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**DRAFT DOCUMENT
UNVEILING**

Ivanpah Valley Future Land Use Study

Tuesday, July 16th, 2024

Using the Zoom platform

To ask a written question, click on the Q&A function

- Feel free to use the Q&A function to ask a question at any time
- Unless a question is pertinent for clarification in the moment, we will wait until the end to address all questions.

AGENDA

- **Overview of planning process**
- **Plan elements & organization**
- **Key recommendations**
- **Next steps**
- **Questions & discussion**



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Planning Process

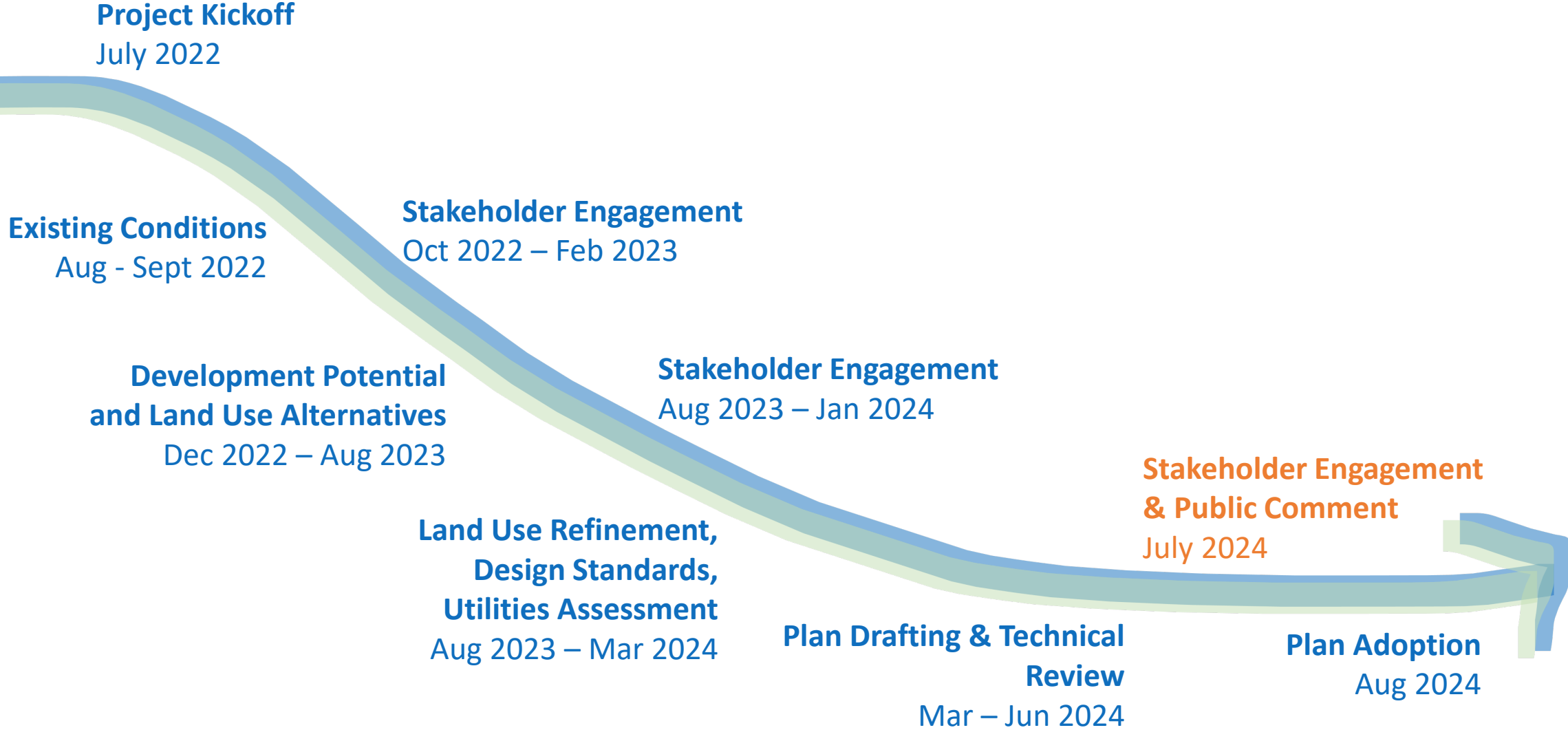
JOINT LAND USE PLANNING STUDY



Guiding Principles for This Effort

- Integrity
- Quality
- Transparency
- Alignment with Local Vision

Project Timeline



Stakeholder Groups Engaged

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- 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



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Plan Elements & Organization

