FLOYD EDSALL TRAINING CENTER
JOINT LAND USE STUDY

Prepared for:

The State of Nevada
Division of State Lands

Report Date: September 22nd, 2011

FINAL REPORT

POGGEMEYER
DESIGN GROUP

PDG Project # LV-10068-B

Prepared by:

POGGEMEYER DESIGN GROUP
6960 Smoke Ranch Road Ste, 100
Las Vegas, Nevada 89128-3204
p: 702-255-8100 f : 702-255-8375
www.poggemeyer.com

FLOYD EDSALL TRAINING CENTER
JOINT LAND USE STUDY
FINAL REPORT

North Las Vegas Nevada

September 2011

This study was prepared under contract with the Nevada Division of State Lands, with financial support from the Office of Economic Adjustment, Department of Defense. The content reflects the views of the Nevada Division of State Lands and does not necessarily reflect the views of the Office of Economic Adjustment.

This report may be reproduced all or in part, and permission does not need to be secured. If you are copying it, we ask that you print it accurately and give the appropriate credit to the Nevada Division of State Lands.

ACKNOWLEDGEMENTS

POLICY COMMITTEE

The Policy Committee served an important role in the development of the Floyd Edsall Training Center Joint Land Use Study (JLUS). The State of Nevada, Department of Conservation and Natural Resources, Division of State Lands would like to thank the following individuals for their review, guidance, and assistance:

- Skip Canfield, AICP
  Project Manager – Floyd Edsall JLUS
  Division of State Lands
  State Land Use Planning Agency (SLUPA)
  Carson City, NV
- Captain Brian R. Hunsaker
  Nevada Army National Guard (NVARNG)
  Facility Plans and Programs Manager
  Las Vegas, NV
- Deborah MacNeill
  Director of Public Partnerships
  US Air Force
  Nellis Air Force Base (AFB), NV
- Captain Amanda Ferrell
  Deputy Director of Public Partnerships
  US Air Force
  Nellis Air Force Base, NV
- Mario Bermudez
  Planning Manager
  Clark County Planning
  Las Vegas, NV
- Michael Sauer
  Vice President for Administration
  University of Nevada Las Vegas (UNLV)
  Las Vegas, NV
- David Frommer (Alternate)
  Executive Director
  Planning and Construction
  University of Nevada Las Vegas (UNLV)
  Las Vegas, NV
- Joe Peltier
  Nevada Department of Transportation (NDOT)
  Assistant Manager, South
  Transportation & Multi-Modal Planning Division
  Las Vegas, NV
- Frank Fiori, AICP
  Director
  Community Services &
  Development Department
  City of North Las Vegas (CNLV)
  North Las Vegas, NV

Technical Advisory Committee

The Technical Advisory Committee (TAC) played a major role in the development of the Floyd Edsall Training Center JLUS. The State of Nevada, Department of Conservation and Natural Resources, Division of State Lands would like to thank the following individuals for their meeting attendance, brainstorming, planning assistance, technical input, and material review:

- Skip Canfield, AICP
  Project Manager - Floyd Edsall JLUS
  Division of State Lands
  State Land Use Planning Agency
  Carson City, NV
- Captain Brian R. Hunsaker
  Nevada Army National Guard (NVARNG)
  Facility Plans and Programs Manager
  Las Vegas, NV
- William Cadwallader
  Community Planner/Public Partnerships
  Nellis Air Force Base, NV
- Lisa Tsukiyama
  Project Manager
  Planning and Construction
  University of Nevada Las Vegas
  Las Vegas, NV
- Cherie Garrity (Alternate)
  Real Estate Manager
  University of Nevada Las Vegas
  Las Vegas, NV
- Terri Sheridan
  Administrator
  Economic Development
  City of North Las Vegas
  North Las Vegas, NV
- Marc Jordan
  Planning Manager
  Community Services & Development Department
  City of North Las Vegas
  North Las Vegas, NV
- Kevin Smedley
  Principal Planner
  Clark County Planning
  Las Vegas, NV

JLUS Consultant Team

Poggemeyer Design Group
Charlene M. Kerr, AICP
Larry V. Carroll, PE, LEED AP BD+C
Felix Kwakwa, PE

Kubat Consulting, LLC
Charles Kubat AIA, AICP, LEED AP

Strategic Solutions, LLC
Kami Dempsey

Table of Contents

1) Executive Summary 8

- Project Description 9
  - Exhibit 1.1 FETC JLUS Study Area Boundary
- Scope of Work 9
- Stakeholders 10
- Study Area Profile 10
- Land Use Compatibility 10
- Public Input 11
- Land Use Development Scenarios 12
- Policy and Implementation Recommendations 12

2) Introduction 13

- Project Description 13
  - Exhibit 1.1 FETC JLUS Study Area Boundary 14
- Nevada National Guard/Floyd Edsall Training Center 13
  - Nevada National Guard History 13
  - The FETC Role 15
  - The FECT Master Plan 16
- Local Government Stakeholders 17
  - City of North Las Vegas 17
    - Exhibit 2.1 CNLV Land Use Plan
    - Exhibit 2.2 CNLV Zoning Map
    - Exhibit 2.3 CNLV Air Terminal Environs Overlay Districts Map
  - Clark County 18
    - Exhibit 2.4 Clark County-Nellis AFB Airport Environs Map
    - Exhibit 2.5 Clark County Sunrise Manor Land Use Map
  - Bureau of Land Management 19
- Military Stakeholders 20
  - Floyd Edsall Training Center/NVARNG 20
  - Nellis Air Force Base 21
    - Exhibit 2.6 Nellis Airport Environs Map
- Other Stakeholders 22
  - University of Nevada Las Vegas 22
    - Exhibit 2.7 UNLV Master Plan
  - Private Land Owners 23

Table of Contents

- What is a JLUS? 25
- JLUS Goal 26
- JLUS Objectives 26
- Why a JLUS for FETC? 27

3) Study Area Profile 28

- Study Area Boundary 28
  - Exhibit 1.1 FETC JLUS Study Area Boundary 29
- FETC Site 28
- UNLV Master Plan 30
- Gaming Enterprise District 31
  - Exhibit 3.1 CNLV Gaming Enterprise District Map
- Transportation 31
  - Circulation 32
    - Exhibit 3.2 Transportation Facilities
    - Exhibit 3.3 CC-215 Beltway Interchange at Range Road
  - Railroad Access 33
  - Emergency Vehicle Access 33
  - Identification of Planning Issues 33
- Site Utilities 34
  - Exhibit 3.4 Existing Water and Sewer Facilities
    - Electricity 34
    - Communication/Data 34
    - Wastewater 34
    - Natural Gas 35
    - Water Supply 35

4) Land Use Compatibility 36

- Background 36
- Compatibility Goals 37
  - Exhibit 4.1 Anti-Terrorism/Force Protection Setbacks 37
- Evaluation of Typical Land Use Categories 39

5) Public Input 41

- Stakeholder Identification 41
- Stakeholder Meetings 41
- Public Open Houses 45
  - Exhibit 5.1 Area of Notification Map 46
  - Exhibit 5.2 Neighborhood Open House Notification 47

Table of Contents

- News Articles/Media Coverage 49
- Project Website 49
- Project Hotline 50
- Key Conclusions 50

6) Recommended Land Use Development Scenario 51

- Step 1--Land Use Issues 51
  Exhibit 6.1 Land Use Issues Map
  Exhibit 6.2 Land Use Opportunities Map
- Step 2--Development Scenarios 52
- Step 3--Recommended Scenario 53
  Exhibit 6.3 Recommended Land Use and Development Scenario Map
- Remaining Unresolved Issues 55

7) Policy and Implementation Recommendations 57

- Nevada Army National Guard 57
- City of North Las Vegas 59
- Nellis Air Force Base 62
- Nevada Department of Transportation and Clark County 62
- Bureau of Land Management 63
- University of Nevada Las Vegas 63
- State of Nevada 63

8) Acronyms 65

9) References 67

10) Appendix

Exhibit A 12/14/10 FETC JLUS Development Regulation Review 68

Exhibit B 12/29/10 FETC Master Plan Evaluation 75

Exhibit C 2/17/11 FETC JLUS Evaluation of Development Controls 78

Exhibit D 3/31/11 FETC JLUS Evaluation of Development Coordination Efforts 81

1. Executive Summary

1. Executive Summary

The Nevada Division of State Lands, with financial support from the Office of Economic Adjustment of the Department of Defense, commissioned Poggemeyer Design Group, Inc. to work with local government and military stakeholders, as well as private property owners (who were invited to public sessions), to develop a Joint Land Use Study (JLUS) for the Floyd Edsall Training Center (FETC) in North Las Vegas, Nevada.

The purpose of a JLUS is to encourage cooperative planning between military operations and local governmental jurisdictions, and to provide appropriate tools and procedures, so that future growth and development are compatible with the mission of the military facility, as well as with the future development plans of the local governments surrounding the military facility. Improved and formalized communication among stakeholders, and better public awareness, are also intended results of the JLUS.

The Floyd Edsall Training Center of the Nevada Army National Guard (NVARNG) is the largest plot of undeveloped NVARNG training land in the State. It is currently operating at full capacity, while expecting additional growth in the near future. The FETC currently supports 1,200 to 1,300 soldiers on site, plus an additional 900 soldiers who periodically train on what is the only viable training center in southern Nevada.

Soldiers in Formation

To assist with the preparation of the JLUS, two committees were established: a Policy Committee, representing the key military and government stakeholders to serve as an overall advisory group for the planning process; and a Technical Advisory Committee (TAC) to work closely with the consultant on a monthly basis to discuss, analyze, and brainstorm issues and information related to the study, and to review drafts of reports, maps, and other data prior to its incorporation into the draft JLUS document.

Members of the Policy Committee and TAC represent the Division of State Lands, Nevada National Guard, the City of North Las Vegas, Nellis Air Force Base, Clark County, the University of Nevada Las Vegas, Nevada Department of Transportation, and the US Department of Defense. The Bureau of Land Management (BLM) had a representative attend some planning sessions. Specific representatives are identified on the preceding pages.

Working with Poggemeyer Design Group on the Consultant Team were Kubat Consulting, which assisted in most of the project management, research and planning efforts, as well as stakeholder interviews; and Strategic Solutions, which organized and conducted stakeholder meetings and public open houses, created the project hotline, and participated in all TAC meetings.

Project Description

The boundaries of the study area for this JLUS project were discussed at length with the Policy Committee and TAC. It was agreed that the study area would vary in dimension from ¼ mile to 1 ½ miles from the FETC based on existing land uses and the character of the area (as indicated on the following map). It is this area that is most significantly impacted by existing and potential uses of the military bases. Transportation and off-site infrastructure issues affecting the FETC site are discussed in Chapter 3, along with on-site utilities. (See Exhibit 1.1 FETC JLUS Study Area Boundary on the next page)

Scope of Work

The Scope of Work for this project included the following tasks:

- Working with the Policy Committee and Technical Advisory Committee to identify and discuss key issues, brainstorm potential solutions, review drafts, and develop recommendations for the various stakeholders to assure better planning and development of more compatible land uses in the future.
- Involving the public in a series of efforts to acquire their input, concerns, and questions regarding the future land uses of the area. To assure public involvement, a website was created to include pertinent information on the status of the project and meeting dates and times. In addition, one-on-one meetings were held with representatives of key stakeholders in the project area, and their input was incorporated into this planning document.
- Reviewing existing data about the project area including the Comprehensive Master Plan for CNLV and Zoning Code; the UNLV North Campus Preliminary Master Plan; the Nevada National Guard 2010-11 Biennial Report; the Nevada Army National Guard Floyd Edsall Training Center Site Development Plan-Final Report; the Economic Impact Analysis for Nellis AFB, Creech AFB and the Nevada Test and Training Range, 2009 and 2010; and other documents, several of which are referenced in the back of this report.
- Analyzing land uses and facilities to identify conflicts and compatibility issues, and to identify potential future development alternatives. Preparing maps and other graphics to illustrate existing conditions and potential development scenarios that best match military uses with adjacent non-military land uses.
- Evaluating the FETC plans for expansion of its mission, operations, and/or infrastructure.
- Preparing development scenarios that identify future land uses that minimize or eliminate conflicts and meet the mission of the FETC, as well as the goals of the City of North Las Vegas.
- Reviewing and evaluating these development scenarios and assessing the impact of future land uses so as to refine and narrow the alternatives to the one best future development scenario.

FLOYD EDSALL TRAINING CENTER

JOINT LAND USE STUDY

FETC / JLUS Study Area Boundary Exhibit

PECOS ROAD
LAMB BLVD
GRAND TETON DRIVE
NORTH LAS VEGAS
CLARK COUNTY
ELKHORN ROAD
NELLIS BLVD
CENTENNIAL PKWY
RANGE ROAD
SLOAN LANE
TROPICAL PKWY
MT HOOD STREET
HOLLYWOOD BLVD
EL CAMPO GRANDE AVENUE
ANN ROAD
LAS VEGAS BLVD (SR-604)
NEVADA POWER / KERN RIVER GAS EASEMENT

07 USA/BLM
08 USA/NELLIS SMALL ARMS RANGE
09 USA/NELLIS SMALL ARMS RANGE
10 USA/NELLIS
11 USA/NELLIS
12 USA/NELLIS
13 USA/BLM
14 USA/BLM
15
16 USA/NELLIS
17 USA/NELLIS
18 USA/BLM
19 USA
20 USA/BLM
21
22
23
24 USA/BLM
25 USA
26
27
28
29
32
33 USA/NELLIS
34
35 USA/NELLIS
36 USA/NELLIS

FUTURE UNLV CAMPUS
VA HOSPITAL

UNION PACIFIC
INTERSTATE 15
215
93
604 NEVADA

PROJECT LOCATION
NORTH LAS VEGAS
LAS VEGAS
SUMMERLIN

STUDY BOUNDARY
CORPORATION LIMITS (CNLV/CLARK CO.)
SECTION LINE
NATIONAL GUARD BOUNDARY (FETC SITE)
EASEMENT (UTILITY/ACCESS)
CLARK COUNTY
BUREAU OF LAND MANAGEMENT
NELLIS AIR FORCE BASE
LAND SECTION IDENTIFICATION

0 1100 2200

07-06-2011

POGGEMEYER DESIGN GROUP
6960 Smoke Ranch Road
Suite 110
Las Vegas, Nevada 89128
(P) 702-255-8100
(F) 702-255-8375
www.poggemeyer.com

Kubat Consulting, LLC
Community Planning, Design & Development Services

Exhibit 1.1

- Reviewing existing development regulations and ordinances to determine if they provide adequate flexibility and safety measures to protect the mission of the military and to accomplish the vision of the City of North Las Vegas.
- Suggesting new policies or regulations that could enhance the compatibility between land uses and help protect the military mission and the City of North Las Vegas vision.
- Preparing draft reports for review by the TAC and incorporating comments and suggestions into the draft documents.
- After additional public input, Policy Committee and TAC review, and stakeholder review, preparing a final JLUS for the FETC.

Stakeholders

The Floyd Edsall Training Center is currently adjacent to many non-military uses within the City of North Las Vegas and Clark County. Chapter 2 includes illustrations showing how the historical growth patterns of Las Vegas, North Las Vegas, and Clark County have approached and surrounded the FETC military facilities that were once secluded from private land uses.

Chapter 2 provides a description of the mission and goals of the Nevada National Guard and the Floyd Edsall Training Center. It also describes the local government stakeholders that are involved with this project, including the City of North Las Vegas, Clark County, and BLM. Military stakeholders are also discussed, including both the FETC/Nevada Army National Guard and Nellis Air Force Base. Other stakeholders include the University of Nevada Las Vegas and its plans for a new graduate and research campus in North Las Vegas, and a number of private land owners that adjoin the FETC site.

Study Area Profile

Chapter 3 addresses the current conditions in the Study Area, including a discussion of how the study area boundary was selected. It also includes a brief discussion about the proposed UNLV Master Plan for a new educational/research center to the west of the FETC, how and why the decision was made to locate it there, and the status of the project. The Gaming Enterprise District (GED) designation is discussed, and a map provided to indicate where these GEDs are near the FETC site.

The FETC site is described in detail, including some of the constraints affecting the site. The "patent' land issue, regulations regarding the transfer of land, and the designation of the land as "Recreation and Public Purpose" are briefly explained in Chapter 3 to illustrate some of the constraints to resolution of land use conflicts.

Transportation access to the FETC is addressed in this Chapter, as are the site utilities that provide infrastructure to and through the FETC.

Land Use Compatibility

The main goal of the JLUS is to identify, analyze, discuss, and propose compatible land uses that are consistent with the mission of the military and the vision for the City of North Las Vegas. As the City of North Las Vegas began to grow in the early 2000s and embarked on an aggressive economic development program, conditions changed for the National Guard FETC site.

As part of this analysis, the City of North Las Vegas Comprehensive Master Plan was reviewed, as was the National Guard's Site Development Master Plan and UNLV's preliminary master plan for the proposed new campus.

Chapter 4 identifies a series of compatibility goals and discusses their impact on the mission of the FETC and the City of North Las Vegas. These compatibility goals include:

- Public safety
- Infrastructure extensions
- Anti-terrorism/force protection
- Noise
- Vibration
- Dust
- Light and Glare
- Alternative Energy
- Air Quality
- Public Trespass
- Interagency Coordination
- Ground Transportation Capacity
- Military Aviation

Close Quarters Combat Training

Also in Chapter 4, a number of land uses were evaluated against the compatibility factors to determine their level of compatibility with the FETC mission and facilities. These land uses include:

- Open land such as Nellis AFB or BLM areas
- Utilities and off-site highways
- Industrial and manufacturing
- State uses
- Research & Development and light industrial use
- Commercial office, retail, food outlets, medical clinics, etc.
- Single or multi-family residential and hotel lodging

PUBLIC INPUT

In a project such as this, it is imperative that the planning process include the community surrounding the site in question. To assure that the public was adequately involved in this JLUS process, a Public Input Process (PIP) was identified and implemented. The PIP included opportunities for key stakeholders and residents of the area to participate in the process and provide their input and concerns.

Stakeholders were identified by the TAC and were interviewed one-on-one or in small groups by affiliation. In addition, public open houses were held to present specific information and ideas to the general public. Parcel owners roughly two miles from the site to the east, west, and south were notified of meetings; as were parcel owners about one mile to the north in the less populated area. This amounted to 2,707 property owners being directly notified of the opportunity to learn about this project and the recommendations that were being made.

In addition, press releases were sent to the local media and a project website was created and maintained throughout the planning process. A project hotline was set up for the project so that residents would have another venue to express their opinions. The details about the PIP and the results are discussed in Chapter 5.

Land Use Development Scenarios

After all this information was collected, analyzed, and reviewed, two development scenarios were crafted to determine areas for compromise and to find common ground among the stakeholders on key issues.

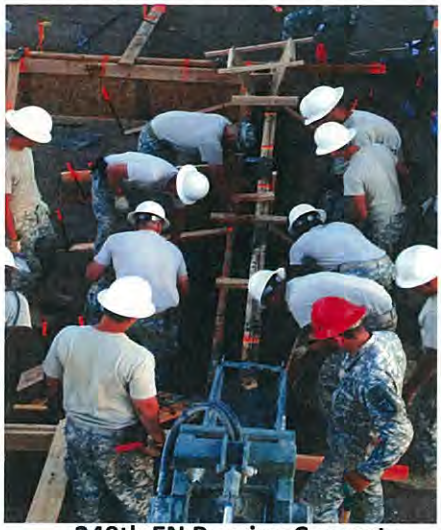
"Current Direction with Refinements" was the first scenario developed, using existing CNLV and FETC master plans as givens. A second scenario, "Shift Direction," took some liberties with the existing plans and made land use changes based on the results of the planning process to date.

The recommended scenario is a compilation of many of the modifications suggested for the first two scenarios, providing compromises among the stakeholders and incorporating stakeholder recommendations. Chapter 6 discusses the first two preliminary scenarios and the recommended scenario, along with some remaining unresolved issues that should continue to be discussion points among the stakeholders.

Policy and Implementation Recommendations

Chapter 7 summarizes the recommended scenario by identifying policies that are recommended to achieve the desired goals of the JLUS. Policies are identified for each stakeholder agency and local or state government jurisdiction, and priorities are provided. Each entity should formally accept the JLUS and do their best to implement the policies recommended, in order for this planning effort to achieve its mission. To help facilitate implementation of this JLUS, it is recommended that an implementation Coordination Committee, with membership to be determined, be created to monitor the process.

A list of the acronyms used throughout this document is included, as are references for the various sources of information utilized as part of this planning process. The appendices include many of the documents that were critical to the analysis conducted as part of this process.



240th EN Pouring Concrete

2. Introduction

2. Introduction

Project Description

A Memorandum of Understanding (MOU) between the Nevada Division of State Lands--State Land Use Planning Agency and the Nevada Army National Guard, the City of North Las Vegas (CNLV), Clark County, and Nellis Air Force Base was executed on December 13, 2010, to address pending and future land use encroachment issues at the Nevada Army National Guard Floyd Edsall Training Center by developing a Joint Land Use Study (JLUS). The JLUS is intended as an opportunity for all members to participate in a process that is designed to engage local, State and Federal stakeholders in the development of an implementable series of land use recommendations affecting the Floyd Edsall Training Center (FETC) site.

The Nevada Division of State Lands commissioned Poggemeyer Design Group, Inc. (PDG) for the completion of a Joint Land Use Study for Floyd Edsall Training Center and its environs in North Las Vegas, Nevada. PDG collaborated with two subconsultants to add additional expertise to the JLUS team. They included Kubat Consulting, LLC, a community planning, design and development services firm; and Strategic Solutions, which specializes in problem solving, communications, and government and community relations.

This study was premised on the understanding that military installations contribute to local economies. In addition, encroachment is occurring that has the potential to hinder military operations. In past instances, incompatible development has been a factor in the curtailment of training operations and the restructuring or relocation of critical mission components to other installations.

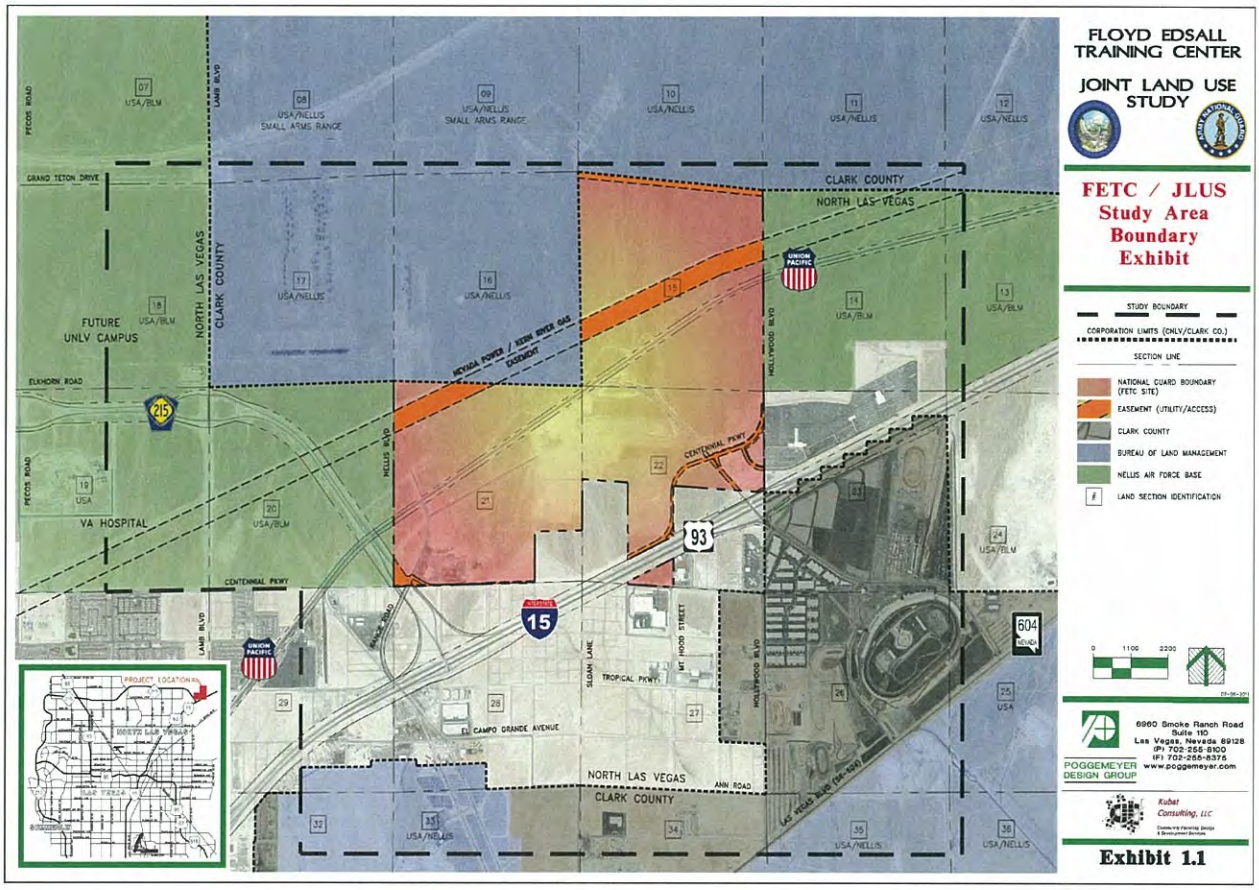
As Nevada experienced explosive growth over the past decades, those very facilities have found themselves either in the path of development, or already engulfed. This base encroachment trend has created many difficulties for installations, including the very real possibility of the overall mission being threatened. Too often communities plan for economic expansion at the expense of military installations. Planners have many interests to balance and more often than not, the development community prevails in dictating where and what kind of development occurs. Through joint, cooperative military and community planning, growth conflicts can be anticipated, identified, and prevented. These actions help protect the installation's military mission, as well as the public health, safety, quality of life and economic stability of local communities. (See Exhibit 1.1 FETC JLUS Study Area Boundary on the next page)

Nevada National Guard / Floyd Edsall Training Center

Nevada National Guard History

The Nevada National Guard and FETC, with the Office of the Military, have two missions: one Federal and one State. The Federal mission is to provide ready, trained units for mobilization as directed by the President of the United States, and to provide daily support to the nation through airlift missions, counter-drug activities, and ground support tasks.

