix

Development Types	Acreage	Percent of Total
Open Space	8,713	31%
Mixed Employment	8,162	29%
Residential	6,033	22%
Residential/Open Space Buffer	1,416	5%
Traditional Mixed Use/Mixed Employment	1,162	4%
Traditional Mixed Use	1,178	4%
Retail, Hospitality & Entertainment/ Mixed Employment	626	2%
Retail, Hospitality & Entertainment	514	2%

RESIDENTIAL

The Residential Development Type is primarily composed of single-family detached homes, townhomes, and multi-family units. These units are typically single-story, with some two-story units. The units are typically single-story, with some two-story units. The units are typically single-story, with some two-story units.

Low Density Neighborhoods

The Residential Low Density Neighborhoods are characterized by a mix of residential and open space. The units are typically single-story, with some two-story units. The units are typically single-story, with some two-story units.

13

Core Content

Ch. 5. Recommendations

- **Open Space**

Figure 8: Open Space - Land Use Mix

OPEN SPACE

The Open Space Development Type is primarily composed of conservation or recreational spaces, such as protected open spaces, public parks, and trails. This type also includes civic spaces and public facilities, such as police and fire stations, recreation centers, and libraries. Most of the Open Space acreage is found in the center of the Study Area where terrain is mountainous. However, these spaces and facilities are also integrated throughout other Development Types.

- 0 dwelling units per acre
- +1 job per acre
- Example jobs: recreation instructor, law enforcement officer, librarian, firefighter, public lands manager, etc.

Open Space Public Lands

The Open Space concept is characterized primarily by a lack of change in these areas would mostly remain undeveloped and unimproved. Other than public facilities and civic spaces as noted above, the addition of recreational trails would be the primary form of new development. Given the relatively common occurrence of informal trails used by recreation enthusiasts in the Study Area today, formal trails and paths will be a valuable addition. Keeping trails mostly unpaved in open space areas is recommended. Finally, for safety reasons, natural elements that would cause a safety concern may be changed, such as removal of loose rock or boulders on adjacent slopes that could increase the risk of rockslides.

Figure 9: Open Space - Roadway Network

Figure 10: Open Space - Trails & Bikeways

14

Agenda Item #2.
7

- **Low Density Residential**

The Residential Development Type is primarily comprised of homes and neighborhoods, ranging in size, type, density, tenure, and price point. These include large lot single family estates, traditional single-family, small- and mid-scale multifamily (apartments, townhomes, duplexes, triplexes, quadts, townhomes, larger scale multifamily apartments, and mixed-use types). Higher density residential types are clustered closer to other Development Types and Community Hubs, while lower density residential types are found in outlying areas and at the fringe.

- 1-15 dwelling units per acre
- <1 job per acre

- 1 - 15+ dwelling units per acre
- < 1 job per acre

- < 1 job per acre



Low Density Neighborhoods



The Residential-Low area pictured above demonstrates a more limited density of homes, with single-family detached residences as the primary housing stock. Job-generating uses are generally not intended within in this Development Type, except for residents working from home or those working in public facilities, such as libraries or schools.

Parks, public facilities, and minor supporting uses are integrated components of these neighborhoods, including multi-generational playgrounds that provide a range of activities, sports fields, open spaces, picnic areas, libraries, recreation and community centers, schools, childcare centers, and public safety facilities. All households should have access to recreational amenities within a 10-minute walk or half-mile, per national best practices.

Figure 11: Low Density Neighborhoods - Land Use



Figure 12: Low Density Neighborhoods - Roadway Network

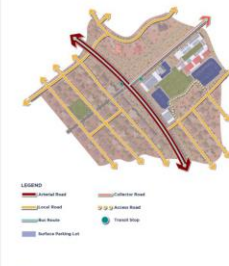


Figure 13: Low Density Neighborhoods - Trails & Bikeways



Ch. 5. Recommendations

- **High Density Residential**

Higher Density Neighborhoods



The Higher Density residential area pictured above demonstrates the greatest density of homes of any Development Type concept, while maintaining a solely residential character. The limited jobs that may be located here are those working in property management, maintenance, leasing, etc., residents working from home, or those working in public facilities, such as libraries or schools.

Parks, public facilities, and minor supporting uses are integrated components of these neighborhoods, including multi-generational playgrounds that provide a range of activities, sports fields, open spaces, picnic areas, libraries, recreation and community centers, schools, childcare centers, and public safety facilities. All households should have access to recreational amenities within a 10-minute walk or half-mile, per national best practices.



