SOUTHERNNEVADASTRONG

DATE:	October 29, 2025
TO:	Scenario Planning Advisory Committee (SPAC)
FROM:	ECOnorthwest, MIG, & RTC
SUBJECT:	Scenario Planning Advisory Committee Meeting #2 Agenda

Date: November 5, 2025
Time: 3:00 – 4:00 PM PST
Location: Virtual

1. Welcome

Time: 3:00 PM – 3:05 PM (5 minutes)

2. Planning Process

Time: 3:05 PM – 3:10 PM (5 minutes)

3. Baseline Conditions: Where are we today?

Time: 3:10 PM – 3:25 PM (15 minutes)

4. Initial Descriptions of Scenario Alternatives

Time: 3:25 PM - 3:55 PM (30 minutes)

5. Evaluation Criteria

Time: 3:55 PM – 4:25 PM (30 minutes)

6. Next Steps and Action Items

Time: 4:25 PM – 4:30 PM (5 minutes)

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Scenario Planning Advisory Committee

MEETING #3 SUMMARY

Wednesday, November 5, 2025
3:00 – 4:30 PM
Virtual Meeting via Zoom

Overview

The RTC has launched the Southern Nevada Strong (SNS) 2050 Regional Plan Update, a new plan driven by our community to bring housing we can attain, access to higher-paying jobs, and better ways to get around the region for everyone. To support this effort, a dedicated Scenario Planning Advisory Committee (SPAC) was convened to guide the scenario planning elements of the Southern Nevada Strong (SNS) 2050 Regional Plan Update.

The third meeting provided an update for SPAC members on some baseline assumptions and solicited feedback from the committee on future scenario descriptions and evaluation metrics.

Participants

15 SPAC members attended included representatives from:

- City of Henderson
- Clark County Supplemental Airport
- Clark County (Department of Environment & Sustainability)
- Clark County (School District)
- RTC of Southern Nevada, Transit
- RTC of Southern Nevada, MPO
- Sothern Nevada Water Authority
- Southern Nevada Food Council
- Opportunity Village
- Sierra Club
- City of Las Vegas (joined late)

- The Howard Hughes Corporation/NAIOP
- Nevada Housing Coalition

Agenda

- Welcome
- SNS Plan Update
- Baseline Conditions: Where are we today?
- Initial Descriptions of Scenario Alternatives
- Evaluation Criteria
- Next Steps

Welcome and Re-introductions

Michelle Larime (RTC) and the ECOnorthwest team welcomed participants and provided an overview of the meeting's purpose and agenda.

SNS 2050 Plan Update

Tyler Bump (ECOnorthwest) provided an overview of Phase 1 broad public engagement efforts which exceeded goals for survey completions and overall touchpoints. Key takeaways showed respondents had a strong concern for affordable and supportive housing, jobs and opportunity, infrastructure and transportation, transit and mobility, and community amenities.

Tyler shared an update on the Phase 1 technical work – including the completed Housing Market Analysis and Supportive Efforts Reports. The Activity Centers Analysis is an in-progress analysis of census blocks that have concentrations of community/economic assets, which is undergoing review and refinements and is expected to be complete in December 2025. Final materials from all task groups will be made available to members soon.

Scenario Planning Overview

Andrew Parish (MIG) provided a brief overview on the progress of the scenario planning task. To date, the project team has completed data collection and developed draft baseline conditions for the region. The project team is now beginning the process of creating and evaluating future scenarios, including the development of a business-as-usual scenario. These elements were the focus of discussion for today's SPAC meeting. The scenario planning process will proceed in three main phases: establishing a baseline, identifying and evaluating alternative future scenarios, and selecting a preferred scenario to guide the updated plan. Throughout this process, technical analysis will be paired with policy considerations and community values to evaluate tradeoffs and outcomes. There will be structured opportunities for stakeholders and the public to review assumptions, provide feedback on the draft alternatives, and help shape the preferred scenario that will serve as the foundation for the 2050 Regional Plan Update.

Baseline Conditions – Where are we today?

Andrew Parish (MIG) presented a series of key assumptions that informed the development of the baseline conditions and explained the goal of creating a parcel level dataset to describe existing conditions throughout Southern Nevada. The parcel level data was then aggregated to a 50-acre grid cell level to visually communicate overall baseline conditions in the region. Major topics and discussion are noted below.

Existing Land Use:

- MIG is using a software tool known as Urban Footprint, which provides comprehensive parcel level data for a variety of conditions and is a useful tool for scenario planning. Existing land use assumptions for the region were sourced from Urban Footprint's Base Canvas data.

Population Growth:

- Using Census tract data with estimated change in population for the past ten years. Discussion included how visually this misrepresents extensive growth outside of urban areas, because the data is not normalized and census tracts are large. This is one of the reasons why the data was aggregated (and normalized) to the 50-acre grid cell level.

Building Age:

- Map shows a clearer picture of recent growth and development, as data was aggregated (and normalized) to the 50-acre grid cell level. Map shows new growth is occurring primarily at the periphery of the region.

Activity Units:

- Presented a map that combines data on existing housing and jobs density to highlight areas with a concentration of housing units and jobs. Data was sourced from Urban Footprint Base Canvas data and the map was presented in aggregated 50-acre grid cells.
- Also presented this map with the draft 2025 Activity Centers analysis data overlaid on top of the activity units data.

Initial Descriptions of Scenario Alternatives

Andrew Parish (MIG) led the committee through initial descriptions of five scenario alternatives including:

1. Business as Usual – aligns with future land use assumptions established in the RTC's Let's Go 2050 Regional Transportation Plan. Scenario does not accommodate 450k housing units, which is the 2050 need based on the SNS Housing Needs Assessment findings.
2. City Centers – Assumes no expansion of disposal boundary and infill/redevelopment focused along major corridors and activity centers. Scenario will accommodate 450k housing units.
3. Walkable City – Assumes no expansion of the disposal boundary and infill/redevelopment occur more broadly across the region, including in smaller centers and neighborhoods. Scenario will accommodate 450k housing units.
4. Frontier City – Assumes expansion of the disposal boundary, more separation of land uses, and little infill/redevelopment. Scenario will accommodate 450k housing units.
5. Satellite City – Assumes expansion of the disposal boundary, more mixed-use development, and more infill/redevelopment. Scenario will accommodate 450k housing units.

Each scenario was introduced and described to the SPAC, highlighting key policy differences (described above) and the scenario drivers that are reflected in each alternative (based on feedback from prior SPAC meetings).

The committee discussed the differences between scenarios and what parts they were concerned about or agreed with. Feedback was captured on a Mural board, with blue notes representing agreement and pink notes representing concern (see Attachment A). The Mural board remained open for a week following the meeting, until 11/17, to allow SPAC members to continue to provide feedback outside of the meeting.

Key takeaways include:

- SPAC members generally support scenarios that explore how to "grow differently" (2,3, & 5), and are concerned that business-as-usual and low-density scenario (1 & 4) will not meet our long-term needs and are not viable scenarios

- Concern over presenting the business-as-usual and similar low-density approach (1 & 4) – scenarios are seen as inadequate unless paired with infill, walkability, and transit-oriented development
- SPAC members have a strong interest in walkability, transit, and infill as baseline elements across all the scenarios, especially in scenarios 2, 3, and 5.
    - Some debate over the potential for walkability in the region
    - Some sentiment that policies within these scenarios are already happening
    - Interest in exploring transportation improvements that emphasize corridor-based development for efficient transit service (rather than nodes or centers), explore flood-control channels as active-transportation corridors, and consider new pedestrian-friendly design and heat mitigation (e.g. pedestrian bridges), road diets, low-stress networks, and other pedestrian improvements that may encourage mode shift.
- SPAC members have concerns regarding feasibility and costs across all scenarios.
    - Concerns about the challenges/costs of "growing up" and/or retrofitting existing areas
    - Concerns about high costs of "growing out" related to utility, water, and transportation infrastructure
- Some concern over whether existing land constraints can adequately accommodate our projected population growth (2 & 3)
- SPAC members highlighted the need to ensure scenarios support local businesses, job centers, and projected industry/job growth as well as housing.
- SPAC members are concerned that scenarios 4 & 5 aren't feasible given water constraints in the region.
- Stakeholders agree that low-density growth may be appropriate in certain areas, particularly where topography makes higher-density development difficult, but that it should be balanced with infill and density in appropriate areas – Scenario 5 was seen as best approach

Discussion questions included:

- General need to clarify land use, growth capacity, and scenario boundary assumptions across scenarios and to more clearly articulate the differences between some of the scenarios.
    - Feedback that scenario 2 and/or 4 may be too similar to Business as Usual.
- Concern that baseline conditions may not account for emerging activity centers (e.g. West Henderson, Las Vegas Blvd. South) in future scenarios like this one.
- Baseline scenario
    - Stakeholders request clarity on the land use and transportation assumptions in this scenario, question how this scenario differs from others (scenarios 2, 4, and

5), and whether current practices (LOS-focused planning, roadway widening) are assumed to continue?

    - Additional project and process issues need further clarity, such as the exclusion of certain projects in the RTP (e.g. Boring) and potential impacts to the next RTC cycle.

- Where is growth expected at what densities?
- If population and industrial growth can be accommodated within the existing disposal boundary.
- If CLV, NLV, and COH are considered "satellite cities?"

Overall, SPAC members were interested in aspects from different scenarios and potential to consolidate scenarios. The project team explained that we can better define the differences, and that it's important that the scenarios are different enough to provide informative comparative results for testing unique variables. SPAC members may already be starting to think about components they want to pull together into a preferred scenario, but we have not yet reached that step in our process. Feedback from this discussion will be revisited once we reach that point in the technical work.