The State mission is to provide a militia to support the State constitution and the Governor's office, protecting the lives and property of the public during times of emergency, disaster, or disorder. The FETC is unique in terms of its strategic location, proximity to a recruitment base,


FLOYD EDSALL TRAINING CENTER
JOINT LAND USE STUDY
FETC / JLUS Study Area Boundary Exhibit
STUDY BOUNDARY
CORPORATION LIMITS (CNLV/CLARK CO.)
SECTION LINE
NATIONAL GUARD BOUNDARY (FETC SITE)
EASEMENT (UTILITY/ACCESS)
CLARK COUNTY
BUREAU OF LAND MANAGEMENT
NELLIS AIR FORCE BASE
LAND SECTION IDENTIFICATION
6960 Smoke Ranch Road
Suite 110
Las Vegas, Nevada 89128
(P) 702-255-8100
(F) 702-255-8376
www.poggemeyer.com
POGGEMEYER DESIGN GROUP
Kubat Consulting, LLC
Exhibit 1.1
CLARK COUNTY
NORTH LAS VEGAS
FUTURE UNLV CAMPUS
VA HOSPITAL
NEVADA POWER / KERN RIVER GAS EASEMENT
CENTENNIAL PKWY
TROPICAL PKWY
EL CAMPO GRANDE AVENUE
ANN ROAD
PROJECT LOCATION

and accessibility. Its hot, dry summers and moderate winters make the location conducive to year-round training. The FETC provides facilities and training venues that afford the NVARNG with mission-oriented skills training in an environment conducive to realistic situations, to provide highly skilled and qualified personnel in support of the State and Federal missions.

The Nevada National Guard can trace its history back to 1861, when it was formed to protect the silver mines from a group of Confederate sympathizers who attempted to hold certain key parts of the mines. The Guard later assisted in negotiations between the miners and business officials. At the turn of the 20th century, the entire Nevada National Guard consisted of two poorly equipped Virginia City companies.

Bradley Vehicle in for Maintenance

Since that time, the Nevada National Guard has developed a significant presence throughout the State, and its soldiers and airmen have participated in war efforts during the Spanish-American War, WW I and WW II, the Gulf War, the Korean War, the Vietnam War, Operations Desert Shield and Desert Storm, and the current War on Terrorism, including activities in Krygyzstan, Saudi Arabia, Afghanistan, Iraq, Kuwait, and Southwest Asia. The Nevada National Guard has, over the past decade, supported Operation Iraqi Freedom, Operation Enduring Freedom, and currently, Operation New Dawn.

The Nevada National Guard expanded after the National Security Act of 1947 with the creation of the Nevada Air National Guard, which was based out of Reno AFB. It was activated during the Korean conflict in the early 1950s. Today, the Nevada National Guard has more than 4,000 airmen and soldiers in its ranks, and continues to make its mark on the history of the State and the nation. The Army Guard includes a brigade headquarters and five battalions, and the Air Guard includes one flying wing, an intelligence squadron and detachment.

Since September 11, 2001, the Nevada National Guard has, at times, ranked in the top five states in percentages of airmen and soldiers deployed in support of the Global War on Terrorism and Operation Iraqi Freedom. This year the Nevada National Guard Will celebrate its Sesquicentennial anniversary on November 28, 2011. (Source: 2009-2010 Nevada National Guard Biennial Report and FETC Site Development Plan, 2009)

The Floyd Edsall Training Center Role

The Floyd Edsall Training Center was, until very recently, no less than five miles from the nearest incompatible uses. Since the 1990s, the City of North Las Vegas updated its Master Plan for the area. The updated Master Plan, adopted in 2006 in a time of explosive growth, designated residential, commercial and casino development directly adjacent to the FETC. These new incompatible land use designations, to the south and west of the FETC, present potential land use conflicts with the FETC mission.

The 1990s and early 2000s brought the new Clark County Northern Beltway (CC-215) right past the FETC front door, connecting with I-15. The CC-215 Northern Beltway passes directly west of FETC and actually used a small corner portion of the FETC property for its alignment. In addition, the University of Nevada Las Vegas has agreed with North Las Vegas and the BLM to reserve three sections of land west of the FETC for future additional educational facilities, subject to approval by Congress. Other neighbors to the FETC include Nellis Air Force Base and its BLM land reserved for operations, the BLM lands both within and outside of a public lands disposal boundary, and some private land holdings.

Entrance to existing FETC Readiness Center

The Floyd Edsall Training Center includes the largest plot of undeveloped NVARNG training land in the State and the current building facilities on the site are beyond full capacity. In addition, the installation is expecting future mission growth of 300 additional part-time users and six full-time staff. In order to accommodate current and future users, the FETC plans to expand current uses and build new facilities. To assist in this planning effort for the future, the FETC prepared a Site Development Plan in 2008 and 2009 with the assistance of Jacobs Facilities, Inc.

The FETC Master Plan

The *FETC Site Development Plan*, which looked 20-25 years into the future, established goals for the FETC site including:

- Accommodating multi-purpose needs for future mission expansion,
- Maximizing joint land use efficiency,
- Coordinating future planning with surrounding area influences,
- Integrating sustainable design principles,
- Enhancing access and circulation,
- Providing a high-quality visual and aesthetic image and character,
- Promoting a pedestrian-oriented environment and open spaces to create a sense of place,
- Maximizing the use of existing facilities, and
- Determining optimum functional relationships.

Additional principles for future design and development of the FETC include: flexibility, adaptability, customization, context sensitivity, environmental responsibility, and quality of life.

The Site Development Plan identifies proposed internal uses for the property including:

- A Regional Training Institute (RTI) on 30-50 acres on the east edge of the site to expand Guard capacity;
- Cantonment area on 150 acres to expand the current building area and better organize access and circulation;

- Other training uses on 70 acres; and
- Training land on 683 acres, which are becoming constrained due to the narrowness of the parcel and the fact that heavy vehicles are not allowed north of the railroad tracks.

The next scheduled project is a second Readiness Center, which has already been designed, and a contractor has been selected. Construction is expected to begin in 2011. The Site Development Plan envisions expansion of classroom space to better house existing users and to accommodate future force structure growth. The master plan also included some non-military uses on small portions of the FETC site.

The overall goal of the planning process was to prepare a logical and sustainable Site Development Plan to guide the FETC in support of the NVARNG into the future, and to translate the FETC mission and vision of "training soldiers" into facility and site improvements, enabling the FETC to support the training requirements of the Nevada National Guard. (Source: FETC Site Development Plan, Jacobs, 2009)

This Site Development Plan accommodates more State users and provides efficient and economic use of public lands that may be perfect for other users, but are unsuitable for training or other military uses. Regular users of the FETC include the City of North Las Vegas Fire Department, City of North Las Vegas Police Department, and Nellis AFB, which take advantage of classroom space, and additional NVARNG and Reserve units which use the installations for transient storage and staging of equipment.

All of these factors combined create the immediate need to address development pressures so that the Floyd Edsall Training Center can continue its mission as planned, while also being a good neighbor.

Local Government Stakeholders

City of North Las Vegas

The City of North Las Vegas was incorporated in 1946 with a population of 2,875. As of 2010, the population has grown to 223,394, with an estimated projection in population growth to 236,575 by 2015.

From 1970 to 1990, the City of North Las Vegas experienced a steady population growth rate and a steady rate of new housing construction. After 1990, however, both the population and new housing starts surged. The year with the highest number of new housing starts was 2005 with 7,007 new housing starts, and an average of $139,000 housing value. Since that time, new housing starts totaled 4,263 in 2007, 2,365 in 2006, and then began to drop substantially to only 834 in 2008, 498 in 2009 and 648 in 2010, similar to trends in other communities resulting from the national financial and housing crises. However, these housing starts are still a significant number, and emphasize the fact that continued development within the City of North Las Vegas is bound to impact the Floyd Edsall Training Center.

Approximately 43% of the land in North Las Vegas has been developed, leaving approximately

57% of the land available for future development. At build out, the greatest percentage of acreage, approximately 33%, is projected to be in industrial use.

The CNLV Comprehensive Plan was adopted in November 2006 and amended in February 2011. The Plan provides a policy document to help guide City decision makers with achieving the envisioned future for the City over the next 20 years. The Plan is in conformance with State statutes and objectives established in the Southern Nevada Regional Policy Plan. (See Exhibit 2.1 CNLV Land Use Plan on the next pages)

The Comprehensive Plan includes all the incorporated areas of the City of North Las Vegas, as well as some County lands that are immediately adjacent to the City of North Las Vegas. North Las Vegas has an area of 82 square miles and is located north of the City of Las Vegas along I-15.

North Las Vegas is bounded on the north by the Bureau of Land Management property and the Desert National Wildlife Range, on the east by Nellis AFB and residential developments in the County, and on the south and west by the City of Las Vegas.

The Comprehensive Plan identifies three Employment Districts within the City:

- The Cheyenne Technology Corridor,
- Industrial Lands, and
- Military Operations District.

The Military Operations District is defined as the current and historic training grounds used by the National Guard and Nellis Air Force Base, which will remain under the ownership of the Federal government, and are located in the eastern portion of the City, north of the I-15 industrial corridor and south of BLM lands. Policies are recommended for each of the employment districts, as well as other land use categories; however, there is only one recommendation regarding the military employment center. Policy ED-M1: Transitions and Buffers states: "Locate only non-residential land uses adjacent to the military land."

The Land Use Map associated with the Comprehensive Plan indicates that the Nevada State National Guard property is located within "Public-Semi Public" land use designation. (See Exhibit 2.1 CNLV Land Use Plan and Exhibit 2.2 CNLV Zoning Map on the next pages)

In addition to the Comprehensive Plan, the City of North Las Vegas recently adopted a new Title 17 Zoning Ordinance that will go into effect October 1, 2011. As a part of the new Title 17, the City of North Las Vegas has created an Air Terminal Environs Overlay Districts Map that shows the current noise contours from Nellis AFB operations and the Jettison Hill safety zone in relation to the FETC. This map reinforces some information stated in the Clark County Airport Environs Map but with the focus on North Las Vegas lands. (See Exhibit 2.3 CNLV Air Terminal Environs Overlay Districts Map on the next pages) (Source: City of North Las Vegas 2011 Community Report and *City of North Las Vegas Comprehensive Master Plan*, November 21, 2006)

Clark County

Clark County is the nation's 14th largest county, covering an area the size of the State of New Jersey. It provides extensive regional services to more that two million citizens and 40 million

FLOYD EDSALL TRAINING CENTER

JOINT LAND USE STUDY

CNLV Land Use

December 31, 2010

PROPOSED UNIVERSITY OF NEVADA LAS VEGAS CAMPUS SITE

SEE INSET

MATCHLINE

NEVADA STATE NATIONAL GUARD

NELLIS AIRFORCE BASE

APEX INDUSTRIAL AREAS

INSET

RESIDENTIAL
- Ranch Estates (up to 2 du / ac)
- Single Family Low (up to 6 du / ac)
- Single Family Medium (up to 13 du / ac)
- Multi-Family (up to 25 du / ac)
- Master Planned Community

NON - RESIDENTIAL
- Open Space
- Neighborhood Commercial
- Resort Commecial
- Community Commercial
- Public / Semi - Public
- Downtown Business District
- Downtown Area of Influence
- Employment
- Heavy Industrial

MIXED - USE
- Mixed - Use Employment
- Mixed - Use Commercial
- Mixed - Use Neighborhood

TRANSPORTATION
- Future North 5th Transit Route
- Future Transit Influence Area
- Future North 5th Transit Station
- Existing Transit Route
- Main Streets
- Union-Pacific Railroad

BOUNDARIES
- BLM Disposal Boundary
- National Guard
- Nellis Airforce Base Property
- Flood Control Basins

07-27-2011

POGGEMEYER DESIGN GROUP
6960 Smoke Ranch Road
Suite 110
Las Vegas, Nevada 89128
(P) 702-255-8100
(F) 702-255-8375
www.poggemeyer.com

Kubat Consulting, LLC
Community Planning, Design & Development Services

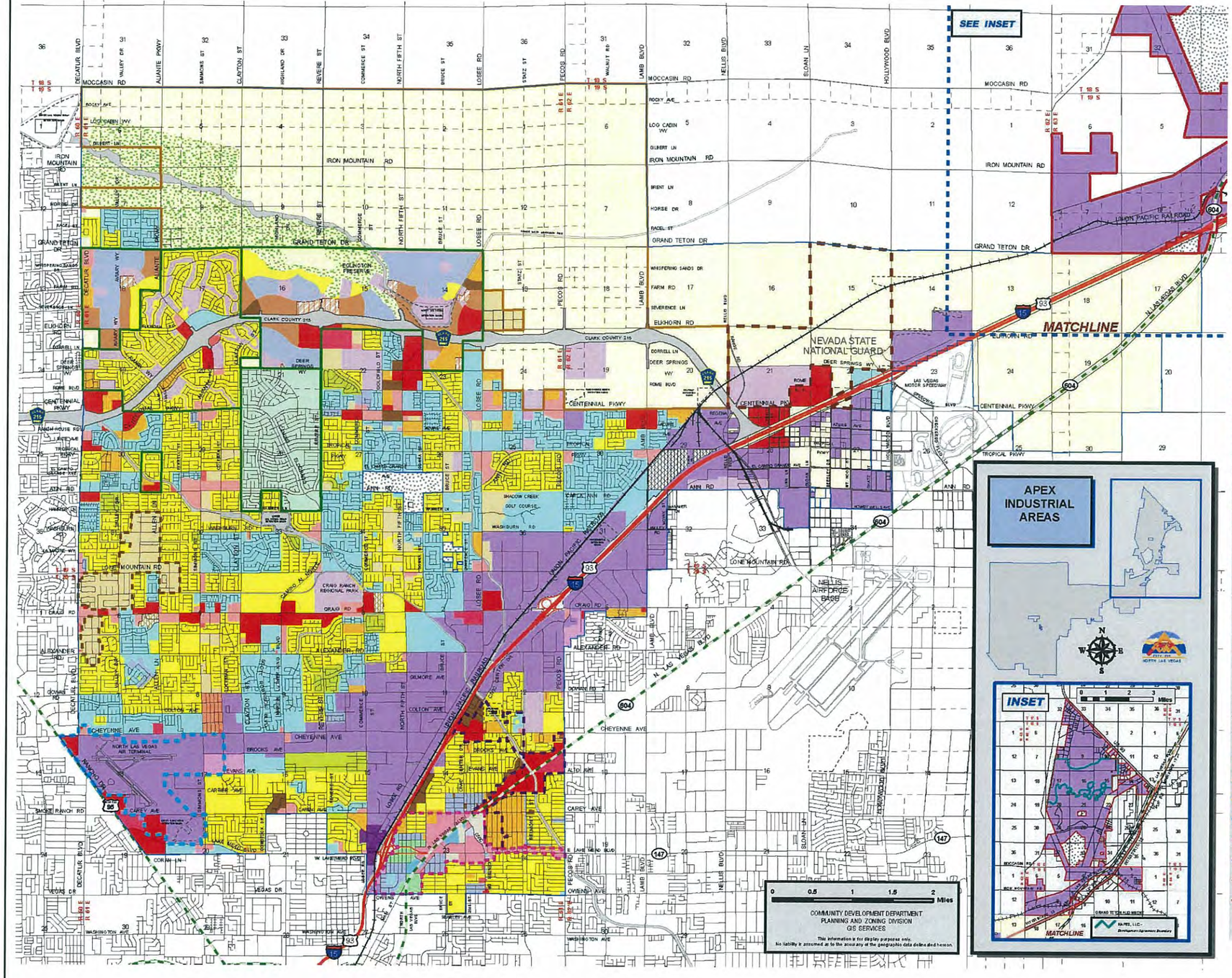
Exhibit 2.1

FLOYD EDSALL TRAINING CENTER

JOINT LAND USE STUDY

CNLV Zoning

December 31, 2010



RESIDENTIAL
- O-L Open Land
- R-E Ranch Estates
- R-EL Ranch Estates Limited
- R-CL Single Family Compact Lot
- R-1 Single Family Low Density or *MPC RZ6
- R-2 Medium Density or *MPC RZ10
- *MPC RZ13
- R-3 Multifamily or *MPC RZ25
- R-4 High Density or *MPC RZ50

REDEVELOPMENT AREA SUBDISTRICTS
- CR Commercial / Retail
- CREC Commercial / Recreation
- CHE Casino / Hotel / Entertainment
- FA Focus Area
- OFF Office
- PSP Public / Semi-Public
- R-2 Medium High Density Residential
- R-3 High Density Residential

COMMERCIAL
- C-1 Neighborhood
- C-2 General
- C-3 General Service
- C-P Professional Office
- PSP Public / Semi-Public

INDUSTRIAL
- M-1 Business Park
- M-2 General
- M-3 Heavy

MIXED USE CENTERS
- MUD MX-1 NEIGHBORHOOD
- MUD MX-2 COMMUNITY
- MUD MX-3 REGIONAL
- *MPC MUZ

OTHER
- PUD Planned Unit Development
- * Eldorado Master Planned Community

BOUNDARIES
- Clark County Island
- Public Row
- Open Space
- * Development Agreements
- Apex Overlay Distict
- Land Disposal Boundary
- Airport Terminal Overlay District
- Downtown Redevelopment Area
- North Redevelopment Area
- Ranch Estates Rural Preservation Overlay District
- National Guard
- Flood Control Basins

07-27-2011

POGGEMEYER DESIGN GROUP
6960 Smoke Ranch Road
Suite 110
Las Vegas, Nevada 89128
(P) 702-255-8100
(F) 702-255-8375
www.poggemeyer.com

Kubat Consulting, LLC
Community Planning, Design & Development Services

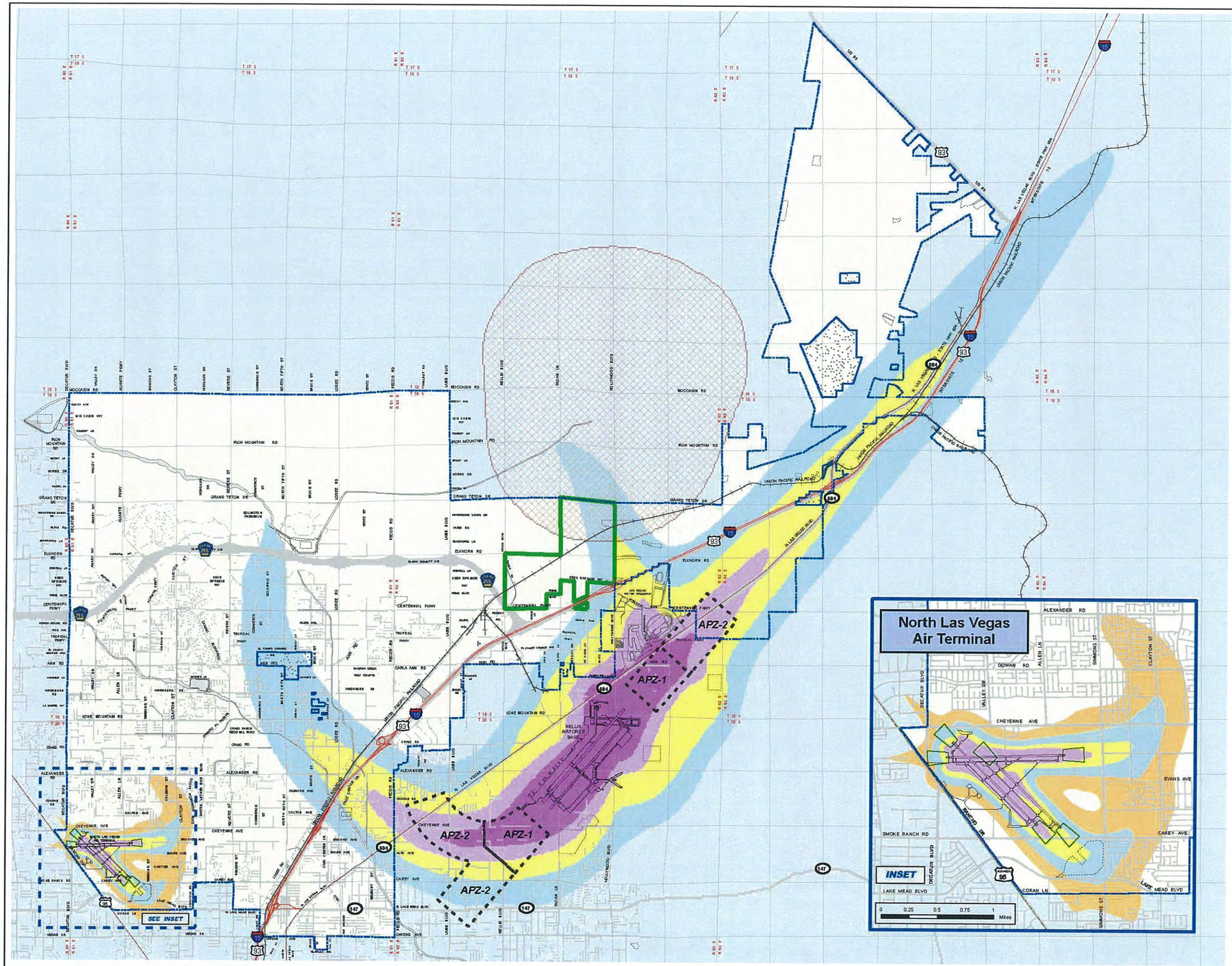
Exhibit 2.2

FLOYD EDSALL TRAINING CENTER

JOINT LAND USE STUDY

CNLV Airport Terminal Environs Overlay

July 21, 2011



07-27-2011

POGGEMEYER DESIGN GROUP

6960 Smoke Ranch Road
Suite 110
Las Vegas, Nevada 89128
(P) 702-255-8100
(F) 702-255-8375
www.poggemeyer.com

Kubat Consulting, LLC
Community Planning, Design & Development Services

Exhibit 2.3

visitors a year. Clark County has the nation's 7th busiest airport, McCarran International Airport, and the State's largest public hospital, University Medical Center, and Nellis Air Force Base. Clark County provides municipal services to almost 900,000 residents in unincorporated areas.

Clark County is an adjoining neighbor north of the FETC site. All lands adjacent to the FETC site that are not within the North Las Vegas corporate limits, are located within unincorporated Clark County. Of these County lands, some are BLM lands, some are BLM lands reserved for Nellis AFB use, some are Nellis AFB lands.

The portion of Clark County south of the FETC site is located within the unincorporated Clark County Town of Sunrise Manor, which has a current Land Use Plan adopted in 2010. The Town of Sunrise Manor is a 46 square mile planning area on the east side of Clark County and has its own Town Advisory Board which advises the Clark County Board of County Commissioners on land use and planning questions. The area of Sunrise Manor around Nellis AFB, and therefore near the FETC, is designated a Regional Economic Development Center.

Zoning is controlled by Title 30 of the Clark County Unified Code. Within Title 30 are four overlay districts, of which the Airport Environs Overlay affects the FETC site. Within this overlay district Ldn Noise Levels, Accident Potential Zone, Runway Protection Zone, and Live Ordnance Zones are defined. The Ldn Noise Levels Zone impacts the FETC site and is monitored by Clark County in planning decisions. (See Exhibit 2.4 Clark County-Nellis AFB Airport Environs Map on the next pages)

Within the adopted Land Use Plan, several issues are identified that impact the FETC study area: first the Nellis noise exposure zones (i.e. decibel noise levels) and second, the Las Vegas Motor Speedway impacts on area traffic. Also mentioned is the need for development patterns such as mixed use and commercial nodes that decrease sprawl and improve air and water quality. Two opportunities are noted to encourage further development of warehousing and light industrial development in County controlled areas west of Nellis and south of the FETC site.

The adopted land use plan goes on to provide several policy statements that impact development near the FETC site. Policy 2.2 addresses the need for appropriate buffers provided by new development; Policy 2.5 addresses light spillage from new development; Policy 2.10 addresses the need for compatibility of land uses inside the Airport Environs Zone; and Policy 2.11 addresses buildings and structures complying with the Airspace Zoning Map. (See Exhibit 2.5 Clark County Sunrise Manor Land Use Plan on the next pages)

Clark County strongly supports the location of the FETC site and the Nevada Army National Guard mission as part of the general military district within Sunrise Manor Town, even though the FETC is not within the unincorporated Clark County jurisdiction.

Bureau of Land Management

The Bureau of Land Management, as part of the US Department of the Interior and through its Southern Nevada District and Las Vegas Field Office, manages much of the land adjoining the FETC site within the study area. As a Federal agency, its mission is to sustain the health, productivity, and diversity of America's public lands for the use and enjoyment of present and future generations. As part of this mission, they manage these lands for a variety of uses while

FLOYD EDSALL TRAINING CENTER

JOINT LAND USE STUDY

Clark County Nellis A.F.B. Airport Environs

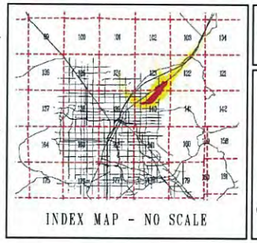
CORPORATE ENTITIES

- NELLIS AIR BASE
- UNINCORPORATED CLARK COUNTY
- CITY OF NORTH LAS VEGAS
- CITY OF LAS VEGAS

NOISE SUBZONES	APZ & LOLA SUBZONES
AE-65	APZ ZONES
AE-70	LOLA ZONES
AE-75	RUNWAY
AE-80	

ASSESSOR'S BOOK BOUNDARIES

07-27-2011



INDEX MAP - NO SCALE

PLOT CREATED ON: December 23, 2004

DEPARTMENT OF COMPREHENSIVE PLANNING CURRENT PLANNING

This is to certify that this Nellis AFB Airport Environs map supercedes and replaces the Airport Environs Overlay District map adopted March 20, 1996 as it applies to the Airport Environs in the vicinity of Nellis AFB, as covered by section 29.51.010 of the Clark County Code of the County of Clark, State of Nevada.