Figure 14: Higher Density Neighborhoods - Land Use



Figure 15: Higher Density Neighborhoods - Roadway Network



Figure 16: Higher Density Neighborhoods
Trails & Bikeways



Core Content

Ch. 5. Recommendations

- Residential/Open Space Buffer

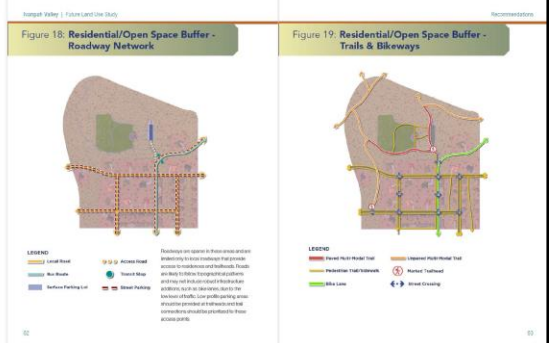
RESIDENTIAL / OPEN SPACE BUFFER

The Development Type serves as a buffer and transition between residential neighborhoods and protected open spaces that border the Study Area to the east and south, including the Sloan Canyon National Conservation Area. This Type is composed of dispersed low-density single-family homes, such as estate or ranch-style homes. These areas may also include trailheads for recreational access to neighboring public lands.

- 2 dwellings units per acre
- 1 to 5 lots per acre

Low Impact Transitional Residential

The Residential/Open Space Buffer area depicted above displays rural development characteristics, with limited impact to the natural environment. Residences are meant to be dispersed and low profile. Residents of these areas would enjoy easy immediate access to natural areas, as their location would be adjacent to public lands and the trailheads that provide formal access to them. Views of mountainous areas should also be maintained.



17

Core Content

Ch. 5. Recommendations

- Traditional Mixed Use

TRADITIONAL MIXED USE

This Development Type includes a modest mix of commercial services and retail (up to 10,000 sq ft) with housing. Mixed uses may be horizontal (different uses in adjacent buildings) or vertical (multiple uses within one building - usually ground-floor commercial and residential above). Traditional Mixed Use settings may take on a variety of forms, but are more auto-oriented, depending on adjacent development context.

- 50+ dwellings units per acre
- 50+ jobs per acre
- Examples include: apartment community, manager, outpatient nurse or nurse practitioner, restaurant, retail, clerk, consultant, lawyer, etc.

Mixed-Use Neighborhoods & Activity Nodes

Traditional Mixed Use areas may include townhomes, small apartment complexes, duplexes, triplexes or quads, single-family homes, traditional ADUs (detached), low-rise units, storefronts, office buildings, restaurants, and grocery stores. Parks, public facilities, and minor supporting uses are integrated components of these areas, including multi-generational playgrounds that provide a range of activities, sports fields, open spaces, picnic areas, beaches, recreation and community centers, schools, childcare centers, post office, and public safety facilities. All households should have access to recreational amenities within a 10-minute walk or half mile, per national best practices. These areas are meant to provide daily needs and areas of activity for local residents as well as employees and visitors.



18

- **Mixed Employment**

This Development Type is meant to accommodate the majority of economic industry growth and jobs in the Study Area. This Type is comprised of larger employment centers, with a particular focus on advanced manufacturing, logistics, transloading and warehousing. Multiple stakeholders expressed interest in the promotion of an "inland port" i.e., a concentrated industrial area where truck and rail freight—primarily arriving from southern California—could be offloaded and distributed around the Las Vegas area, or transloaded on trucks to other parts of the country.²⁰ Needed access routes, large parcels, and adjacency to I-5 and the rail linkage were considered in the creation of this Development Type to support a possible inland port. Office parks and business headquarters or campuses may also be located here. Because of the higher intensity uses intended for these areas, residential uses are generally considered incompatible.

An aerial view of a city grid. A diagonal road, highlighted in a darker shade, runs from the bottom left towards the top right, bisecting the grid. The grid consists of numerous rectangular blocks, some of which are colored in shades of blue and grey, possibly representing different types of buildings or land use. The overall layout is a classic urban grid pattern.

As illustrated above, the Mixed Employment Development Type is characterized by larger lots and large-footprint buildings to accommodate manufacturing and distribution activities, as well as larger office complexes and business headquarters. Adjacency to retail and commercial use as well as open spaces and parks – or their direct incorporation within developments – are meant to serve local employees and nearby visitors to the area. This integration of uses will support the creation of complete communities and a diverse economy while still prioritizing significant portions of land for production-focused activities.