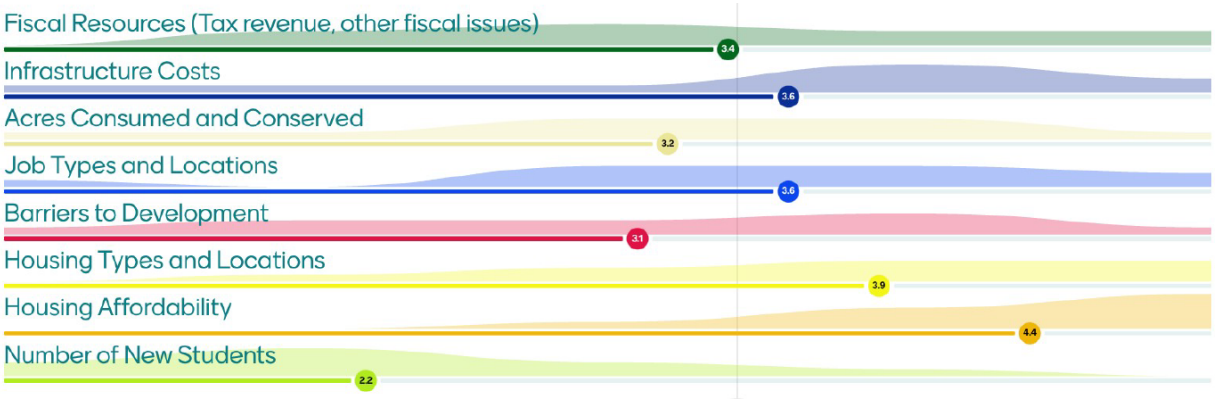
Evaluation Criteria

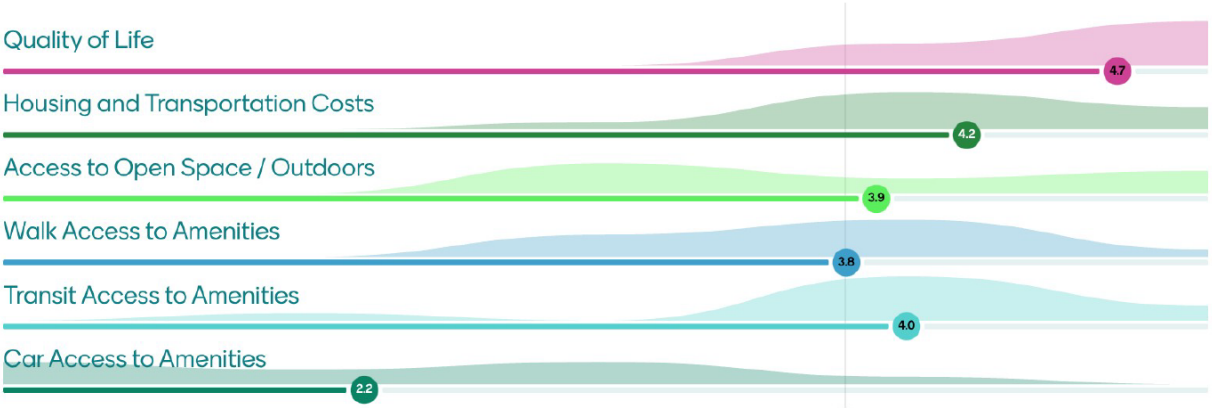
Andrew Parish (MIG) led the committee through a discussion on 20 potential evaluation metrics grouped into six categories based on the SNS Priority Outcomes. He described what each metric is and what data sources may be used. A Mentimeter (virtual polling) activity was conducted to help understand which metrics the committee thinks are most important to measure and what other criteria they think should be included.

The committee thought the most important metrics (scores of 4 or higher on a 5-point scale) are listed below with the most important listed first:

1. Water usage (4.7)
2. Quality of life (4.7)
3. Mode share (4.4)
4. Housing affordability (4.4)
5. Heat impacts (4.2)
6. Housing and transportation costs (4.2)
7. Transit access to amenities (4.0)

How important is each metric?





Other criteria the committee thought were important to consider included:

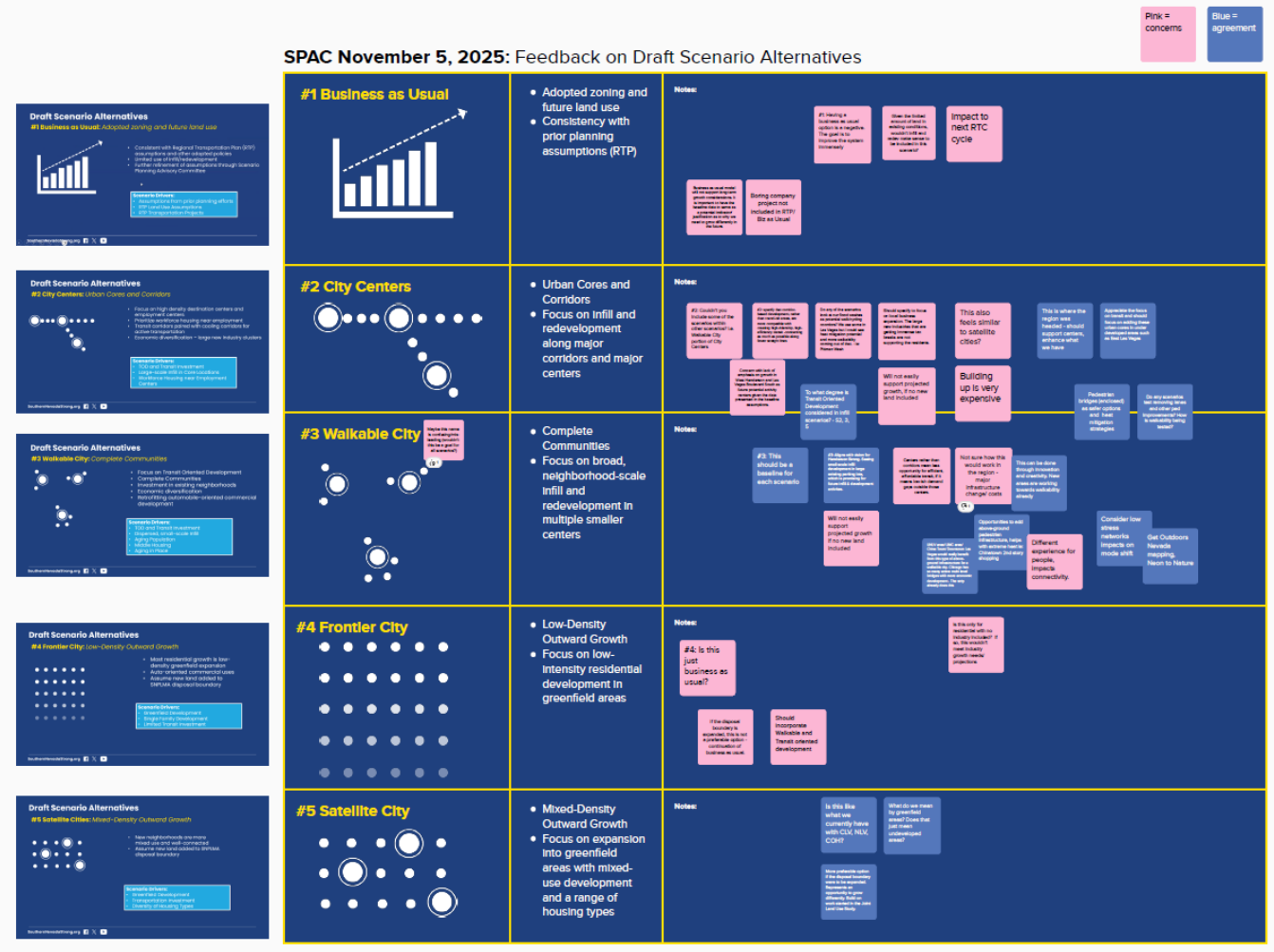
- Innovation and creativity for our unique city
- Safety on roadways
- Access to food - measure food security, food access and land for agriculture use to grow enough food for a food secure state

- Overall climate emissions per scenario
- Air quality, tree equity/access to green spaces
- Quality of life should include health measures
- Opportunity to engage community art and shade structures and local resources
- Transit cost per passenger (efficiency)
- Jobs-Housing balance
- Feasibility of implementing
- Community favor towards certain scenarios

Next Steps and Action Items

- RTC will be conducting stakeholder roundtables discussing similar content in December.
- Refinement, mapping, and evaluation of scenario alternatives is underway.
- The team is still developing Phase 2 of our community engagement approach.
- **Next SPAC meeting will be held in late February 2026.**

Attachment A



Business as Usual Scenario:

Concerns

- Does not support long-term growth considerations, but is important to have baseline data to serve as a potential indicator/justification as to why we need to grow differently in the future
- Having a business-as-usual option is a negative. The goal is to improve the system immensely
- Given the limited amount of land in the existing conditions, infill and redevelopment would make sense to include in this scenario
- Impact to the next RTC cycle
- Boring company project not included in the RTP/Business-as-Usual

- What are the land planning assumptions included in the RTP? Need to understand how this scenario contrasts with other scenarios. What is different about this scenario that scenario 2?
- Does this scenario mean that current assumptions by municipal transportation planners will continue? For example, Transportation planners tend to want a LOS for roadways in city centers to avoid congestion, but slower traffic can be more desirable by retailers and be safer for pedestrians/cyclists. Higher LOS tends to require street widening.
- What are the assumptions about bike lanes? Multi-modal corridors? Accommodation for autonomous vehicles?