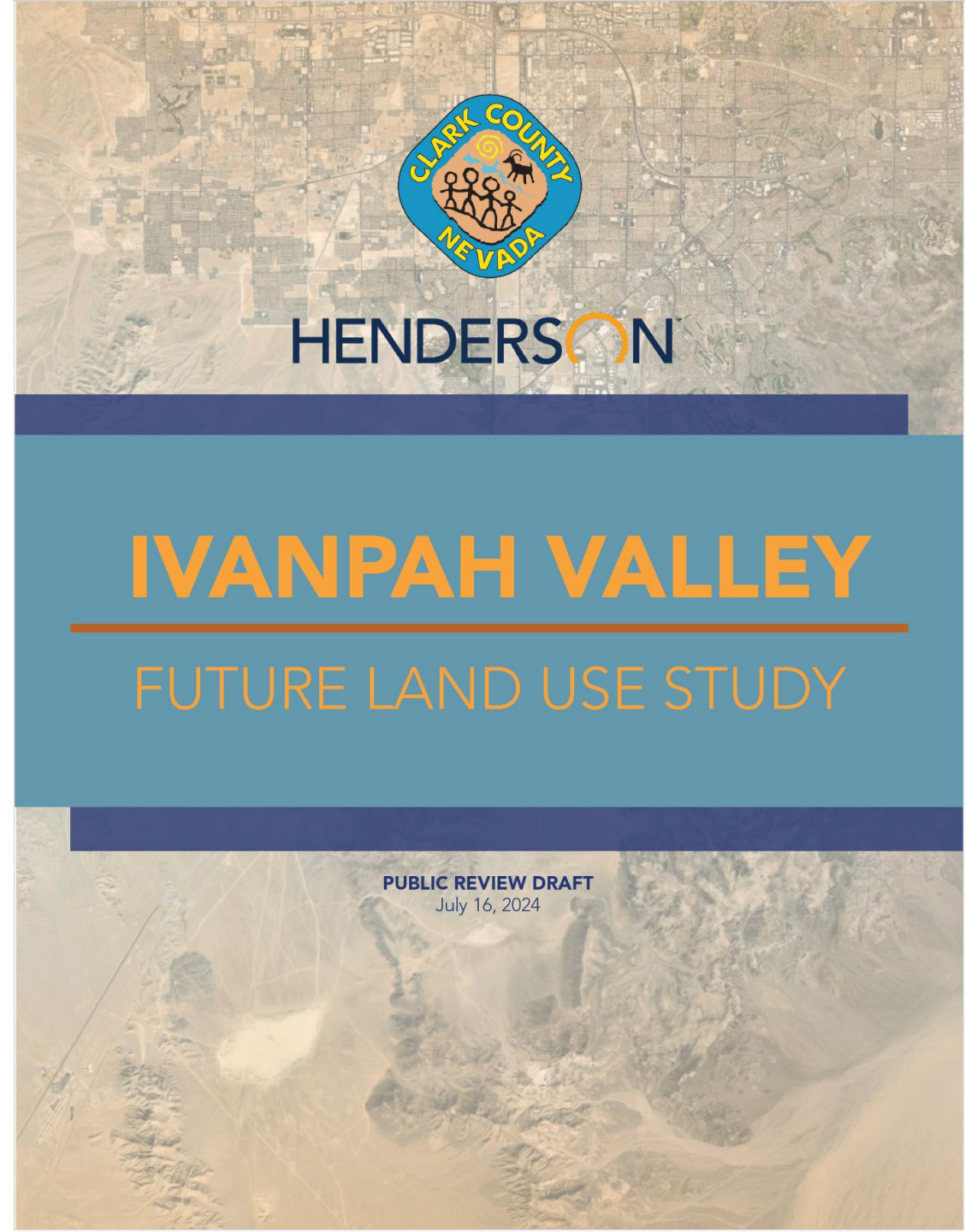
JOINT LAND USE PLANNING STUDY



Plan Chapters

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

Core
Content

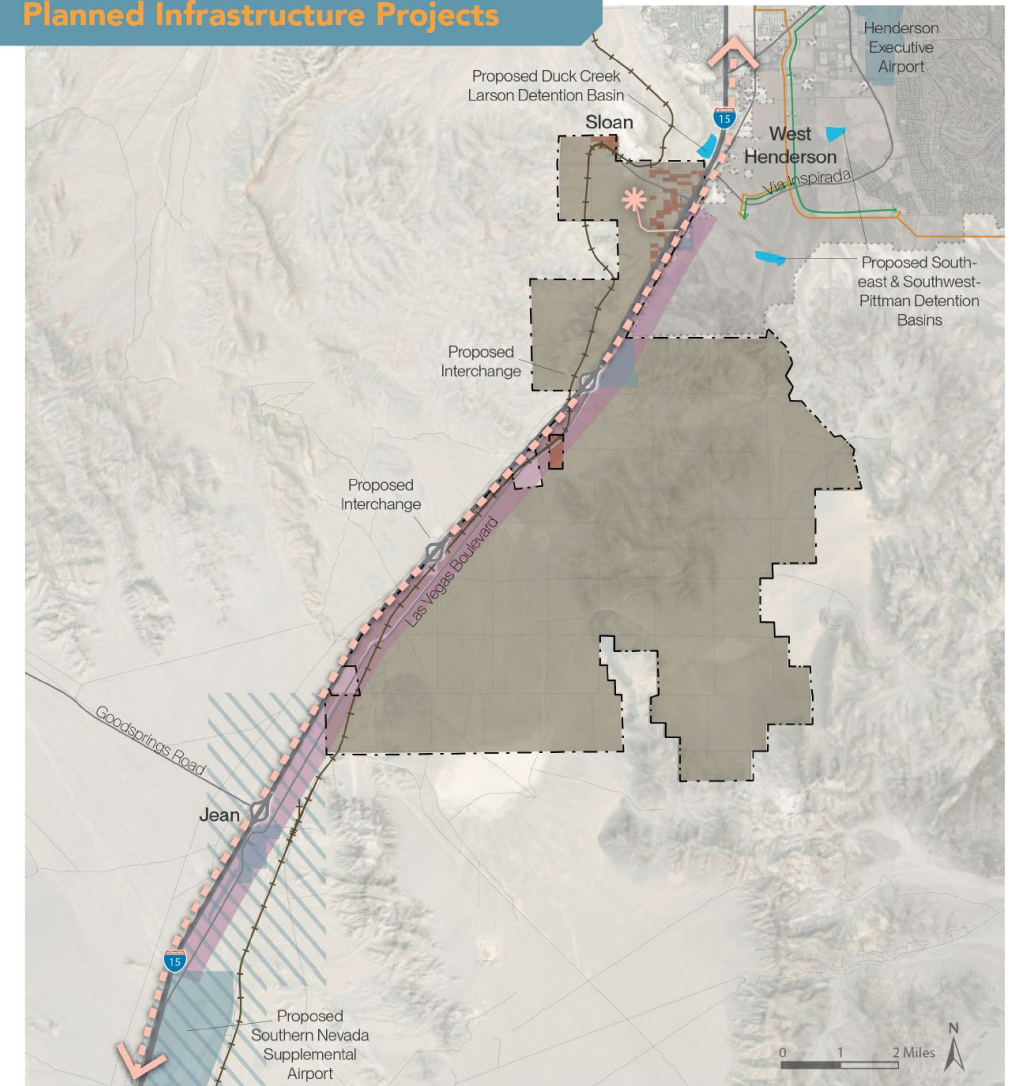


Ch. 2. Introduction

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

Core Content

Figure 3: Property Ownership & Planned Infrastructure Projects



LEGEND		
[] Study Area	Private Properties	Proposed SNSA Site & Noise Compatibility Buffer
⇄ Railroad	Utility Corridor Property	Proposed Brightline West Alignment & Storage Yard
— Major & Minor Roads	Clark County Department of Aviation Property	Proposed Detention Basins
▨ City of Henderson	Proposed North & South Horizon Lateral Alignments	
■ BLM Property		



Ch. 3. Existing Conditions & Future Forecasts

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

Core Content

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.¹⁴ 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 2027.⁵ 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 JLUS Study Area via the Hidden Valley Trail & Trailhead.



4. Planning Process & Analysis



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

Core Content

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	15,181,500	14,465,100	7,828,600	8,534,900	53,282,000
Study Area					
Est. % Capture	10%	10%	10%	30%	30%
Est. Sqft Capture	1,520,000	1,446,510	1,566,000	2,560,000	15,985,000
Est. Acreage Demand	175	133	180	235	2,450
Total Square Footage Demand	23,077,510				
Total Acreage Demand	3,173				