POGGEMEYER DESIGN GROUP

6960 Smoke Ranch Road
Suite 110
Las Vegas, Nevada 89128
(P) 702-255-8100
(F) 702-255-8375
www.poggemeyer.com

Kubat Consulting, LLC
Community Planning, Design & Development Services

Exhibit 2.4

FLOYD EDSALL TRAINING CENTER

JOINT LAND USE STUDY

Clark County Sunrise Manor Land Use

Adopted Oct 6, 2010

Nellis AFB Small Arms Range

Floyd Edsall National Guard Armory

NELLIS AIR FORCE BASE

NLV AIRPORT

ELKHORN · CENTENNIAL · TROPICANA · EL CAMPO GRANDE · ANN · LONE MOUNTAIN · CRAIG · ALEXANDER · ROUT LAKE · GOWAN · COLTON · CHEYENNE · ALTO · CAREY · JUDSON · OWENS · BONANZA · CHARLESTON · SAHARA · VEGAS VALLEY · TWAIN · HARMON · FLAMINGO · DESERT INN · STEWART · WASHINGTON · HARRIS · LAKE MEAD · BOULDER HIGHWAY · LAS VEGAS BLVD · SPEEDWAY · HOLLYWOOD · NELLIS · I-15 · I-515 · 95 · 215 · 159 · 160 · 161 · 123 · 138

- Open Lands
- Residential Rural Up to 0.5 du/ac
- Residential Agricultural Up to 1 du/ac
- Rural Neighborhood Preservation Up to 2 du/ac
- Rural Neighborhood Up to 2 du/ac
- Residential Low Up to 3.5 du/ac
- Residential Suburban Up to 8 du/ac
- Residential Medium From 3 to 14 du/ac
- Residential High From 8 to 18 du/ac
- Residential Urban Center From 18 to 32 du/ac
- Incorporated City
- Military Facility
- Planning Area Boundaries
- Community Districts
- BLM Disposal Area
- Residential High Rise Center Greater than 32 du/ac
- Office Professional
- Commercial Neighborhood
- Commercial General
- Commercial Tourist
- Business and Design Research Park
- Industrial
- Heavy Industrial
- Public Facility
- Institutional
- Major Development Project
- Live Ordinance Loading Area
- Accident Potential Zone
- AE 65 Zone
- AE 70 Zone
- AE 75 Zone
- AE 80 Zone

S	= School	P	= Park
H	= High	F	= Fire Station
M	= Middle	PD	= Police Station
E	= Elementary	PW	= Public Works
L	= Library	SS	= Electrical Sub-Station
CCSD	= School District Property	W	= Place of Worship
RTC	= Regional Transportation Commission	WD	= Water District
		CCWRD	= Clark County Water Reclamation District

Comprehensive Planning

07-27-2011

POGGEMEYER DESIGN GROUP

6960 Smoke Ranch Road
Suite 110
Las Vegas, Nevada 89128
(P) 702-255-8100
(F) 702-255-8375
www.poggemeyer.com

Kubat Consulting, LLC
Community Planning, Design & Development Services

Exhibit 2.5

protecting a wide array of natural, cultural, and historic resources. As part of this management responsibility, the BLM does land use and resource planning on its lands, in conjunction with impacted users and local jurisdictions. Some portions of BLM land can be permanently reserved for special uses. An example of this permanent reservation includes the Nellis Air Force Base operations and test site areas adjacent to the FETC site.

The BLM has been empowered by the Southern Nevada Public Lands Management Act (SNPLMA) to sell portions of its public lands within the Las Vegas Valley that fall within a disposal line created by the U.S. Congress. Part of the FETC site (Section 21), falls within this disposal boundary, and the remainder of the site (Section 15 and the north half of Section 22) falls outside this boundary. This boundary can only be changed by an act of Congress.

FETC Maintenance Facility for Vehicle Fleet

Also as a part of its management role, the BLM creates and reviews Environmental Impact Statements (EIS) for projects that may utilize portions of BLM property. The most important EIS currently in development is the Las Vegas Resource Management Plan Revision and EIS. This management plan will directly impact uses of BLM land immediately adjacent to the FETC site. Another project that could potentially impact the FETC site and study area is the TransWest Express 600 kV Project, a proposal to locate a high voltage overhead power line somewhere on or in the vicinity of the FETC site, although the preferred alternative is not on the FETC site. In addition, the BLM does studies for projects that may impact its lands, such as the Nellis Dunes Recreation Area Dust Study, which is over a mile east of the FETC site and outside the study area.

Military Stakeholders

Floyd Edsall Training Center / Nevada Army National Guard

The primary on-site operations at Floyd Edsall Training Center include non-active NVARNG Small Unit training (Company maximum), unmounted laser engagement, staging for equipment and vehicles, classroom training and vehicle maintenance.

Primary users and uses include:

- 1st Squadron 221st Cavalry, the Headquarters and Headquarters Troop (HHT) and the Field Support Command (FSC) I & K Troops, which together comprise Nevada's only combat arms unit.
- 1864th Transportation Company which manages 30 diesel tractors and heavy wheel vehicles and often tows up to 120 trailers on and off the installation.
- D1, 150th Maintenance Company, which carries out maintenance for all NVARNG operation in Southern Nevada and maintains the largest motor pool in the State.

- 100th Quartermaster Company which conducts water treatment and water storage entailing the use of large quantities of equipment.
- Field Maintenance Shop (FMS).
- Combines Support Maintenance Shop (CSMS).
- 422nd Signal Battalion, which is an expeditionary signal battalion that specializes in cutting edge communications and data exchange on the contemporary battle field.
- 421st Regiment Regional Training Institute, which conducts computer and professional development training for a variety of Military Occupational Skill Qualifications (MOSQ) and Officer Training.

72nd MP's National Guard

Nellis Air Force Base

Nellis AFB land lies directly to the north and south/southeast of the FETC, and is their most critical neighbor. The Nellis AFB complex consists of Nellis AFB, Creech AFB, and the Nevada Test and Training Range (NTTR), and comprises over 2.9 million acres of land and 12,000 square miles of airspace. The complex represents 40% of the Air Force's land. Nellis AFB is the leader in combat aircrew training in the US Air Force with the only Air Force Weapons School in the US. Each year, numerous Red Flag, Green Flag, USAF Weapon School and other operations are conducted. During Red Flag, USAF personnel and aircraft participate with military personnel and aircraft from all across the world, to include 40 allied nations.

Nellis AFB started as a private airstrip in 1929. Las Vegas bought the field in 1941, the Army leased it and started construction of facilities in 1941 as the Las Vegas Army Air Field. It was primarily a training base for enlisted gunners on bombers during WW II, training over 45,000 gunners, and providing advanced pilot training. After WW II, the facility became a pilot training base, teaching advanced fighter gunnery courses. A gunnery school was established to research, test, and teach advanced tactics and that school continues today. Some of this gunnery practice was done at targets on BLM lands north and west of the FETC site.

Nellis AFB became a Tactical Air Command operation in 1958. The F-15 fighter aircraft was assigned to Nellis in 1975 and still flies there today, in addition to the A-10, F-16, and F-22. Nellis hosted the initial operations of the RQ-1 Predator. Seventy five percent of all heavy weight and live ordnance drop flight operations in the United States are conducted out of Nellis AFB. Today, Nellis is home to USAF Warfare Center, 57th Wing, 99th Air Base Wing, NTTR 53rd Wing, elements of the 53rd Wing, and 505th Command and Control Wing, plus over 50 tenant units and agencies and it is preparing for the beddown of the Air Force's newest aircraft, the F-35 Joint Strike Fighter.

The extensiveness of the operations conducted by all of these entities impacts the FETC study area in three ways. First, the noise contours created by aircraft takeoffs and landings impact the

desirability of various land uses in the study area. These noise contours, measured in decibels, are shown on the Nellis Airport Environs Map, the CNLV Air Terminal Environs Overlay Districts Map and the Clark County Nellis AFB Airport Environs Map. (See Exhibit 2.6 Nellis Airport Environs Map on the next page)

F-16 Fighting Falcon

Second, Nellis AFB has established a location for emergency dropping of live ordnance if an aircraft is in trouble during takeoff. The location of "Jettison Hill", as this area is termed, is to the northeast of the FETC site, on BLM land permanently reserved for Nellis operations. However, because any emergency release of live ordnance is not a pin-point operation, Nellis AFB has established a safety zone around this drop area, where a possible explosion could impact buildings and people. This "safety zone", shown on the Nellis Airport Environs map, the CNLV Air Terminal Environs Overlay Districts Map and on the Recommended Land Use/Development Scenario, impacts the northern portion of the FETC site and some adjacent North Las Vegas BLM lands.

Third, today Nellis conducts low-level flight operations (below 500 feet) with helicopters that also use air space over and around the FETC site for takeoffs and landings. Therefore, building heights or other vertical obstructions near the FETC site within the study area are of some concern for Nellis operations.

In contrast to the physical impact of operations on the FETC study area, Nellis operations benefit many businesses in the Las Vegas Valley to the level of five billion dollars in 2010. In addition, its 9,000 active duty personnel and their dependents and 3,000 civilian employees live throughout the Las Vegas Valley. Together, the operations and personnel of Nellis are an important economic engine for the local economy. (Source: *Economic Impact Analysis* FY 2009)

Other Stakeholders

University of Nevada, Las Vegas

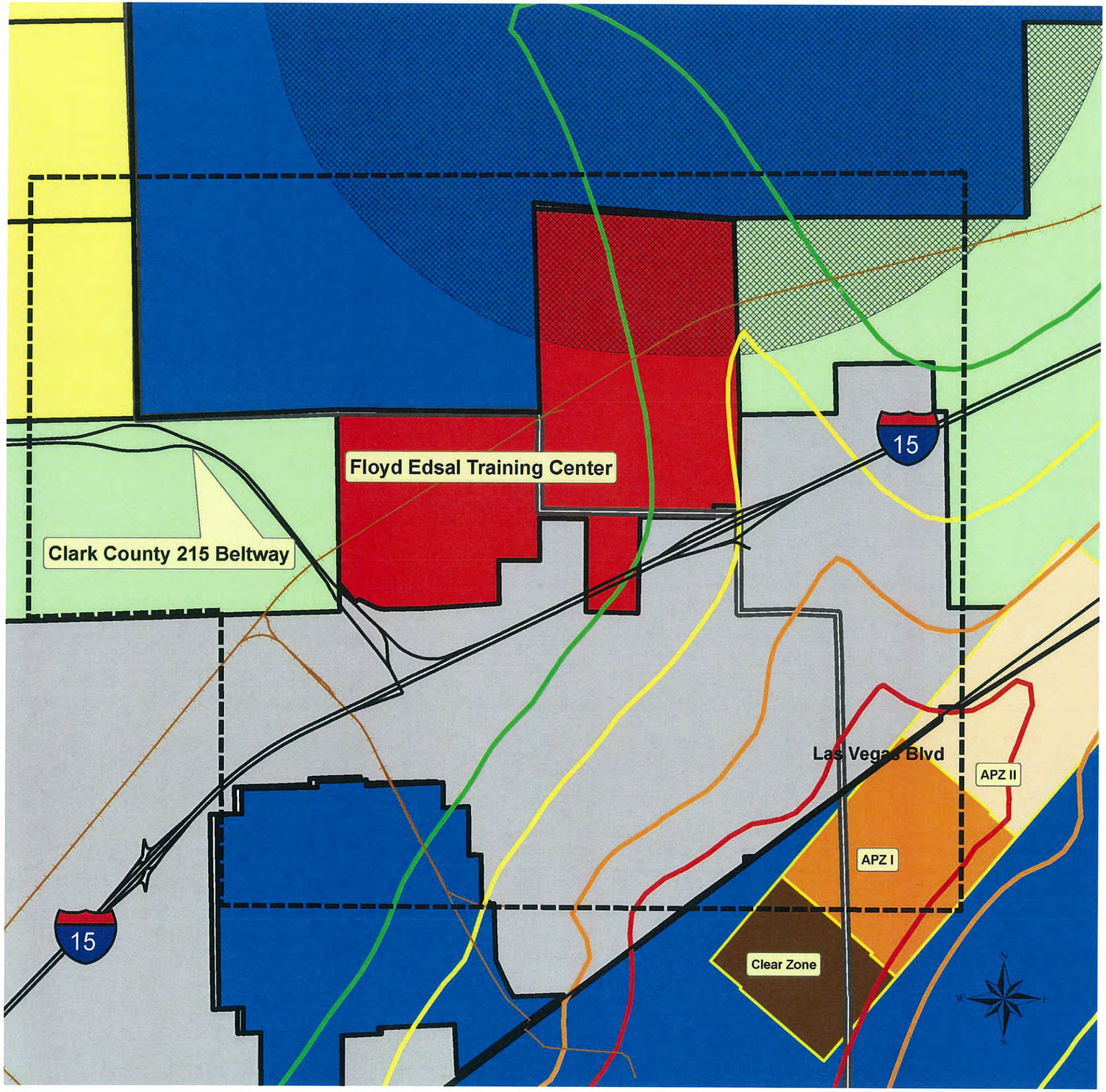
UNLV started as a small branch college in Las Vegas in the 1950s and has grown into a thriving urban research institution with more than 28,000 students and 3,100 faculty and staff members. Formerly Nevada Southern University, under the management of the University of Nevada Reno, the University became UNLV in 1969. Over the past three decades, UNLV has added over 100 buildings to its Las Vegas campus and will be celebrating its 48th commencement in 2011.

UNLV's campus in Las Vegas includes 350 acres of land. It recently opened an international campus in Singapore. Its continued growth and development required planning for additional growth in the future, which led the University to coordinate with the cities in the Las Vegas Valley, Clark County, the Bureau of Land Management, and Nellis AFB to investigate potential

FLOYD EDSALL TRAINING CENTER

JOINT LAND USE STUDY

Nellis Airport Environs



- Railroad
- JLUS Study Area
- Jettison Hill Safety Zone
- Nellis AFB Operations
- UNLV
- NVANG
- BLM
- Private
- BLM Disposal Boundary
- Clear Zone
- APZ I
- APZ II

2004 Noise Contours

- 65 dB Contour
- 70 dB Contour
- 75 dB Contour
- 80 dB Contour

Department of the Air Force
Air Combat Command
Nellis, AFB, Las Vegas, NV
Public Partnership Office

07-27-2011

POGGEMEYER DESIGN GROUP
6960 Smoke Ranch Road
Suite 110
Las Vegas, Nevada 89128
(P) 702-255-8100
(F) 702-255-8375
www.poggemeyer.com

Kubat Consulting, LLC
Community Planning, Design & Development Services

Exhibit 2.6

sites for a new campus, primarily for a graduate school and research center. The search for a site began in 2000.

These efforts culminated in the selection of 2,000 acres of open desert land in the City of North Las Vegas, north of CC-215 between Lamb Boulevard and Pecos Road, to the base of the Sheep Mountains. This blank slate of land will be master planned to meet the higher education needs of southern Nevada, and has been included in the City of North Las Vegas' master plan as a University District. In addition, the excellent transportation access was a plus for this site, with access to CC-215 and I-15, and with plans for a regional multi-modal transportation hub at the intersection of CC-215 and Pecos Road. (See Exhibit 2.7 UNLV Master Plan on the next page)

The property is part of the former Nellis small arms and aerial gunnery range, used primarily during WW II to train aircraft gunnery crews. The US Army Corps of Engineers has assessed environmental clean-up requirements and costs, and environmental clean-up is planned for completion prior to the Nevada System of Higher Education (NSHE) taking ownership of the property on behalf of UNLV.

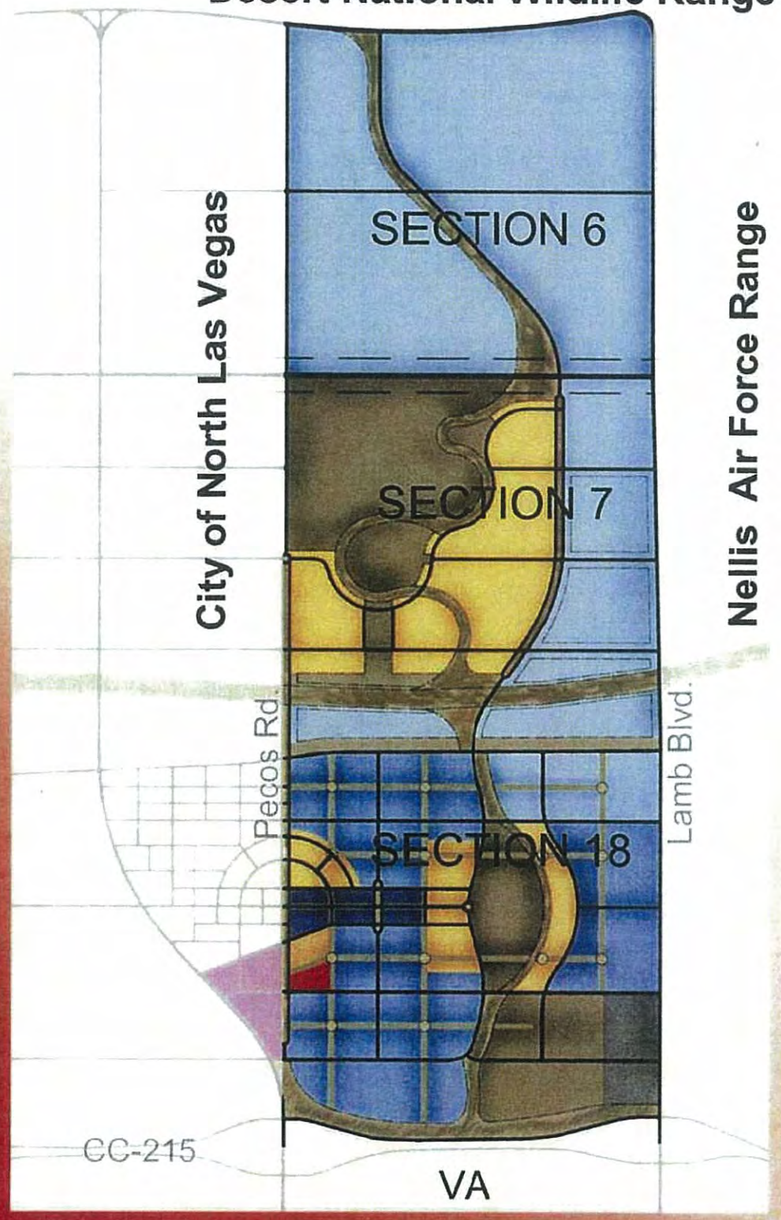
The new campus will provide the opportunity for the development of graduate programs and more comprehensive research facilities. For example the College of Engineering has taken an interest in transportation, energy generation and aerospace science that will require larger facilities than available on the Las Vegas campus. These facilities are likely to benefit and enhance public-private partnerships.It is anticipated that NSHE will request capital construction funding in 2014-2015, and that the environmental clean-up will be completed during that same period. Initial infrastructure and the first building are proposed to be completed during this same two-year period. (Source: http://northcampus.unlv.edu)

Private Land Owners

A number of private land owners adjoin the FETC site, both on the south and east sides of the site. The greater number of individual parcels of private land is on the south side between the FETC and I-15. None of these sites is currently developed. Adjoining the FETC on the east is a large 279 acre private landowner who operates the Manheim Auto Auction, a used car auto auction and new car storage yard. On the south side of I-15, a bit further from the FETC, are more numerous private landowners who have developed industrial and manufacturing facilities such as Sysco, Meadow Gold Milk and Ice Cream, a gas station and restaurant, the Speedway Commerce Center and some other low-intensity industrial uses. All of these uses fall into the Employment Districts along I-15 noted in the North Las Vegas Comprehensive Master Plan adopted in 2006.

Manheim Auto Auction East of the FETC Site

Preliminary Site Plan



Legend of Land Uses:

- Academics / Research
- Specialized Research
- Initial Building at UNLV North Campus
- Residential
- Recreation / Athletic
- Civic Wedge
- Transit
- Support Services

FLOYD EDSALL TRAINING CENTER

JOINT LAND USE STUDY

UNLV Master Plan

north las vegas land opportunity · JJR

07-27-2011

POGGEMEYER DESIGN GROUP
6960 Smoke Ranch Road
Suite 110
Las Vegas, Nevada 89128
(P) 702-255-8100
(F) 702-255-8375
www.poggemeyer.com

Kubat Consulting, LLC
Community Planning, Design & Development Services

Exhibit 2.7

The private land owners directly adjacent to the FETC on the south are of the greatest interest to the National Guard because some of them have sought and gained Gaming Enterprise District (GED) entitlements on their parcels to build casinos with hotels. The following parcel information and public approvals are of note in managing potential long-term land use relationships between the National Guard and these private owners.

1. Parcels 123-28-101-003 through 123-28-101-006 lie directly south of the current FETC building area, on the other side of the Centennial Boulevard right-of-way, and abut the CC-215 and I-15 interchange. This site consists of 33.56 acres owned by the Carl Parmer Living Trust, purchased in November 2009 for $2,800,000, and zoned C-2, General Commercial. On April 28, 2010, the North Las Vegas Planning Commission approved Special Use Permit UN-28-02 for "Centennial Crossings" hotel/casino which extended their current Special Use Permit for the gaming use until April 4, 2012, with a number of conditions on possible future improvements. The proposed 5 story (60 foot), 300 room hotel and 200,000 square foot casino also includes 2,200 parking spaces. The conditions of approval include access, utility, and landscaping requirements and also the directive that they work with the National Guard and the City of North Las Vegas on further development of their site design.

2. Immediately east of #1 above are three ownerships of smaller parcel groupings that are not currently gaming entitled. Parcels 123-28-501-001 through 123-28-501-004 (a total of 14.7 acres) are owned by The Beltway & 215 LLC. They were purchased in 2006 for $7,869,876, and is zoned C-2, General Commercial. Parcels 123-28-501-005 through 123-28-501-008 (a total of 10.45 acres) are owned by The Casino Holding Group LLC. They were purchased in 2004 for $600,000, and is zoned C-2, General Commercial. Parcel 123-28-501-009 (9.84 acres) is owned by The Silver Country LLC. This entity has owned the parcel for a long time and is zoned O-L, Open Land.

3. Parcel 123-21-000-003 in the southeast corner of Section 21 is 42.68 acres owned by Centennial 42 LLC and James and Toni Bayer Family Trust, purchased in June 1998 for $102,600, and is zoned C-2, General Commercial. This site has been the subject of some conversations between the owner and the City of North Las Vegas about unique sports-related development in the past, but is not currently entitled.

4. Parcel 123-22-301-001 in the southwest corner of Section 22 and immediately south of the center of the FETC site is a large 73.15 acre parcel owned by the Miller Alon and Rosana Family Trust for a long time. The existing Gaming Enterprise District (GED) entitlement for the site, approved in 2008, includes a two-phase hotel of 500 rooms in two towers, 1,399,000 square feet of casino and related space, and 7,915 parking spaces. On September 8, 2010, the City of North Las Vegas Planning Commission approved Special Use Permits UN-26-08 and UN-27-08, which extended for two years the time on the current Special Use Permit for the GED on the site, approved a 90 foot height for the hotel portion of the project, and set a number of additional conditions for development. The most significant conditions beyond the more standard access, utility, and landscaping requirements are those that require a new turn-key fire station to be built and equipped with vehicles, noise reduction of 25 dB in the hotel construction, an 8 foot high concrete masonry unit wall with two foot wrought iron height extension on the National Guard property line, an orientation of the hotel to limit visibility into the FETC, and a written

acknowledgement of the possible existence of noise, light, dust, laser output, and odors created by military operations on the FETC.

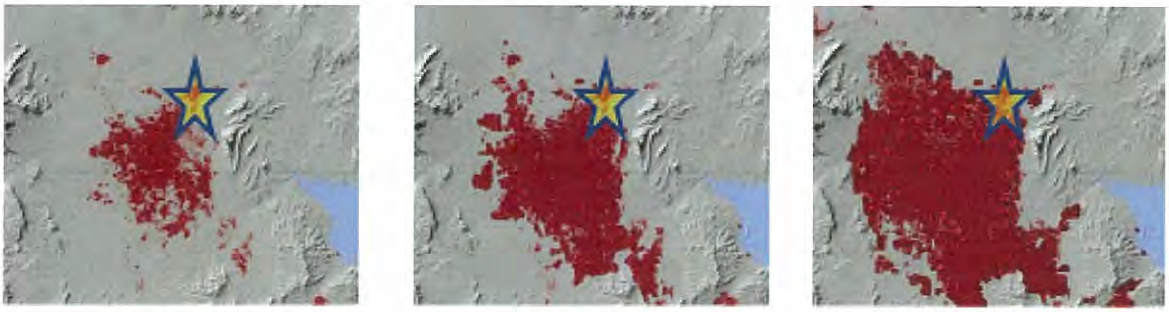
5. Parcel 123-22-701-001 immediately east of the small tongue of FETC land extending to I-15 and on the southeast corner of the FETC is a 28.41 acre parcel owned by the Cohen 2006 Trust. It was purchased in September 2000 for $3,500,000. It is zoned PUD, Planned Unit Development and does not have a gaming entitlement.

WHAT IS A JLUS?

The *American Planning Association Zoning Practice, Issue Number 5 "Practicing Compatibility"* states: "Land use compatibility between military bases and civilian land uses is becoming an increasingly urgent problem for local government planners and military officials."[1] The article discusses how continued outward urban development and the expansion of military base operations have resulted in the need for local jurisdictions near military bases to deal with an entirely different slate of land uses, like airplanes, helicopters and bombs, and a different land user—the military.

"Land use compatibility between military bases and civilian land uses is becoming an increasingly urgent problem for local government planners and military officials." [1]

The same APA article goes on to state that starting in the 1970s, the residential areas outside of Las Vegas began encroaching on military operations. This is evident in the following illustrations of growth in the Las Vegas area in 1975, 1991, and 2008.



1975 1991 2008

Fortunately, accidents near military bases are rare, but when they occur, they are usually significant; thus, the need to address the potential for these incidents upfront through proper and coordinated planning is critical. From the military's perspective, conflicts between land uses can severely affect their ability to operate effectively. These issues could jeopardize the long-term viability of the military base. To further complicate issues, "military bases are major economic engines in the communities in which they operate." [1]

"Military bases are major economic engines in the communities in which they operate." [1]

[1] Ross Appel and Tyson Smith, AICP, "Practicing Compatibility", The American Planning Association Zoning Practice, Issue Number 5, May 2011.

In 1985, the Department of Defense began offering community planning assistance grants to help local governments and military bases undertake joint cooperative planning efforts around military installations. Administered by the Office of Economic Adjustment, these cooperative planning efforts, called **Joint Land Use Studies** were meant to involve the military, local governments, and the public, especially the adjacent property owners and other key stakeholders, in a cooperative planning effort. This effort was meant to identify compatible land uses adjacent to the military bases, and to develop strategies to deal effectively with military operations in a manner that protects the best interests of the adjacent property owners and residents of the area, while also protecting the ability of the military to effectively utilize the base for its intended purposes.