City Centers

Agreement

- This is where the region is headed – should support and enhance the centers we have
- Appreciate the focus on transit and should focus on adding these urban cores in underdeveloped areas such as East Las Vegas
- Infill and redevelopment is being done successfully to revitalize different areas of downtown (Arts District, 5th Street neighborhood). Many buildings in the heart of the city are approaching 50 years in age – there may be some financial incentives for rehabilitating these structures – it's worth exploring
- To what degree is transit-oriented development considered in infill scenarios? (2,3,5)
- Pedestrian bridges (enclosed) are safer options and heat mitigation strategies
- Do any scenarios test removing lanes and other ped improvements? How is walkability being tested?

Concerns

- Can you include some of the scenarios within other scenarios? i.e. Walkable City and portion of City Centers
- Specify that corridor-based development, rather than roundish areas, are more compatible with creating high ridership, high-efficiency transit, connecting as much as possible along fewer straight lines
- Do any of the scenarios look at our flood washes as potential walk/cycling corridors? We could use some in Las Vegas but I could see heat mitigation potential and more walkability coming out of that – i.e. Pittman Wash
- Should specify to focus on local business expansion. The large new industries that are getting immense tax breaks are not supporting the residents

- Feels similar to satellite cities
- Concern with lack of emphasis on growth in West Henderson and Las Vegas Blvd. South as future potential activity centers given data presented in the baseline assumptions
- Will not easily support projected growth if no new land is included
- Building up is very expensive
- May be cheaper to go up than extend utilities out
- Does scenario assume no land is added to the Disposal Boundary?

Walkable City

Agreement

- To what degree is transit-oriented development considered in infill scenarios? (2,3,5)
- Pedestrian bridges (enclosed) are safer options and heat mitigation strategies
- Do any scenarios test removing lanes and other ped improvements? How is walkability being tested?
- Makes sense for new development. Hard to retrofit (and expensive). But can be done over time. Might require lane removal and a less auto-dependent approach to how we get around. Integration of new technologies required.
- This should be a baseline for each scenario.
- Aligns with vision for Henderson Strong. Seeing small-scale infill development in large existing parking lots, which is promising for future infill and development activities
- This can be done through innovation and creativity. New areas are working towards walkability already
- Opportunities to add above ground pedestrian infrastructure, helps with extreme heat – i.e. Chinatown 2nd story shopping
    - UNLV area/UMC area/China Town/Downtown Las Vegas would really benefit from thus type of above ground infrastructure for a walkable city. Chicago has so many active multi-level bridges with more economic development. The Strip already does this.
- Consider low stress networks impacts on mode shift
- Consider multi modal corridors identified in Get Outdoor Nevada maps (maybe Neon to Nature?)

Concerns

- Will not easily support projected growth if no new land is included
- Centers rather than corridors mean less opportunity for efficient, affordable transit, if it means low-ish demand and gaps outside those centers
- Not sure how this would work in the region – major infrastructure change/costs
- Different experience for people, impacts connectivity

Frontier City

Agreement

- Low density in outlying areas of the LV region makes more sense – more compatible with the challenging topography, steep slopes, undulating terrain

Concerns

- Is this just business-as-usual?
- If the disposal boundary is expanded, this is not a preferable option – continuation of business as usual
- Should incorporate walkable and transit-oriented development
- Will need to adapt building designs to topography in outlying areas (costs more)
- Doesn't solve for future population growth if focus is only on low-density, outward growth. Need to combine with higher intensity infill development
- Is this only for residential with no industry included? If so, this wouldn't meet industry growth needs/projections

Satellite Cities

Agreement

- Is this what we currently have with CLV, NLV, COH?
- What do we mean by greenfield development areas? Does that just mean undeveloped areas?
- More preferable option if the disposal boundary were to be expanded. Represents an opportunity to grow differently. Build on work started in the Joint Land Use Study.

Concerns

- Most expensive option. Heavier burden on infrastructure, especially as mixed-use centers get further away from treatment plants. Will need to build more water reservoirs and power substations and upsize utility pipes to support denser

development. Challenging topography will also increase costs to build. Affordable housing probably won't pencil.

Southern Nevada Strong 2050

Regional Plan Update

Scenario Planning Advisory Committee

November 5, 2025

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SouthernNevadaStrong.org

MIG

ECOnorthwest

RTC

Agenda

- Welcome
- Planning Process Update
- Draft Baseline Conditions & Scenario Alternatives
- Draft Evaluation Criteria
- Next Steps

Overview of SNS 2050 Process

We're Here!

Phase I: Existing Conditions	Phase II: Scenario Planning	Phase III: Implementation Plan	Phase IV: Final SNS 2050 Plan
FEB - JULY 2025	**OCT 2025 – JUNE 2026**	**SUMMER/FALL 2026**	**WINTER 2026/2027**
TASKS SUPPORTED			
◆ SWOT Analysis ◆ Activity Centers Analysis ◆ Housing Market & Needs Assessment	◆ Evaluation Criteria and Assumptions ◆ Baseline & Future Scenarios Development ◆ Preferred Scenario	◆ Strategic Actions ◆ Policy Growth Areas ◆ Regional Housing Strategy ◆ RTP Integration ◆ Governance & Monitoring Program	◆ Draft & Final Regional Plan ◆ Presentations

Community Engagement Update

Phase I Engagement At A Glance

Broad public engagement increased public awareness and engaged key stakeholders.

- Digital advertising and social media campaign
- Community survey in four languages
- Multicultural outreach
- Task group meetings

Engagement efforts had broad geographic and demographic reach.

Phase 1 exceeded goals for survey completions and overall touchpoints.

Snapshot Performance

Date Range: June 1, 2025 - October 05, 2025

Meta Accounts Reach
166,809

Site Engaged Sessions
10,548

QR Code Scans
1,542

Total Impressions
1,035,103

Total Clicks
11,994

Survey Submissions
6,476

TRU OUTREACH

High-Level Survey Takeaways

Survey respondents showed a strong concern for:

Affordable and supportive housing: most desired community need is attainable housing, followed by safety, clean air, and water.

Jobs and opportunity: residents want more good-paying & nearby jobs — especially in retail, food production, and office sectors.

Infrastructure and transportation: strong preference to reinvest in existing roads and neighborhoods rather than expand outward.

Transit and mobility: broad support for improving the existing transit system (buses), safer walking and biking, and new light rail or rapid bus options.

Community amenities: parks and green spaces ranked as the most valued and desired public features.

Phase I Technical Work Update – Existing Conditions

Phase 1 Deliverables Complete

- Housing Market Analysis Report
- Supportive Efforts Report

Phase 1 Deliverables In-Progress

- Activity Centers Analysis
  - Draft in preparation, incorporating engagement feedback
  - Review by Economic Development Task Group & Steering Committee
  - Anticipated completion in December 2025, marking the close of Phase I.
  - Ties into scenario planning work.

Scenario Planning
Overview

SCENARIO PLANNING PROCESS

We're Here!

1 **Data Acquisition**

2 **Baseline Conditions**

3 **Create & Evaluate Future Scenarios**

4 **Create One or More Preferred Scenarios**

5 **Policy and Action Plan**

PUBLIC ENGAGEMENT

- Understand Values
- Share Alternatives for Input
- Evaluate Policies

Scenario Planning Baseline Conditions:

Where are we today?

Baseline Assumptions

Goal:

Parcel Level Data describing existing conditions throughout Southern Nevada Region

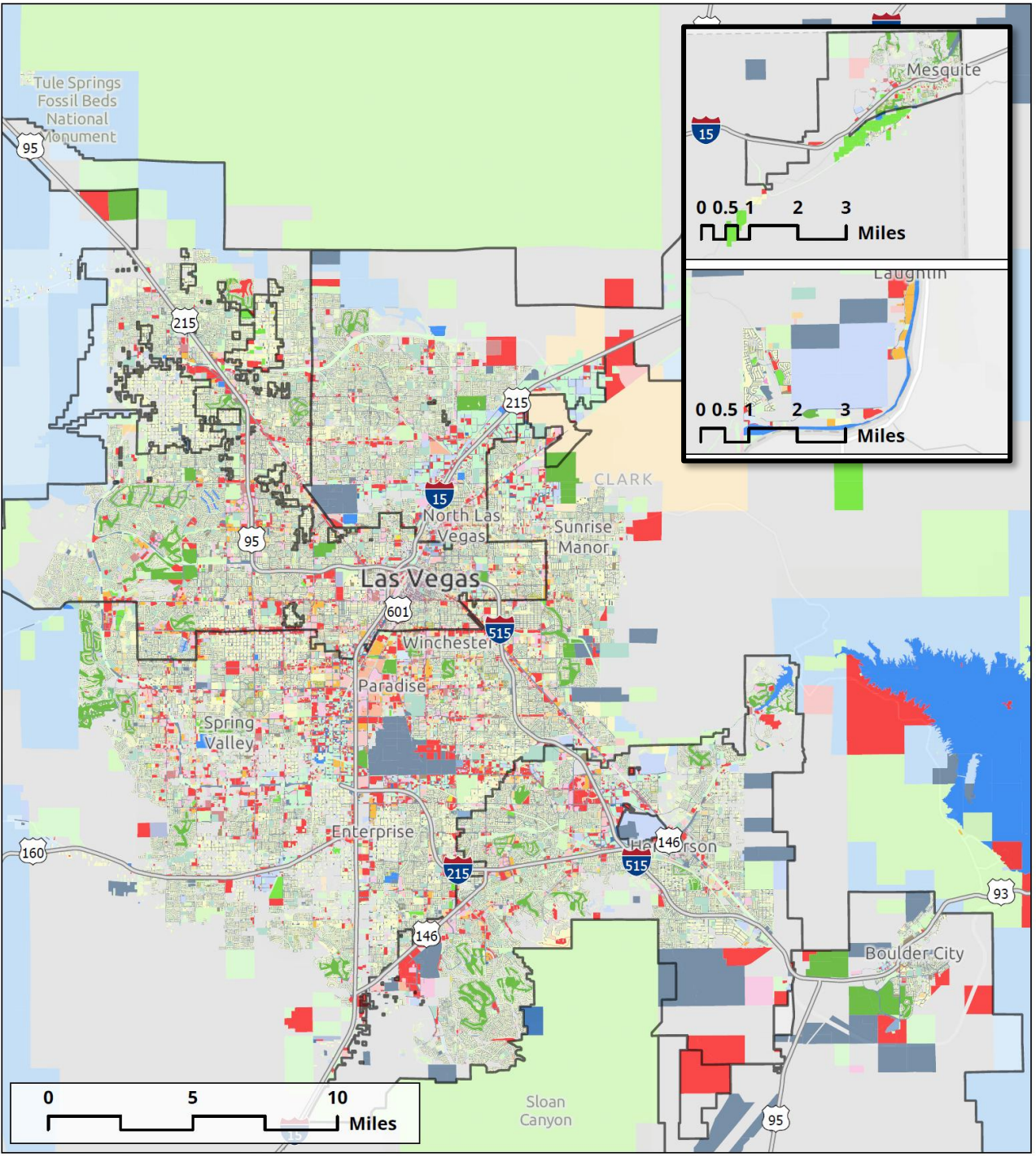
Data Sources:

- Clark County GIS
- Urban Footprint Base Canvas
- Underutilized Land Inventory

Image credit Urban Footprint

Baseline Assumptions

Draft Existing Land Use Data



LEGEND

- Jurisdiction Boundaries

Existing Land Use (UF Base Canvas)

Residential / Mixed Use

- Single Family Detached
- Single Family Attached
- Multifamily
- Mixed Use Residential
- Group Quarters

Commercial

- Commercial Centers
- Commercial Recreation
- Commercial Other

Hotel / Accommodation

- Hotel / Accommodation

Industrial / Employment

- Heavy Industrial
- Light Industrial
- Office
- Wholesale / Warehouse

Natural Resources / Open Space

- Open Space
- Parks / Recreation
- Conservation / Natural Areas
- Golf Courses
- Agriculture / Extraction
- Open Water

Civic / Other

- Civic Facilities
- Cemeteries
- Special Use
- Transportation Utilities
- Other
- Military
- Education
- Emergency Services / Hospitals
- Vacant

Source: Urban Footprint Base Canvas

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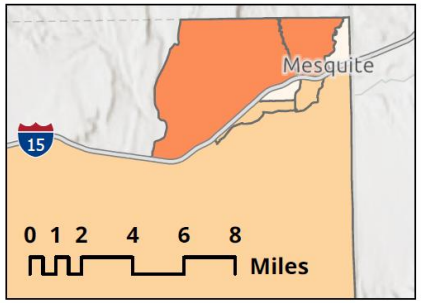
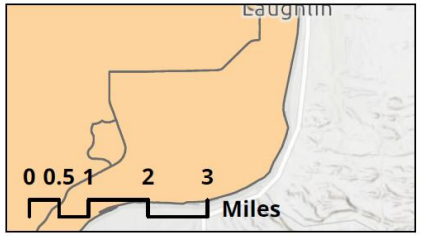




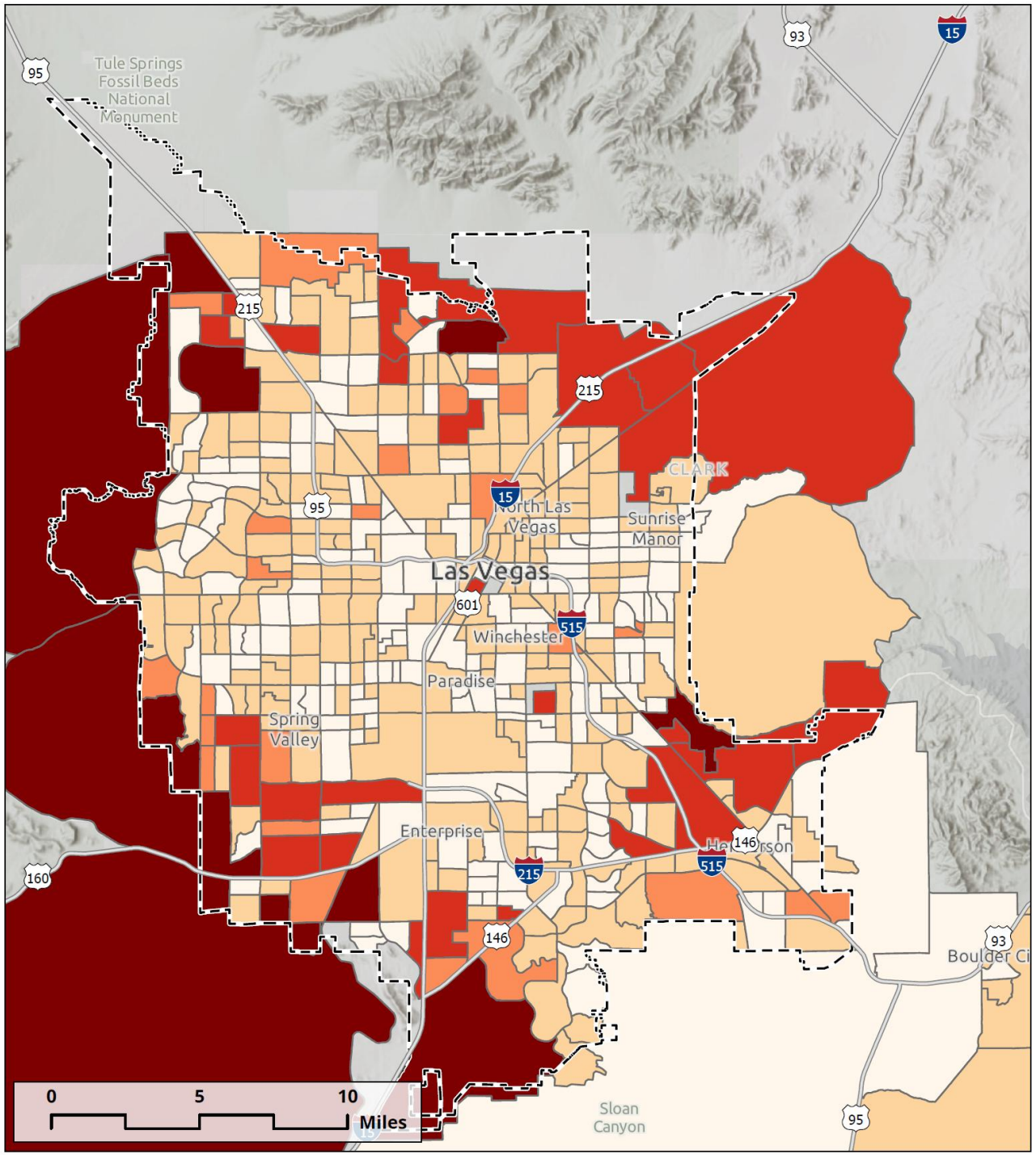
LEGEND

SNPLMA Disposable Boundary

Estimated Change in Population, 2015-2025

- <0 Population
- <1,000 Population
- <2,000 Population
- <5,000 Population
- >5,000 Population

Source: ACS 1-year and 5-year estimates



Baseline Assumptions

Draft Population Growth, 2015-2025

Source: Clark County GIS

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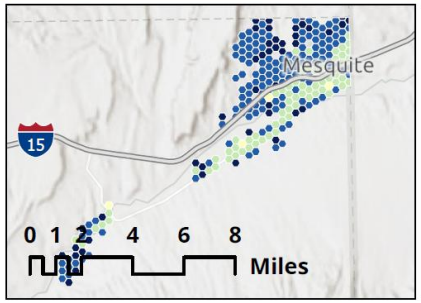