Figure 23: Mixed Employment - Land Use



Figure 24: Mixed Employment -

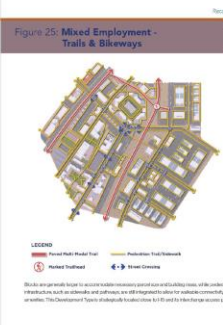


Figure 25: Mixed Employment -

- **Retail, Hospitality, Entertainment**

This Development Type provides areas with higher-intensity mixed uses and activities that serve both local neighborhoods and the region. This Type is comprised of commercial retail and service centers, entertainment and performance venues (although not specifically geared towards gaming), and accommodations that serve tourists and visitors. These community hubs provide distinguished destinations with experiential activities, dining, music, art, and shopping. In addition to hotels and resorts, higher density housing may also be incorporated in these areas.

- 15+ dwelling units per acre
- 30+ jobs per acre
- Example jobs include: hotel manager, storage and venue operator, retail store manager, chef, etc.



This Development Type is characterized by a wide range of uses, with a focus on activity and vitality. In addition to performance venues, restaurants, shopping, hotels, and apartments or condo communities, regional serving uses such as hospitals and health-care facilities, higher education campuses, and public facilities may be good matches to complement the primary uses included in the Development Type. Parks, public facilities, and minor supporting uses are integrated components of the Development Type, including multi-generational playgrounds that provide a range of activities, public plazas, sports fields, open spaces, senior centers, libraries, movie theaters, community centers, schools, childcare centers, post offices, and public transit facilities. At all locations, these uses are placed at recreational amenities within a 10-minute walk or half-mile, per national best practices. These locations are meant to provide daily needs and leisure activities for residents and employees as well as key attractions for visitors.



Figure 26: Retail, Hospitality & Entertainment - Land Use



Figure 27: Retail, Hospitality & Entertainment Roadway Network



Figure 28: Retail, Hospitality & Entertainment
Trails & Bikeways

Ch. 5. Recommendations

- Flex & Transition Areas: Employment/Mixed Use

Innapack Valley | Future Land Use Study

FLEX & TRANSITION AREAS

The last two Development Types are areas where two Development Types are combined to allow for flexibility as future planning and development occurs and to encourage thoughtful transitions between different Development Types. These flex and transition areas include:

- Traditional Mixed Use + Mixed Employment
- Retail, Hospitality & Entertainment + Mixed Employment

Mixed Employment + Traditional Mixed Use

The Development Type combines elements of both Traditional Mixed Use and Mixed Employment. Vertical mixed use may be more geared towards offices above ground floor commercial and more intensive business and industrial development should be responsive to the neighboring or integrated lower intensity uses, including residences. Business headquarters and campuses may be better suited in these areas. Transportation connections from multiple modes (buses, transit, trail, pedestrian, and bicycle) and the associated infrastructure are included.

- 60+ dwelling units per acre
- 50+ jobs per acre
- Examples include: accountant, marketing manager, commercial truck driver, apartment community manager, subtenant, nurse or nurse practitioner, restaurant server, consultant, retail clerk, etc.



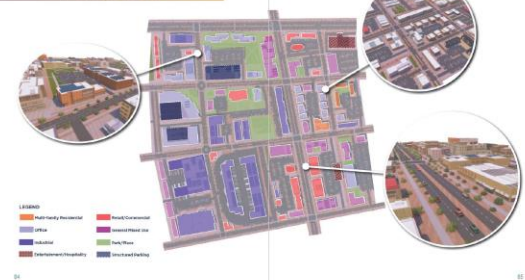
Mixed Employment + Traditional Mixed Use



This Development Type includes a combination of moderate intensity production activities or business complexes and lower intensity operations, such as small office buildings and retail complexes, including grocery retail stores. Public facilities and supporting amenity uses, such as schools, libraries, community and recreation centers, post offices, children's centers, and public safety facilities are also appropriate to serve daily needs in these areas. Mid-density housing may also be integrated in appropriate, such as apartments and condo communities or townhomes. Community-serving parks and open spaces should also be included, with all households having access to recreational amenities within a 10-minute walk or half-mile, per national best practices. Parks and buildings are generally mid- to large-scale and may slowly transition in massing between adjacent uses to serve as a buffer.

Innapack Valley | Future Land Use Study

Figure 29: Mixed Employment + Traditional Mixed Use - Land Use



82

Recommendations

Innapack Valley | Future Land Use Study

Figure 30: Mixed Employment + Traditional Mixed Use - Roadway Network



83

Recommendations

Residential uses are placed along arterial, collector, and local roads, providing a mix of uses and a buffer between different areas of study and neighborhoods. These roads also serve as a platform for transit and other transportation modes. Transit stops are placed along major roads and transit corridors. Transit stops are placed along major roads and transit corridors. Transit stops are placed along major roads and transit corridors.

Figure 31: Mixed Employment + Traditional Mixed Use - Trails & Bikeways



84

Recommendations

Bike lanes, multi-use trails, and transit stops are placed along major roads and transit corridors. Transit stops are placed along major roads and transit corridors. Transit stops are placed along major roads and transit corridors.