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Key Recommendations

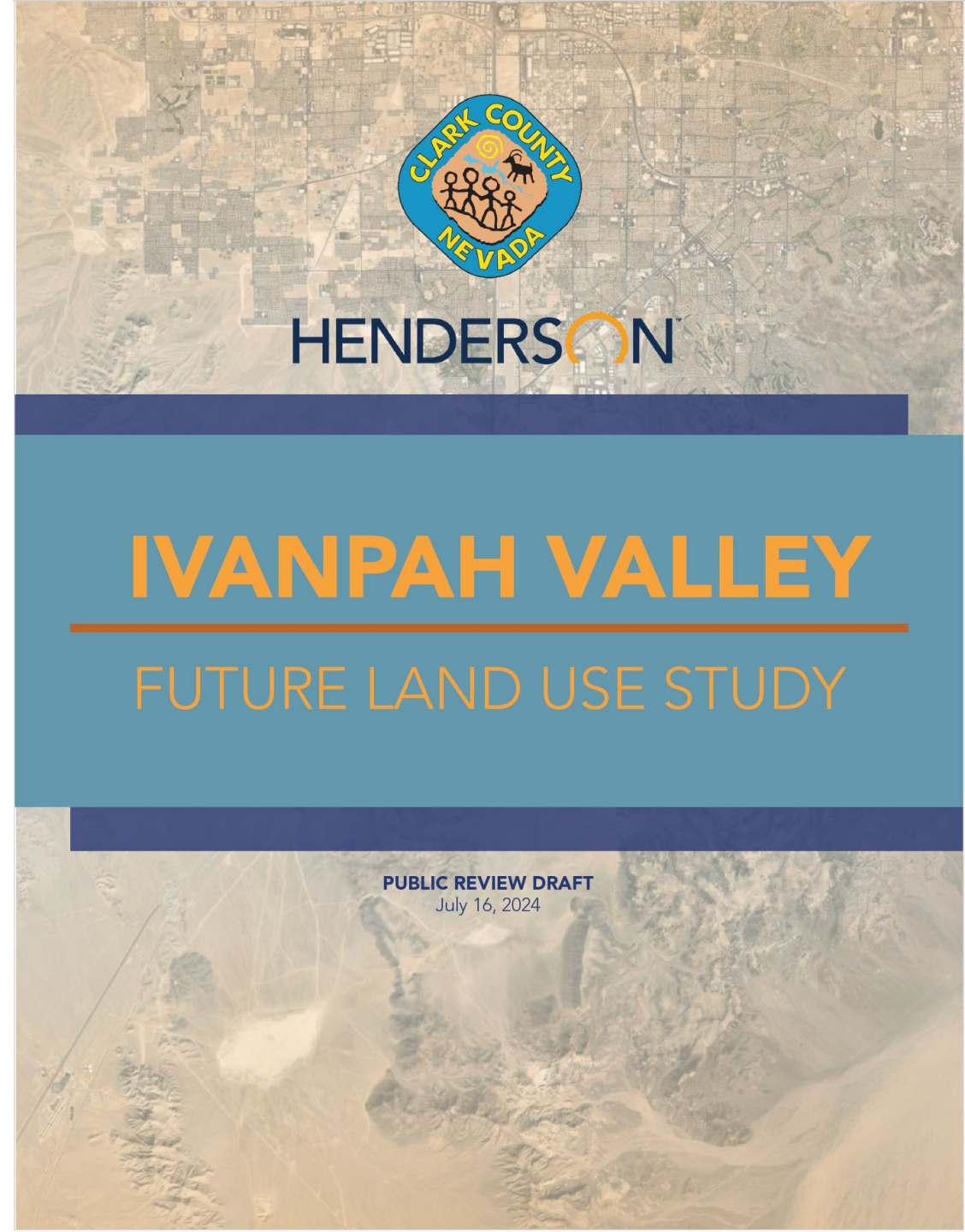
JOINT LAND USE PLANNING STUDY



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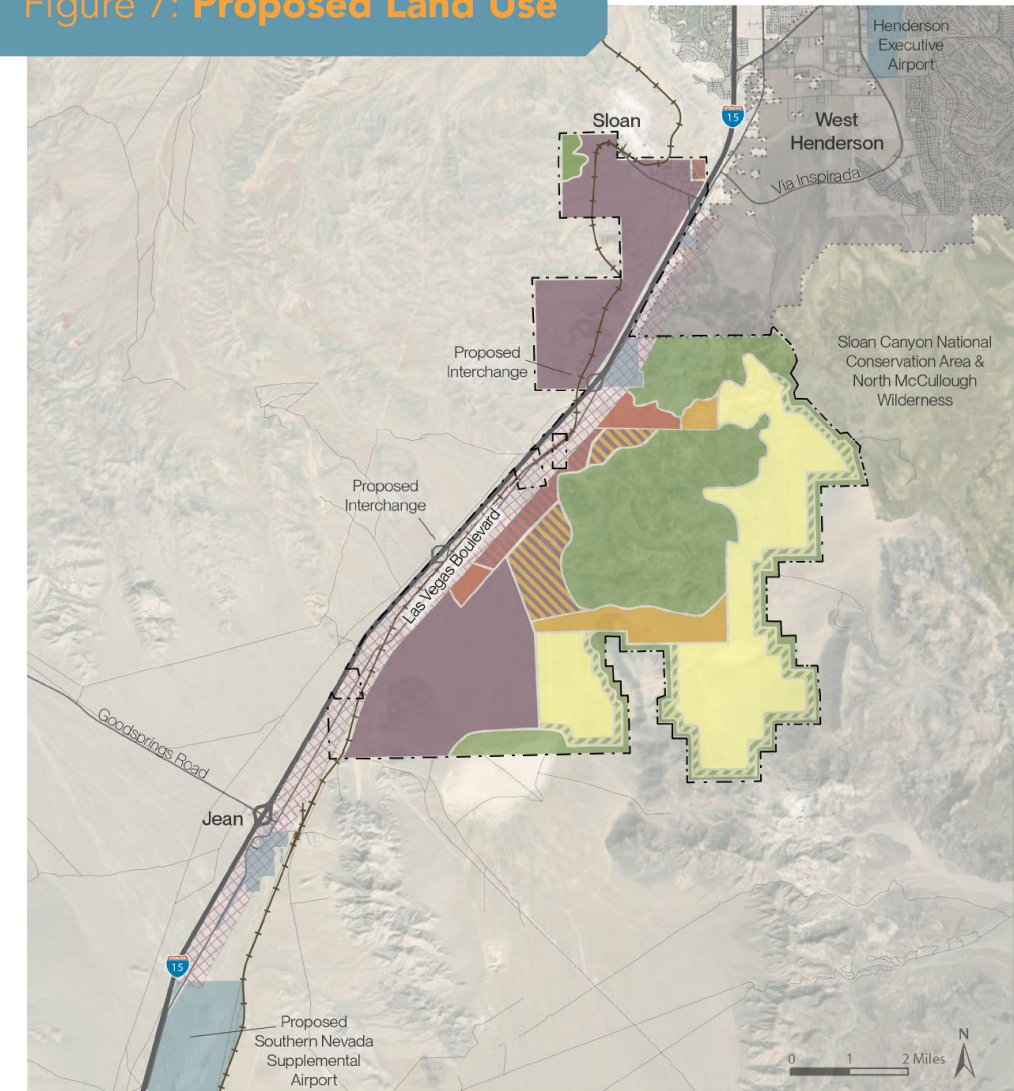


Ch. 5. Recommendations

- 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

Core Content

Figure 7: Proposed Land Use



LEGEND

[- -] Study Area	City of Henderson	Mixed Employment
—+—+— Railroad	Clark County Department of Aviation Property	Residential
— Major & Minor Roads	Retail/Hospitality/Entertainment	Open Space
⊗ Utility Corridor	Traditional Mixed Use	Transition Areas (mix of two land use types)



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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 metro's

Ch. 5. Recommendations

- **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.

Ch. 5. Recommendations



- **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, prioritize 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 metro's center of gravity advances in that direction. This provides a unique opportunity to visually welcome visitors to the Ivanpah and Las Vegas Valley.

Ch. 5. Recommendations

- **Recommendation 6**

Promote sustainable, low impact and water-efficient development that aligns with current standards and requirements for reducing water use and reclaiming/recycling water. Strategically encourage cutting-edge development that is energy and resource efficient. Utilize incentives or overlay regulations for Building Performance Hubs that establish the Ivanpah Valley as a leading example for forward-thinking development trends that accommodate growth while considering resource constraints and the needs of future generations.

- **Recommendation 7**

Utilize placemaking to curate a unique and distinct identity, establishing new community hubs and neighborhoods within the **Study Area as regional destinations**, rather than undefined and disjointed outward expansion.

Placemaking within the Study Area will increase its attractiveness for businesses and employees, visitors, and residents alike. This is especially important because of its proximity to the Las Vegas metro, which is a significant attraction and gravitational center. With the anticipated Supplemental Airport, the Study Area can effectively create a new district that attracts activity and provides a high quality of life for an expanded workforce.

- **Recommendation 8**

Align Study Area planning and development with best practices for public health to support the Southern Nevada Health District's position as the lead organization in promoting public health for the region. **Encourage public health from the start by designing walkable neighborhoods and destinations and promoting outdoor recreation with thoughtful connectivity and placement of trails and parks.**

As planning and development in the Study Area continue, multiple strategies should be considered and prioritized that align with best practices for promoting public health including 1) increasing physical activity in adults by providing nearby locations for aerobic physical activity and promoting active transportation between destinations (reducing vehicle miles traveled or VMT) through design, land use, and infrastructure provision; and 2) limiting exposure to unhealthy air by siting residences distant from large transportation corridors like I-15 or manufacturing facilities.

- **Recommendation 9**

Emphasize the economic integration of new development within the Study Area with the regional economy. This includes the promotion of business siting and growth in target sectors, including advanced manufacturing and distribution, business headquarter relocations or expansions, innovation and entrepreneurship, and others. Partnerships and coordination with existing businesses located within the Las Vegas metro will be crucial to regional success in the long-term.

- **Recommendation 10**

Promote growth in the local outdoor recreation industry to increase access to the unique wilderness and open spaces in and around the Study Area, while **balancing responsible management and protection of valuable natural resources.**

This effort will diversify the tourism activities in the area and simultaneously provide recreational opportunities for residents.

As appropriate, apply the City of Henderson's Sensitive Lands Overlay regulations – or similar tools – to protect sensitive landscapes, preserved open spaces, and natural habitats.