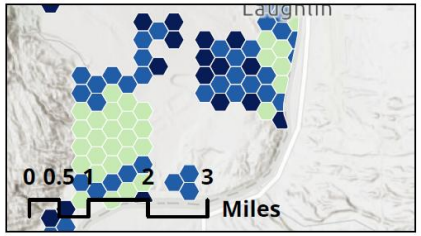

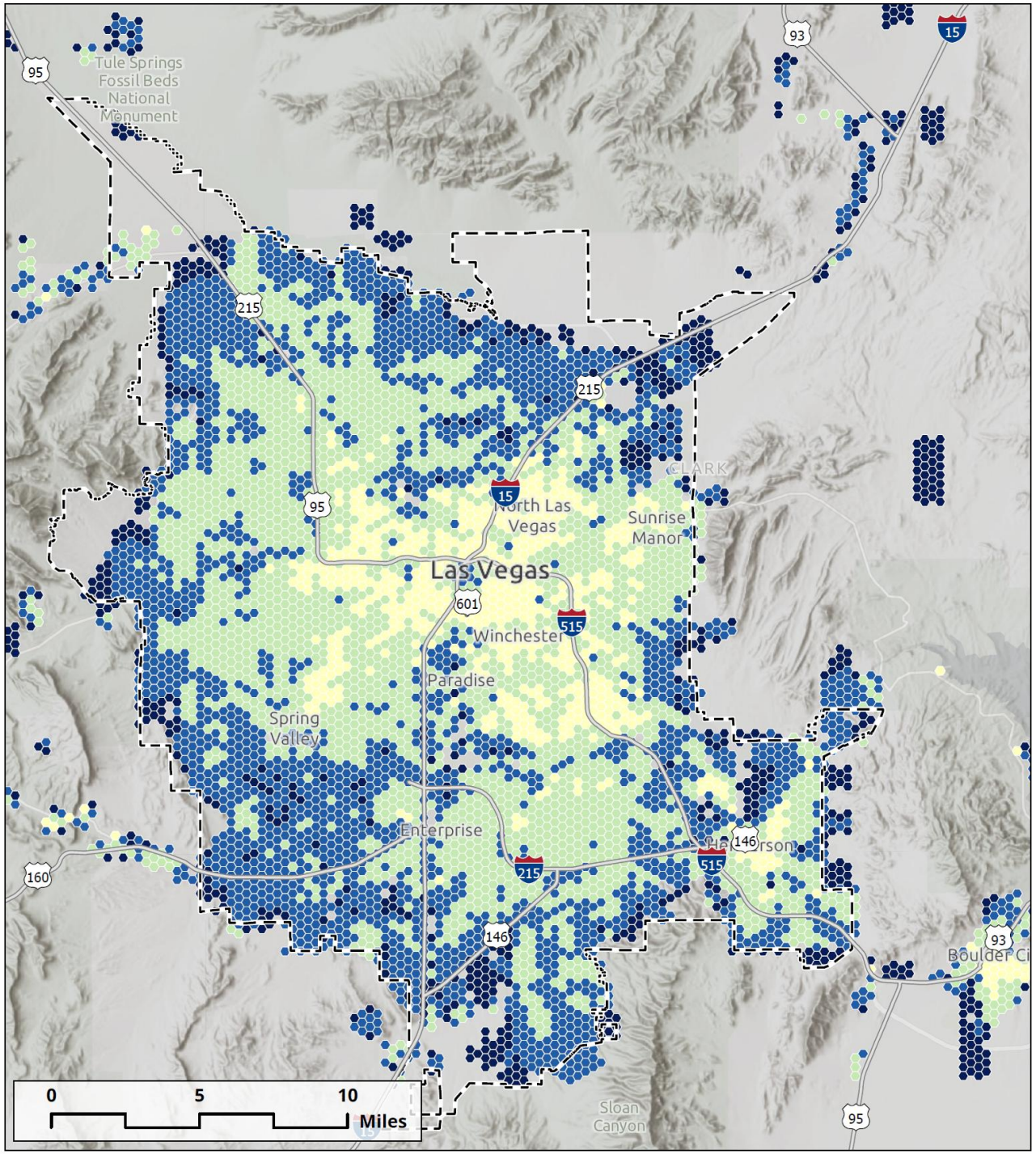

LEGEND

SNPLMA Disposable Boundary

Average Building Age (Within 50-Acre Grid Cells)

- <5 Years
- 5-20 Years
- 20-40 Years
- >40 Years

Source: Urban Footprint Base Canvas

Baseline Assumptions

Draft Average Building Age

Source: Clark County GIS

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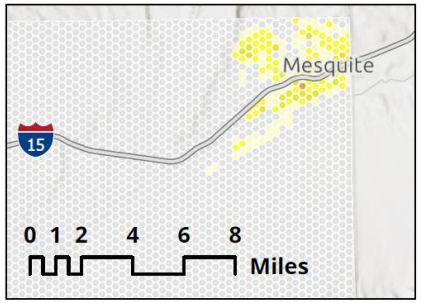
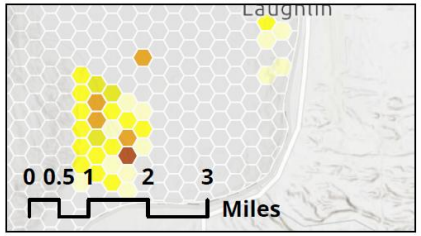




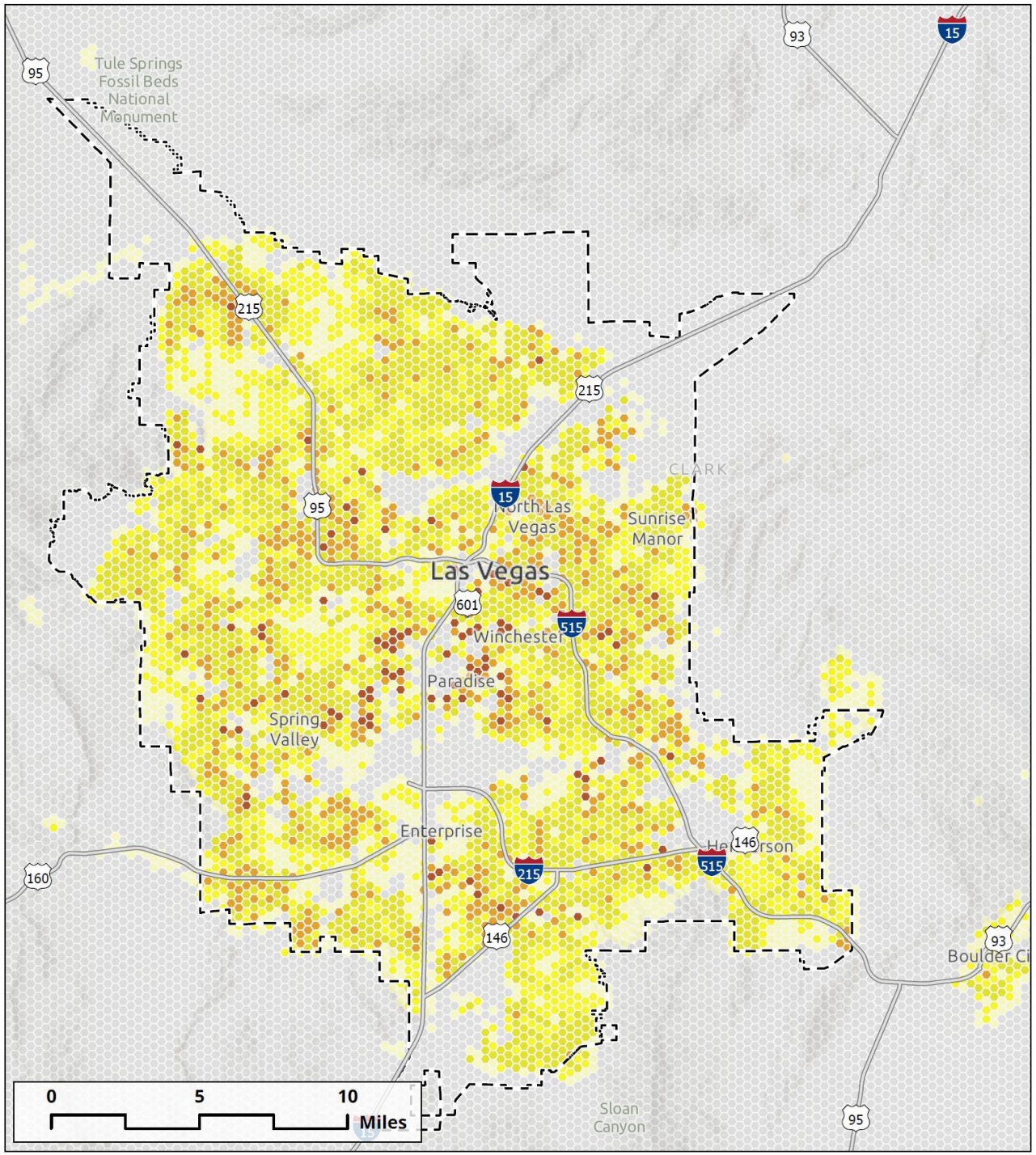
LEGEND

Existing Housing Density (50 Acre Grid Cells)

- No Housing
- <1 DU per Acre
- 1-3 DU per Acre
- 3-6 DU per Acre
- 6-12 DU per Acre
- >12 DU per Acre

SNPLMA Disposable Boundary

Source: Urban Footprint Base Canvas



Baseline Assumptions

Draft Existing Housing Units

Source: Urban Footprint Base Canvas, 2025

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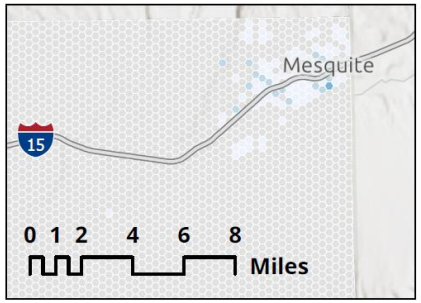