Joint planning between military installations and local governments is needed to protect the military mission, maintain military readiness, and support national defense objectives, and to protect the overall health, welfare, quality of life, and economy of the community, as well as individual property rights. It is also critical to minimizing interference with military operations, and providing for sustainable growth in an economically viable community. Ideally, this planning would occur BEFORE incompatible land uses become critical issues. A mutually-beneficial relationship between the military base and local governments is critical for the future of the region, and is the primary reason that Joint Land Use Studies are undertaken.

JLUS Goal

Historically, military facilities were located in remote locations, away from dense populations. As stated earlier, the FETC until recently, was about five miles from the nearest incompatible land uses, with its only neighbors being a railroad track, I-15, Nellis AFB and other small property owners. With the City of North Las Vegas' Master Plan Update (which introduced new incompatible land uses to the south and west of the FETC), and UNLV's plans for a new educational campus to the northwest, the situation has changed dramatically for the FETC. In addition, Clark County has constructed the CC-215 Northern Beltway to the west of the FETC, connecting to I-15. Nellis AFB, Small Arms Range, and BLM managed land are also adjacent to the FETC site.

All these factors combine to create the critical need to address development pressures so that the FETC can continue its mission as planned, while still being a good neighbor to the City of North Las Vegas, Clark County and individual property owners. This is the goal of the FETC JLUS.

JLUS Objectives

To help meet this goal, the following objectives were identified:

- Encourage cooperative planning efforts between the military operations and local governmental jurisdictions so that future growth and development are compatible with the training and operational missions of the National Guard and future growth of the City of North Las Vegas.
- Provide tools and procedures that local jurisdictions, the National Guard and other agencies can implement to reduce encroachment impacts on military operations and to

protect the National Guard mission, and the future development plan of the City of North Las Vegas.

- Improve and formalize communication among stakeholders and provide for public awareness, education and input in an outreach effort.
- Implement administrative, regulatory, and/or land use changes by all entities to accomplish the above goals.

WHY A JLUS FOR FETC?

As communities around military bases know and have experienced, military installations contribute to local economies, generating thousands of jobs and millions of dollars in economic activity and tax revenue annually. In past instances, incompatible development adjacent to military facilities has been a factor in the curtailment of some training operations and/or the restructuring or relocation of critical mission components to other installations in other areas or states.

The State of Nevada has experienced explosive growth over the past decades. As a result, some military facilities in the State have found themselves either in the path of development, or already engulfed. Trends predict that this growth will continue for the next 25-30 years, continuing to encroach upon military installations. This base encroachment trend has created many difficulties for the military, including the very real possibility of the overall mission being threatened.

Unfortunately, sometimes a community's plan for economic expansion is at the expense of military installations. Planners have many interests to balance. Often times, the development community prevails in dictating where and what kind of development occurs within the community. However, through joint, cooperative military and community planning, growth conflicts can be anticipated, identified, and prevented. Such actions would help protect the installation's military mission, as well as the public health, safety, quality of life, and economic stability of local communities.

The NVARNG needs a JLUS to address these issues and to coordinate future land uses and military operations to protect the military mission, while maintaining a good relationship with its neighbors.

3. Study Area Profile

3. Study Area Profile

Study Area Boundary

The Study Area Boundary limits were carefully established by the TAC to sufficiently analyze the surrounding land uses and engage the impacted stakeholders in the study process. (See Exhibit 1.1 FETC JLUS Study Area Boundary on the next page)

Boundary limits from the northerly FETC property lines were at approximately five hundred feet to one mile due to all of the land being controlled by Nellis AFB for their uses. It was important that the Small Arms Range be included.

The easterly boundary limits were set at just over one mile to adequately encompass the open BLM lands in Sections 13, 14 and 24 and the commercial uses (Manheim Auto Auction) in Section 23. However, the Nellis Dunes Recreation Area and other Nellis flight zones further east were excluded from the study area.

Southerly study area limits were set at approximately 1 ¼ miles to include the unincorporated areas of Clark County in Sections 32, 33, 34, 35 and 36, as well as Sections 25 and 26, which includes the Las Vegas Motor Speedway. This southerly limit additionally includes Sections 21, 22, 27, 28 and 29, which are within the City of North Las Vegas corporate limits. The land uses in these Sections are predominantly commercial and resort commercial with limited residential areas.

The westerly study area limits were set specifically to engage the proposed UNLV Campus planned in Sections 7, 18 and 19, north of CC-215, and to address the State of Nevada's future plans for Section 20. It also touched on the new VA hospital site south of CC-215, and included undeveloped areas in Sections 19 and 20.

FETC Site

The FETC consists of approximately 1,600 acres and is situated in Sections 15, 21 and 22. I-15 and CC-215 provide excellent access off Range Road and Hollywood Boulevard. The site is home to one Readiness Center with support facilities. A second Readiness Center is under construction to serve the growing needs and mission of the Nevada Army National Guard.

Site constraints include the 100' Union Pacific Rail Road right-of-way and a 500' utility corridor which diagonally cross the northern portion of the FETC property from southwest to northeast. Drainage is another major concern, as the property is located on an alluvial fan. The UPRR provides some storm water flow relief for the southerly half of the property.

The Jettison Hill Safety Zone of Nellis AFB overlays most of the area north of the UPRR in Section 15. Development of any sort

UPRR Tracks at Range Road crossing, looking south to CC-215 overpass

FLOYD EDSALL TRAINING CENTER
JOINT LAND USE STUDY
FETC / JLUS Study Area Boundary Exhibit
STUDY BOUNDARY
CORPORATION LIMITS (CNLV/CLARK CO.)
SECTION LINE
NATIONAL GUARD BOUNDARY (FETC SITE)
EASEMENT (UTILITY/ACCESS)
CLARK COUNTY
BUREAU OF LAND MANAGEMENT
NELLIS AIR FORCE BASE
LAND SECTION IDENTIFICATION
FUTURE UNLV CAMPUS
VA HOSPITAL
NORTH LAS VEGAS
CLARK COUNTY
CENTENNIAL PKWY
TROPICAL PKWY
CAMPO GRANDE AVENUE
ANN ROAD
6980 Smoke Ranch Road
Suite 110
Las Vegas, Nevada 89128
(P) 702-256-8100
(F) 702-256-8275
www.poggemeyer.com
POGGEMEYER DESIGN GROUP
Kuhat Consulting, LLC
Exhibit 1.1

is discouraged in this area, although the area is suitable for the NVARNG's future Explosive Ordnance Disposal (EOD) training area.

The State of Nevada acquired the FETC as a patent from the BLM. An important element of the land acquisition was the BLM Disposal Boundary, which was established by an act of Congress (Southern Nevada Public Land Management Act of 1998, amended by Clark County Conservation of Public Land and Natural Resources Act of 2002). This boundary line represents the limits of land that may be disposed of by BLM for public use or private sale by auction, without further approval of Congress. The BLM anticipated in its Environmental Impact Statement (EIS) that approximately an average of 4,000 acres per year would be disposed of by these means. The western half of the FETC is located within this boundary, the easterly half is not. This situation creates some concern on the Guard site.

Another concern is the Recreation and Public Purpose (R&PP) designation on the FETC property. According to the BLM, the R&PP designation puts various restrictions on how the land can be used and what constitutes a public purpose. The land may not be subdivided or sold for private commercial use or development without first relinquishing the property back to BLM (where the State and Guard would lose control over its disposition), or buying the "reversionary interest" in the land at a market price. This designation does not help reduce future land use conflicts, since it is binding on only the Guard property. The inflexibility of this designation prevents the Guard from some actions on the FETC site that could reduce future conflicts. The likelihood of changing this regulation is very low, due to the long-standing definition of R&PP from the Federal BLM perspective.

UNLV Master Plan

The UNLV North Campus Master Plan process began in 2002-2004 with North Las Vegas asking UNLV and BLM to consider several campus sites as part of long-range (50-100 year) planning by CNLV and UNLV. In Spring of 2005, the Regents and the CNLV Council approved 2,009 acres (Sections 6, 7 and 18 - which create a campus larger than UCLA) west of the FETC, as the proposed site for a new campus.

The Regents, CNLV Council, BLM, and legislative staffs agreed that Congressional transfer of the land was the best method to move the land from BLM to UNLV control. UNLV worked with Nellis and other stakeholders on initial ideas and constraints for the campus.

The area is intended to be a comprehensive campus that complements the Maryland Parkway campus, and provides focused opportunity for graduate, professional and research programs appropriate to its scale and location. A preliminary land use plan was prepared by a consultant with the stated goals of;

- Establishing an integrated and synergistic campus/community environment
- Providing a diverse and full complement academic environment
- Embracing the desert context and creating a gateway to the mountains
- Providing a dynamic image and identity

The master plan suggests that the emphasis in Section 18 is a comprehensive campus, with Section 7 devoted to recreation, residential housing, and specialized research, and Section 6 designed for large research facilities. All housing is intended to be for students, faculty and staff and not the general public.

The process of Congressional transfer of the lands is still ongoing. The definition of this transfer or withdrawal is critical due to future UNLV needs to be able to lease land within its campus, a process that is difficult under current R&PP rules. Once the lands are withdrawn, they will still need to be cleaned of past environmental contamination from Nellis aerial gunnery use before UNLV takes possession. How this $13-15 million phased cleanup will be funded is still not certain, although the Department of Defense Superfund is the likely source.

Once the Board of Regents takes possession of the land for UNLV, they would ask the State legislature for additional planning money to refine the Phase 1 campus plan and begin design of the first building. This additional planning effort will involve Nellis AFB and the City of North Las Vegas, specifically related to design standards for height and design of future buildings.

Gaming Enterprise District (GED)

The Gaming Enterprise District map provided by CNLV provides a record of where GED sites have been approved within the City of North Las Vegas. The State of Nevada regulates the creation of Gaming Enterprise Districts, which entails certain requirements. However, the process of reviewing and approving the site as a GED is undertaken at the local jurisdiction level. In addition, the local jurisdiction may add other specific requirements on the site, such as screening, traffic flow, etc. These additional requirements would be included as part of the Special Use Permit (SUP) required for approval of the site. (See Exhibit 3.1 CNLV Gaming Enterprise District Map on the next page)

Transportation

The Floyd Edsall Training Center is well serviced by two major limited access freeways. I-15 borders the southern boundary of the 1,600-acre FETC site. I-15 dissects the site, leaving a small five-acre segment south of the interstate. CC-215, the Northern Beltway, is adjacent to the southwest corner of the property. Access to the Floyd Edsall Training Center is at the CC-215/I-15 interchange via Range Road. Range Road's dedicated right-of-way ends at the south boundary of the training center.

The Nevada Department of Transportation has plans to widen I-15 to three lanes for both northbound and southbound traffic. NDOT's preliminary plans are to construct these future lanes within the current right-of-way. All I-15 ramps extend over Range Road. 2009 Annual Average Daily Traffic (AADT) counts for I-15 were 26,000 vehicles between Hollywood Boulevard and CC-215. The I-15 northbound off-ramp and southbound on-ramp traffic volumes at CC-215 were recorded at 2,500 vehicles each.

A total of 2,100 vehicles were counted on the I-15 northbound on-ramp at CC-215, and a total of 2,300 vehicles were recorded on the I-15 southbound off-ramp. The AADT counts on I-15

FLOYD EDSALL TRAINING CENTER

JOINT LAND USE STUDY

CNLV Gaming Enterprise District

May 25, 2010

GAMING

- Locations

BOUNDARIES

- National Guard Area
- Clark County Island
- Open Space
- Airport Terminal Overlay District
- Downtown Redevelopment Area
- North Redevelopment Area
- Ranch Estates - Rural
- Preservation Overlay District

CITY OF NORTH LAS VEGAS
Your Community of Choice

07-27-2011

POGGEMEYER DESIGN GROUP
6960 Smoke Ranch Road
Suite 110
Las Vegas, Nevada 89128
(P) 702-255-8100
(F) 702-255-8375
www.poggemeyer.com

Kubat Consulting, LLC
Community Planning, Design & Development Services

Exhibit 3.1

between Speedway and Apex were 20,000 vehicles. A total of 3,400 vehicles were recorded on the southbound on-ramp and a total of 3,700 vehicles were recorded on the northbound off-ramp at the Hollywood Boulevard interchange. The 2009 northbound on-ramp and southbound off-ramp AADT were 850 and 610, respectively.

Hollywood/Speedway Blvd Interchange at I-15

Clark County has plans to improve the entire CC-215 Northern Beltway into a full, limited-access freeway with frontage roads. Presently, the Northern Beltway has some segments that are frontage roads only, with at-grade intersections. The easterly segment adjacent to the FETC will require full, limited-access freeway and frontage road improvements. A new diamond interchange and grade separations are planned at Range Road, the latter of which is critical to the FETC.

There have been studies and proposals for another major parkway, "Sheep Mountain Parkway", prepared by and with the City of Las Vegas. This Parkway would be a major arterial connecting US 95 and the Kyle Canyon area on the west with an "undetermined" location at the eastern terminus near the Floyd Edsall Training Center site. Funding issues and right-of-way conflicts on the easterly portion of the route make the future of the project uncertain.

Circulation

Las Vegas is the nearest major metropolitan area to the FETC, with Clark County and City of North Las Vegas being directly adjacent. The FETC is surrounded by a network of roadways that consist of paved collector roads and highways. The following major arterials surround the FETC: (See Exhibit 3.2 Transportation Facilities on the next pages)

- I-15, a four-lane highway, runs northeast-southwest along the southeastern perimeter of the FETC.
- The Northern Beltway runs east-west across the City of North Las Vegas connecting to I-15 at the southwest corner of the FETC site.
- Traversing the FETC on the west is Range Road. This two-lane road is owned by the State of Nevada and controlled by the FETC and is not a public right-of-way.
- Speedway Boulevard provides north-south circulation from the Las Vegas Motor Speedway to Centennial Parkway, just to the east of the FETC.
- The two-lane arterial, Centennial Parkway, runs east-west as it traverses the FETC site from Range Road to Speedway Boulevard. It is unpaved and closed to the public through most of the site. However, it is paved from Speedway Boulevard east to the neighboring auto auction site. Eventually, Centennial Parkway will connect CC-215 with Speedway Boulevard as a frontage road. (See Exhibit 3.3 CC-215 Beltway Interchange at Range Road on the next pages)

FLOYD EDSALL TRAINING CENTER

JOINT LAND USE STUDY

Transportation Facilities

STUDY BOUNDARY

EASEMENT LINE

NATIONAL GUARD BOUNDARY

CNLV MASTER PLANNED RIGHT-OF-WAY

DELETED FROM CNLV MASTER PLAN

0 1100 2200

07-06-2011

POGGEMEYER DESIGN GROUP

6960 Smoke Ranch Road
Suite 110
Las Vegas, Nevada 89128
(P) 702-255-8100
(F) 702-255-8375
www.poggemeyer.com

Kubat Consulting, LLC
Community Planning, Design & Development Services

Exhibit 3.2

FLOYD EDSALL TRAINING CENTER

JOINT LAND USE STUDY

CC-215 Beltway Interchange at Range Road

WESTBOUND CC-215

EASTBOUND CC-215

UNION PACIFIC

RANGE ROAD

CENTENNIAL PARKWAY

INTERSTATE 15

93

2,300 AADT

2,500 AADT

2,100 AADT

NORTHBOUND I-15

SOUTHBOUND I-15

SPEEDWAY BLVD

CC-215

610 AADT

3,400 AADT

20,000 AADT INTERSTATE 15

850 AADT

2,300 AADT

2,500 AADT

26,000 AADT INTERSTATE 15

3,700 AADT

2,100 AADT

2,500 AADT

2009 TRAFFIC VOLUMES

AADT = ANNUAL AVERAGE DAILY TRAFFIC

NATIONAL GUARD BOUNDARY

EASEMENT LINE

RIGHT-OF-WAY LINE

BUREAU OF LAND MANAGEMENT

CLARK COUNTY 215 BELTWAY

RANGE ROAD (UNDER CC-215)

CENTENNIAL PARKWAY (FUTURE)

INTERSTATE 15 TO CC-215

CC-215/RANGE ROAD INTERCHANGE

I-15/RANGE ROAD INTERCHANGE

I-15/CC-215 HOV RAMP (FUTURE)

CC-215 TO INTERSTATE 15

0 300 600

07-06-2011

POGGEMEYER DESIGN GROUP

6960 Smoke Ranch Road
Suite 110
Las Vegas, Nevada 89128
(P) 702-255-8100
(F) 702-255-8375
www.poggemeyer.com

Kubat Consulting, LLC
Community Planning, Design & Development Services

Exhibit 3.3

Railroad Access

The Union Pacific Railroad (UPRR), a major transportation corridor in a 100' wide easement, runs parallel to and north of I-15, bisecting the 1,670-acre site. The railroad is currently the only entity using undeveloped land to the north and east of the cantonment area. The only connection from the developed southern section of the site to the undeveloped northern section is a typical railroad crossing on Range Road. The crossing provides traffic flow to the northern section of the site on gravel roads. (See Exhibit 3.2 Transportation Facilities on the previous page)

Emergency Vehicle Access

Access to the site for emergency response vehicles including local civilian fire companies, EMS, and police, is provided through the main entrance to the FETC on Range Road. The police response times vary from one to three hours, while the fire and EMS response time is approximately 20 minutes.

UPRR Tracks Looking North

Identification of Planning Issues

Planning, programming, design, operation, cost, and schedule of the FETC may all be affected by the following general access/ circulation/parking issues:

- The Entry Control Point (ECP) located on Range Road does not provide a stacking distance or reject lane, resulting in periodic traffic flow issues. An additional access point is needed to prevent an increase in traffic issues. Compliance to Unified Facilities Criteria (UFC) 4-022-01 must be a priority.
- The temporary secondary access point on Range Road poses a threat to the Cantonment area due to lack of security.
- Careful consideration of roadway design elements should be given to the redesign of the access, circulation, and parking system in terms of providing adequate roadway width, intersection alignments, adequate lighting, curb and gutter, sidewalks, and access to unpaved parking lots. Development costs may increase, however, safe and more efficient vehicle and pedestrian circulation would occur.
- In order to reduce the amount of set-backs, efficient layout of streets and parking should be considered when planning future facilities. The amount of buildable acreage will be reduced by the addition of more roads and parking lots.
- Transportation and access routes through or near FETC or Nellis AFB reserved lands are highly constrained by military operations and public safety concerns due to the Jettison Hill safety zone.

SITE UTILITIES

Major utility corridors bisect the site north of the railroad through Sections 15 and 21. Another public utility corridor runs parallel to Range Road. The utilities in this easement include telephone, gas, electric, and fiber optic. Services such as sanitary sewer and water are located along Centennial Parkway. Any future utilities above or below ground are not compatible with the mission of the FETC. Adequate controls or elimination of future encroachment should be encouraged. (See Exhibit 3.4 Existing Water & Sewer Facilities on the next page)

Electricity

Underground electric power lines are located along Range Road with three-phase power and 220v service provided to existing buildings. The power enters the site perpendicular to the overhead power lines and enters an NV Energy primary fuse cabinet (switchgear). From the switchgear the lines run to an adjacent NV Energy pad mounted, 480 kV, 3 phase, 4-wire transformer. Power is then looped to the Readiness Center (RC), Field Maintenance Shop (FMS), Combines Support Maintenance Shop (CSMS), and to the security lighting in the parking lots.

Electric Power Transmission Easement Bordering FETC Site

Communication/Data

Communications service to the site is provided via a fiber and copper service line along Range Road. Services are directed to the existing Readiness Center, acting as the central demarcation point for phone and data needs. The telephone lines enter the site through a phone pull box in the northeastern section of the privately-owned vehicles parking lot. Then the line continues perpendicular to Range Road and enters a second telephone pull box adjacent to the primary fuse cabinet. The telephone lines from this pull box follow power into the Readiness Center then loop around the site eventually connecting to the Field Maintenance Shop and the Combines Support Maintenance Shop.

Wastewater

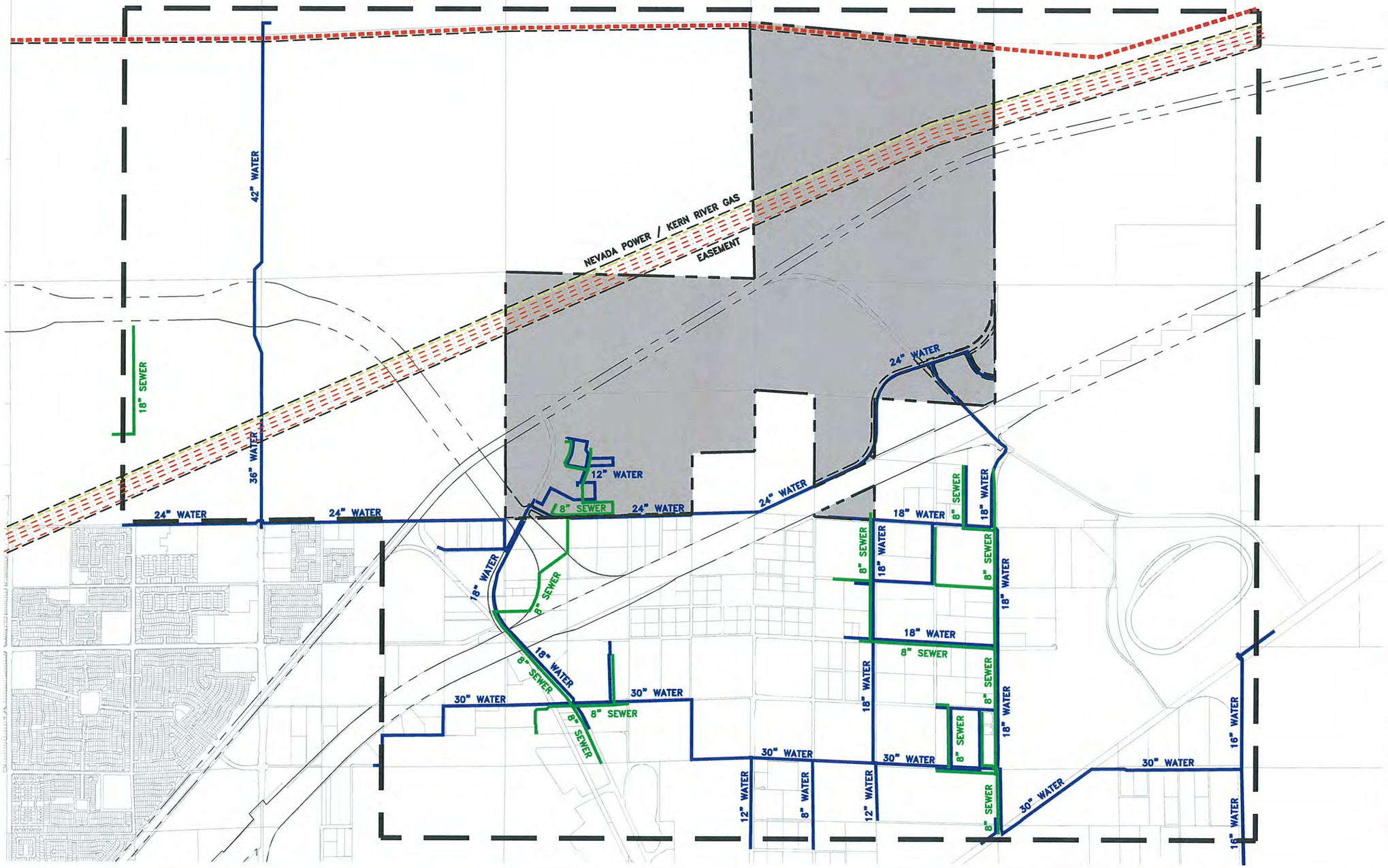
The Floyd Edsall Training Center wastewater needs are provided by the Clark County Water Reclamation District. An 8" existing sanitary sewer serves the existing RC, FMS and CSMS facilities. The FMS and CSMS each have 4" sanitary sewer laterals that connect to an 8" sanitary sewer, which runs south through the paved work bay apron to the privately-owned vehicle parking lot.

The City of North Las Vegas has constructed a new wastewater treatment facility at Nellis AFB. This treatment plant will eventually treat all wastewater flows in the City limits. North Las Vegas

FLOYD EDSALL TRAINING CENTER

JOINT LAND USE STUDY

Existing Water & Sewer Facilities



STUDY BOUNDARY

EXISTING WATER LINE

EXISTING SANITARY SEWER

NATIONAL GUARD BOUNDARY

230 KV TRANSMISSION LINE

500 KV TRANSMISSION LINE

KERN RIVER HIGH PRESSURE GAS LINE

0 1100 2200

07-06-2011

6960 Smoke Ranch Road
Suite 110
Las Vegas, Nevada 89128
(P) 702-255-8100
(F) 702-255-8375
www.poggemeyer.com

POGGEMEYER DESIGN GROUP

Kubat Consulting, LLC
Community Planning, Design & Development Services

Exhibit 3.4

is having discussions with Clark County to take over the service area for the FETC. When the FETC was originally constructed, it was located in unincorporated Clark County. However, since then it has been annexed into the City of North Las Vegas. When future improvements such as the 3rd Readiness Center and the Regional Training Institute (RTI) are constructed, additional sanitary sewer system upgrades will be required. Funding of these future sanitary sewer system improvements will require a mutual funding agreement between the National Guard and the City of North Las Vegas. (See Exhibit 3.4 Existing Water & Sewer Facilities on the previous page)

Natural Gas

An underground gas line along Range Road provides natural gas service to the FETC site. The Kern River main gas line, which runs diagonally across the 1,670-acre site, supplies the Las Vegas area with gas service.

Water Supply

The City of North Las Vegas supplies water to the Floyd Edsall Training Center property from an existing 24" water main along the southerly property line, generally along the alignment of Centennial Parkway. The existing training center water supply is connected to an 8" waterline in Range Road. On-site potable water and fire flow are via a 12" waterline to service the existing facilities. On-site water supply consists of 8" and 12" waterlines that supply both the FMS and CSMS areas.

The New Readiness Center that is under construction is connecting to an existing 12" waterline near the 250,000 gallon elevated storage tank. The new connection provides a 12" water main loop completely around the new Readiness Center for potable water and fire flow. A 250,000 gallon elevated storage tank provides increased water pressure and fire flow for the FETC. Future expansions to the FETC will require upgrading of the water system.