Ch. 5. Recommendations



- **Recommendation 11**

Support the attraction of national and regional freight distribution operators interested in southern Nevada.

Ch. 5. Recommendations

- **Recommendation 12**

Support the proposed Southern Nevada Supplemental Airport and coordinate with the Clark County Department of Aviation as necessary to ensure compatible development.

- **Recommendation 13**

Continue to utilize airport overlay districts and consider land use regulations that dictate buffers or compatible-only land uses as a regulatory tool for land near airports and heliports. Consider expansions or revisions to existing standards as needed to mitigate any potential conflicts and adhere to best practices.

Development limitations and/or sound insulation for properties within an airport overlay district is a national best practice recommended by the Federal Aviation Administration. Clark County and the City of Henderson have relevant experience in applying this best practice through their development codes for the adopted Airport Environs Overlays for airports within their jurisdiction. Proactive application and potential updates will proactively prevent the kind of compatibility issues that Clark County and the City of Henderson have experienced in the neighborhoods surrounding Harry Reid International Airport and Henderson Executive Airport.

- **Recommendation 14**

Align Study Area planning with established best practices and standards identified by Clark County and the City of Henderson for transportation and mobility.

Promote multimodal neighborhood development through design guidelines, strategic platting, and regulatory strategies that move beyond “business as usual.” **A multimodal neighborhood offers several options for daily trips, including but not limited to bus, bicycling, walking, carpooling, and driving alone.**

Ensure multimodal connections to existing areas of development, including the northern edge where the Study Area abuts West Henderson, and west toward the I-15 corridor.

- **Recommendation 15**

Align Study Area planning and development with future capital investments and improvement programs for Clark County and the City of Henderson.

Expend funds available to build quality infrastructure and facilities to **provide the high level of service to meet the needs and desires of future residents**, primarily through these jurisdictions' Capital Improvement Programs.

Deploy SNPLMA proceeds to develop specific types of facilities within the Study Area (e.g., trail networks, parks, etc.).

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

Core Content

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%

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Recommendations

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 (duplexes, triplexes, quads, 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

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.

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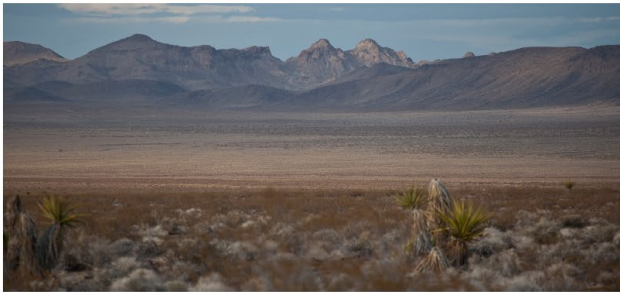
Ch. 5. Recommendations

- Open Space

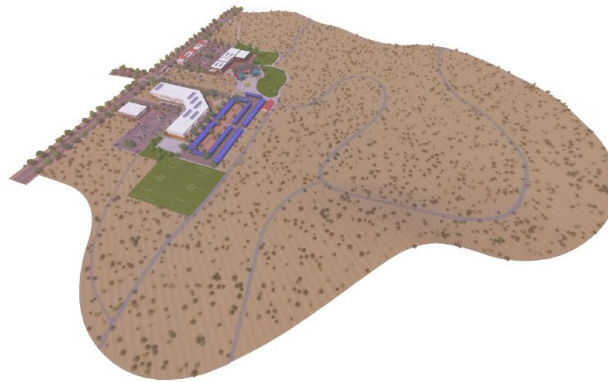
OPEN SPACE

The Open Space Development Type is primarily comprised of conservation or recreational spaces, such as protected open space, public parks, and trails. This Type also includes civic spaces and public facilities, such as police and fire, schools, 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

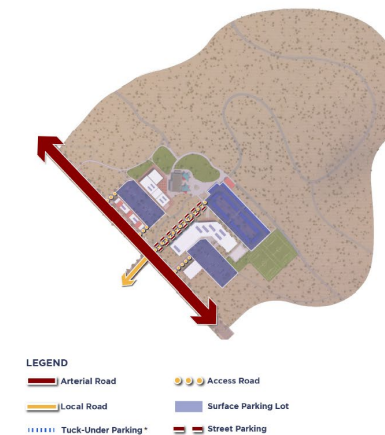


The Open Space concept is characterized primarily by a lack of change, i.e., these areas would mostly remain undeveloped and unaltered. Other than public facilities and civic spaces as noted above, the addition of recreational trails would be the primary form of new development. Given the relatively 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 8: Open Space - Land Use Mix



Figure 9: Open Space - Roadway Network



In general, Open Space areas are meant to be free of vehicular roads and limited to pathways. However, key access points and connections to the road network will be essential, including parking areas.

* Definition provided in Appendix A.

Figure 10: Open Space - Trails & Bikeways



Ch. 5. Recommendations

- Low Density Residential

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 (duplexes, triplexes, quads, 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



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

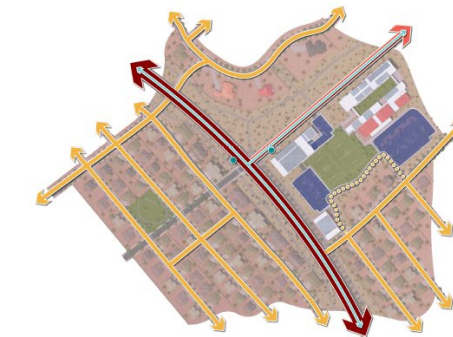
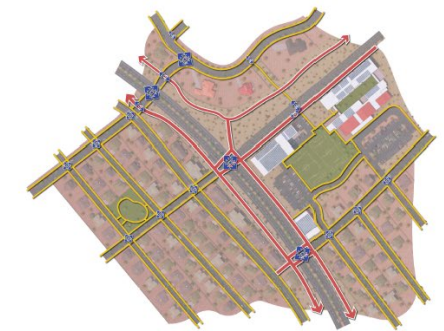


Figure 13: Low Density Neighborhoods - Trails & Bikeways



Roadways are primarily local or small collectors that provide connection to larger collectors or arterials. Sidewalks, crosswalks, trails, bike lanes, and multi-use paths are simply provided, and block lengths are reasonable to promote walkability, although blocks and street formations may be more spacious and irregular. Connections to the larger trail network and transit stops are prioritized.

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



- LEGEND**
- Single Family Residential
 - Multi-family Residential
 - Community/Civic
 - Park/Plaza
 - Townhome Residential
 - Retail/Commercial
 - General Mixed Use

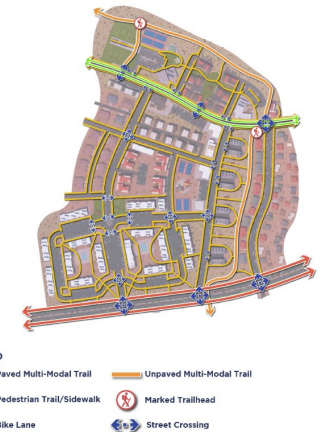
Figure 15: Higher Density Neighborhoods - Roadway Network



- LEGEND**
- Arterial Road
 - Local Road
 - Bus Route
 - Surface Parking Lot
 - Street Parking
 - Collector Road
 - Access Road
 - Transit Stop
 - Tuck-Under Parking*
 - Paved Multi-Modal Trail
 - Pedestrian Trail/Sidewalk
 - Bike Lane
 - Unpaved Multi-Modal Trail
 - Marked Trailhead
 - Street Crossing

* Definition provided in Appendix A

Figure 16: Higher Density Neighborhoods - Trails & Bikeways



- LEGEND**
- Paved Multi-Modal Trail
 - Pedestrian Trail/Sidewalk
 - Bike Lane
 - Unpaved Multi-Modal Trail
 - Marked Trailhead
 - Street Crossing

Ch. 5. Recommendations

- Residential/Open Space Buffer

RESIDENTIAL / OPEN SPACE BUFFER

This 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 comprised of dispersed, low density single-family homes, such as estate or ranch-style homes. These spaces may also include trailheads for recreational access to neighboring public lands.