Ch. 5. Recommendations

- Flex & Transition Areas: Employment/Retail, Hospitality, Entertainment

Innapack Valley | Future Land Use Study

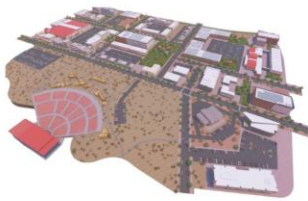
Mixed Employment + Retail, Hospitality & Entertainment

The Development Type combines elements of both Retail, Hospitality & Entertainment and Mixed Employment. Retail development in these areas should be responsive to the neighboring or integrated uses that drive visitors and residents for leisure and entertainment. Business headquarters and campuses or low intensity, small scale manufacturing may be better suited to these areas. Transportation connections from multiple modes (buses, transit, trail, pedestrian, and bicycle) and the associated infrastructure are included.

- 60+ dwelling units per acre
- 50+ jobs per acre
- Examples include: mechanical precision assembler, accountant, marketing manager, commercial truck driver, hotel manager, storage and revenue operator, retail store manager, chef, etc.



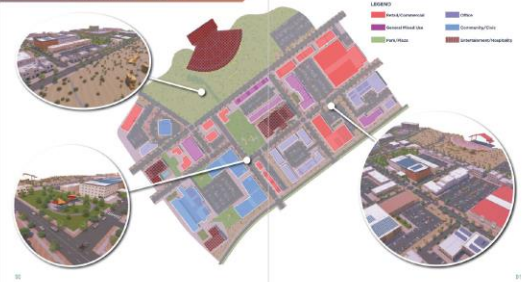
Mixed Employment + Retail, Hospitality & Entertainment



This Development Type includes a combination of moderate intensity production facilities or business and office complexes and hotels, entertainment operations, apartment or condo communities, and townhome residences. Other regional-serving uses may also be included, such as hospitals and health care facilities and higher education campuses. Public facilities and supporting amenity uses, such as schools, libraries, community and recreation centers, post offices, and public safety facilities. Regionally-serving public space amenities are also a critical component of the Development Type, including public plazas, sports fields, open spaces, and parks. All households should have access to recreational amenities within a 10-minute walk or half-mile, per national best practices.

Innapack Valley | Future Land Use Study

Figure 32: Mixed Employment + Retail, Hospitality & Entertainment - Land Use

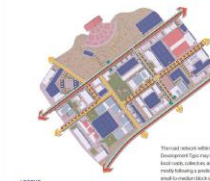


85

Recommendations

Innapack Valley | Future Land Use Study

Figure 33: Mixed Employment + Retail, Hospitality & Entertainment - Roadway Network



86

Recommendations

Transit stops are placed along major roads and transit corridors. Transit stops are placed along major roads and transit corridors. Transit stops are placed along major roads and transit corridors.

Figure 34: Mixed Employment + Retail, Hospitality & Entertainment - Trails & Bikeways



87

Recommendations

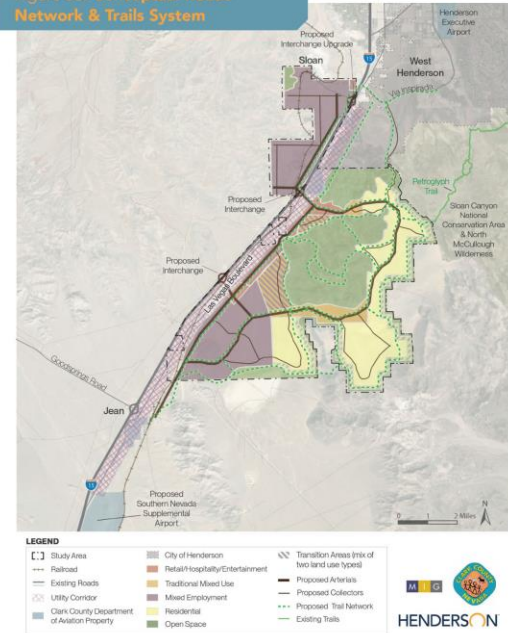
Bike lanes, multi-use trails, and transit stops are placed along major roads and transit corridors. Transit stops are placed along major roads and transit corridors. Transit stops are placed along major roads and transit corridors.