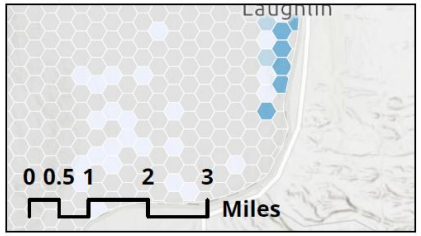

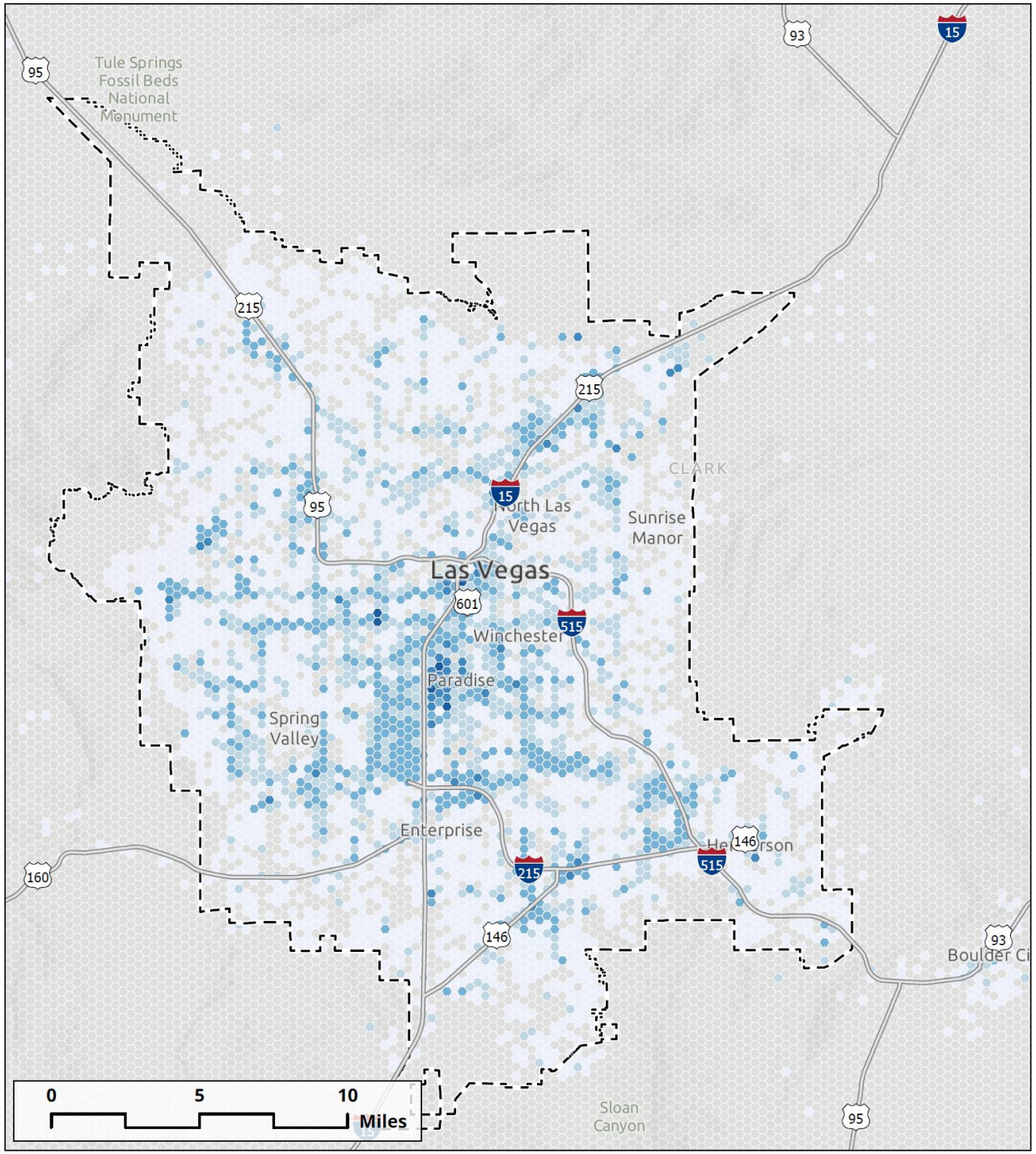

LEGEND

Existing Jobs (50-acre Grid Cells)

- No Jobs
- 1-100 Jobs
- 100-400 Jobs
- 400-2,000 Jobs
- 2,000-7,000 Jobs
- 7,000+ Jobs

SNPLMA Disposable Boundary

Source: Urban Footprint Base Canvas

Baseline Assumptions

Draft Existing Jobs

Source: Urban Footprint Base Canvas, 2025

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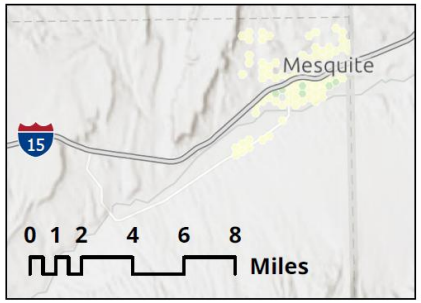
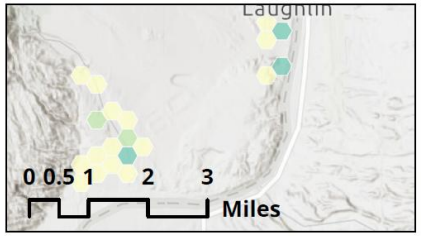




LEGEND

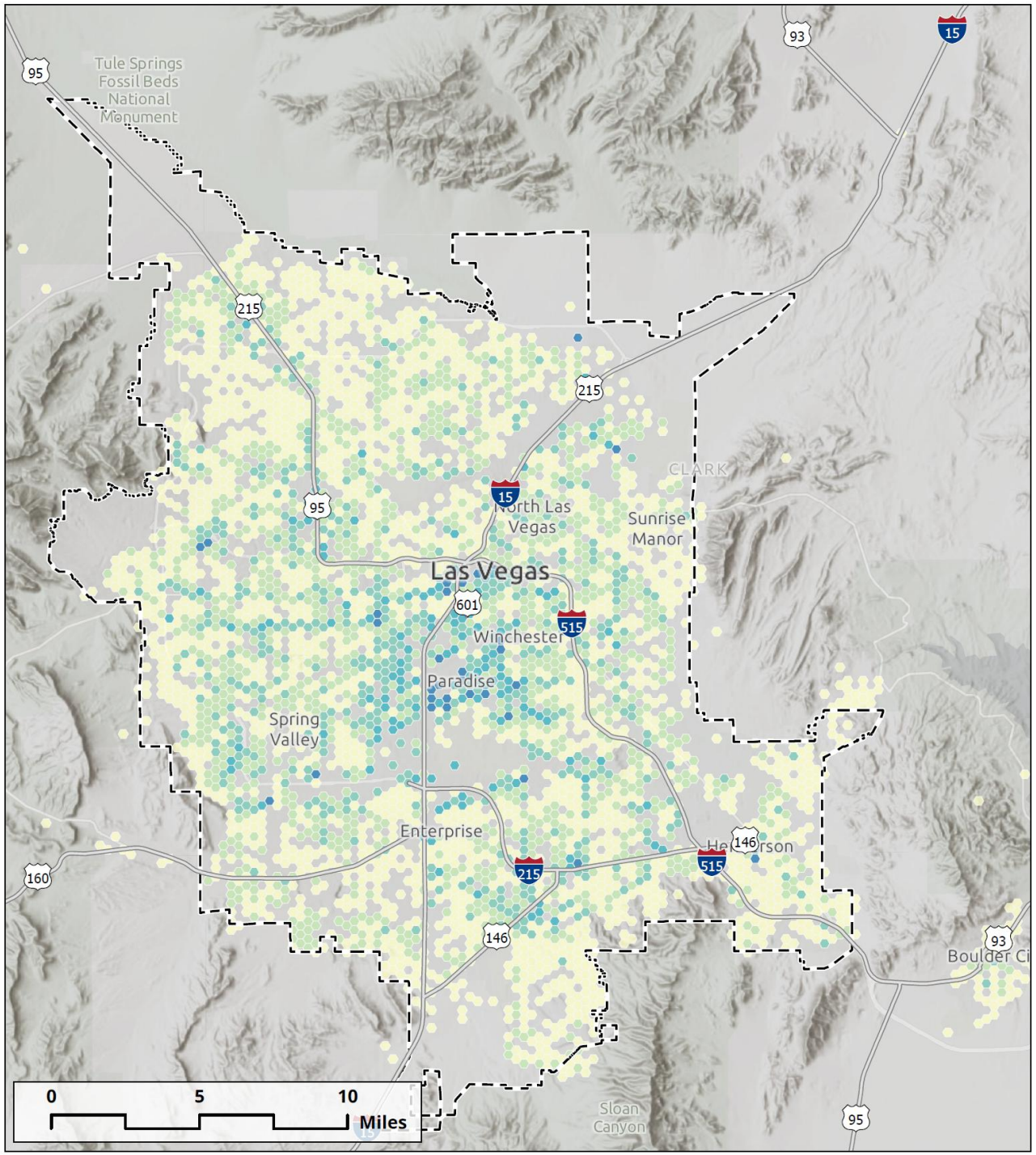
SNPLMA Disposable Boundary

Activity Units (Existing)