- < 2 dwelling units per acre
- < 1 jobs per acre



Low Impact Transitional Residential

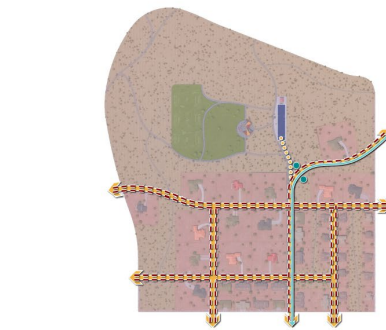


The Residential/Open Space Buffer area depicted above displays rural development characteristics, with limited impact to the natural environment. Residences are meant to be dispersed and low profile. Residents of these areas would enjoy nearly immediate access to natural areas, as their location would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

Figure 17: Residential/Open Space Buffer - Land Use Mix



Figure 18: Residential/Open Space Buffer - Roadway Network



Roadways are sparse in these areas and are limited only to local roadways that provide access to residences and trailheads. Roads are likely to follow topographical patterns and may not include robust infrastructure additions, such as bike lanes, due to the low level of traffic. Low profile parking areas should be provided at trailheads and trail connections should be prioritized to these access points.

Figure 19: Residential/Open Space Buffer - Trails & Bikeways



Ch. 5. Recommendations

- Traditional Mixed Use

TRADITIONAL MIXED USE

This Development Type includes a modest mix of commercial services and retail nearby or interspersed 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 an urban main street feel or be more auto-oriented, depending on adjacent development contexts.



- 8+ dwelling units per acre
- 15+ jobs per acre
- Example jobs include: apartment community manager, outpatient nurse or nurse practitioner, restaurant server, 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 (defined in Appendix A), live-work 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, libraries, recreation and community centers, schools, childcare centers, post offices, 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.

Figure 20: Traditional Mixed Use - Land Use

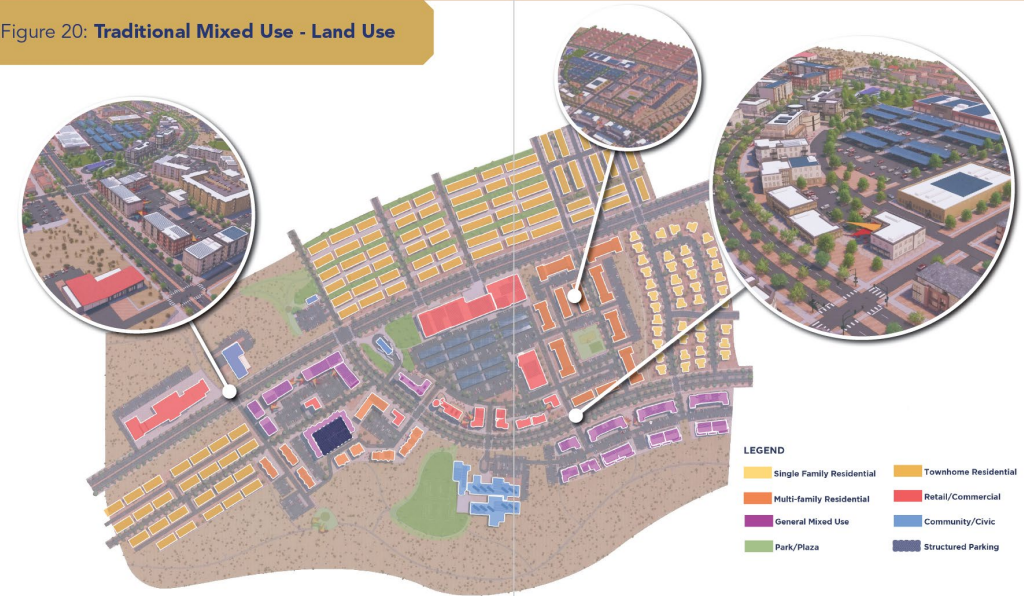
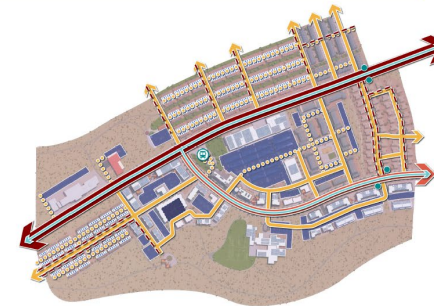
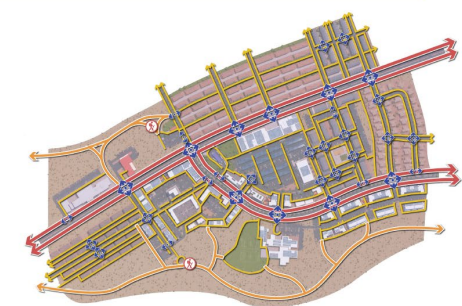


Figure 21: Traditional Mixed Use - Roadway Network



* Definition provided in Appendix A

Figure 22: Traditional Mixed Use - Trails & Bikeways



The road network in Traditional Mixed Use areas may be a mix of local roads, collectors, and arterials, mostly following a predictable grid and small block sizes to promote walkability. Sidewalks, crosswalks, trails, bike lanes, and multi-use paths are also amply provided to support walkability. Parking is accommodated through small surface lots and on-street parking, and transit connectors are integrated. Buildings should generally be sited along roadways to provide pedestrian-scaled and visually appealing streetscapes.

Ch. 5. Recommendations

- Mixed Employment

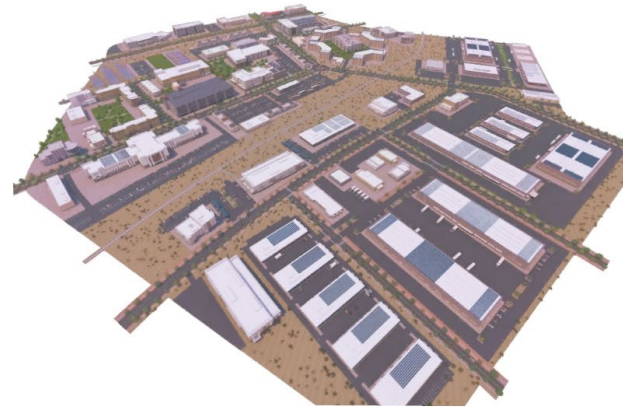
MIXED EMPLOYMENT

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-15 and the rail trackage 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.

- Example jobs include: mechanist, precision assembler, accountant, marketing manager, commercial truck driver, etc.