Ch. 5. Recommendations

• Supporting infrastructure & facilities (high-level)

- Major roads and trails
- Stormwater
- Sanitary sewer
- Potable water demand
- Electric
- Natural gas
- Broadband
- Public Services

Figure 36: Conceptual Roads Network & Trails System



23

Ch. 5. Recommendations

• Design Standards

- Community hubs
- Building performance hubs
- Site planning & landscaping guidelines

Community Hubs

Community Hubs are intended as the most intensively developed areas of Inverness Valley. More than simply dense development, Community Hubs are designed proactively as multiple adjoining parcels that house a mix of uses and share pieces of infrastructure such as access points for multiple transportation modes, parking, plazas and open spaces. Their exact



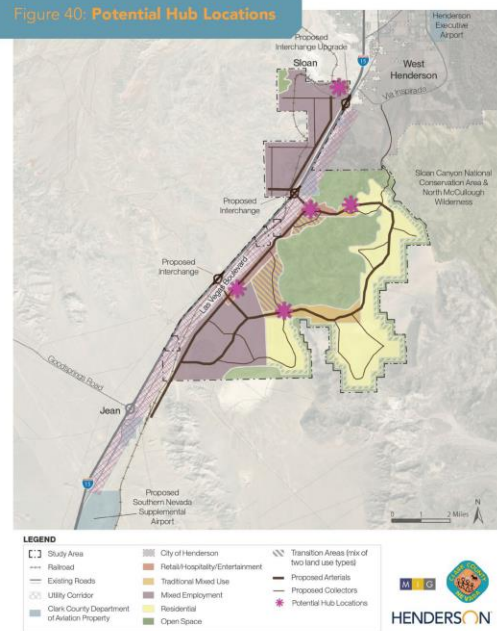
Building Performance Hubs

Building Performance Hubs are areas that promote ambitious, leading edge energy efficiency and building performance goals. These goals may be met with the use of features including water-wise and context sensitive rooftop gardens or "green" roofs, solar and co-generation facilities, district-wide energy systems. While the features of such a hub are desirable for all new construction, the commercial-only and single family detached residential areas may struggle to meet the standards in practice, as a result, the most feasible Development Type with such a Hub is Traditional Mixed Use. Property owners and operators could be incentivized to build within a Building Performance Hub in exchange for expedited development review and/or permit approvals, simplified impact fees, or other incentives as deemed appropriate by the County and/or the

City. Whatever incentives are chosen, they should be designed to measurably reduce an owner or operator's construction time, financial investment, or both, and thus be attractive enough to pursue.



