

**CLARK COUNTY BOARD OF COMMISSIONERS**  
**ZONING / SUBDIVISIONS / LAND USE**  
**AGENDA ITEM**

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**Petitioner:** Nancy A. Amundsen, Director, Department of Comprehensive Planning

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**Recommendation:** CP-22-900294: Conduct a public hearing, adopt the Flood Control Master Plan Amendment, and authorize the Chair to sign a Resolution amending the Plan. (For possible action)

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**FISCAL IMPACT:**

None by this action.

**BACKGROUND:**

The Flood Control Master Plan determines future community needs and promotes effective control of floods and services to meet those needs. Clark County Public Works is proposing this Master Plan Amendment (MPA) to revise the Plan for the Harry Reid Airport area of Clark County. The Regional Flood District Board of Directors held a public hearing and unanimously adopted the MPA to amend the Plan for the Harry Reid Airport area on March 10, 2022.

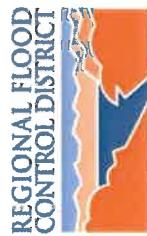
Nevada Revised Statutes (NRS) 543.597, subsection 6 states: "If a proposed amendment to the master plan is adopted unanimously by the board, and by the governing body of the local government in whose jurisdiction will be located the structures necessary to carry out the purposes of the amendment, after a public hearing by each, the amendment becomes effective and no other hearing or approval is required by any other board or commission, including those responsible for decisions relating to planning or zoning."

To complete the adoption process, staff recommends that the Board of County Commissioners adopt an amendment to the Flood Control Master Plan.

All documents for this item are available for review at the Clark County Regional Flood Control District, 600 S. Grand Central Parkway, Suite 300, Las Vegas, NV 89155.

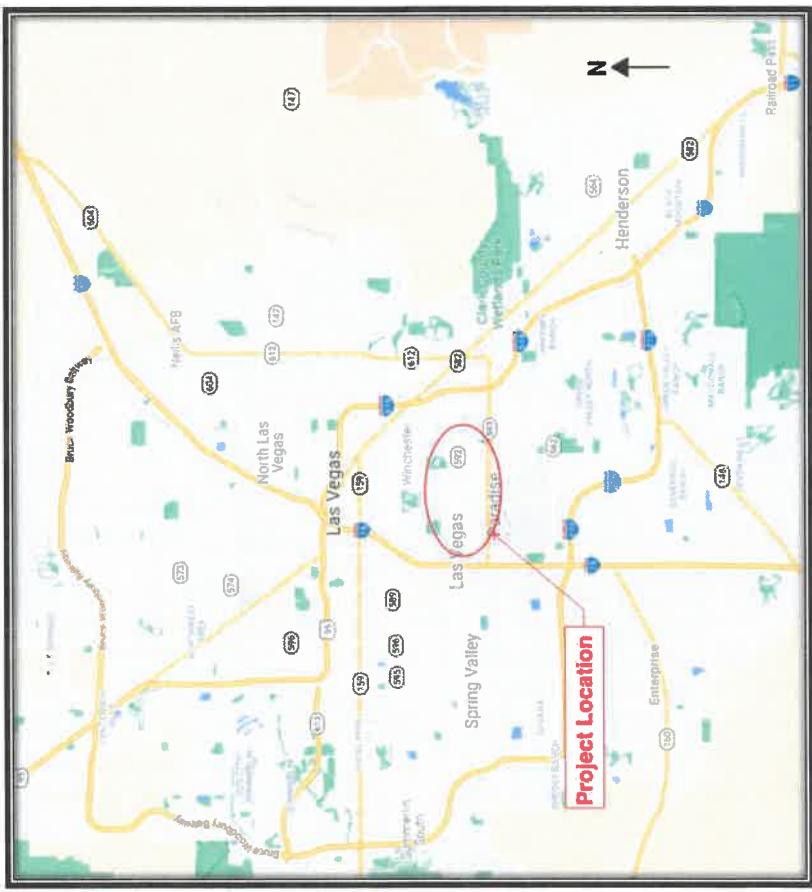
2022 AMENDMENT TO THE  
2018 LAS VEGAS VALLEY  
MASTER PLAN UPDATE FOR  
HARRY REID AIRPORT PEAKING BASIN AND  
OUTFALLS AND VAN BUSKIRK SYSTEM