Job Centers



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

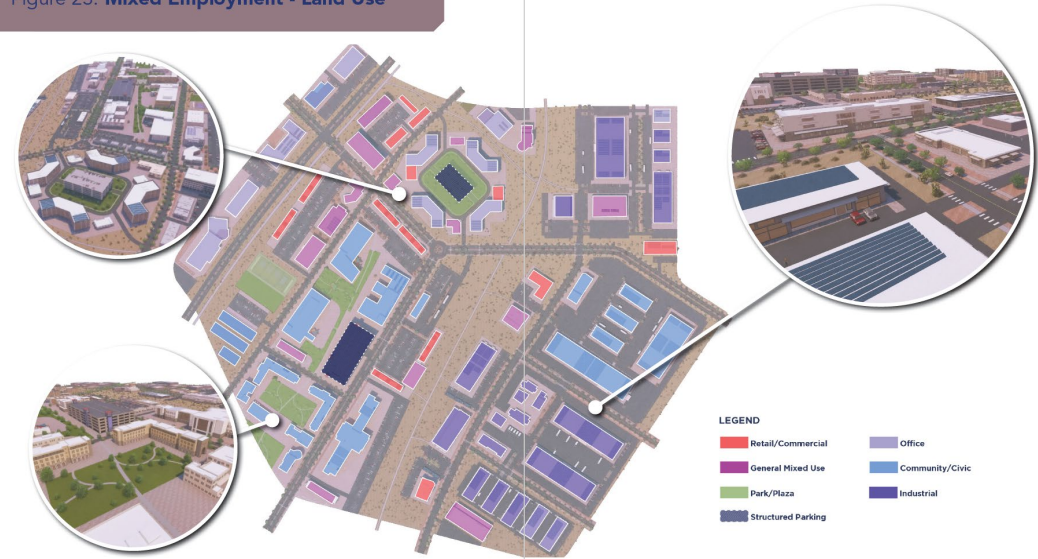
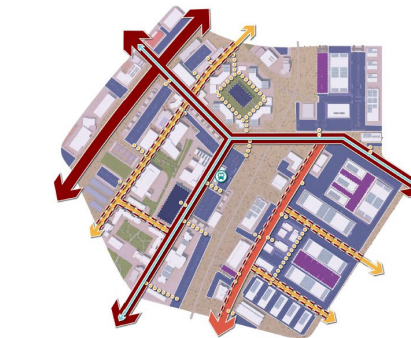


Figure 24: Mixed Employment - Roadway Network



- LEGEND**
- Arterial Road
 - Local Road
 - Bus Route
 - Surface Parking Lot
 - Loading Area
 - Collector Road
 - Access Road
 - Transit Hub
 - Structured Parking
 - Street Parking

To accommodate the specific industry needs in this area, the road network must be designed for higher levels of traffic and large vehicles. Thus, roadways may be a combination of major arterials, collectors, and local roads.

Figure 25: Mixed Employment - Trails & Bikeways



- LEGEND**
- Paved Multi-Modal Trail
 - Marked Trailhead
 - Pedestrian Trail/Sidewalk
 - Street Crossing

Blocks are generally larger to accommodate necessary parcel size and building mass, while pedestrian infrastructure, such as sidewalks and pathways, are still integrated to allow for walkable connectivity to nearby amenities. This Development Type is strategically located close to I-15 and its interchange access points.

Ch. 5. Recommendations

- Retail, Hospitality, Entertainment

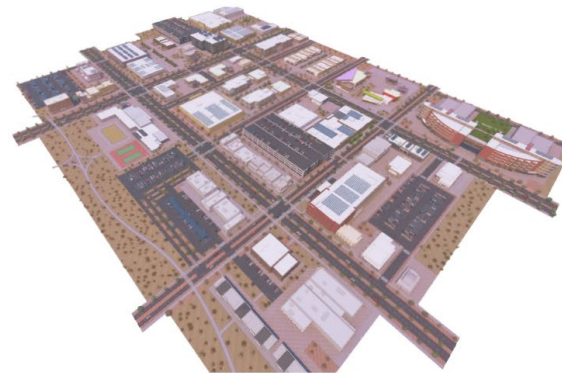
RETAIL, HOSPITALITY & ENTERTAINMENT

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.



Activity Centers & Destinations



This Development Type is characterized by a wide range of uses, with a focus on activity and vibrancy. In addition to performance venues, restaurants, shopping, hotels, and apartments or condo communities, regionally 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 this Development Type. Parks, public facilities, and minor supporting uses are integrated components of this Development Type, including multi-generational playgrounds that provide a range of activities, public plazas, sports fields, open spaces, picnic areas, libraries, recreation and community centers, schools, childcare centers, post offices, 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 leisure activities for residents and employees as well as key attractions for visitors.

Figure 26: Retail, Hospitality & Entertainment - Land Use

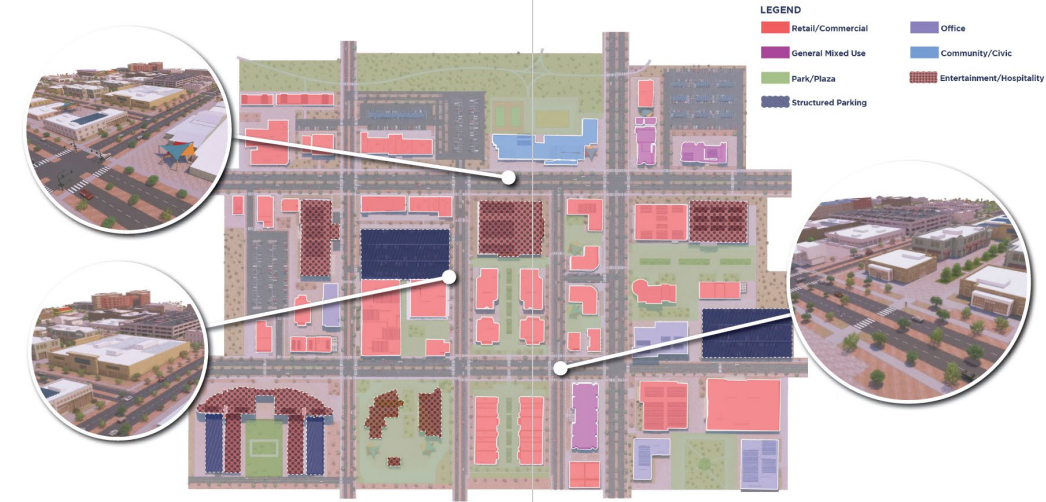
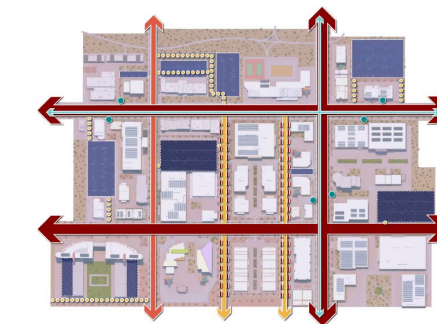


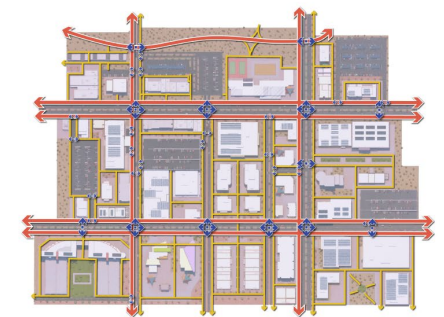
Figure 27: Retail, Hospitality & Entertainment - Roadway Network



- LEGEND**
- Arterial Road
 - Local Road
 - Bus Route
 - Surface Parking Lot
 - Street Parking
 - Collector Road
 - Access Road
 - Transit Stop
 - Structured Parking

The road network within this Development Type may be a mix of local roads, collectors, and arterials, mostly following a predictable grid and small block sizes to promote walkability. Due to the level of activity in these areas, the street network should be well connected to other parts of the Study Area and region, following robust Complete Streets best practices.

Figure 28: Retail, Hospitality & Entertainment - Trails & Bikeways



- LEGEND**
- Paved Multi-Modal Trail
 - Street Crossing
 - Pedestrian Trail

Sidewalks, crosswalks, trails, bike lanes, and multi-use paths are also amply provided to support walkability. Parking is accommodated through surface lots, parking structures, and on-street parking, and transit hubs are integrated. Buildings should generally be sited along roadways to provide pedestrian-scaled and visually appealing streetscapes.

Ch. 5. Recommendations

- Flex & Transition Areas: Employment/Mixed Use

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
This 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 than warehousing or manufacturing. Transportation connections from multiple modes (drivers, transit riders, pedestrians, and bicyclists) and the associated infrastructure are included.

- 8+ dwelling units per acre
- 15+ jobs per acre
- Example jobs include: accountant, marketing manager, commercial truck driver, apartment community manager, outpatient 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 stores. Public facilities and supporting amenity uses, such as schools, libraries, community and recreation centers, post offices, childcare centers, and public safety facilities are also appropriate to serve daily needs in these areas. Mid-density housing may also be integrated as 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. Parcels and buildings are generally mid- to large-scale and may slowly transition in massing between adjacent uses to serve as a buffer.