Figure 40: Potential Hub Locations



24

**Core
Content**

Ch. 6. Implementation

- Phasing
- Collaboration
- Reporting & Tracking Progress

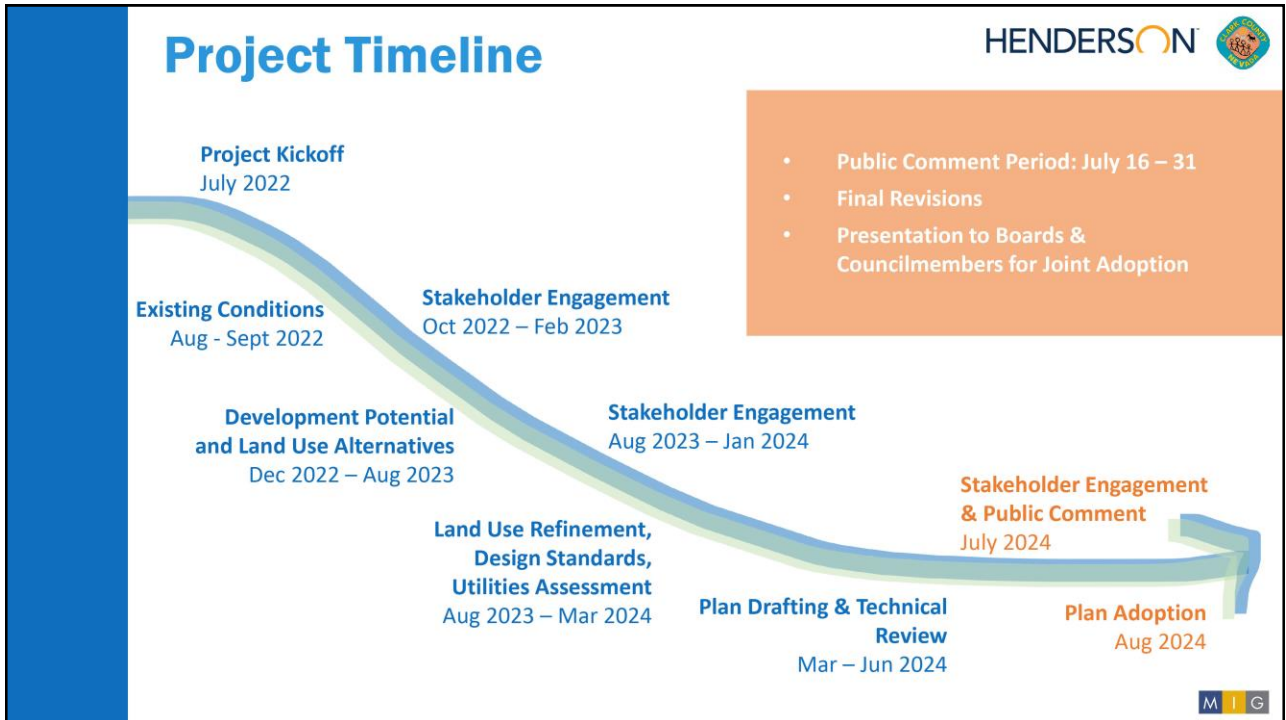
Next Steps

- Determine the appropriate representatives from the City and County to take ownership and responsibility for driving this project forward.
- Establish a regular meeting schedule for these project leaders.
- Consider establishing a larger stakeholder task force that meets less frequently to coordinate across various challenges, efforts, and priorities for this region.
- Continue efforts to seek expansion of the BLM Disposal Boundary through SNEDCA.
- If SNEDCA is approved, initiate additional technical assessment of the Study Area to update assumptions and projections used in this plan, and to more thoroughly investigate infrastructure needs. This could include updated population and market projections, detailed traffic demand modeling, other detailed utilities assessments and planning, and fiscal impact assessments.
- Use this information to determine priorities for jurisdictional management of specific lands within the Study Area between the City, County, and utility providers.
- Work with BLM to align these priorities with the land disposal nomination process.
- Conduct robust and inclusive community engagement to refine concerns and priorities.

Table 5: Implementation Timeframe & Phasing

Phase	Timeframe	What Happens
Short-term	Up to 3 years	Initial public investments, incl. roads, utilities, public facilities, etc.; limited private development begins
Mid-term	3-10 years	Private development continues in earnest
Long-term	11-20 years	Majority of anticipated private development; maintenance of public facilities

25



26



HENDERSON™



JOINT LAND USE PLANNING STUDY

27

2025 Legislative Session

In Development	Future Collaboration

Next Meeting: October 31st

Infill Map Review

2050 Southern
Nevada Strong
Plan Kickoff

Committee and
Task Group
Formation

Committee Chair
and Vice-Chair
Selection

EJ Coalition
Listening Session
Report

Other Topics?

REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA

Agenda Item

Subject:	Nevada Environmental Justice Coalition-Southern Nevada Strong Listening Sessions
Petitioner:	Andrew Kjellman, Senior Director of Metropolitan Planning Organization, RTC
Recommendation by Petitioner:	Receive a presentation on the 2024 community listening sessions facilitated by the Nevada Environmental Justice Coalition with support from the Regional Transportation Commission of Southern Nevada's Metropolitan Planning Organization (FOR POSSIBLE ACTION)
Goals:	Support regional planning efforts to improve economic vitality and education and invest in complete communities
Meeting:	Southern Nevada Strong Steering Committee - Oct 31 2024

FISCAL IMPACT:

None

BACKGROUND INFORMATION:

The Regional Planning Team within the Regional Transportation Commission of Southern Nevada (RTC) joined with member organizations of the Nevada Environmental Justice Coalition (NEJC) to develop and facilitate 15 in person community listening sessions in Southern Nevada, which focused on four key topics of climate concerns: extreme heat, drought, public transportation, and attainable housing.

Through conversations with 186 Southern Nevada residents, the NEJC and RTC learned valuable insights from community members who live in neighborhoods disproportionately impacted by heat. Findings of the sessions will be presented by the NEJC for discussion among Southern Nevada Strong Steering Committee members.

REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA

Agenda Item

Subject:	Southern Nevada Strong Underutilized Lands Inventory
Petitioner:	Andrew Kjellman, Senior Director of Metropolitan Planning Organization, RTC
Recommendation by Petitioner:	Receive a presentation on the Southern Nevada Strong Underutilized Lands Inventory map results and through an interactive discussion, identify future map features and potential opportunities to facilitate redevelopment (FOR POSSIBLE ACTION)
Goals:	Support regional planning efforts to improve economic vitality and education and invest in complete communities
Meeting:	Southern Nevada Strong Steering Committee - Oct 31 2024

FISCAL IMPACT:

None

BACKGROUND INFORMATION:

The Regional Transportation Commission of Southern Nevada is co-leading a study to identify vacant and underutilized parcels within existing neighborhoods for new housing and job creation opportunities. Definitions of underutilized land vary across the United States, prompting the development of Southern Nevada's own regional definition and categorization to thoughtfully promote infill development.