Housing Units + Jobs
(50-acre grid cells

- 2.0 - 250
- 260 - 500
- 510 - 1000
- 1100 - 2000
- 2100 - 21000

Source: Urban Footprint Base Canvas



Baseline Assumptions

Draft Activity Units

Housing Units & Jobs
Aggregated to 50-acre Grid Cells

Source: Urban Footprint Base Canvas, 2025

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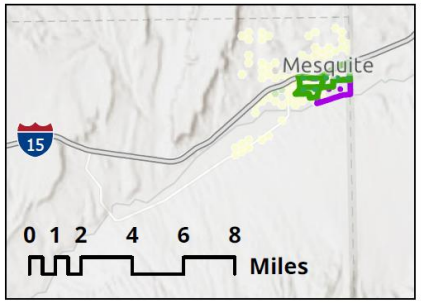
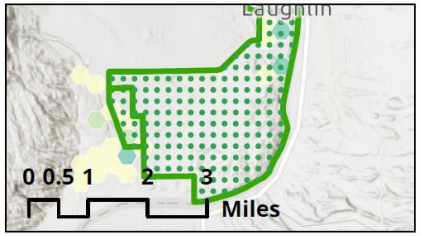
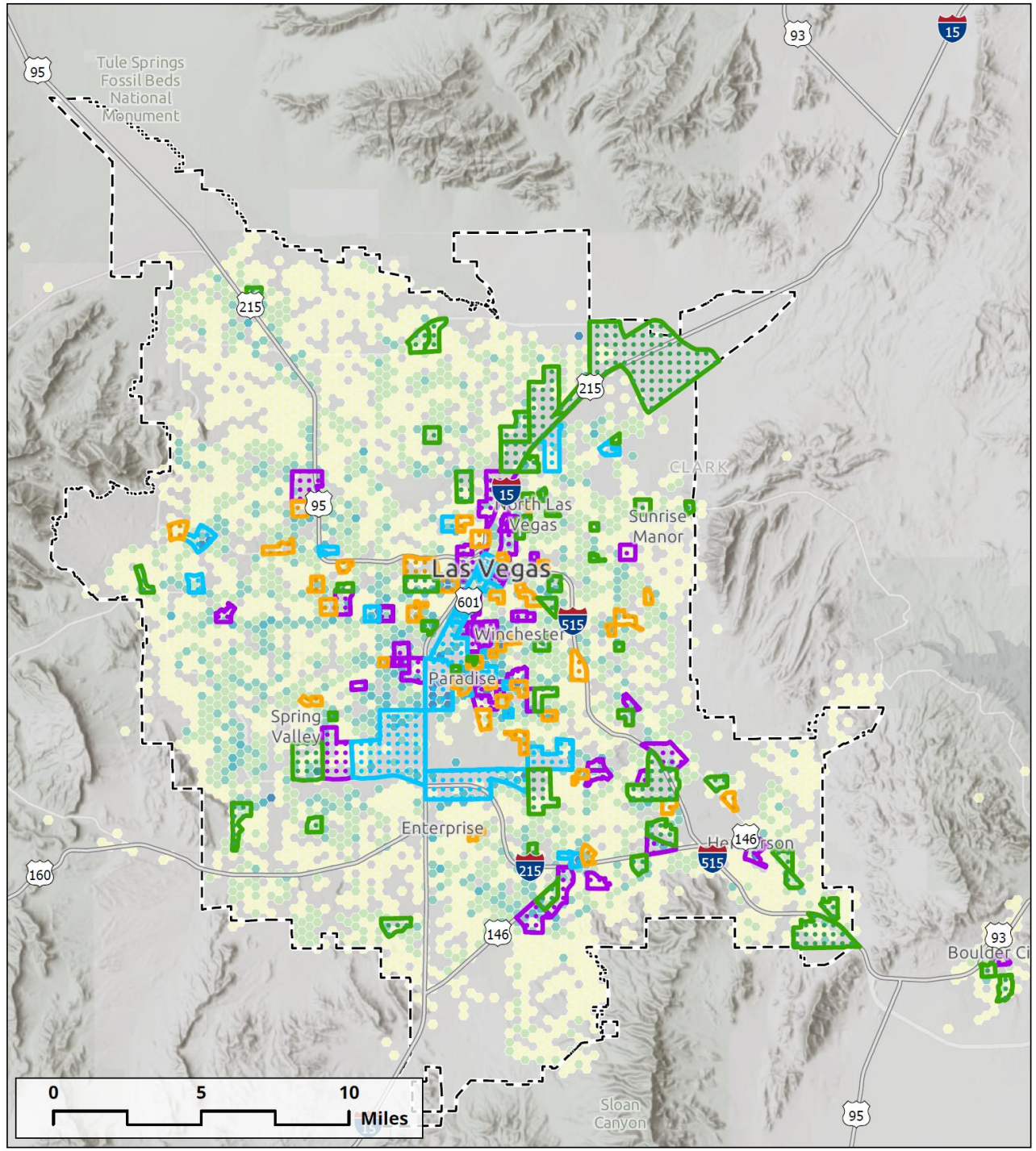






LEGEND

SNPLMA Disposable Boundary

Activity Units (Existing)

Housing Units + Jobs (50-acre grid cells

- 2.0 - 250
- 260 - 500
- 510 - 1000
- 1100 - 2000
- 2100 - 21000

Activity Centers

- Regional - Developed Center
- Regional Employment Center
- Regional - Emerging Center
- Local Center

Source: Urban Footprint Base Canvas, 2025 Activity Centers Analysis

Baseline Assumptions

Draft Activity Units

Housing Units & Jobs
Aggregated to 50-acre Grid Cells
With Activity Centers

Source: Urban Footprint Base Canvas, 2025

Scenario Planning

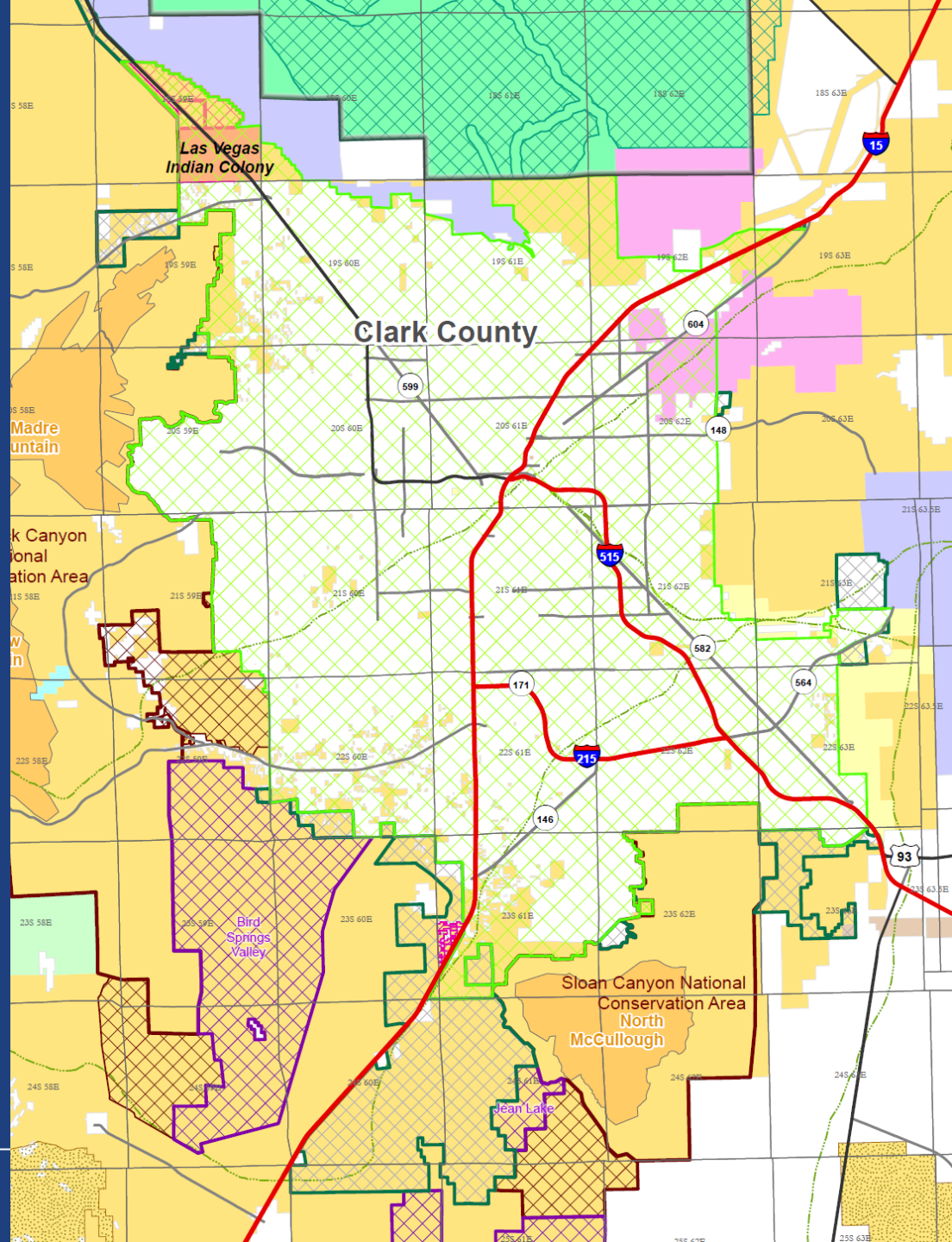
Draft Future Alternatives

Draft Scenario Alternatives

	Key policy differences
#1 Business as Usual: *Adopted zoning and future land use*	Consistency with prior planning assumptions (RTP)
#2 City Centers: *Urban Cores and Corridors*	Focus on infill and redevelopment along major corridors and major centers
#3 Walkable City: *Complete Communities*	Focus on broad, neighborhood-scale infill and redevelopment in multiple smaller centers
#4 Frontier City: *Low-Density Outward Growth*	Focus on low-intensity residential development in greenfield areas
#5 Satellite City: *Mixed-Density Outward Growth*	Focus on expansion into greenfield areas with mixed-use development and a range of housing types