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

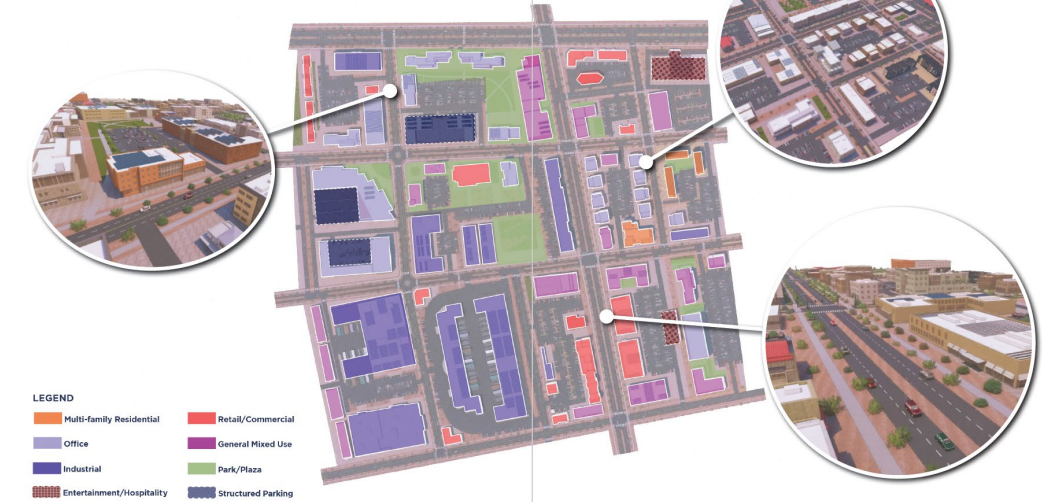


Figure 30: Mixed Employment + Traditional Mixed Use - Roadway Network



Roadways in these areas are a mix of arterials, collectors, and local roads, providing ample connectivity to and between different areas of activity and neighborhoods. Roads and blocks may follow a grid pattern or be more irregular based on topography and surrounding context. Blocks and parcels should allow for flexibility and transition to accommodate both larger-scale business development and allow for walkability and human-scaled design.

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



Sidewalks, crosswalks, trails, bike lanes, and multi-use paths are also amply provided to support walkability. Parking is accommodated mostly in surface lots with some on-street parking, and transit connections are integrated. Setbacks and building orientation should be flexible to allow for variability.

Ch. 5. Recommendations

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

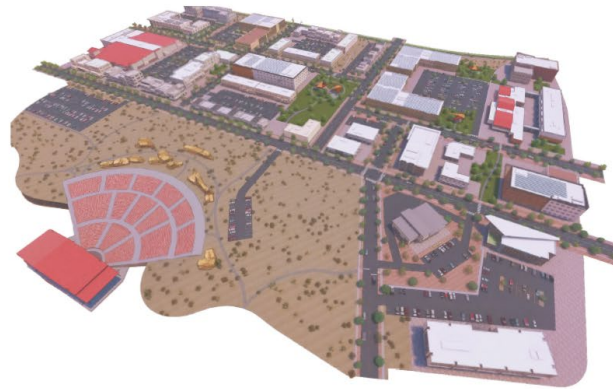
Mixed Employment + Retail, Hospitality & Entertainment

This Development Type combines elements of both Retail, Hospitality & Entertainment and Mixed Employment. Industrial development in these areas should be responsive to the neighboring or integrated uses that draw visitors and residents for leisure and enjoyment. Business headquarters and campuses or low intensity, small-scale manufacturing may be better suited to these areas than warehousing or large-scale manufacturing. As with the Mixed Employment Development Type, direct incorporation of locally serving retail and commercial uses would serve workers and visitors. Transportation connections from multiple modes (drivers, transit riders, pedestrians, and bicyclists) and the associated infrastructure are included.

- 15+ dwelling units per acre
- 30+ jobs per acre
- Example jobs include: mechanist, precision assembler, accountant, marketing manager, commercial truck driver, hotel manager, storage and venue 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 regionally serving uses may also be included, such as hospitals and health care facilities and higher education campuses may also be included, as well as other public facilities and supporting 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 this Development Type, including public plazas, sports fields, open spaces, and picnic areas. All households should have access to recreational amenities within a 10-minute walk or half-mile, per national best practices.

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

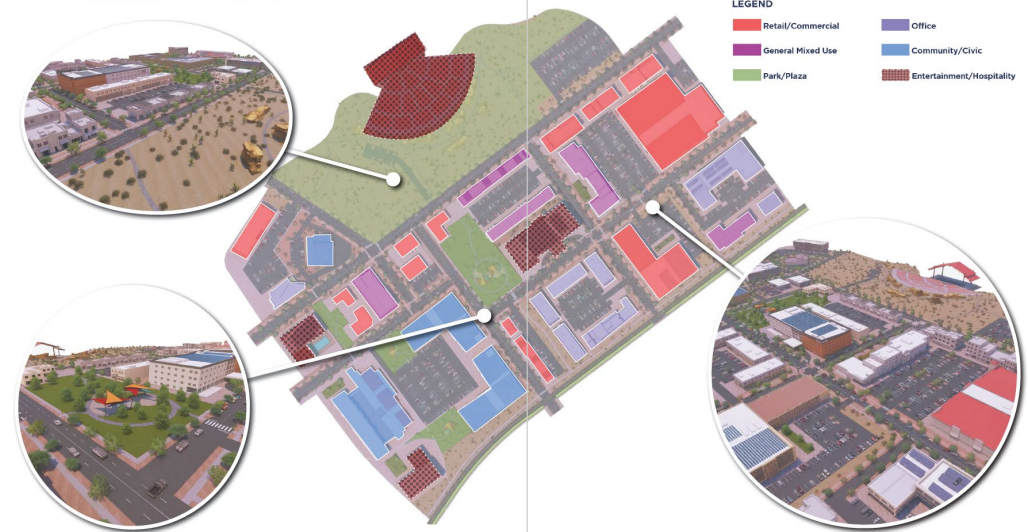


Figure 33: Mixed Employment + Retail, Hospitality & Entertainment - Roadway Network



The road network within this Development Type may be a mix of local roads, collectors, and arterials, mostly following a predictable grid and small-to-medium block sizes to promote walkability. Due to the level of activity in these areas, the street network should be well connected to other parts of the Study Area and region, following robust Complete Streets best practices. Sidewalks, crosswalks, trails, bike lanes, and multi-use paths are also amply provided to support walkability. Parking is accommodated through surface lots, parking structures, and on-street parking, and transit hubs are integrated.