During the July 25, 2024, Southern Nevada Strong (SNS) Steering Committee meeting, participants provided input on how to define underutilized land and shared potential data sources with the project team. The region's first underutilized and vacant land inventory map has been developed based on feedback from the SNS Steering Committee and project stakeholder groups, which includes 30 federal, state, and local experts in land use, infrastructure, real estate, and economic development. The project team will share the resulting map and through a facilitated dialogue, SNS Steering Committee members will discuss the following:

- How can jurisdictions best utilize these inventories and results to plan development across the area?
- How can the development community use the results to best engage jurisdictions regarding infill and redevelopment opportunities?
- What features would SNS Steering Committee members like to see in future versions of the map?

Following the discussion, staff will share the next steps for continued engagement of the project stakeholder committee and use of the inventory in SNS Regional Plan update scenario planning.

REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA

Agenda Item

Subject:	Southern Nevada Strong Regional Plan
Petitioner:	Andrew Kjellman, Senior Director of Metropolitan Planning Organization, RTC
Recommendation by Petitioner:	Receive a presentation on the Southern Nevada Strong Regional Plan update and provide feedback on the work plan, community engagement plan framework, and kick-off event (FOR POSSIBLE ACTION)
Goals:	Support regional planning efforts to improve economic vitality and education and invest in complete communities
Meeting:	Southern Nevada Strong Steering Committee - Oct 31 2024

FISCAL IMPACT:

None

BACKGROUND INFORMATION:

The 2015 Southern Nevada Strong (SNS) Regional Plan (Regional Plan) was created as a vision to manage the expected growth in Southern Nevada, a region that is expected to reach a population of over three million people by 2050. The Regional Plan is a blueprint for a diversified economy and sustainable, transit-oriented communities that revitalize existing neighborhoods. Since the Regional Plan was developed, the Regional Transportation Commission of Southern Nevada's Metropolitan Planning Organization (MPO) has served as the Regional Plan administrator, a role that also includes leading Regional Plan updates.

Recognizing the many environmental, economic, demographic, and public policy changes that have occurred over the last decade, the SNS Steering Committee directed MPO staff to initiate a Regional Plan update.

Procurement for the Regional Plan update is now complete and ECONorthwest is under contract to complete the Regional Plan update over the next 18 months. The contracted scope includes the delivery of an activity centers analysis; regional housing market study and strategy; a scenario planning process to identify desired locations of future growth and housing product mix, resulting in a parcel-based vision map to guide future land use, density, and related infrastructure investment; and a five-year performance-based action plan and recommended governance and staffing structure for immediate implementation of the Regional Plan.

The project team will provide the SNS Steering Committee with an overview of the work plan for achieving these deliverables; highlight how and when SNS Steering Committee members, stakeholders, and the community can contribute to the planning process; and discuss the upcoming Regional Plan Update Kick-off event for feedback from the SNS Steering Committee.

The Regional Plan can be found at the following link: <https://www.southernnevadastrong.org/>.

REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA

Agenda Item

Subject:	Southern Nevada Strong Grant Opportunities and Coordination
Petitioner:	Andrew Kjellman, Senior Director of Metropolitan Planning Organization, RTC
Recommendation by Petitioner:	Provide an update on and discusses current and future grant opportunities and coordination efforts between regional partners
Goals:	Support regional planning efforts to improve economic vitality and education and invest in complete communities
Meeting:	Southern Nevada Strong Steering Committee - Oct 31 2024

FISCAL IMPACT:

None

BACKGROUND INFORMATION:

Staff will provide an update on the following regional grants coordination activities:

- Federal grant applications in development by the Regional Transportation Commission of Southern Nevada that support Southern Nevada Strong Regional Plan implementation;
- Regional Grants Coordination Working Group activities, a group of 25 regional partners that convenes regularly to share information related to grant funding opportunities; and
- Regional grants strategy element of the Regional Transportation Plan, which will identify unfunded needs and catalytic projects that may be funded by future federal grants

Following a brief presentation, Southern Nevada Strong Steering Committee members will be invited to share any grant applications in development that support the Southern Nevada Strong Regional Plan implementation.

REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA

Agenda Item

Subject:	2025 Nevada Legislative Session – Regional Planning Coordination
Petitioner:	Andrew Kjellman, Senior Director of Metropolitan Planning Organization, RTC
Recommendation by Petitioner:	Share updates on the 83rd (2025) Session of the Nevada Legislature bill drafts and policy changes related to regional planning and identify opportunities for collaboration (FOR POSSIBLE ACTION)
Goals:	Support regional planning efforts to improve economic vitality and education and invest in complete communities
Meeting:	Southern Nevada Strong Steering Committee - Oct 31 2024

FISCAL IMPACT:

None

BACKGROUND INFORMATION:

The 83rd (2025) Session of the Nevada Legislature occurs from February 2025 through June 2025 and has potential to support implementation of Southern Nevada Strong (SNS) Steering Committee’s vision for a sustainable and resilient community. In preparation for the upcoming legislative session, SNS Steering Committee members will share concepts for bill drafts and legislative changes identified by member organizations that relate to regional planning. Opportunities for regional collaboration on legislation in support of SNS implementation (e.g. infill development) will also be identified.