4. Land Use Compatibility

4. Land Use Compatibility

Background

The question of Land Use Compatibility around the Floyd Edsall Training Center (FETC) revolves around past and future local land use decisions that affect or are affected by the activities on the National Guard property. Although the National Guard property and training use has existed in this location since the late 1980's, lack of development pressure in the general area did not raise the question of compatibility. In addition, the FETC was located in close proximity to Nellis Air Force Base, which also reinforced the general area as a military environment.

When North Las Vegas annexed the lands surrounding and including the FETC in the early 2000s, and embarked on a strong economic development agenda in a thriving economy, conditions changed. All of a sudden local land use decisions could begin to affect National Guard operations and the Guard was not experienced at having to defend its mission or the use of the site. Until 2010 North Las Vegas maps did not acknowledge the FETC as a distinct property or use but only showed the area as open land. Although these past land use decisions have been made on the basis of the North Las Vegas General Plan they are also influenced by the City Council and property owners desires for land use intensity in a highly visible part of the City adjacent to Interstate 15 and Clark County 215. These conditions together have made it difficult for the National Guard to articulate its needs for compatibility.

Other influences and changes in the area around the FETC have also begun to be felt by the National Guard. More recent uses such as the Las Vegas Speedway, warehouse-office uses, and the Auto Auction have increased auto and truck traffic at the eastern end of the site at the relatively new Hollywood/Speedway Boulevard interchange with Interstate 15. This activity and visibility has opened up the opportunity for added trespass on FETC property that is not fenced or defined for the public. In addition, the creation of the Clark County 215 beltway has opened up visibility of the FETC property and its strategic location at a major system to system interchange of highways. This added access to the FETC has been positive for Guard members but also creates perceived increased land value by private owners surrounding the FETC and therefore has increased potential demand for added public utilities and streets. The Veterans Administration Hospital, within two miles of the FETC, and the APEX Industrial Park, are bringing more development closer to the FETC. These types of potential changes further increase pressure on the National Guard training and security mission.

New Veterans Administration Hospital

Together all of these changing conditions create a climate where the compatibility of future land uses surrounding the FETC must be more considered to a greater extent. In an effort to help the National Guard and jurisdictions such as North Las Vegas, Clark County, and the Bureau of Land Management (BLM) better articulate how and when a proposed land use is compatible with the military function of the FETC site, the following compatibility goals have been identified.

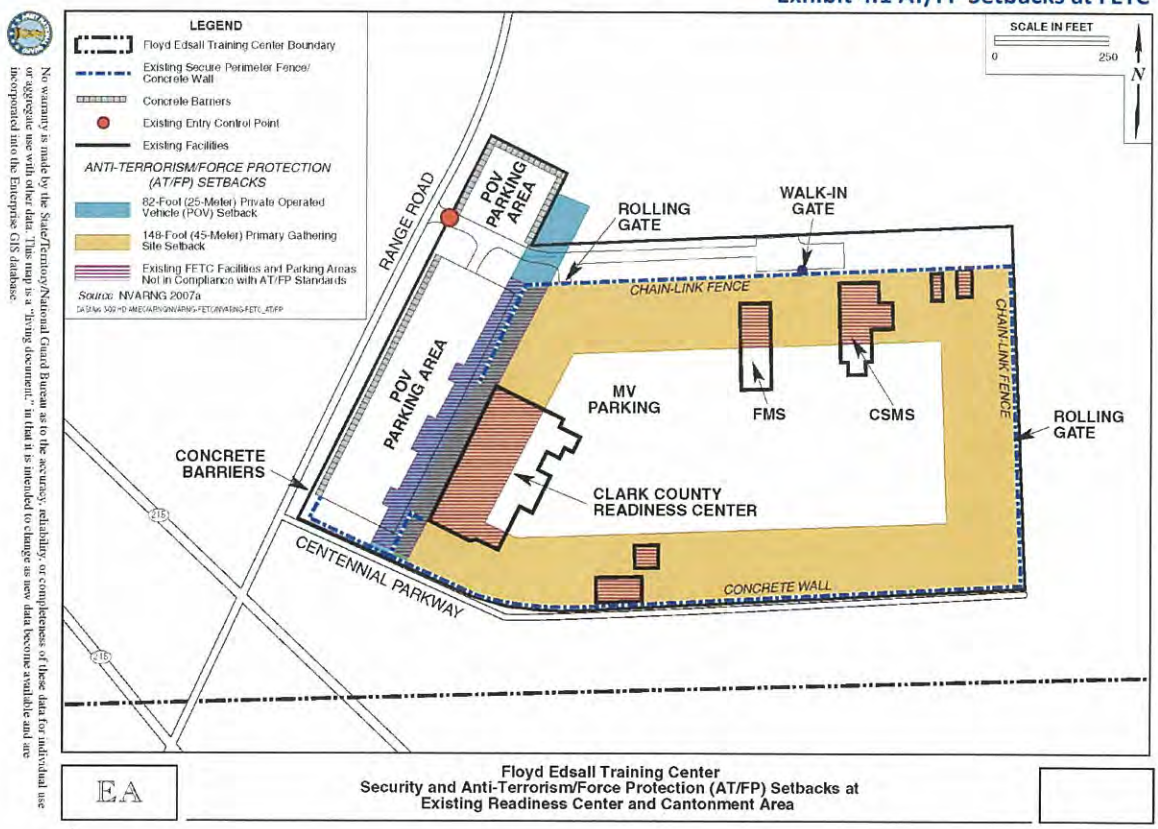
Although this list is derived from other JLUS studies of military facilities, it has been crafted to fit this particular location.

Compatibility Goals

Each of these "goals" affects the compatibility of a land use adjacent to or in close proximity to the FETC. The definitions of these factors are stated in such a way as to become objectives in making land use decisions on property surrounding the FETC. They are stated as such so that in each case the potential impacts of one land use are sensitive to its possible neighbors and vice versa. It is the desire of the Policy Committee that these goals and their definitions be used as a reference by jurisdictions such as North Las Vegas, Clark County, and the BLM in the land use discussions, while recognizing that there will be other political, environmental, or community factors that will also play a part in such land use decisions.

1. **Public Safety** - FETC operations should not impact public safety on an existing or planned adjacent use. Existing or planned adjacent uses should not represent a public safety issue or negative impact on the mission of the FETC.
2. **Infrastructure Extensions** - Infrastructure created for an adjacent use should not unduly encourage further development encroachment on FETC operations and military missions. This is a high priority for the Guard.
3. **Anti-Terrorism/Force Protection (AT/FP)** - The FETC should not be less secure from attack or observation by the adjacent use or building height.

Exhibit 4.1 AT/FP Setbacks at FETC



Source: *EA for Proposed North Las Vegas Readiness Center – NVARNG,* AMEC Earth & Environmental, Draft May 2010

4. **Noise** - Noise by current or future FETC operations should be acceptable to an adjacent use. Current noise is not more than the ambient noise level in the area from interstate highway use or Nellis AFB operations. Nellis AFB over-flight noise is typically greater than any noise created on the FETC.
5. **Vibration** - Vibration from current or future FETC operations of military vehicles and equipment should be acceptable to an adjacent use.
6. **Dust** - Dust created by current or future FETC operations of military vehicles and equipment should be acceptable to existing or planned adjacent uses. Dust associated with existing or planned adjacent uses should not have a negative impact on the mission of the FETC.
7. **Light and Glare** - Current or future FETC night time operations and training should be acceptable to existing or planned adjacent uses. Light and glare associated with existing or planned adjacent uses should not have a negative impact on the mission and nighttime training operations of the FETC.
8. **Alternative Energy** - FETC use of photovoltaic solar collectors or other future energy producing methods should be acceptable to existing or planned adjacent uses. Alternative energy development associated with existing or planned adjacent uses and related transmission lines should not have a negative impact on the mission of the FETC.
9. **Air Quality** - Air quality impacts such as emissions from current or future FETC large and heavy vehicle operations/training should be acceptable to existing or planned adjacent uses. Air quality impacts associated with existing or planned adjacent uses should not have a negative impact on the mission of the FETC.
10. **Public Trespass** - The adjacent use should not create or increase the likelihood of public trespass onto FETC lands.
11. **Interagency Coordination** - The adjacent use should encourage local agency coordination and cooperation.
12. **Ground Transportation Capacity** - The adjacent use should protect or enhance transportation access and capacity for FETC. The adjacent use should not degrade daily or emergency access to the FETC. This is also a high priority for the Guard.
13. **Military Aviation** - The adjacent use should not create impediments to military aviation operations in the area, now or in the future, and should not increase flight safety risks on or above the FETC site.

In creating the Recommended Land Use/Development Scenario, these goals were used as an initial screening of possible land uses that might be proposed adjacent to the FETC. In addition, existing plans by the City of North Las Vegas, and Nellis AFB were evaluated for compatibility. Where incompatible uses were noted, these were discussed with the appropriate entity and agreement was reached as to how to express the proposed land use. All of the proposed uses in the Recommended Land Use Development Scenario are supported by this list of goals, and existing entitled uses should be influenced by this list if and when future changes occur. It was concluded by the Policy Committee that this section would not list specific land uses or users

that would comply with these compatibility goals, since many issues figure into the approval of any one specific land use.

Evaluation of Typical Land Use Categories

Some typical land use category evaluations based on compatibility include:

1. **Open land such as Nellis Air Force Base operations or BLM management areas** - Generally sister military operations are very compatible with the Guard mission and operations, and likewise, Guard use does not impose undo impact on those adjacent lands. The compatibility criteria that may not match on these lands could include alternative energy development such as solar arrays or wind farms that could create operations glare or radar signature issues for Nellis AFB but not really impact the Guard. Open land is very compatible, unless it evolves into public recreation areas such as camping, trails, etc., which are not compatible with Guard use in terms of most of the compatibility criteria.
2. **Utilities and Off-Site Highways** - These types of land uses may be partially compatible with Guard use of the site, with some notable exceptions. Utility easements already cross the site for overhead power transmission and underground water and gas transmission. Although these rights-of-way bisect the site into smaller pieces, they do not dramatically inhibit the Guard's current operations on the property for dismounted personnel training. However, they do pose an obstacle for heavy vehicle maneuvering due to the vibration of heavy equipment over underground lines, and they complicate the siting of additional building facilities that may be required in the future. In addition, the access required for rights-of-way maintenance can compromise site security and inadvertently encourage public trespass on the site. Just because this site appears to be open unused land it is not a good location for the siting of additional large electric, gas, or water transmission lines. In the case of electric transmission lines, the heights of poles and wires create some sensitivity for any aircraft operations in the vicinity, especially if the Guard were to have some helicopter needs in the future. Off-site utilities and highways could effect Guard operations as well as the Jettison Hill safety zone.
3. **State uses such as Nevada Highway Patrol dispatch yard or offices, Department of Motor Vehicles staging yard, or Department of Transportation Park and Ride parking lots** - These types of State uses are generally compatible with adjacent Guard use because they are not heavily impacted by noise, vibration, or night time operations, and they have controlled site perimeters. Where a case by case evaluation is necessary is on their impact on creating additional infrastructure extensions, their sensitivity to possible dust created by Guard operations, or their impact on existing transportation capacity necessary for the Guard.
4. **Industrial and Manufacturing** - This land use adjacent to the site is generally more compatible than most other uses. It is generally compatible in terms of noise, vibration, dust, alternative energy use, air quality and building height, although building height may need to be evaluated to ensure safety for military aviation. The areas of compatibility where this land use is open to question include security of the site, public trespass, radio frequency capacity protection, and protection of transportation capacity. That is not to

say that this land use is not positive in these categories, but only that these should be evaluated on a case by case basis before approval.

5. **Research & Development and Light Industrial** - These land uses are compatible uses in many situations, since they are low-rise and not likely sensitive to night time operations or alternative energy development. However, they should be evaluated on a case by case basis for their sensitivity to dust, noise, and vibration, need for infrastructure extensions, perimeter security for the base, the radio frequencies they require, and the amount of transportation capacity they require.
6. **Commercial office, retail, food outlets, medical clinics, etc.** - These land uses may be compatible with Guard use depending on an evaluation of most of the compatibility goals. The vertical scale of these uses, along with their sensitivity to dust, vibration, and noise, how they handle the perimeter security of the base and the possibility for public trespass, and whether they require infrastructure extensions or use vital transportation capacity are all critical for evaluation.
7. **Single or Multi-family residential and hotel lodging** - These land uses are the least compatible with Guard operations on almost all compatibility goals. These uses are very sensitive to noise and night time operations, dust and vibration, infrastructure and transportation requirements, and they increase the possibility of public trespass onto the FETC site. Adding more full-time and even transient population into the lands adjacent to the FETC site increases the opportunities for highly divisive conflicts over use. The Nevada Army National Guard was in this location long before the more current drive for more intensive land uses and should be given great deference in land use decisions that may impact its operations. The City of North Las Vegas should provide as much distance as possible between these land uses and the Guard site.

5. Public Input Process

5. Public Input Process

For projects such as the Floyd Edsall Training Center JLUS, it is vital that the planning process be inclusive of the community surrounding the project. Resistance is common to any new development involving multiple adjacent land owners, especially in areas similar to the FETC site. This resistance can be diminished or even eliminated with the proper execution of a Public Input Process (PIP). A successful Public Input Process includes: stakeholder identification and meetings; public open houses; media coverage: website development; open, responsive and inclusive communication through personal contact; and use of a project hotline and website/e-mail notification capabilities.

Stakeholder Identification

The stakeholder identification process is the first and often the most important step in the PIP. A stakeholder is described as any group, individual, business, or government representative that may have a vested interest in the project. Since the Floyd Edsall Training Center Joint Land Use Study involves future planning and development, stakeholders include businesses, gaming property representatives, military personnel and services, government representatives, the Nevada Department of Transportation, UNLV campus representatives, homeowners associations (HOAs), and notable parcel owners in the area. All stakeholders are notified of open house dates and times, as well as any project developments. Meetings are held with the stakeholders who expressed the greatest amount of interest, or those who the project team felt would be involved or impacted the most.

Stakeholder Meetings

Using the completed stakeholder identification database, meetings were scheduled with stakeholders. Due to the fact that these stakeholders are very familiar with the FETC area, they were asked to provide insight or to present points of view that the project team had not previously considered. Their questions also shed light on points that the project team should be prepared to answer during public open houses.

Technical Advisory Committee

Outlined below is a list of stakeholders with whom the project team representatives initiated meetings.

Meetings were conducted with the following organizations and their representatives:

- Nevada National Guard - Captain Brian Hunsaker, Plans and Programs Manager; Command Sergeant Major James Richardson, FETC.
- The City of North Las Vegas Council - Robert Eliason, Ward 1 and Richard Cherchio, Ward 4.

- The City of North Las Vegas Planning Commission – Dilip Trivedi, Chairman; Jay Aston and JP DePhillips.
- The City of North Las Vegas Community Services & Development Department – Frank Fiori, Director; Marc Jordan, Planning Manager.
- The City of North Las Vegas Business and Economic Development – Terri Sheridan, Administrator.
- Clark County Planning Department– Kevin Smedley, Principal Planner.
- Nellis Air Force Base – 99ABW/CCY- Deborah MacNeill, Director, Public Partnerships; Captain Ryan Price, Deputy Director, Public Partnerships; and Bill Cadwallader, Community Planner, Public Partnerships.
- Bureau of Land Management - Mary Jo Rugwell, Director; Robert Ross, Field Manager of the Las Vegas Office; Vanessa Hice, Temporary Assistant Field Manager- Lands Division; and John Evans, Planning and Environmental Coordinator, Southern Nevada District Office.
- UNLV - Michael Sauer, Associate VP for Administration and Lisa Tsukiyama, Project Manager.
- Miller Hotel and Casino property - represented by Lora Dreja with Jay Brown Attorneys.

Technical Advisory Committee

Outlined below is a summation of stakeholders' answers to various questions regarding the proposed project scope and area.

Critical Site Development Issues:

- Lack of effective communication between the Guard and the City of North Las Vegas.
- Conflicting objectives between CNLV and the Guard, balancing the needs of the Guard with the needs of CNLV.
- The use, appearance, and density of the I-15 corridor entitlements and future development.

- The FETC supports seven units and 1,200-1,300 Soldiers on site plus an additional 900 Soldiers who periodically train on what is the only viable training center in Southern Nevada.
- Environmental issues such as dust and possible unexploded ordnance.
- The critical nature of open air corridors to the north and northwest of Nellis AFB in terms of building height and encroachment and the location of the emergency Jettison area northeast of the FETC.
- The constraints of the current patent Recreation and Public Purpose designation on the Guard property that limits what can be done with any part of it.

Greatest Strengths of the Existing Site and Surroundings:

- Guard land serves as a development buffer to Nellis AFB and vice versa. The joint use of the Small Arms Range provides efficiencies for both the FETC and Nellis.
- The site is highly accessible to local personnel in the entire valley and especially for all the Guard members that live in CNLV.
- The site is ideal for emergency mobilization without impacting any neighborhoods.
- Public water access is already in place.
- The site is a good size for realistic maneuver training.
- Rail access is available for industrial development with limited Guard accessibility. Available CNLV land for added rail spurs could encourage more industrial or auto-related development.
- This is a good location for an EVOC (Emergency Vehicle Operations Course) if access across the railroad could be solved and other jurisdictions could contribute funding.

Greatest Challenges of the Existing Site and Surroundings:

- New and future infrastructure needs such as transmission lines, water lines, sanitary sewers, and potential highway rights-of-way.
- Lack of adequate communication and trust between the Guard and local jurisdictions.
- No site perimeter control to protect the FETC from trespassers and squatters.
- Access over the railroad to fully utilize all the Guard property, currently only the southern half is used for heavy vehicle training.
- Security concerns from potential high-level observation of activities.
- The adjacent GED's (Gaming Enterprise Districts) are permanent entitlements, subject only to State modification.

Past Land Use Conflicts to be Aware of:

- The manner in which utility services to the Guard were handled in the past.
- The announced sports complex with tall buildings to be located near the Guard and objected to by Nellis AFB.

- The Guard Master Plan created controversy when it showed a mental health facility in the midst of the CNLV proposed gaming/hotel corridor, which is a gateway to CNLV.
- The Miller Casino building height issues.

Additional Issues for Consideration:

- Section 20 to the West of the Guard is currently reserved by the Bureau of Land Management for State purposes until January 2015, including a small Guard expansion to the West.
- The Guard occasionally uses a portion of Nellis AFB reserved Sections 16 and 17 for dismounted maneuver training on an informal basis, but would like to have a more formal agreement to use it in ways that would not jeopardize Nellis AFB or personnel.
- A new grade-separated railroad crossing is costly and would have to be funded by the State or other entities.
- Range Road access from CC-215 is critical to the Guard and CNLV. When CC-215 is finished how will this intersection be grade separated?
- Future I-15 expansion and interchange expansion could further impact the Guard.
- The military needs to protect the Nellis/Creech/NTTR/FETC missions from development that would reduce mission capabilities or increase costs for the military.
- How a new economic reality for the valley may increase the need to refocus on infill and sustainability, rather than expansion of the developed edge of the community.
- How we might look to other uses besides gaming to provide jobs and good entry image for the community.
- The Guard is open to the concept of joint use facilities, where local dollars enhance a Guard facility like the armory built with Guard dollars, so it can also serve as a gymnasium/ recreation center during non-Guard hours.

What is needed in Development Regulation to protect the Guard?

- Landscape, orientation, building height, buffers, and land use restrictions on adjacent property can be a part of any Special Use Permit for adjacent gaming properties.
- CNLV is open to doing what the Guard and Nellis AFB needs but they need specific reasons why they would change existing approvals or add new restrictions.
- Special Use Permits could be limited in terms of the number of extensions granted before development begins.
- Industrial uses around the Guard would help protect them.

Openness to Changing Existing Land Use Assumptions:

- The Guard is open to changing its Master Plan based on current realities, i.e. a new armory and Regional Training Institute are coming to the site but the Emergency Vehicle Obstacle Course is in question from a funding perspective.

- The Guard wants to be a good neighbor but also wants others to realize the critical mission they have for the Department of Defense and to the State of Nevada.
- CNLV is open to changing the Mixed-Use Residential designation on the land immediately to the west of the Guard in Section 20, but is not open to many changes in the Gaming Enterprise District without further justification.
- Nellis AFB is not open to any change of its reservations because of their critical mission.
- UNLV's Master Plan is preliminary and will be further developed once they own the land (Sections 6, 7, and 18), which is still several years away.
- Clark County is very supportive of military functions in the area of the FETC and Nellis AFB.

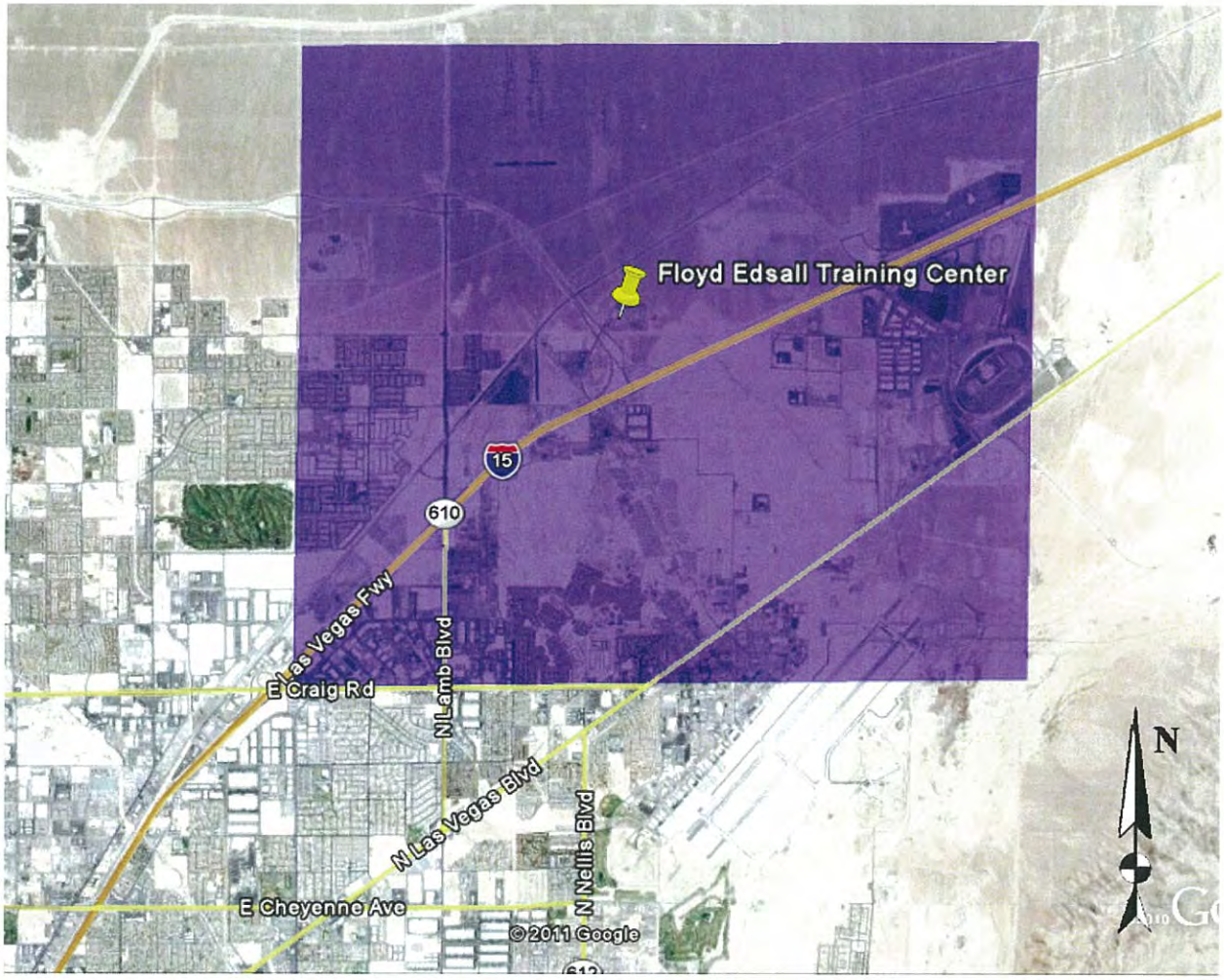
What else do stakeholders hope the FETC JLUS will accomplish?

- Educating the public and local jurisdictions on the value of the military missions (both the Guard and Nellis AFB).
- Increased dialogue and communication among the Guard, Nellis AFB, CNLV, and Clark County.
- Better Guard community outreach.
- More clarity about future land uses in the area and who Guard neighbors might be.
- Clarity about the Sheep Mountain Parkway East end.
- Greater understanding about the needs of the Guard.
- A compromise on land uses.
- Support for the Guard.
- Help resolve utility proposal for additional transmission lines through military lands.

Public Open Houses

The first step in holding an open house is determining the best notification process and guaranteeing that all interested parties, organizations, government agencies and concerned stakeholders are engaged. Local governments regularly requires a small meeting notification radius of just one mile from the site for mandatory public open houses. However, the FETC JLUS Technical Advisory Committee chose to mail to a larger radius to ensure that any residents who may be directly or indirectly affected by the site were able to voice their opinion, especially when discussing matters regarding economic development and transportation improvements. To the more populated areas of the east, west, and south, parcel owners roughly two miles from the site were notified. In the less populated northern direction, parcel owners just over one mile away were notified. A map of the notification area can be viewed on the next page as Exhibit 5.1. This amounted to 2,707 property owners (406 businesses and 2301 residential property owners). A copy of the mailer can be viewed on the following page as Exhibit 5.2.