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



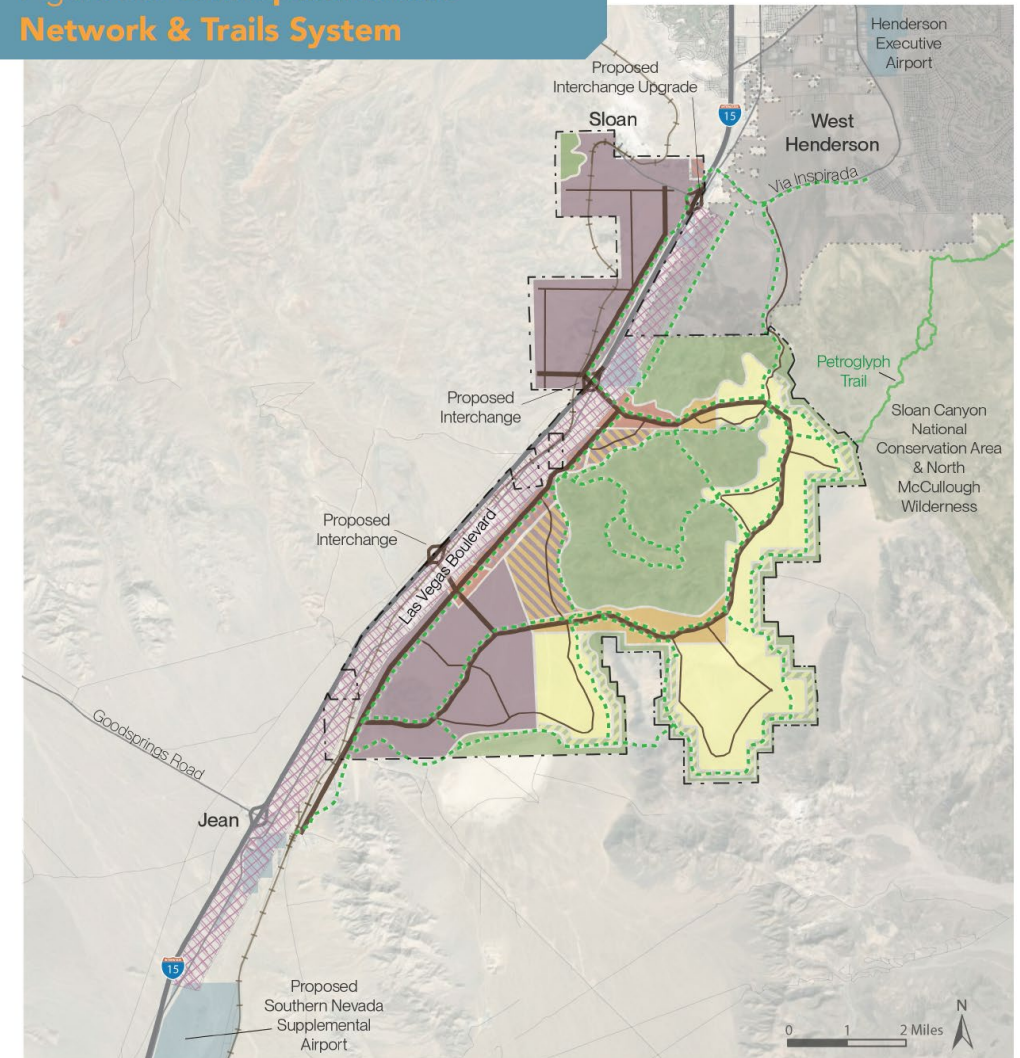
Buildings should generally be sited along roadways to provide pedestrian-scaled and visually appealing streetscapes, although flexibility in these conditions may be appropriate.

Ch. 5. Recommendations

- **Supporting infrastructure & facilities** (high-level)
 - Major roads and trails
 - Stormwater
 - Sanitary sewer
 - Potable water demand
 - Electric
 - Natural gas
 - Broadband
 - Public Services

Core Content

Figure 36: **Conceptual Roads Network & Trails System**



LEGEND

[] Study Area	[] City of Henderson	[] Transition Areas (mix of two land use types)
[] Railroad	[] Retail/Hospitality/Entertainment	[] Proposed Arterials
[] Existing Roads	[] Traditional Mixed Use	[] Proposed Collectors
[] Utility Corridor	[] Mixed Employment	[] Proposed Trail Network
[] Clark County Department of Aviation Property	[] Residential	[] Existing Trails
	[] Open Space	



Ch. 5. Recommendations

- **Design Standards**
 - Community hubs
 - Building performance hubs
 - Site planning & landscaping guidelines

Core Content

Community Hubs

Community Hubs are intended as the most intensively developed areas of Ivanpah 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

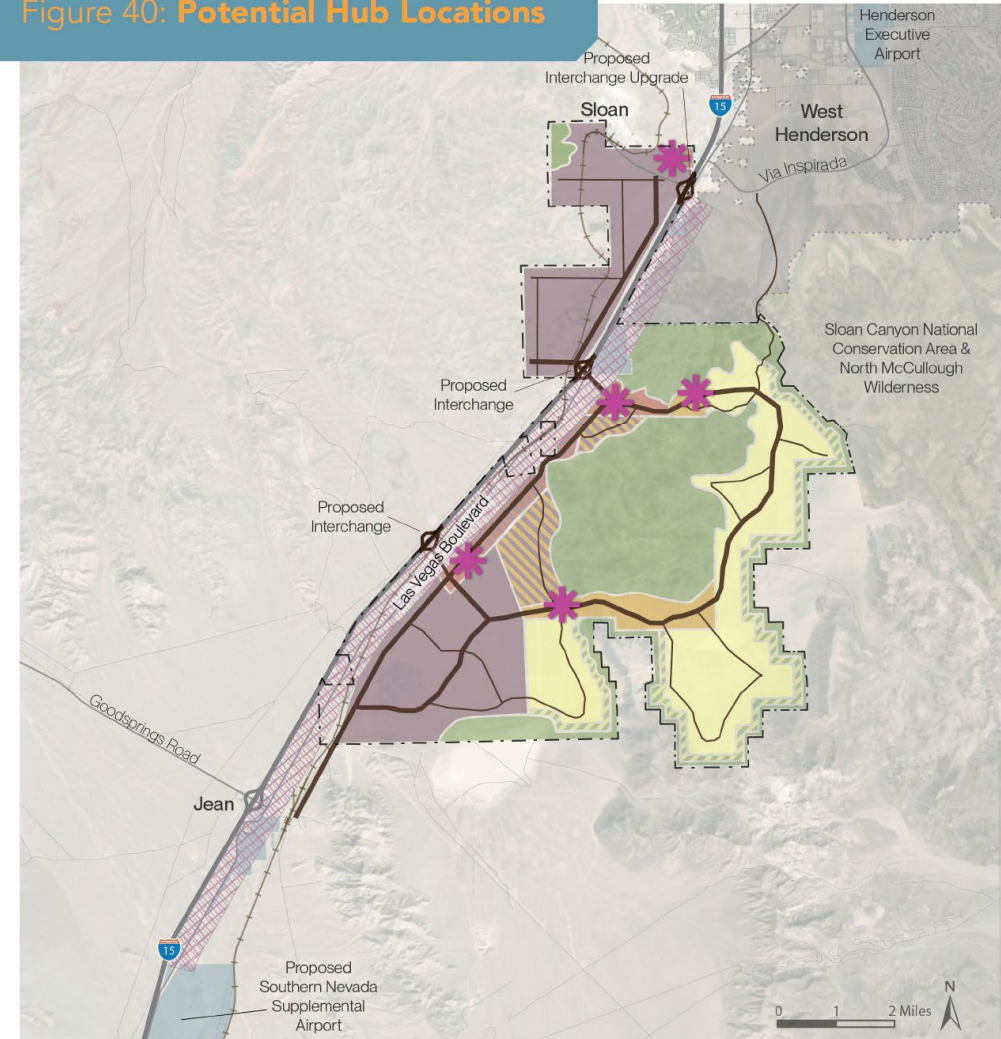
Building Performance Hubs are areas that promote ambitious, leading-edge energy efficiency and building performance goals. These goals may be met with the use of features including water-wise and context sensitive rooftop gardens or "green" roofs, solar and co-generation facilities, district-wide energy 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.²² 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.



line connection to the local transportation develop (utility access already in place or large enough to capture regional commercial strategies potential locations for community hubs be access via multiple modes of transportation,

Figure 40: Potential Hub Locations



LEGEND

[] Study Area	City of Henderson	Transition Areas (mix of two land use types)
+++ Railroad	Retail/Hospitality/Entertainment	Proposed Arterials
— Existing Roads	Traditional Mixed Use	Proposed Collectors
⊗ Utility Corridor	Mixed Employment	Potential Hub Locations
Clark County Department of Aviation Property	Residential	
	Open Space	

Ch. 6. Implementation

- Phasing
- Collaboration
- Reporting & Tracking Progress

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

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.



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Next Steps

JOINT LAND USE PLANNING STUDY



Project Timeline





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Questions & Discussion

JOINT LAND USE PLANNING STUDY

