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Subject
Public Testimony Regarding the 2025–2045 Comprehensive Plan Update – Infrastructure and Density Impacts near Harmony Ridge Neighborhood Park

Date of Hearing
Thu, 10/01/2026

Comment
To: The Clark County Council
Date: October 1, 2026
Filer: Unincorporated Clark County Resident and Small Business Owner (98684)
Statement for the Record:

This written testimony is submitted for formal inclusion in the legislative record for the 2025–2045 Comprehensive Plan Update public hearing. This statement specifically addresses the proposed Urban Medium (UM) and high-density upzoning targeted within a strict 1/2-mile radius of Harmony Ridge Neighborhood Park in the unincorporated Orchards corridor.

1. Critical Localized Infrastructure Constraints
The localized street grids, neighborhood roadways, and stormwater drainage frameworks within this specific 1/2-mile buffer consist of long-standing residential developments. They are structurally unsuited for the intensive runoff and traffic loads generated by transitioning low-density subdivisions into Urban Medium zones allowing 10 to 22 units per gross acre. Broad county-wide capacity models do not accurately reflect the physical bottlenecks unique to this pocket.

Factual indicators of these localized bottlenecks include Clark Public Utilities' required $146.6 million system-wide water infrastructure expansion to scale up production and aquifer storage to meet urban mandates, ongoing sub-basin stormwater retrofit limitations tracked by the

Clean Water Division under Phase I Municipal Stormwater Permits, and regional transportation data showing that roughly 75% to 80% of local commuters rely strictly on solo vehicle travel. The Council should mandate site-specific infrastructure capacity vetting for this corridor prior to adopting the final zoning maps.

2. Degradation of Neighborhood Safety and Quality of Life
The proposed development code modifications that slash minimum multi-family parking requirements down to 0.5 spaces per unit represent a direct threat to the safety and utility of the immediate neighborhood. Given the documented regional automobile dependency and lack of rapid transit infrastructure inside the 1/2-mile buffer, reducing baseline parking minimums will not eliminate vehicle ownership; it will simply shift structural vehicle storage directly onto narrow, mature residential streets. This creates severe gridlock and acute traffic safety hazards for local families utilizing the neighborhood park facility.

3. Inequitable Long-Term Financial Exposure for Existing Residents
While updated development impact fees capture initial site hookups, the broader 20-Year Capital Facilities Plan relies heavily on regional capacity expansions. Existing homeowners in this corridor face dual financial risks: artificial inflation of underlying land values leading to higher annual property tax appraisals under state valuation rules, and future vulnerability to voter-funded facility levies to fix structural infrastructure deficits created by developer-driven infill. Long-standing households should not absorb the secondary costs of radical urbanization.

Conclusion and Requested Action:
The Council is urged to protect the integrity of unincorporated residential zones by implementing strict, localized infrastructure constraint triggers within the development code. High-density map approvals in the Orchards corridor must be legally conditioned upon verified local capacity rather than generalized regional growth projections.

Respectfully Submitted.



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