Information sharing and coordination related to the Nevada Legislative Session supports the following SNS Regional Plan action:

2.5.3. Coordinate with local jurisdictions to explore state legislative initiatives that will remove obstacles and promote opportunities for implementation of the Regional Plan goals and objectives.

During the July 25, 2024, SNS Steering Committee meeting, members briefly discussed potential bills and requested a follow-up agenda item at the October 31, 2024, SNS Steering Committee meeting.

REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA

Agenda Item

Subject:	Southern Nevada Strong Regional Plan Implementation Updates
Petitioner:	Andrew Kjellman, Senior Director of Metropolitan Planning Organization, RTC
Recommendation by Petitioner:	Share current work activities and priorities related to implementation of the Southern Nevada Strong Regional Plan
Goals:	Support regional planning efforts to improve economic vitality and education and invest in complete communities
Meeting:	Southern Nevada Strong Steering Committee - Oct 31 2024

FISCAL IMPACT:

None

BACKGROUND INFORMATION:

Relationship building and information sharing are critical to achieving goals and objectives identified in the Southern Nevada Strong Regional Plan Implementation Matrix linked at: <https://www.southernnevadastrong.org/wp-content/uploads/2022/06/Implementation-Matrix-final-web.pdf>. Southern Nevada Strong Steering Committee members will share recent work activities, challenges, and opportunities related to the implementation of the Southern Nevada Strong Regional Plan.

REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA

Agenda Item

Subject:	Southern Nevada Strong Steering Committee Role and Future Meetings
Petitioner:	Andrew Kjellman, Senior Director of Metropolitan Planning Organization, RTC
Recommendation by Petitioner:	Identify future Southern Nevada Strong Steering Committee meeting dates, location(s), and agenda items (FOR POSSIBLE ACTION)
Goals:	Support regional planning efforts to improve economic vitality and education and invest in complete communities
Meeting:	Southern Nevada Strong Steering Committee - Oct 31 2024

FISCAL IMPACT:

None

BACKGROUND INFORMATION:

Since 2016, the Southern Nevada Strong (SNS) Steering Committee has served as a forum for information sharing and collaboration among public and non-profit sector organizations involved in SNS Regional Plan implementation. In 2025, the SNS Steering Committee's role is envisioned to focus on guiding the SNS Regional Plan update.

Due to this changing role, the SNS Regional Plan update consultant team and Regional Transportation Commission of Southern Nevada (RTC) staff proposes increasing the frequency of SNS Steering Committee meetings from quarterly to every other month in order to substantially complete the Regional Plan by December 2025. Staff seeks feedback from the SNS Steering Committee on this proposed schedule change.

Additionally, staff seeks input on the following topics for the next SNS Steering Committee meeting, which is currently scheduled on January 30, 2025 (subject to change):

1. SNS Regional Plan Update: SWOT analysis results, regional activity centers analysis and proposed locations, future housing needs, and scenario planning guiding principles;
2. SNS Steering Committee chair rotation (moved from October 2024);
3. Legislative session coordination (if time allows)

In closing, staff will share next steps to complete a minor update to the RTC Policies and Procedures SNS Steering Committee bylaws in preparation for the Regional Plan update.

REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA

Agenda Item

Subject:	Final Citizens Participation
Petitioner:	Andrew Kjellman, Senior Director of Metropolitan Planning Organization, RTC
Recommendation by Petitioner:	Conduct a comment period for citizens participation
Goals:	Support regional planning efforts to improve economic vitality and education and invest in complete communities
Meeting:	Southern Nevada Strong Steering Committee - Oct 31 2024

FISCAL IMPACT:

None by this action

BACKGROUND INFORMATION:

In accordance with State of Nevada Open Meeting Law, the Regional Transportation Commission of Southern Nevada (RTC) Southern Nevada Strong (SNS) Steering Committee shall invite interested persons to make comments. For the initial Citizens Participation, the public should address items on the current agenda. For the final Citizens Participation, interested persons may make comments on matters within the SNS Steering Committee's jurisdiction, but not necessarily on the current agenda.

No action can be taken on any matter discussed under this item, although the SNS Steering Committee can direct that it be placed on a future agenda.