Study Area for Alternatives

Some alternatives will assume expansion of disposal boundary

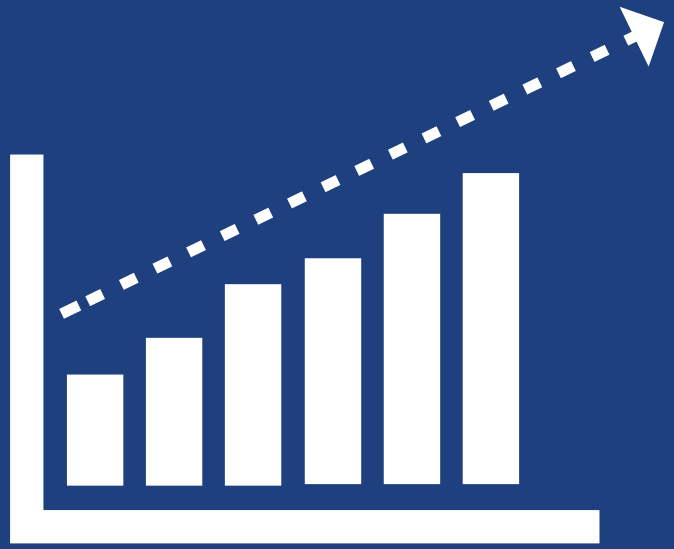


Current Las Vegas Valley Disposal Boundary

Proposed Expanded Las Vegas Valley Disposal Boundary

Draft Scenario Alternatives

#1 Business as Usual: *Adopted zoning and future land use*



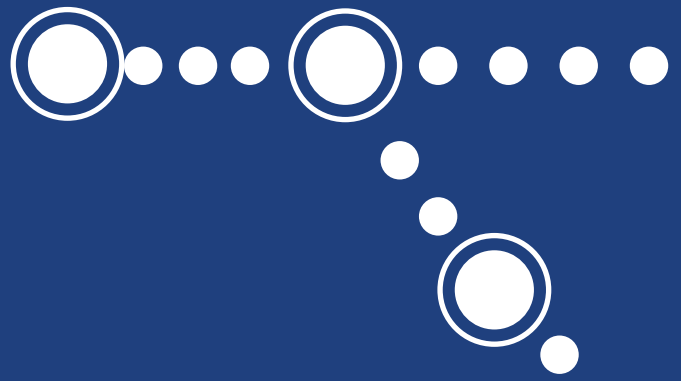
- Consistent with Regional Transportation Plan (RTP) assumptions and other adopted policies
- Limited use of infill/redevelopment
- Further refinement of assumptions through Scenario Planning Advisory Committee

Scenario Drivers:

- Assumptions from prior planning efforts
- RTP Land Use Assumptions
- RTP Transportation Projects

Draft Scenario Alternatives

#2 City Centers: *Urban Cores and Corridors*



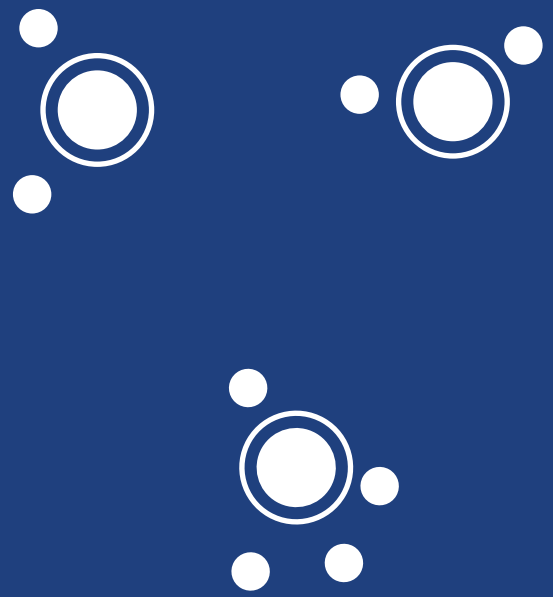
- Focus on high density destination centers and employment centers
- Prioritize workforce housing near employment
- Transit corridors paired with cooling corridors for active transportation
- Economic diversification – large new industry clusters

Scenario Drivers:

- TOD and Transit Investment
- Large-scale Infill in Core Locations
- Workforce Housing near Employment Centers

Draft Scenario Alternatives

#3 Walkable City: *Complete Communities*



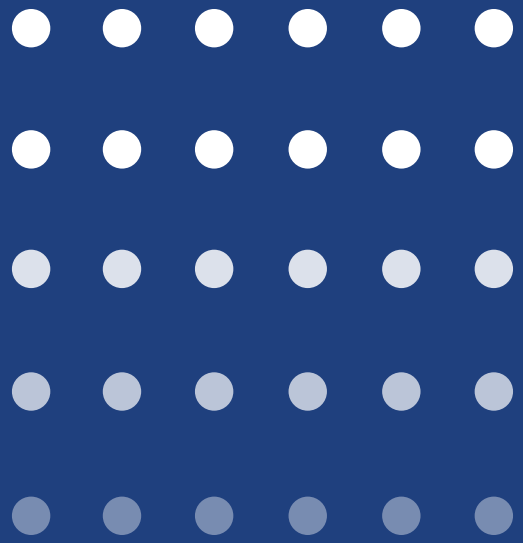
- Focus on Transit Oriented Development
- Complete Communities
- Investment in existing neighborhoods
- Economic diversification
- Retrofitting automobile-oriented commercial development

Scenario Drivers:

- TOD and Transit Investment
- Dispersed, small-scale Infill
- Aging Population
- Middle Housing
- Aging in Place

Draft Scenario Alternatives

#4 Frontier City: *Low-Density Outward Growth*

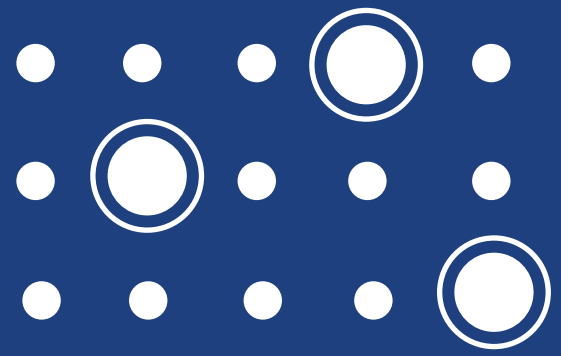


- Most residential growth is low-density greenfield expansion
- Auto-oriented commercial uses
- Assume new land added to SNPLMA disposal boundary

Scenario Drivers:
- Greenfield Development
- Single Family Development
- Limited Transit Investment

Draft Scenario Alternatives

#5 Satellite Cities: *Mixed-Density Outward Growth*



- New neighborhoods are more mixed use and well-connected
- Assume new land added to SNPLMA disposal boundary

Scenario Drivers:
- Greenfield Development
- Transportation Investment
- Diversity of Housing Types

Discussion

Scenario Planning

Draft Evaluation Metrics

Draft Evaluation Metrics

SNS Priority Outcomes

- **Regional Resources**
- **Economic Development**
- **Transportation**
- **Climate/Sustainability**
- **Access/Opportunity**
- **Housing**

Potential Evaluation Metrics

Draft Evaluation Metrics

Regional Resources

- **Acres Consumed vs Acres Conserved**
- **Transportation & Other Infrastructure Costs**
- **Identified Funding Sources**
- **Tax Revenue**

Data Sources:

- Scenario GIS
- RTP Assumptions
- Transportation Analysis
- Economic Analysis
- RTC Staff and Stakeholder Input

Draft Evaluation Metrics

Economic Development

- **Types and Locations of Jobs**
- **Barriers to Development**
- **Economic Resilience**

Data Sources:

- Scenario GIS
- RTP Assumptions
- Economic Analysis
- Activity Centers
- RTC Staff and Stakeholder Input

Draft Evaluation Metrics

Housing

- **Housing Types and Locations**
- **Housing Affordability**
- **New Students**
- **Ability to "Age in Place"**

Data Sources:

- Scenario GIS
- Housing Market Analysis
- Activity Centers
- Economic Analysis
- RTC Staff and Stakeholder Input
- School District Analysis/Metrics

Draft Evaluation Metrics

Transportation

- **Mode Share**
- **Vehicle Miles Traveled**
- **Congestion/Commute Times**
- **Transit Ridership**

Data Sources:

- Scenario GIS
- RTP Assumptions
- Transportation Analysis
- RTC Staff and Stakeholder Input

Draft Evaluation Metrics

Climate/Sustainability

- **GHG Emissions**
- **Heat**
- **Water Usage**
- **Resilience**

Data Sources:

- Scenario GIS
- Economic Analysis
- RTC Heat Index
- SNWA Assumptions & Comments
- RTC Staff and Stakeholder Comments

Draft Evaluation Metrics

Access/Opportunity

- **Housing + Transportation Costs**
- **Access to Open Space/Outdoors**
- **Access to Amenities**
- **Investment in Disadvantaged Communities**

Data Sources:

- Scenario GIS
- Equity Indicators
- Activity Centers
- Housing Market Analysis
- RTC Staff and Stakeholder Comments

Evaluation Metric Discussion

How important are these evaluation criteria to include?

What other criteria do you think we should consider?

Go to

www.menti.com

Enter the code

1952 4716

Or use QR code

Discussion

SCENARIO PLANNING PROCESS

We're Here!

1. **Data Acquisition**
2. **Baseline & Business-As-Usual Scenario**
3. **Create & Evaluate Future Scenarios**
4. **Create One or More Preferred Scenarios**
5. **Policy and Action Plan**

PUBLIC ENGAGEMENT

- Understand Values
- Share Alternatives for Input
- Evaluate Policies

Next Steps

Finalize business-as-usual and alternative scenarios

- November & December: Stakeholder roundtables
- January: Scenario Planning Advisory Group & Steering Committee Meeting
- February: RTC Board briefing
- March/April: Community input

Thank you!

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Michelle Larime, Project Manager – larimem@rtcsnv.com

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RTC

ECO northwest

MIG