Exhibit 5.1



Area of Notification Map

Exhibit 5.2

You are invited to attend a

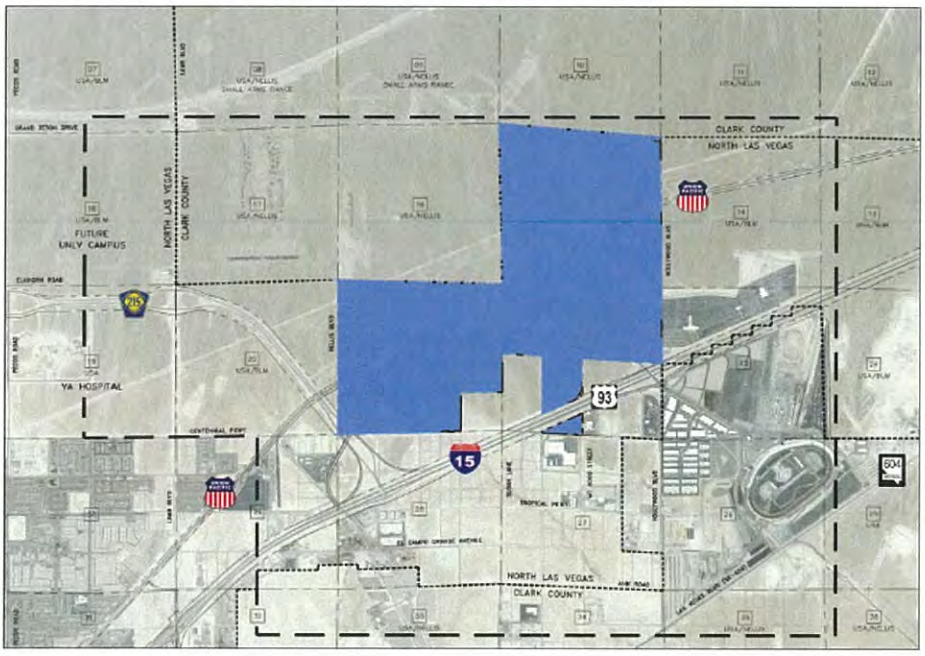
Neighborhood Open House

Regarding the Floyd Edsall Training Center Joint Land Use Study.
Please plan on attending to review exhibits and provide comments.

Thursday, March 31, 2011
Anytime between 4:00 - 7:00 p.m.

Floyd Edsall Training Center
6400 Range Road
Las Vegas, NV 89115
(NE Corner of I-15 & Clark County 215)
You will be required to show Identification at point of entry.

The JLUS is a community planning process that will identify possible future development options for Floyd Edsall Training Center and surrounding areas. Your feedback is very important in determining those options.



The first public open house was held on March 31, 2011 from 4:00 p.m. to 7:00 p.m. at 6400 Range Road, Las Vegas, Nevada, 89115. Of the thousands notified, roughly twenty residents and business owners were in attendance. The open house allowed residents of North Las Vegas and unincorporated Clark County to give their feedback on plans for development options of the area surrounding the Floyd Edsall Training Center. Exhibits included the aerial views, original study analysis, possible uses, and transportation improvements. The open house allowed residents to see exhibits of what is being proposed for the area and to give their opinions on how development should proceed.

All of the attendees that completed comment forms at the first open house stated that the meeting was informative to them. None of the attendees felt there was a topic area uncovered or one that required additional information. The most commonly noted positive aspect of the project was the fact that the JLUS allowed the residents/neighbors of the area to be included in the planning process. Another positive aspect of the project, as identified by an attendee, is that the National Guard would have more space and public housing would be kept separate from their training center.

When asked what the negative aspects of the proposal are, many attendees stated there were none. However, others noted that they had concern for the UNLV campus and the possibility of casinos being built within neighborhoods. Lastly, attendees were asked if they had any suggestions, recommendations or comments they would like the JLUS to consider. The following encompasses the answers given to the question; (1) Need for more retail businesses, restaurants, fast-food establishments, and grocery stores, (2) Interchange access improvement for Nellis Air Force Base, (3) Bus routes providing access to areas including the VA hospital, (4) Land use mix of government, university, and private companies, and (5) Land use to include energy and/or information technology (IT) research.

Public Meeting Attendees

The second and final open house was held on August 4, 2011 from 4:00 p.m. to 7:00 p.m. at 6400 Range Road, Las Vegas, Nevada, 89115. This open house was the final opportunity for open house input into this JLUS project. Of the thousands of land owners notified and public officials given follow-up courtesy call invitations, roughly five resident/business owners and National Guard members were in attendance.

Public Meeting Attendees

The community was encouraged to attend the final open house and provide feedback regarding the Recommended Land Use/Development Scenario prior to submittal to the Policy Committee members and their respective organizations. Residents were given the opportunity to review documents, renderings and speak one-on-one with the consulting team, State of Nevada, Army National Guard, City of North Las Vegas, Clark County, Nellis AFB and UNLV.

Although, comment forms were made available at the open house, no attendees chose to fill out comment forms. All attendees were encouraged to visit the project website to review all available documents and provide feedback to the project manager by no later than August 15, 2011. No comments were submitted by that date.

News Articles/Media Coverage

With each open house, local media outlets were notified of the open house and invited to attend. This was done by sending out a press release first and then following up with each individual recipient to ensure they were aware of the event. There were no media representatives in attendance at the first open house. It is not uncommon for the media to choose not to attend these events in the early stages of planning. To date, one press release has been sent to the media regarding the initial open house. During follow up calls, no media members had any questions or concerns that needed to be addressed. The project team will continue to notify the media if any events are scheduled or if there are major updates to report.

Project Website

One of the most effective ways to continually update stakeholders and residents of project updates is through the use of a project website. Some residents attend open houses but do not leave their contact information—which the project team uses to send notifications about project developments. A project website allows residents and stakeholders an opportunity to gain knowledge of the progress on a continual basis, on their own time. The FETC JLUS Technical Advisory Committee developed a website that launched in March 2011. The website information was provided to attendees at the first open house and in the media press release. The site address is: http://floydedsalljlus.com/Home.html

Project Hotline

In addition to the project website, a project hotline was set up for the project. A project hotline is another medium by which residents can have their voice heard. Residents and stakeholders were provided with a number that serves as a dedicated line for the project. The recorded message on the line contains any new information and encourages the caller to leave a message if they have any further questions. Project hotline messages are checked daily, Monday through Friday, and returned within 24-hours of being received.

This is very useful for residents and stakeholders who were unable to attend an open house and who would like their questions answered. It is also helpful for residents and stakeholders who, after leaving the open house and considering the project at greater length, thought of additional questions and/or concerns. As of May 16, 2011, three messages have been left on the project hotline. All of these messages were returned promptly by a project representative.

Key Conclusions

The best way to measure the success of a PIP process is by the thoroughness of the outreach, not the amount of media, stakeholder, or resident attention. Often, when the media, stakeholders, or residents are generally silent on a new development project it is because they do not foresee themselves being negatively impacted. To date, outreach surrounding the Floyd Edsall Training Center Joint Land Use Study has gone above and beyond requirements. It is vital that the project team continues to include the public in the process as it will help to ensure that future development is not met with resistance during the adoption of the final plans and future development of the site.

Public Meeting Attendees

6. Recommended Land Use Development Scenario

6. Recommended Land Use Development Scenario

To create the Recommended Land Use Development Scenario, the following steps were undertaken:

Step 1- Land Use Issues

Early in the JLUS planning process, information from the stakeholder interviews, along with the existing Floyd Edsall Training Area Master Plan and the existing North Las Vegas General Plan were used to create a map diagram of Land Use Issues and subsequently a map diagram of Land Use Opportunities. (See Exhibit 6.1 Land Use Issues Map on the next page)

The Land Use Issues noted early on included the following:

- The potential visual trespass and site security concerns over future 60 to 100 foot tall hotel structures approved on gaming sites adjacent to the FETC site.
- The ease of public trespass on the eastern part of the site due to lack of any site definition or fencing, and site openness to an I-15 interchange and corresponding traffic.
- How to better utilize all the FETC property with the constraint of the Union Pacific Railroad tracks cutting the site into two (almost three) parts, and whether public or National Guard access should be provided north across the railroad tracks in the form of a future bridge somewhere on or adjacent to the FETC site. This bridge would provide access to a Master Plan proposed Emergency Vehicle Operations Course and future industrial development.
- The existence of small, hard-to-use parcels adjacent to I-15 and private land uses that cannot be sold for private use due to the Recreation and Public Purpose (R&PP) designation of the FETC site. In an effort to use these sites, the FETC Master Plan indicated a possible use of the largest parcel as a State Mental Hospital site. This use was not well received by North Las Vegas due to CNLV's desire for a more compatible use adjacent to approved hotel/resort sites and the I-15 frontage and a more appropriate gateway into the City of North Las Vegas.
- The existence on the North Las Vegas General Plan of a Planned Mixed-Use Residential zone adjacent to the FETC site on its west side and on land reserved by the State for public purposes, if it pursues the R&PP process.
- The existence on the North Las Vegas General Plan of a variety of private uses on the southern portion of Section 20, that are inconsistent with the State reservation of this Section for public purposes, if it pursues the R&PP process.
- Providing viable future access to FETC via Range Road when the future interstate (I-15) to interstate (CC-215) interchange is constructed.
- The alignment and public vs. private use of Range Road north of CC-215 on FETC property.
- The existence of mapped streets on the North Las Vegas Plan of Streets and Highways that could dramatically impact the FETC site if they were built in the future. The potential negative impacts on the FETC site of the Sheep Mountain Parkway if it were to become a reality and be sited on FETC property. No recommendations regarding the Sheep Mountain Parkway are

FLOYD EDSALL TRAINING CENTER

JOINT LAND USE STUDY

Land Use Issues

12-1-2010

BLM DISPOSAL BOUNDARY
07 USA/BLM
N. LAS VEGAS TRNL ALIGNMENT
PECOS ROAD
GRAND TETON DRIVE
PROPOSED UNLV CAMPUS NEEDS
• APPROVALS &
• REMEDIATION
18 USA/BLM
RESIDENTIAL
FUTURE
UNLV CAMPUS
NORTH LAS VEGAS
ELKHORN ROAD
CC-215 BELTWAY
VA. HOSPITAL
19 USA
PLAN COMPATIBLE & SUPPORTIVE USES
PECOS ROAD
LAMB BLVD
08 USA/NELLIS SMALL ARMS RANGE
09 USA/NELLIS SMALL ARMS RANGE
SMALL ARMS RANGE LIVE FIRE
LAMB BLVD EXTENSION QUESTIONABLE DUE TO 1 SIDED DEVEL.
CLARK COUNTY
PERMANENT WITHDRAWAL OF LAND BY NELLIS - POSSIBLE JT. USE WITH GUARD ?
17 USA/NELLIS
POSSIBLE UNEXPLODED ORDNANCE
16 USA/NELLIS
DIFFICULT GUARD ACCESS
PLANNED MIXED-USE RESIDENTIAL INCOMPATIBLE
• ACCESS ISSUE
• EDGE ISSUE
20 USA/BLM
SEC. 20 NORTH LAS VEGAS GENERAL PLAN VS. STATE RESERVATION FOR R&PP USE
CENTENNIAL PKWY
EXPRESSED NEED FOR NEIGHBORHOOD SERVICES
ALIGNMENT & USE OF RANGE RD.
VISUAL SECURITY & TRESPASS ISSUES
21 SINGLE RR CROSSING
RANGE ROAD
FUTURE INTERCHANGE DESIGN & RANGE ROAD ACCESS
ADEQUATE ACCESS & UTILITIES FOR INDUSTRY
30
LAMB BLVD
28
U.P.R.R.
31
PECOS ROAD
32
33 USA/NELLIS
EL CAMPO GRANDE AVENUE
NORTH LAS VEGAS
CLARK COUNTY
10 USA/NELLIS
MILITARY OVERFLIGHT & NOISE CONTOURS
11 USA/NELLIS
JETTISON HILL SAFETY
12 USA/NELLIS
POWER & GAS EASEMENTS
CLARK COUNTY
NORTH LAS VEGAS
UNION PACIFIC RAILROAD
15
ADDITIONAL ACCESS ?
• COST
• USE
F.E.T.C.
HARD TO DEFINE EDGES
22
CENTENNIAL PKWY
14 USA/BLM
EMPLOYMENT USES PROPOSED
• ACCESS ?
13 USA/BLM
AE 65 db
HOLLYWOOD BLVD
POSSIBLE FUTURE EDGE CONFLICTS
• DUST
• VISUAL
• ACCESS
• BLDG. HEIGHT
PUBLIC ACCESS, SECURITY & TRAFFIC ISSUES
USE OF SMALL PARCELS
AE 70 db
23
24 USA/BLM
IMPROVED TRAFFIC FLOW AT INTERCHANGE
INTERSTATE 15
AE 75 db
CENTENNIAL EXTENSION ?
HARD TO USE PARCELS
PLANNED RESORT/COMMERCIAL
• ACCESS ISSUE
• BLDG HEIGHT
TROPICAL PKWY
MT. HOOD STREET
HOLLYWOOD BLVD
27
26
25 USA
AE-60 db
ANN ROAD
LAS VEGAS BLVD (SR-604)
BLM DISPOSAL BOUNDARY
34
35 USA/NELLIS
36 USA/NELLIS

- STUDY BOUNDARY
- CORPORATION LIMITS (CNLV/CLARK CO.)
- SECTION LINE
- NATIONAL GUARD BOUNDARY
- EASEMENT LINE
- # LAND SECTION IDENTIFICATION
- F.E.T.C. SITE

07-27-2011

POGGEMEYER DESIGN GROUP
6960 Smoke Ranch Road
Suite 110
Las Vegas, Nevada 89128
(P) 702-255-8100
(F) 702-255-8375
www.poggemeyer.com

Kubat Consulting, LLC
Community Planning, Design & Development Services

Exhibit 6.1

made in this study due to the overall uncertainty of the project.

- The potential for conflicts of dust, physical trespass, and visual trespass by future uses on the east edge of the FETC site.
- The constraints imposed by Nellis AFB over flight noise contours, Jettison Hill live ordnance safety zone to the northeast of the FETC site but also covering a portion of its northern zone in Section 15, and possible unexploded ordnance in Sections 16 and 17 to the west of the FETC site.

Following the discussion of land use issues, a Land Use Opportunities map was created and discussed. (See Exhibit 6.2 Land Use Opportunities Map on the next page) Some of the key points on the Land Use Opportunities map included:

- Image improvement possibilities along I-15 and CC-215 that could help reinforce a positive image for North Las Vegas at one of its major highway entry gateways.
- The need for interchange improvements at CC-215 (and access to the industrial area south of the interchange) and Hollywood/Speedway Boulevard.
- The possible joint use by the Guard of land reserved for Nellis AFB use in Sections 16 and 17.
- State uses on at least portions of Section 20 since it has been reserved for State uses if it pursues the R&PP process.
- Further industrial development along I-15 south of the CC-215 interchange if better access and utilities could be accomplished.
- Further industrial development along 1-15 and east of the FETC site, especially if added access and railroad spurs could be accomplished.

This map was discussed with Policy Committee members and led to the creation of two development scenarios.

Step 2 - Development Scenarios

Two development scenarios were created to test the limit of compromise and find common ground among the stakeholders.

The first scenario entitled "Current Direction with Refinements" used the existing North Las Vegas Land Use Plan, current entitlements for hotel/resort properties south of the FETC, and much of the current FETC Master Plan document as givens. The refinements referred to included:

- Modifying the location of public access to State uses on the eastern edge of the FETC site to the property line of the site as opposed to internal to the site, to conserve land;
- Modifying the location of a possible future bridge across the Union Pacific Railroad (UPRR) tracks shown in the FETC Master Plan to the location of the public access mentioned immediately above;

FLOYD EDSALL JLUS

NELLIS AIR FORCE BASE

STUDY BOUNDARY

SHEEP MTN PARKWAY/ARTERIAL (NOT EXPRESSWAY) - IF BUILT AT ALL -

MIXED USE

SERVICES

CREATE A CC-215 LANDSCAPE IDENTITY PROGRAM

FUTURE UNLV CAMPUS

NORTH LAS VEGAS

CLARK CO.

123-07-0 USA

123-08-0 USA

123-09-0 NELLIS SMALL ARMS RANGE

123-10-0 USA

123-11-0 USA

123-17-0

123-18-0 USA

123-16-0 USA

HARDEN PERIMETER EDGE OVER TIME

INCREASED FORMAL USE OF NELLIS LAND WHERE & IF APPROPRIATE

CLARK CO.

NORTH LAS VEGAS

123-15-0 STATE OF NEVADA

123-14-0

NEW RR. SPURS

INDUSTRIAL

123-13-0 USA BLM

FRONTAGE RD TO APEX

DECREASE PINCH POINT

HARDEN EDGE

123-22

123-23

NORTH LAS VEGAS GUARD EXPANSION

123-21-0 STATE OF NEVADA

-05

-02

-01

FUTURE VA HOSPITAL

V.A.

MEDICAL R&D

STATE USES
- HIWAY PATROL
- DMV
- OFFICE

123-19-0 USA

123-20-0 USA BLM

GRADE SEPARATE TO PROVIDE ACCESS TO LARGER AREA

CLEAN UP CIRCULATION

INTERCHANGE IDENTITY IMPROVEMENTS

123-27-1

SEPARATE FROM R&PP & SELL OR FIND COMPATIBLE STATE USE

LVMS

PECOS

NEW INTERCHANGE IMPROVEMENTS
- LANDSCAPE
- GRAPHICS FOR NLV IDENTITY

RANGE RD. SEPARATION

ENHANCED EDGES - LANDSCAPE
NEW SERVICES NODE - SIGNAGE
- WALLS

IMPROVE ACCESS & UTILITES FOR INDUSTRIAL DEVELOPMENT

NEW CONNECTION TO INDUSTRIAL AREA

FRONTAGE RDS. NELLIS AIR FORCE BASE

NELLIS AIR FORCE BASE

STUDY BOUNDARY

CLARK CO.

INTERCHANGE IDENTITY IMPROVEMENTS

DRAFT ONLY

12-14-2010

FLOYD EDSALL TRAINING CENTER

JOINT LAND USE STUDY

Land Use Opportunities

07-06-2011

POGGEMEYER DESIGN GROUP

6960 Smoke Ranch Road
Suite 110
Las Vegas, Nevada 89128
(P) 702-255-8100
(F) 702-255-8375
www.poggemeyer.com

Kubat Consulting, LLC
Community Planning, Design & Development Services

Exhibit 6.2

- Modifying the existing North Las Vegas land use designations of the northeast corner of Section 20 from Mixed-Use Neighborhood and Mixed-Use Commercial to added training area for the Guard; and

- Providing for improved industrial development opportunities east and southwest of the FETC.

The second development scenario, entitled "Shift Direction", took liberties with the existing North Las Vegas Land Use Plan and the existing FETC Master Plan, changed uses immediately south of the FETC site, modified slightly the existing UNLV campus master plan, and showed more joint use of Nellis AFB reserved land. Specifically, the changes included:

- The North Las Vegas land uses around the Lamb Boulevard and CC-215 interchange were modified to reflect good access to its strong regional interchange location and greater support for uses compatible with and supportive of the new Veterans Hospital at Pecos and CC-215;

- On the FETC site the possibility of moving the Emergency Vehicle Obstacle Course (EVOC) from north of the UPRR tracks in Section 15 to the northeast portion of Section 20 to improve its accessibility via Range road and Lamb Boulevard was explored as well as eliminating the bridge across the UPRR tracks;

- The State uses of FETC property on the eastern edge were reduced to those with good reason to be at this type of interchange while other State uses were located onto the southwest portion of Section 20 to reflect the State reservation of this section of land for R&PP purposes;

- Readiness Center #3 was relocated from the Range Road complex area to the eastern edge of the FETC site to improve its accessibility, and make better use of training lands, and provide a more secure site edge on the eastern perimeter of the FETC site;

- The approved hotel/resort uses south of the FETC site were shown as R&D/Light Industrial;

- Residential uses on the UNLV Campus Master Plan were shifted slightly west to increase separation from FETC activity; and

- Greater Guard use of Section 16 was shown as possible joint use with Nellis operations.

Step 3 - Recommended Scenario

These two development scenarios were circulated to stakeholders, and additional discussions were held on all of the modifications shown on both scenarios. The following land use areas were discussed in great detail and concluded as follows in the bullets below. The final Recommended Land Use Development Scenario was created to reflect these discussions and conclusions. Each of these bullet points resolves some aspect of the Land Use Issues originally identified. (See Exhibit 6.3 Recommended Land Use and Development Scenario Map on the next page)

- The current North Las Vegas land use designation of Mixed-Use Neighborhood on the northeast portion of Section 20 adjacent to existing FETC training areas, and the Mixed-Use Commercial designation on the northwest corner of Section 20 north of CC-215. North Las Vegas agrees that these designations should be modified due to their proximity to Guard

FLOYD EDSALL TRAINING CENTER

JOINT LAND USE STUDY

Recommended Land Use And Development Scenario

May 2011

NELLIS A.F.B.

JETTISON HILL SAFETY ZONE
NOTE: NO PERMANENT STRUCTURES PERMITTED

ENTIRE STUDY AREA IS WITHIN NELLIS AIRPORT ENVIRONS DISTRICT (SEE MAP)

07 USA/BLM — HOUSING — RESEARCH

08 USA/NELLIS SMALL ARMS RANGE

09 USA/NELLIS SMALL ARMS RANGE

10 USA/NELLIS

11 USA/NELLIS

12 USA/NELLIS

PECOS ROAD

LAMB BLVD

GRAND TETON DRIVE

RESEARCH

HOUSING

CIVIC

TRANSIT

18 USA/BLM — FUTURE UNLV CAMPUS — ACADEMICS

ELKHORN ROAD

NORTH LAS VEGAS

CLARK COUNTY

NELLIS A.F.B.

17 USA/NELLIS

16 USA/NELLIS

STATE RESERVATION FOR GUARD ADDED TRAINING SUBJECT TO R&PP PROCESS, OTHERWISE CITY OF N.L.V. PREFERRED USE IS EMPLOYMENT

CLARK COUNTY

NORTH LAS VEGAS

POSSIBLE USE BY NATIONAL GUARD

UNION PACIFIC RAILROAD

LAND USE IN SECTION 14 SUBJECT TO FURTHER CONSIDERATION OF SAFETY ZONE

15

14 USA/BLM

13 USA/BLM

30-50AC

GUARD REGIONAL TRAINING INSTITUTE

READINESS CENTER #3

HOLLYWOOD

NEW INDUSTRIAL/WAREHOUSING/ EMPLOYMENT

CC-215 BELTWAY

ADDED TRAINING AREA

NATIONAL GUARD F.E.T.C.

DISPOSAL OR PASSIVE USE

CENTENNIAL

22

STATE USE SUCH AS PARK & RIDE 7-9 AC

STATE USE SUCH AS NDOT 15AC.

FUTURE INTERCHANGE IMPROVEMENTS & IDENTITY ENHANCEMENTS MAY BE REQUIRED

SERVICE

HARDENED EDGE DESIRABLE

NELLIS BLVD

RANGE ROAD

21 READINESS CENTER #2

EXISTING READINESS CENTER #1

INTERSTATE 15

24 USA/BLM

V.A. HOSPITAL

19 USA

MIXED-USE EMPLOYMENT

MIXED-USE NEIGHBORH'D

ELECTRIC TRANSMISSION EASEMENT

20 USA/BLM

PUBLIC

S.F. HOUSING

M.F. HOUSING

CENTENNIAL PKWY

LAND USES IN SECTION 20 SUBJECT TO CHANGE WITH STATE RESERVATION & R&PP PROCESS

FUTURE GRADE SEPARATED ACCESS TO RANGE ROAD

DISPOSAL OR STATE USE SUCH AS SATELLITE MAINTENANCE

SLOAN LANE

HEIGHT LIMITED HOTEL/RESORTS - R&D/LIGHT INDUSTRIAL PREFERRED IF GAMING ENTITLENTS EXPIRE

L.V. SPEEDWAY

EXISTING NEIGHBORHOODS

TROPICAL PKWY

30

LAMB BLVD

NEW INDUSTRIAL/ WAREHOUSING

PROVIDE NEW ACCESS

26

25 USA

27

IMPROVED ACCESS & UTILITIES

FUTURE INTERCHANGE IMPROVEMENTS SHOULD INCLUDE LANDSCAPE & GRAPHIC IDENTITY FOR NORTH LAS VEGAS

ANN RD

NORTH LAS VEGAS

CLARK COUNTY

ANN ROAD

LAS VEGAS BLVD (SR-604)

NELLIS A.F.B.

PECOS ROAD

31

32

33 USA/NELLIS

SLOAN LANE

MT. HEADY BLVD

34

HOLLYWOOD BLVD

35 USA/NELLIS

36 USA/NELLIS

1

- STUDY BOUNDARY
- CORPORATION LIMITS (CNLV/CLARK CO.)
- SECTION LINE
- NATIONAL GUARD BOUNDARY
- EASEMENT LINE
- # LAND SECTION IDENTIFICATION
- NATIONAL GUARD TRAINING CENTER
- PUBLIC - CITY, STATE, FEDERAL, UNLV
- EMPLOYMENT/INDUSTRIAL/ WAREHOUSING
- SERVICE COMMERCIAL
- RESORT COMMERCIAL
- HOUSING

07-06-2011

POGGEMEYER DESIGN GROUP
6960 Smoke Ranch Road
Suite 110
Las Vegas, Nevada 89128
(P) 702-255-8100
(F) 702-255-8375
www.poggemeyer.com

Kubat Consulting, LLC
Community Planning, Design & Development Services

Exhibit 6.3

operations. Because Section 20 is currently reserved for a State of Nevada use that may include the National Guard, appropriate notes should be used on the Recommended Land Use Development Scenario to reflect that State (National Guard) use is subject to the R&PP reservation process. If this process is not pursued, North Las Vegas prefers this area to be designated "Employment" use. Nellis AFB supports military uses in Section 20 north of CC-215.

- The current North Las Vegas land use designations on the remainder of Section 20 south of CC-215. Section 20 is currently reserved for a State of Nevada use, if the required R&PP process is followed. However, the City of North Las Vegas desires this area for the future private development of land uses consistent with its Comprehensive Plan. Appropriate notes on the Recommended Land Use/Development should reflect that the CNLV's desired uses are subject to change if the R&PP process proceeds.

- Portions of the private property adjacent to the FETC on the north side of Interstate 15 in Section 28, Section 21, and Section 22 are currently entitled for Gaming Enterprise Districts (GED's) which include hotel/resort land uses with buildings of 60 to 100 feet in height. This building height may not be compatible adjacent to the FETC even with some special use permit restrictions on window orientation, property edge screening, etc. Because of this continuing National Guard concern, North Las Vegas agrees in principle that if this land use entitlement were to expire a less intensive use such as research and development may be more appropriate.

- The current North Las Vegas land use designation of Employment on the northerly portion of Section 14 that is north of the Union Pacific Railroad (UPRR) tracks. This area lies within the Nellis Air Force Base "Jettison Hill Safety Zone " and does not have planned public access across the UPRR tracks. Vertical development in this zone is incompatible with Nellis AFB criteria although not specifically with National Guard criteria. Therefore the Recommended Land Use Development Plan may show this area without the Employment land use designation and with an appropriate note that land uses in this area are subject to change in consideration of the Jettison Hill safety zone. Nellis AFB may consider this area for possible future joint use with Guard training operations, provided the use is compatible with the Jettison Hill safety zone and other Nellis AFB operations.