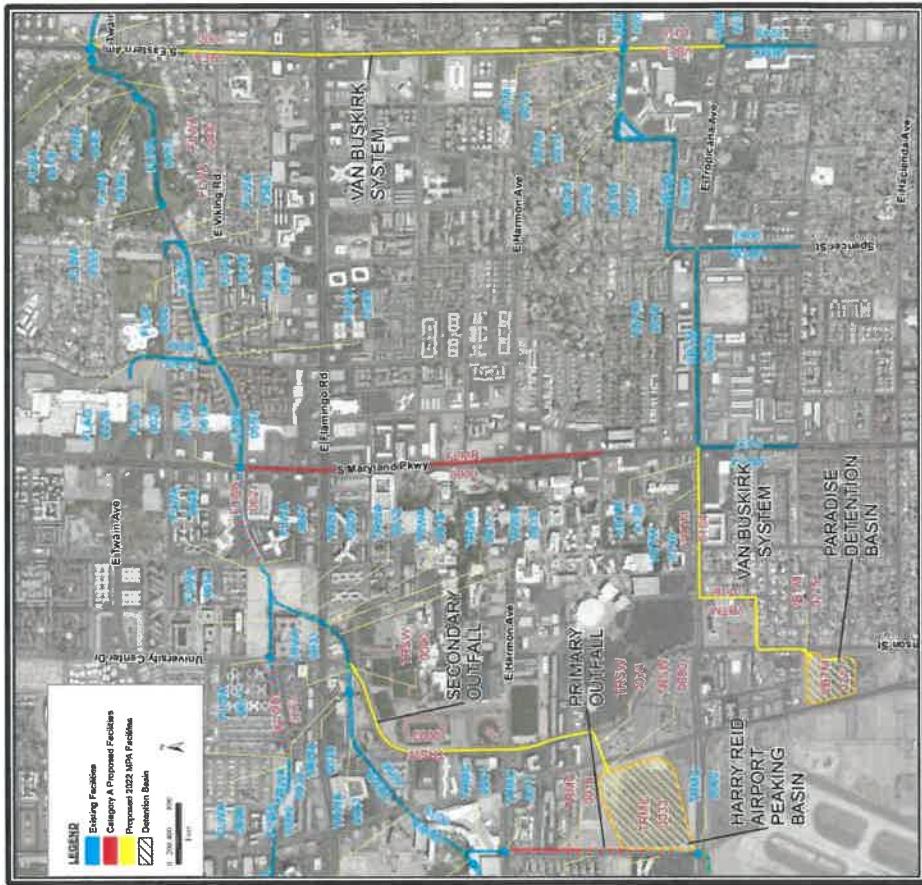
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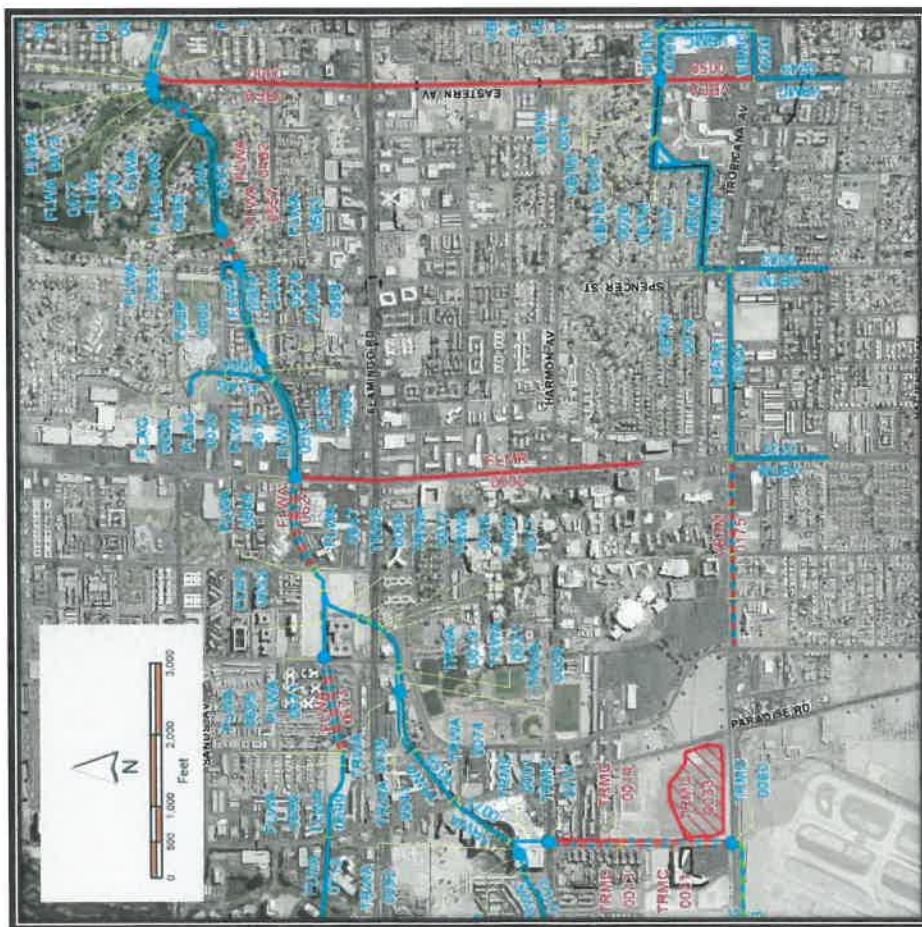
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## VICINITY MAP