- The Emergency Vehicle Operations Course. This use on the current FETC Master Plan is not very likely given changes in the Guard objectives, possible completion from other locations in the Metro area, and cost which must be shared by various jurisdictions which is not likely given the economic conditions in the near future. Therefore this use will not be specifically called out in the Development Scenario, thus eliminating the need for future bridge access for Guard use. Therefore the possibility of the future bridge will also not be shown since no vertical industrial development will occur due to the Nellis AFB Jettison Hill safety zone.

- The National Guard Training Institute and Readiness Center #3. These are considered good uses for the eastern edge of the FETC site and help define an eastern edge of the property for security purposes, and should be shown there. There is the added advantage of good

transportation access in this location as long as the Hollywood/Speedway Boulevard interchange is improved over time to better accommodate traffic flows.

- The UNLV Campus Master Plan is left as originally described by UNLV because it is the subject of on-going U.S. legislation and the site on Sections 6, 7 and 18 is sufficiently removed from the FETC site so as to not overly impose operations or security conflicts.
- The possible joint use of any portion of Section 16 Nellis AFB reserved land for joint use with National Guard operations has not been shown since such joint use needs to come through official channels of discussion between the two military branches.
- The proposed NDOT design for the I-15 and CC-215 interchange was reviewed and grade-separated access to Range Road was confirmed. This major access information enables key National Guard operations to continue to function in the future and should be reflected on the final Recommended Land Use Development Scenario.
- The small, hard-to-use parcels adjacent to I-15 should be disposed of consistent with their R&PP status or used for a State purpose if possible, but a use that North Las Vegas does not object to. The designation of one of these parcels as a State Mental Hospital or similar function should be eliminated from the FETC Master Plan. How these parcels will be disposed of or used by the State for alternative purposes consistent with the R&PP process and designation is not specifically determined but is possible under the R&PP designation.
- Range Road should be shown as a restricted access within the FETC site. It is only a public street outside the FETC site.
- Certain North Las Vegas mapped streets should not be shown on the recommended development scenario because they compromise FETC and Nellis AFB land use flexibility.
- Industrial development may be shown on the eastern side of the FETC site but will not be shown inside the Nellis AFB Jettison Hill safety zone.

Remaining Unresolved Issues

1. Final land uses in Section 20 should be resolved between the State and the City of North Las Vegas. The City of North Las Vegas Master Plan designations should be honored wherever possible, while recognizing the State's reservation.
2. Improvements to the Hollywood/Speedway Boulevard interchange that would impact potential State uses of remainder parcels in this area or other portions of the FETC site. Further study and design for this interchange by NDOT is desirable.
3. Whether the Guard wishes to dispose of two small non-essential portions of the FETC holdings-one, the small tongue of land in Section 22 north of I-15 surrounded by private ownership, and the second, the small triangular parcel in Section 22 south of I-15.
4. Possible joint use of some of the Nellis AFB reserved lands in Section 16 for Guard training purposes consistent with Nellis AFB objectives and constraints.

5. Not all the private ownership land south of the FETC property and north of I-15 is entitled for gaming as a Gaming Enterprise District. This area needs continued monitoring to encourage development that is beneficial for North Las Vegas sooner rather than later. Resort/Hotels may not be the use that can provide development for the foreseeable future.

7. Policy and Implementation Recommendations

7. Policy and Implementation Recommendations

Policy and implementation recommendations are identified for each stakeholder agency and local or state government jurisdiction, and priorities are provided.

The two following recommendations are encouraged to be implemented by each jurisdiction or agency:

- It is recommended that each jurisdiction or entity that is party to this study write a letter or take some other public action such as in the form of a publicly approved resolution to formally accept the JLUS and make a good faith effort to adopt and implement its recommendations.
- To help facilitate the implementation of the recommendations of this JLUS, it is further recommended that an Implementation Coordination Committee, with membership to be determined, be created to monitor the process.

Nevada Army National Guard

1.0 - Master Plan Update - The Guard should formally amend the existing FETC Master Plan to conform to the FETC JLUS Recommended Land Use Alternative and accompanying policies and recommendations.

This will include eliminating land uses such as the mental health facility that North Las Vegas is opposed to, eliminating disposal of lands to private uses that cannot happen under the R&PP use designation, and showing the conclusions of current thinking regarding Readiness Center locations and lack of interest in an Emergency Vehicle Operations Course. This update would go a long way to clarifying National Guard intent and cement a more positive relationship with the City of North Las Vegas.

Priority: High
Responsibility: National Guard

2.0 - Positive Relationships - The Guard should maintain and encourage a positive working relationship between the City of North Las Vegas and the National Guard on Master Plan issues.

Priority: High
Responsibility: National Guard and City of North Las Vegas

3.0 - Notification - The Guard should maintain the integrity of the JLUS by notifying the City of North Las Vegas on any new Guard proposals that may effect land uses within the JLUS boundary.

Priority: High
Responsibility: National Guard and the City of North Las Vegas

4.0 - Property Definition and Protection - The Guard should apply for funds over time to define its southern and eastern perimeter and "harden" that edge with, at minimum, a modest security fence. This definition will help prevent trespass and compromise of Guard operations and training.

Priority: High
Responsibility: National Guard

5.0 - An Office of Community Relations - The Guard should establish an Office of Community Relations for Southern Nevada facilities with a permanent staff that can create the long-term positive relationships with local entities that are required in this more dense location of the State. Other Guard facilities in the State are not in need of the same level of coordination at the present time; however, should local coordination become a larger future issue, the Southern Nevada office would be in a good position to either assist or train Guard staff.

Bowling Green Ohio National Guard Training and Community Center

The permanent staff may include civilian planning expertise or only Guard personnel; however, the idea is to have longevity so the same face is seen over several years by local elected officials and staff, and local jurisdictions know who to contact. This Office should either be staffed by or report to an officer of fairly high rank so that it can negotiate in good faith when necessary. This staff should seek to have regular quarterly or biannual meetings with local government staff, elected officials, and the Nellis AFB Office of Public Partnerships, so that none are strangers when a development or operations issue arises.

Priority: High
Responsibility: National Guard

6.0 - Increased Public Visibility - The Guard should seek to reach out and build increased visibility and local support by inviting the local community into the Training Center on a yearly basis for some type of celebration or exhibition of its capabilities and missions. This might mean exhibition of mock ground training, demonstrations of equipment like the Bradley vehicles, perhaps even ride-alongs for civilians, subject to security concerns. This yearly event should be made as family-friendly as possible, and even include exciting Guard equipment not necessarily found at the Training Center, such as Black Hawk, Kiowa and Chinook helicopters, tanks, etc.

Priority: Medium
Responsibility: National Guard

7.0 - The Opportunity for Shared Use Facilities - The Guard should consider some weekday use of its current or future recreation facilities for local area youth or employee leagues. In their current form, the armory drill floor is usable for youth basketball or after school recreation programs with portable goals and other equipment. This would bring the general public into closer contact with Guard personnel in and around the facility and provide a needed resource of recreation space. If the Guard chooses to build indoor basketball facilities as a part of future readiness centers, these may possibly be adapted for local use with equipment such as permanent goals, with local recreation funds. This would provide another positive connection of the Guard to its local community; another positive reason for the Guard to be located where it is.

Priority: Medium
Responsibility: National Guard and City of North Las Vegas

CITY OF NORTH LAS VEGAS

North Las Vegas policies and development regulations are the key to controlling current or future land use conflicts around the Guard property.

1.0 - Comprehensive Plan - The City of North Las Vegas should consider more clearly defining the "military-employment district" within the Comprehensive Plan, within which the Guard property is located, in terms of expectations of land uses and the need for stronger transition or edge condition controls. The City of North Las Vegas should approve and incorporate the land use and implementation recommendations of this JLUS into its Comprehensive Plan.

The City of North Las Vegas should also consider using a "FETC JLUS Overlay Zone", "Military Influence Planning District" or a "Military Influence Overlay Zoning District" in its comprehensive planning process to identify the areas in which military operations have a potential negative impact on future land uses. Impacts such as noise, dust, flight paths, Jettison Hill, and security and safety issues could be identified on the future land use map to forewarn existing and future property owners that these areas could be negatively impacted by military operations. CNLV's recent changes to Title 17, Zoning Ordinance, accomplished this for Nellis AFB, but not for the FETC.

Priority: High
Responsibility: City of North Las Vegas

2.0 - Master Plan of Streets and Highways - The City of North Las Vegas should eliminate north-south Range Road along the westerly Guard boundary as a section-line major arterial or as a public street at all. This action would also modify the major arterial designation of the east-west Elkhorn alignment by stopping the major arterial designation at Lamb, and eliminating the rest of the alignment between Section 17 (Nellis AFB land) and Section 20 (State reserved land for the Guard). Likewise the minor arterial and collector streets shown in Section 20 on the north side of CC-215 should be eliminated. Furthermore, the extension of east-west Centennial Boulevard as a major arterial along the southern and southeastern border of the Guard property is inconsistent with the realities of that location (limited single-sided uses) and the existence of the intervening CC-215 highway intersection with Range Road, which would create great conflicts with any future grade-separated interchange. The City of North Las Vegas should study whether this alignment should be designated a minor arterial or collector street

Priority: High
Responsibility: City of North Las Vegas

3.0 - Zoning - Opportunities for land use controls that would decrease future land use conflicts should be explored as amendments to the City of North Las Vegas new zoning ordinance. If

amendments to the new ordinance created the opportunity for a creative Military Overlay Zone that defines compatible uses and the requirements of buffer conditions, future conflicts might be minimized or solved in win/win situations.
In lieu of a Military Overlay Zone, the City of North Las Vegas could establish a Military Buffer Zone, within which buffers, screening, building height, or other factors could be further defined to give greater clarity to the Guard and other land use applicants.

The zoning designation of the Guard property is another area where the City of North Las Vegas could take action. Currently only the southern portion of Section 21 is designated PSP, Public/ Semi-Public use. The City of North Las Vegas should consider designating the rest of the Guard property in this way to reflect the R&PP designation that exists on the property.

In any of these zones or districts, the City of North Las Vegas could help the FETC (as well as assisting Nellis) by limiting heights of buildings and structures, requiring specific design standards, controlling lighting and glare from land uses, and otherwise assuring that the land uses being proposed are compatible with military operations of the FETC.

According to *Compatible Civilian Development Near Military Installations (July 2005)* by the Office of Economic Adjustment and the National Governors Association Center for Best Practices, other types of overlay districts have been used around military installations including: clear zones, accident potential zones, and noise zones. Within each zone, certain additional requirements are imposed beyond what is required by the underlying zoning. Clear zones are generally the most dangerous areas with the highest accident potential, such as at the ends of runways or adjacent to bombing ranges. Accident potential zones are a footprint of where aircraft or training accidents have occurred in the past. Noise zones are obviously those areas subject to the highest noise levels.

Priority: High
Responsibility: City of North Las Vegas

4.0 - Development Standards - Cooperatively the Guard and the City of North Las Vegas should establish a set of edge condition and transition standards that both can live with, and that would then be imposed on all adjacent uses. These should be established ahead of any further land use actions so that there is some level of predictability for both the Guard and future land use applicants as to what a City of North Las Vegas land use approval will incorporate.

These standards could specify heights, setbacks, edge conditions (such as fencing, screening, landscaping), parking, lighting, hours of operation, telecommunication requirements, property access or other design elements that could be an encroachment on the military operations.

Priority: High
Responsibility: City of North Las Vegas

5.0 - Sound Attenuation Standards - The City of North Las Vegas has adopted noise standards as part of its new zoning code (Title 17). These should help minimize the impact of noise from any potential military operations, as well as comparable highway and other noises. Clark County also has sound attenuation standards.

Priority: High
Responsibility: City of North Las Vegas working with appropriate Building Codes

6.0 - Real Estate Disclosure - One potential method to discourage encroachment is to require that people purchasing, leasing, or renting properties close to a military installation are made aware of the associated risks and potential quality of life impacts. Owners of properties in these areas would be required to disclose the potential for noise, dust, accident, etc. This could serve as a deterrent to incompatible land uses being constructed adjacent to military bases, according to the Office of Economic Adjustment and the National Governors Association Center for Best Practices. In 2011, State legislation requiring this disclosure was opposed by the Association of Realtors.

Priority: Medium
Responsibility: City of North Las Vegas working with Realtors Association

7.0 - Smart Growth Measures - Could be adopted that discourage development in sensitive areas such as near military operations or environmentally-sensivitve areas. Incentives could be provided for development in designated growth areas but not in sensitive areas. All levels of government could be involved in these types of smart growth measures.

Priority: Medium
Responsibility: City of North Las Vegas working with Clark County and State

8.0 - Infrastructure Approvals - In the City of North Las Vegas review of future traffic studies by developers or entities within the JLUS boundary, the City of North Las Vegas should more clearly express its desire to not negatively impact Guard access via the Range Road intersection or the Hollywood/Speedway Boulevard interchange.

Priority: Medium
Responsibility: City of North Las Vegas

9.0 - Gaming Enterprise Districts - In order to encourage economic development, the City of North Las Vegas should consider limiting an approved Gaming Enterprise District to a finite life span, so as to encourage development of the property sooner rather than later. This life span might match the Special Use Permit attached to it or another reasonable time frame, such as five or six years that would typically span any intervening economic downturn. Although this action would be highly controversial, it would give land owners incentive to move on with development rather than holding out for a future use that may never come to the property based on location, demand, or other factors.

Priority: Medium
Responsibility: City of North Las Vegas

10.0 - Conservation Partnerships - Working with Clark County and local conservation groups, the City of North Las Vegas could encourage the creation of a partnership to facilitate the acquisition of land around military operations by a conservation group or local government. The National Defense Authorization Act for FY 2003 allowed the Secretary of Defense to develop agreements with local governments or organizations to acquire or accept, on a cost-shared basis, property around military installations to remedy incompatible land use conflicts. These areas could become natural habitat for endangered species as an example.

Priority: Medium
Responsibility: City of North Las Vegas, Clark County and local conservation groups

11.0 - Notification - The City of North Las Vegas should maintain the integrity of the JLUS by notifying the Adjutant General or his designated representative on any City of North Las Vegas land use zone changes, general plan amendments and entitlement requests, in addition to complying with all Nevada Revised Statutes (NRS) notification requirements for military installations.

Priority: High
Responsibility: City of North Las Vegas

Nellis Air Force Base

1.0 - Cooperative Use Agreements – Consistent with the United States Department of Defense Total Force concept, Nellis Air Force Base should cooperatively engage with the National Guard to formalize training opportunities on land that it has withdrawn from the Bureau of Land Management for Nellis use. In particular, the formalized use of the southeast portion of Section 16 would facilitate the movement of men and equipment between existing Guard training areas in Sections 15 and 21. Likewise the Guard use of the northern portion of Section 14, north of the Union Pacific Railroad tracks, would give the Guard added flexibility in its training areas. Any joint use between the Nevada Army National Guard and Nellis AFB will have to go through the USAF beddown process and be compatible with the Nellis mission. The "beddown" process is a formal process for cooperative activities.

Priority: Medium
Responsibility: Nellis AFB and National Guard

Nevada Department Of Transportation and Clark County

1.0 - FETC Access - Cooperatively work to implement an I-15/CC-215 system to system interchange that protects all direction access to the FETC property at Range Road.

Priority: Medium
Responsibility: Clark County and Nevada DOT

2.0 - Interchange Improvements - Cooperatively work to improve access at the Hollywood/ Speedway Boulevard interchange on I-15 to handle increasing traffic loads more efficiently.

Priority: Medium
Responsibility: Clark County and Nevada DOT

Bureau of Land Management

1.0 - Utility and Highway Easements - Cooperatively work with the National Guard to prevent additional high power transmission lines, other land use limiting utilities, and proposed regional highways from crossing and bisecting FETC property.

Priority: High
Responsibility: BLM and National Guard

2.0 - Resource Management Plans - Incorporate the conclusions and recommendations of the FETC Joint Land Use Study into ongoing resource management plans.

Priority: Medium
Responsibility: BLM

University of Nevada Las Vegas

1.0 - UNLV Master Plan for the North Las Vegas Campus - Improve communication of the proposed master plan to the general public as part of long-range thinking for improving the quality of public higher education in a fiscally responsible way. Communicate how this campus could help UNLV stay competitive and financially more secure in the future.

Priority: Medium
Responsibility: UNLV Administration

2.0 - UNLV Master Plan for the North Las Vegas Campus - Continually evolve the master plan to reflect sensitivity to the adjacent military operations of the Guard and Nellis Air Force Base. Make sure that the realities of these operations and their possible impacts such as noise and vibration, are built into the design requirements and locations for future campus architecture and especially any housing that is contemplated.

Priority: Medium but long-range
Responsibility: UNLV Administration

State of Nevada

Military installations have a significant impact on local and state economies; therefore, several states have taken steps to protect the relationship between the military installations and local governments. Here are several ways that states have addressed or could address this issue:

1.0 - Areas of Critical Environmental Concern (ACEC) - The State of Nevada has statutes for protecting Areas of Critical Environmental Concern to protect ecological resources. Some states use their ACEC statutes to protect other important state areas such as those with rail service, archaeological or historic sites, scenic areas, and recreational lands. The ACEC has not yet been exercised to protect military installations, but states are beginning to consider this as a viable means to protect their bases. This could be an attractive option for this area.

2.0 - Regionally Important Resource (RIR) - Many other states have adopted growth and development policies to prevent encroachment, including directing state and local capital expenditures in ways that support rather than encroach upon military bases. Several states require that long-range plans be developed in order to be eligible for certain state funds. The State of Georgia, as an example, coined the term "Regionally Important Resource" and requires that special consideration be given to any areas by local governments when development is occurring near them. States could prevent encroachment by designating the areas around military installations as an RIR, requiring that local governments address incompatible land uses in their comprehensive plans, and in any considerations for future development permits. If the local government does not do so, they would become ineligible for certain state funds. This is also an option for this area.

3.0 - Regions of Military Influence - The State of Nevada could consider designating sensitive areas around military installations as "Regions of Military Influence" to highlight the importance of land around the individual military base. These officially designated areas would require that municipalities give special consideration to these areas in their planning and zoning decisions.

4.0 - Department of Defense Energy Siting Clearinghouse - The State of Nevada should work with the Nevada Army National Guard, local jurisdictions, and Federal agencies to develop a process that utilizes the Energy Siting Clearinghouse to test the compatibility of proposed renewable energy projects with the National Guard mission. The Energy Siting Clearinghouse requirements and standards should inform and guide this process so that proposed regional renewable energy projects are submitted to the Clearinghouse for military impact review in an early and timely manner before local jurisdiction action.

Acronyms

ACRONYMS

AADT	Annual Average Daily Traffic
ACEC	Areas of Critical Environmental Concern
AFB	Air Force Base
ARNG	Army National Guard
AT/FP	Anti-Terrorism/Force Protection
BLM	Bureau of Land Management
CNLV	City of North Las Vegas
CC-215	Clark County Highway 215
CSMS	Combines Support Maintenance Shop
CUP	Conditional Use Permit
dB	Decibel
DoD	US Department of Defense
EA	Environmental Assessment
ECP	Entry Control Point
EVOC	Emergency Vehicle Operations Course
EIS	Environmental Impact Statement
EOD	Explosive Ordnance Disposal
FETC	Floyd Edsall Training Center (National Guard)
FMS	Field Maintenance Shop
FSC	Field Support Command
GED	Gaming Enterprise District
HHT	Headquarters and Headquarters Troop
I-15	Interstate 15
JLUS	Joint Land Use Study
MOU	Memorandum of Understanding
MIA	Military Influence Area
MIOA	Military Influence Overlay Area
MV	Military Vehicles
NAS	Naval Air Station
NRS	Nevada Revised Statutes
NVARNG	Nevada Army National Guard
NDOT	Nevada Department of Transportation
NSHE	Nevada System of Higher Education
NEPA	National Environmental Policy Act
NTTR	Nevada Test and Training Range
PIP	Public Input Process
POV	Privately Owned Vehicles
PUD	Planned Unit Development
RC	Readiness Center
RIR	Regional Important Resource
ROW	Right of Way
RTI	Regional Training Institute
R&D	Research & Development

ACRONYMS

R&PP	Recreation & Public Purpose
SLUPA	State Land Use Planning Agency
SUP	Special Use Permit
TAC	Technical Advisory Committee
UFC	Unified Facilities Criteria
UNLV	University of Nevada Las Vegas
UPRR	Union Pacific Railroad
USAF	US Air Force
USAR	US Army Reserve
VA	Veterans Administration

References

REFERENCES

Practical Guide to Compatible Civilian Development Near Military Installations, July 2005, by the Office of Economic Adjustment in cooperation with the National Governors Association Center for Best Practices.

Land Use Compatibility Near Military Bases: A Planner's Perspective, By Ross Appel and Tyson Smith, AICP, Zoning Practice, May 2011.

www.sterlingcondifiers.com/codebook/transferofdevelopmentrights

Economic Impact Analysis, Nellis AFB, Creech AFB, Nevada Test and Training Range, FY 2009 & FY 2010.

Nevada Army National Guard Floyd Edsall Training Center (FETC) Site Development Plan, Final Report, Jacobs, June 8, 2009.

www.nellis.af.mil

http://northcampus.unlv.edu

UNLV North Campus Master Plan [Online Image] http://northcampus.unlv.edu/pdf/NorthCampusPrePlans.pdf

CNLV 2011 Community Report

CNLV 2006 Comprehensive Master Plan

Nevada National Guard FY 2010-11 Biennial Report

Appendix

EXHIBIT A

Floyd Edsall Joint Land Use Study
Development Regulation Review
December 10, 2010 (minor revisions 12-14-10)

US Government:

1. Bureau of Land Management (BLM) Disposal Boundary

- Established by act of Congress (Southern Nevada Public Land Management Act of 1998, amended by Clark County Conservation of Public Land and Natural Resources Act of 2002). This line represents the limits of land that may be disposed of by BLM for public use or for private sale by public auction, without further approval of Congress. The BLM anticipated in its EIS that approximately an average of 4,000 acres per year would be disposed of by these means.
- The western half of the Training Center is within this boundary, the easterly half is not. This situation puts some uncertainty on the Guard site.

2. Recreation and Public Purpose (R&PP) designation on the land

- The State purchased the Guard property as a patent from the BLM at a very low cost with the R&PP designation for public purposes. According to BLM, the R&PP designation puts various restrictions on how the land will be used, and what constitutes public purpose. The land may not be subdivided or sold for private commercial use or development without first relinquishing the land back to BLM (where the State and the Guard would lose control over its disposition), or buying the "reversionary interest" in the land at a market price. How the State views the R&PP restrictions may vary from BLM's and needs to be explored further as it affects the Guard site.

State of Nevada:

1. NDOT Interstate I-15 ROW

- NDOT controls access to this ROW and it is fenced in urban areas.
- The Guard site is bordered by two interchanges. The first at the Clark County-215 interim beltway will, some day, be a system to system interchange with significant distance controls for access. The Range Road intersection will be impacted by these requirements and will need to be designed to be grade separated in the future. The second interchange is at Hollywood Boulevard/ Las Vegas Speedway. It is a modest diamond interchange today but will likely need traffic control improvements as further development occurs in the area. Adjacent landowners are often required to contribute to these improvements such as traffic signals.

2. Gaming Enterprise Districts

- A Gaming Enterprise District is a privilege to conduct unrestricted gaming on a site, granted by a local jurisdiction based on Nevada Revised Statutes (NRS) Chapter 463, stating public policy that gaming is important to the State economy. It is a revocable privilege for certain offenses, but once gained is usually not lost. It is applied for a site, in an area planned or zoned for that purpose and where gaming would not be "incompatible with the surrounding area". Since it only creates the right for gaming, all other approvals for the site required for the creation of a building or complex of buildings come from the local jurisdiction in the form of a Special Use Permit. This Permit can define other requirements for the development, such as building height, setbacks, site screening, traffic mitigation, fire protection, etc.
- Since there are two established Gaming Enterprise Districts adjacent to the Guard property and NLV has established a C-2, General Commercial zone and Resort Commercial Comprehensive Plan designation for all the area South of the Guard property, West of the tongue of land touching I-15, it is not likely that this area will change from a gaming and hotel orientation unless there is no economic ability to develop these sites.

Clark County:

1. Clark County-215 Limited Access Expressway (interim beltway) ROW

- The CC-215 was constructed by Clark County, through special local funding, in order to provide a major transportation facility serving the West and North areas of the Valley in an accelerated fashion, not waiting the years for a State facility through the long EIS and normal funding process.
- The flexibility of this project makes it unique in that originally, the beltway was to be built as a full freeway, incrementally, with an ultimate completion date of 2025. Due to the valley's population surge, an accelerated approach was adopted and the initial configuration of the Beltway, as the Clark County 215 limited access expressway, was completed in 2003.
- Clark County Public Works controls the design of and access to the CC-215. The initial facility is comprised of frontage roads, partial freeway configurations, and an expandable four-lane highway. The full-freeway design consists of a divided highway with grade-separated interchanges and cross streets. Signalized intersections at grade currently occur only at future interchange locations. The number of lanes built will depend upon current and future anticipated traffic volumes in each of the segments; however, a minimum of four lanes - two lanes in each direction was constructed with the initial configuration. Range Road is a key intersection that will need to be grade separated at some point in the future.
- The County asked for and received permission from the National Guard to take part of their original site for the CC-215 ROW, in exchange for being connected to public utilities.

2. Clark County Nellis AFB Environs

- The environs map outlines the current noise contours created by Nellis operations.
- Within and near Guard property the AE-65 (65 decibel) noise zone requires noise attenuation

for any residential development but not for commercial or industrial development. In the AE-70 noise zone most residential development is prohibited and commercial/industrial uses need to use noise attenuation.

3. Clark County General Plan

- The Guard property lies within the Sunrise Manor planning area but is outside of Clark County proper. The general plan, adopted September 2010, shows military and industrial uses in the areas closest to the Guard property. The area around Nellis AFB is designated Community District 1- a regional economic development center.
- Sunrise Manor is an unincorporated town, and has a Town Advisory Board to advise the Clark County Commission on land use issues.

4. Clark County Regional Flood Control District

- The Flood Control District publishes an updated Master Plan every 5 years. The latest Master Plan for the Guard property was completed in 2008 and for the "Range" drainage district portion of the plan it shows the existing UPRR embankment as a diversion berm that takes overland storm flows toward the SW to a detention basin on the South side of CC-215. It also shows that there is planned a storm water facility along the frontage of the North side of I-15 in front of the Guard property SW to the Centennial Parkway alignment on the south edge of the Guard property flowing West to the West side of the CC-215 to another detention basin.
- The implications for the Guard property are a more complicated possible future grade separated undercrossing of the UPRR tracks since drainage flows would have to be accommodated.

5. Clark County Air Quality Management District

- The Department of Air Quality Management administers the air pollution control program. It was established to implement local programs to fulfill air quality regulation requirements for the Las Vegas Valley. The enforcement division administers the dust permit process for all activities that create dust particulate.
- The Guard training activities create dust on their site. How they interact with the County inspectors is an important part of their being a good neighbor. It is not clear whether dust permits are required for Guard activities.

North Las Vegas:

1. "Vision Plan 2025" Strategic Plan - 2005

- This plan sets forth the key visions and strategies for the future 20 years as a framework for the Comprehensive Plan. Among its ideas is the concept that gateways to the City such as at the I-15 interchanges are a way to help define a sense of place within North Las Vegas.
- The plan emphasizes mixed use and commercial nodes and transportation and greenway connections.

- In terms of areas near the Guard property it specifically promotes industrial and research and development type uses.

2. Comprehensive Master Plan - adopted November 21, 2006

- The VISION of North Las Vegas in 2025: North Las Vegas is a City that has mastered the challenges and opportunities that accompany unprecedented growth and development through imagination, civic spirit, undaunting resolve, and community pride. The City has created a world-renowned success, well-planned and safe community that is amenity-driven, people-oriented and attracts residents and visitors. It's an exciting place where people experience the joy of fulfilling a dream: North Las Vegas is "Your Community of Choice"

- The land use plan outlines primary uses, secondary uses and character/location for all proposed land uses. The Guard land is located in an employment district and is labeled "military employment district". The policy related to this land use is policy ED-M-1 "Locate only non-residential land uses adjacent to the military land".

- The comprehensive Master Plan also analyzes future development capacity by section of the City, but does not identify development specific to the Guard environs. It does identify three possible growth scenarios based on growth rates of 4, 7, and 12% to analyze how long it might take to absorb the vacant land within the City boundaries that is available for development.

3. Master Plan of Streets and Highways

- This master plan shows the alignment of Centennial Parkway developed in the future as a Major Arterial street along the South side of the Guard property and along the I-15 frontage of the adjoining property and joining with the Hollywood interchange through Guard property. This alignment serves development but also has a major negative impact on accessibility to Guard property.

- The plan also shows Range Road as a Major Arterial along the section line and separating existing Guard property from State reserved BLM land to the West. This is negative for any Guard expansion to the West and control of access to Range Road on site.

- The plan also shows a Minor Arterial connecting the Hollywood interchange with a new interchange along I-15 at approximately the NE side of the Speedway and providing access to the Nellis dunes area South of I-15. This alignment takes some property from the East edge of the Guard property, promotes development (hopefully industrial) East of the Guard, but also promotes more traffic at its borders.

4. Development Code

- The Development Code controls the development of land, and in particular subdivisions, with requirements for preliminary and tentative maps, final maps, design standards for items such as lots, blocks, streets, street lighting, etc., and other public improvements required.

- This regulation should not have any impact on the Guard property unless it is developed further in some way for housing.

5. Zoning - June 30,2010

- The northern portion of the Guard property (north of the Deer Springs alignment) is zoned Open Land (O-L). In this zone the minimum setbacks for any building are 50 feet from front, side, and rear property lines.
- The southern portion of the Guard property (south of the Deer Springs alignment) is zoned Public/Semi Public (PSP). In this zone the minimum setbacks for any building are 20 feet from front property line and 0 feet for side and rear property lines. Surface parking also has a 20 foot from front property line setback and 0 feet from side and rear property lines. The maximum building height is 60 feet, but there is no maximum floor area ratio.
- The property to the South of the Guard property is zoned General Commercial (C-2). The minimum setbacks for any buildings in this zone are 20 feet from the front property line, and 0 feet from the side and rear property line. Surface parking has a minimum setback of 10 feet from the front property line and 0 feet from the side and rear property line. The maximum building height is 60 feet and properties can be subject to additional requirements for items such as fencing, screening, signs, parking, trash enclosures, landscaping, lighting, and storm water controls.
- A smaller area of land off the Southeast corner of the Guard property at the Hollywood Boulevard interchange, is zoned Planned Unit Development (PUD). The zone is created to encourage innovations in residential, commercial and industrial development so that greater opportunities for better housing, recreation, shopping and employment are created; to reflect changes in the technology of land development; to encourage a more creative approach in the utilization of land in order to accomplish a more efficient, aesthetic and desirable development which may be characterized by special features of the geography, topography, size or shape of a particular property; and to provide a compatible and stable, developed, environment in harmony with that of the surrounding area. In this zone almost all development regulations are flexible and not set until the approval of the specific project.
- The Zoning ordinance is currently being re-written and the City hopes to have it adopted in approximately March of 2011. It is being re-written to bring in newer concepts of development control, so offers an opportunity for new thinking regarding the Guard property and its edges.

6. General Building and Development Standards

- This section of the City Code spells out many regulations that affect development. The following sections may be applicable in any particular development proposal. In particular the Special Use Permit is a tool that is used to create approval for uses not automatically approved within a zoning district, and to impose special restrictions or requirements on those uses in order to protect the public health, safety and welfare.

    a. 17.24.010 - Purpose.
    b. 17.24.020 - Conditions for special uses.

c. 17.24.025 - Conditional uses.
d. 17.24.030 - Use of lands, buildings and structures.
e. 17.24.040 - Dwelling unit restrictions.
f. 17.24.050 - Residential accessory buildings, uses and equipment.
g. 17.24.060 - Setback encroachments, limitations and exceptions.
h. 17.24.070 - Height encroachments, limitations and exceptions.
i. 17.24.080 - Fences and walls.
j. 17.24.090 - Screening.
k. 17.24.100 - Landscaping requirements.
l. 17.24.105 - Liquor uses.
m. 17.24.110 - Signs.
n. 17.24.115 - Political signs.
o. 17.24.120 - Signs in the downtown redevelopment area.
p. 17.24.130 - Property access standards.
q. 17.24.140 - Parking requirements.
r. 17.24.150 - Off-street loading berth requirements.
s. 17.24.160 - Miscellaneous requirements.
t. 17.24.165 - Telecommunications towers and facilities regulations.
u. 17.24.170 - Home occupations.
v. 17.24.180 - Nonconforming uses and structures.
w. 17.24.185 - Projects of regional significance.
x. 17.24.190 - Sexually oriented businesses.
y. 17.24.195 - Multifamily development standards.
z. 17.24.200 - Commercial development standards and design guidelines.
aa. 17.24.205 - Industrial development standards.
bb. 17.24.210 - Design standards for single-family, two-family dwellings and manufactured housing.
cc. 17.24.215 - Small lot development.
dd. 17.24.220 - Mixed use design guidelines.
ee. 17.24.225 - Residential design incentive system.

Nellis Air Force Base Guidelines for Development

1. Jettison Hill blast zone

- This is an area identified on a Nellis reference map that describes a general zone within which any live ordnance that had to be dropped and exploded in an aircraft takeoff or landing emergency, might create building and personnel danger. Because aircraft flight lines vary there is no guarantee that exploding ordnance would be near the center of this zone, therefore Nellis hopes to keep the general area free of encroachment.

2. Approach and departure "surfaces" for winged aircraft

- Shown on Nellis maps these imaginary but well defined areas of air space are required to

safely handle aircraft operations beyond the actual runways. The elevations above grade of these "surfaces" and required separations for safe operation define how tall building structures might be allowed nearby. Nellis is very sensitive to any building height near any of its operational "surfaces".

- These "surfaces" generally extend to the Northeast of the North end of the runways, and circle to the Northwest of the runways, North of the Guard property. These "surfaces" also exist further to the South and Southwest of the southern end of the runways.

3. Approach and departure surfaces for helicopters

- Similar approach and departure "surfaces" exist for helicopters. However generally these "surfaces" are located in a North/South direction from the landing zone on the Nellis site and extend over the easterly portion of the Guard property.

4. Open corridors for flight operations

- Nellis is very protective of air space corridors that allow it to function and complete its training missions. These corridors of air space extend to the Northeast of the runways and to the Northwest, North of the Guard property similar to the approach and departure "planes". Because of noise created in these zones, and for operational flexibility, Nellis would like to limit development in these areas to open land or uses such as industrial that has a low employment density. Nellis will strongly resist any residential uses in these areas.

EXHIBIT B

Floyd Edsall Training Center (FETC) Site Development Master Plan Evaluation
Kubat Consulting input 12-29-10

1. The Master Plan has a 20-25 year time horizon:

- The time horizon is acceptable as long as the plan is reviewed and updated about every 5 years because so much can change in 20-25 years.

2. Goals:

- Joint land use efficiency, sustainable design, enhanced access and circulation, high quality visual and aesthetic image/character, pedestrian oriented environment, optimum functional relationships, etc.
- The goals seem reasonable but broad.

3. Principles for the plan:

- Flexibility, adaptability, customization, context sensitivity, environmental responsibility, and quality of life.
- The principles seem reasonable.

4. Internal uses proposed:

- Regional Training Institute (RTI) (30-50 acres) - proposed on the east edge of the site, which is a good buffer and allows access to training lands from two sides for Guard personnel. This is a funded facility to help expand the Guard capacity and is a good use for the site.
- Cantonment area (150 acres) - proposed to expand the current building area and organize access and circulation in a clear way. This is a good use of and strengthening of the existing facilities area. A clearer common parade ground/exhibition area could be added for public interaction and a stronger campus like feel.
- Other training uses (70 acres) - these uses seem reasonable and well located.
- Training lands (683 acres) - this area seems to be the net of other needs rather than a goal in itself. These lands are becoming quite constrained by the narrowness of the parcel and the fact that heavy vehicles are not allowed on the north side of the railroad tracks. Expansion of vehicle training areas north of the railroad ROW would give the Guard more flexibility in meeting future training needs.

5. External uses proposed:

- NDOT satellite maintenance station (5 acres) - although a state use, it doesn't seem very critical for use of any of the primary FETC lands, but could be a good use for a peripheral isolated parcel south of I-15.

- Department of Motor Vehicles Customer Center (15-30 acres) - a reasonable use of peripheral lands near the Hollywood/Speedway interchange where it would have good access, unless a location south of the Clark County-215 beltway in section 20 would be a more easily accessible location to the population base.
- Nevada Highway Patrol substation and training center (10 acres) – a reasonable use of the site with easy access to I-15 if located near the Hollywood/Speedway interchange and on a parcel not required for other use. Potential conflicts of telecommunications towers or radio frequency use with Nellis operations. This needs to be explored further.
- Emergency Vehicle Operations Course (EVOC) (280 acres) – a multi-jurisdictional facility for emergency vehicle training. Although this is a reasonable use of state land and would be an asset for Guard training, its size takes quite a large piece of the training center. Because its funding is dependent on multiple jurisdictions it is an uncertain use and is not on the near term horizon.
- Park and Ride parking lot (7 acres) – proposed for the Hollywood/Speedway interchange area. Although a reasonable State use, it is not clear what population this location would serve since there is very limited housing out the I-15 corridor for a long distance beyond this location, and it would be out of the way for closer in populations.
- Youth Challenge CTA (30 acres) – a reasonable State use but not a good use adjacent to resort casino properties. Use of the isolated peripheral parcel south of I-15 might be reasonable, although probably is not desired by N. Las Vegas since it is not an industrial use. This location and the facility may also be impacted slightly by aircraft noise contours in this location, since it is a residential type use.
- Regional Water Project easement on the north side of the UPRR track easement. A good use of the land if the underground pipeline does not impact above ground training use and it is designed for adequate vehicle loading.

6. What has changed since the plan was published:

- Due to State finances the Youth Challenge CTA is not a likely use and it was very negatively received by North Las Vegas.
- The solar farm proposed and a large part of the site north of the railroad tracks in part of the Master Plan is not possible as a private venture without jeopardizing the R&PP status of the land entitlement. Therefore this use is not likely.

7. Conclusions:

- The planning process and intent is a good one.
- The plan presupposes too much outside (non-military) type uses and decreases training land opportunities and flexibility.
- The plan doesn't take into account any use of Section 20 land which is obligated to the State for R&PP uses and could represent a good expansion of the Training Center and continued buffer for Nellis controlled lands in Sections 16 and 17.

- The EVOC concept is a good one but ignores the difficulty of multi-jurisdictional funding and the difficulty and cost of access to north of the railroad tracks where it is shown.
- A long range solution to Range Road access and utilization is not covered.
- The concept of uses on the east edge of the site to buffer adjacent uses is a good one.
- The plan offers good recommendations.

EXHIBIT C

Floyd Edsall Training Center JLUS Evaluation of Development Controls
Reducing Future Land Use Conflicts - DRAFT
Kubat Consulting - Revised February 17, 2011

Based upon the listing of possible development controls dated December 14, 2010 the following evaluation will form a part of our eventual recommendations for the Joint Land Use Study.

1. **U.S. Government:**

- BLM Disposal Boundary: The State and BLM, with concurrence by North Las Vegas, should undertake initiatives to modify the disposal boundary to include all the Guard property in the non-disposal area, i.e. outside the disposal boundary. Although this is likely to require a modification by the U.S. Congress it would strengthen the Guard's long term use of this land.
- BLM Recreation and Public Purpose (R&PP) Designation: This designation does not help reduce future land use conflicts since it is binding on only the Guard property. The inflexibility of this designation prevents the Guard from some actions on the Training Center site that could help reduce future conflicts. Actions such as leasing or selling some of the Guard land as buffer lands to users such as solar energy producers that could be more compatible with Guard operations than some currently envisioned uses such as resort hotels, is not possible. The likelihood of changing this regulation is very low due to the long standing definition of R&PP from the Federal/BLM perspective.
- The BLM has indicated that other State uses may also satisfy the R&PP definition and legal requirements and be allowed on portions of the Guard property without more than paperwork transactions. Whether there would be a land value difference due BLM for other State uses would have to be checked by BLM. Any specific request for a "change of use" would have to be parcel specific and be submitted by the current land patent holder.
- The BLM has indicated that the State may modify its reservation of Section 20 at any time if it feels it does not need all of the land it has reserved. Once it does this North Las Vegas can nominate non reserved land for public auction sale if desired.

2. **State of Nevada:**

- Gaming Enterprise District: Once established the likelihood of the State taking away this designation is very low and the land owner will likely do all that is possible to preserve it in hopes of future financial gain. The existence of a district does not control land use conflicts anyway since this is the purview of the local jurisdiction.

3. **Clark County:**

- Nellis AFB Noise Overlay Zones: The concept of the noise overlay zones can control some types of use compatibility, however, these zones exist to protect Nellis AFB and not the National Guard property. The use of a similar concept of a noise contour around the Guard

property might help control some uses and put adjacent users on notice of possible noise issues. However, based on current operations, noise impacts of operations are not likely to rise to the level of the 65 dB threshold established for the Nellis Zones. If Guard operations in the future were to include more helicopter training with take offs and landings this conclusion might change.

4. North Las Vegas:

- North Las Vegas policies and development regulations are the key to controlling current or future land use conflicts around the Guard property.

- Comprehensive Plan: The Comprehensive Plan is a key document outlining public policy and intent. As such it may need to more clearly articulate the City of North Las Vegas attitude toward the Guard presence in North Las Vegas. Currently it is a bit ambiguous about the importance of the Guard presence and positive local impact and therefore opens the door to land use actions that may diminish the Guard's ability to operate fully. In particular the City of North Las Vegas should consider more clearly defining the "Military-Employment District", within which the Guard property is located, in terms of expectations of land uses and the need for strong transition or edge condition controls. The City of North Las Vegas should incorporate the land use and implementation recommendations of this JLUS into the Comprehensive Plan.

- Master Plan of Streets and Highways: This is a very key policy plan that can heavily impact the Guard property and compatibility of adjacent uses. Currently the plan shows Major Arterial streets on two sides of the Guard property. This condition should be modified by the City of North Las Vegas to eliminate north-south Range Road along the westerly Guard boundary as a section-line major arterial or as a public street at all. This action would also modify the major arterial designation of the east-west Elkhorn alignment by stopping the major arterial designation at Lamb, and eliminating the rest of the alignment between Section 17 (Nellis AFB land) and Section 20 (State reserved land for the Guard). Likewise the minor arterial and collector streets shown in Section 20 on the north side of CC-215 could be eliminated. Furthermore, the extension of east-west Centennial Boulevard as a major arterial along the southern and southeastern border of the Guard property is inconsistent with the realities of that location (limited single sided uses) and the existence of the intervening CC-215 highway intersection with Range Road which would create great conflicts with any future grade separated interchange. The City of North Las Vegas should consider this alignment a minor arterial or collector street.

- Zoning: The City of North Las Vegas' new zoning ordinance could create some very good opportunities for land use controls that would decrease future land use conflicts. If the new ordinance created the opportunity for a creative Military Overlay Zone that defines compatible uses and the requirements of buffer conditions, or even the concept of transfer of development rights, future conflicts might be minimized or solved in win/win situations. In lieu of a Military Overlay Zone, the City of North Las Vegas could establish a Military Buffer Zone within which buffers, screening, building height, or other factors could be further defined to give greater clarity to the Guard and other land use applicants. The zoning designation of the Guard property is another area where the City of North Las Vegas could take action. Currently only the southern portion of Section 21 is designated PSP-"Public or

Semi-Public" use. The City of North Las Vegas should consider designating the rest of the Guard property in this way to reflect the R&PP designation that exists on the property.

- Development Standards: The use of the Special Use Permit is currently the single most effective method to minimize land use conflicts. Within the purview of the City Council in granting a Special Use Permit is land use, building height, building and site use setbacks, edge conditions such as fences, screening, and landscape buffers, hours of operation, telecommunication requirements, and property access requirements, etc. However, since the Special Use Permit process is political it does not provide the Guard with much certainty of possible impacts. Therefore, cooperatively the Guard and the City of North Las Vegas should establish a set of edge condition and transition standards that both can live with, and that would then be imposed on all adjacent uses. These should be established ahead of any further land use actions so that there is some level of predictability for both the Guard and future land use applicants as to what a City of North Las Vegas land use approval will incorporate.

- Infrastructure Approvals: The City of North Las Vegas routinely has to approve various engineering studies to approve a land use application. These include a traffic/access study and a drainage study. Although these approvals are more technical than subjective they both can help eliminate land use conflicts where the City of North Las Vegas has clearly stated policies in either area. In the case of traffic studies, the City of North Las Vegas may want to more clearly express its desire to not negatively impact Guard access via the Range Road intersection.

5. Nellis Air Force Base:

- Noise Contours: The Nellis AFB land use restrictions such as Noise Contours impact future land use conflicts some as already stated under Clark County. Although the contours do intersect with the Guard property and do limit some types of adjacent uses where the contours increase above the 65 dB threshold, the limitations are primarily on residential uses and less so on commercial or industrial uses. Where they exist on commercial or industrial uses they primarily require abatement of sound levels as opposed to elimination of use.

- Approach and Departure Surfaces: These imaginary surfaces, defined in the air space surrounding Nellis approach and departure routes, and covering all the Guard property and much surrounding area, influence Nellis attitudes about any adjacent land uses and building heights. Although they are not a specific local land use control, they affect Nellis operations and therefore are typically strongly considered in local land use decisions. The importance of these surfaces to Nellis operations and the fact that so many departures occur with live ordnance, mean that Nellis is keenly interested in all land uses, building heights, development densities, radar interference, glare effects, etc. that might occur in and around the Guard property. Based on past approvals, however, building heights immediately adjacent to the Guard property under 100 feet have been deemed acceptable to Nellis, however this is highly dependent on specific location relative to the imaginary surfaces. Just as in the concept of Noise Contours, the concept of the Guard and the City of North Las Vegas cooperatively establishing an acceptable height limit around the Guard property could go a long way toward reducing any future land use conflicts. This concept would be especially important if the Guard started helicopter training.

EXHIBIT D

Floyd Edsall Training Center Joint Land Use Study
Evaluation of Land Development Coordination Efforts- DRAFT
March 31, 2011

History:

The Army National Guard use of the Floyd Edsall Training Center dates from the mid 1980s when the Guard did some open land maneuver and driver training on the site, even though it was not yet identified as the official training center. In September 1988 the land was leased to the State by the BLM, and more formalized training began to be conducted. Before that time, the Guard more commonly trained out of the Henderson Armory by just driving out into the open desert behind that facility. In1997 the first readiness center/armory was constructed at the Floyd Edsall site and more normal weekend training activities could occur. This location was seen as a logical place to expand training since it was next to Nellis Air Force Base military operations, and could utilize very open land. The current training center did not become a "Patented" land holding by the State until a series of transactions starting in 2003, and continuing in 2007 and 2009.

When the Floyd Edsall Readiness Center/Armory was constructed, the land surrounding the Training Center lands was open desert owned by the Bureau of Land Management, within Clark County's jurisdiction, but without any encroachment by nearby industrial or other uses. Since the surroundings were so open, coordination with surrounding jurisdictions was not typically an issue. North Las Vegas was not even an adjacent jurisdiction at that time and did not become so until they expanded their boundaries and annexed the land out to and beyond the Training Center in 2003. The Guard apparently did not have contact with the County about this annexation. Before that date the Guard did not have direct contact with BLM, the land owner, except through the State Land Office, since they are a State function.

In the last 10 years or so the coordination efforts of the Guard, with surrounding entities, has been very limited. Whatever contact there was, it amounted only to responding to and attending an occasional public hearing, when the Guard received official notice of something potentially affecting their area. Since these actions did not occur often, various Guard personnel would attend and there was limited continuity of contact. As reported by CPT Hunsaker, the current Plans and Program Manager within the Facilities and Maintenance Office of the Guard, is the second person responsible for this contact in the last 5 years. Also before CPT Hunsaker being located in Southern Nevada this function was staffed out of the National Guard State Headquarters in Carson City, northern Nevada. This location meant limited contact with local jurisdictions was inevitable. The majority of Guard attendance at zoning or town meetings has come in the past couple years. At the same time in the last 10 years the role of the Guard in supporting United States Army actions overseas has increased dramatically, and the need for increased and varied training has expanded significantly.

The most contact between the Guard and local jurisdictions has come in the past few years over three issues: the building of Clark County 215 highway, the issue of dust control, and the granting of gaming entitlement districts with mid rise hotels on the southern border of the Guard property.

The first issue occurred in the late 1990s when the CC-215 was being located and a small corner of the Floyd Edsall site near Range Road was needed for right-of-way. Because this right-of-way fell onto the location of the existing sewer waste leach fields for the Training Center, the Guard and Clark County agreed that the County would provide public sanitary sewer service to the site. Although this service was provided there was a discouraged reaction by the Guard when the County then billed the Guard for the sewer service. The Guard has not paid to those invoices. Apparently this interaction has been smoothed over.

The second interaction occurs from time to time when Guard training involves driving large vehicles and equipment on its property, causing some dust production at some times during a year. Because Clark County is responsible for local air quality monitoring and enforcement they have apparently come to the site seeking to place responsibility and control the dust issue. In the past the Guard has not always welcomed this County "intrusion" into what they have considered a State training mission, and therefore this interaction was not always positive. The Guard has indicated it now understands that this interaction needs to be improved.

The third interaction occurred over the last few years when North Las Vegas has sought greater local economic development opportunities along Interstsate-15, in light of the very fast growth of the community since 2000. The City of North Las Vegas desire for development along I-15 and to improve the image of the City of North Las Vegas at a significant gateway interchange, led the City of North Las Vegas staff to suggest moving the Guard to other locations and recommending the approval of development entitlements for resort hotels and gaming along the southern border of the Guard site.

These recommendations created an atmosphere of adversity between the Guard and the City of North Las Vegas because the Guard felt like it needed to defend its location and borders in the strongest terms possible in a public hearing setting. Unfortunately, the Guard property did not show up on City of North Las Vegas maps as anything other than open land and any official notification of the Guard went by official channels and therefore did not reach the Guard person responsible for these issues very quickly. Again unfortunately, since the Guard was only being informed as an adjacent land owner of the upcoming public hearing, the Guard was not consulted early on and therefore only had the outlet of the public hearing process to make their case. This put elected officials in a difficult position which could have been made easier by more two way communication early on. Due to some staff changes in North Las Vegas and this JLUS process, both entities appear willing to build better communication bridges.

Recommendations:

1. The Guard should establish an Office of Community Relations for Southern Nevada facilities with a permanent staff that can create the long term positive relationships with local entities that are required in this more dense location in the State. Other Guard facilities in the State are not in need of the same level of coordination at the present time, however, should local coordination become a larger future issue, the southern Nevada office would be in a good position to either assist or train Guard staff.

The permanent staff may include civilian planning expertise or only Guard personnel, however the idea is to have longevity so the same face is seen over several years by local elected officials and staff, and local jurisdictions know who to contact. This staff should seek to have regular

quarterly or biannual meetings with local staff and elected officials so that none are strangers when a development or operations issue arises.

2. The Guard should seek to reach out and build increased visibility and local support by inviting the local community into the Training Center on a yearly basis for some type of celebration and exhibition of its capabilities and missions. This might mean exhibition of mock ground training, demonstrations of equipment like the Bradley vehicles, perhaps even ride-alongs for civilians, etc. subject to any security concerns that may exist. This yearly event should be made as family friendly as possible and even include publically exciting Guard equipment not necessarily found at the Training Center such as Apache helicopters, tanks, etc.

3. The Guard should consider some weekday use of its current or future recreation facilities for local area youth or employee leagues. In their current form the armory drill floor is useable for youth basketball or after school recreation programs with portable goals and other equipment. This would bring the general public into closer contact with Guard personnel in and around the facility and provide a needed resource of recreation space. If the Guard chooses to build indoor basketball scaled facilities as a part of future readiness centers, these may even be able to be further adapted for local use with equipment such as permanent goals, with local recreation funds. This would provide another positive connection of the Guard to its local community; another positive reason for the Guard to be located where it is.