2022 MPA Facilities



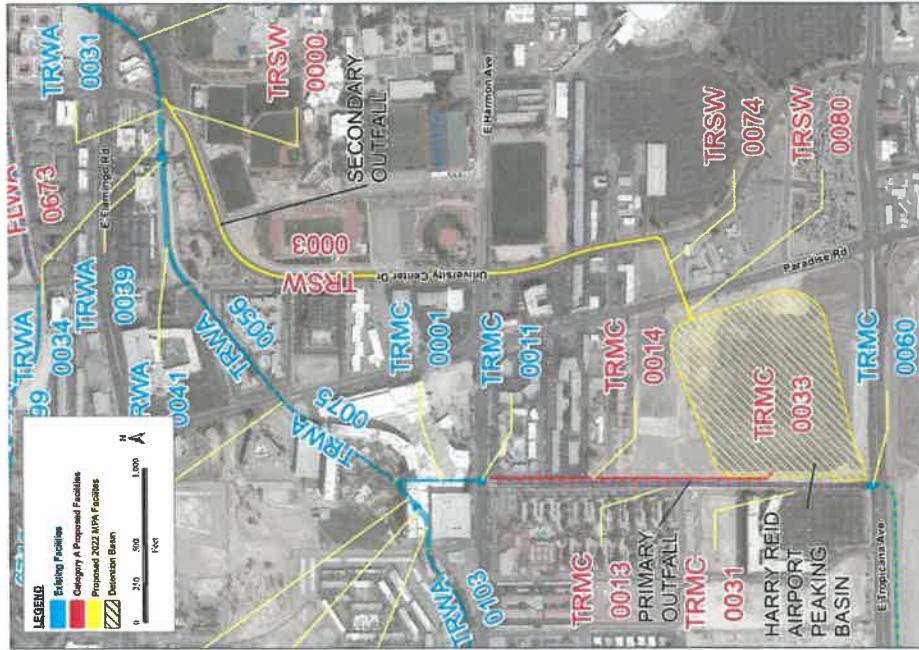
2018 MPU Facilities

# Harry Reid Airport Peaking Basin and Outfalls

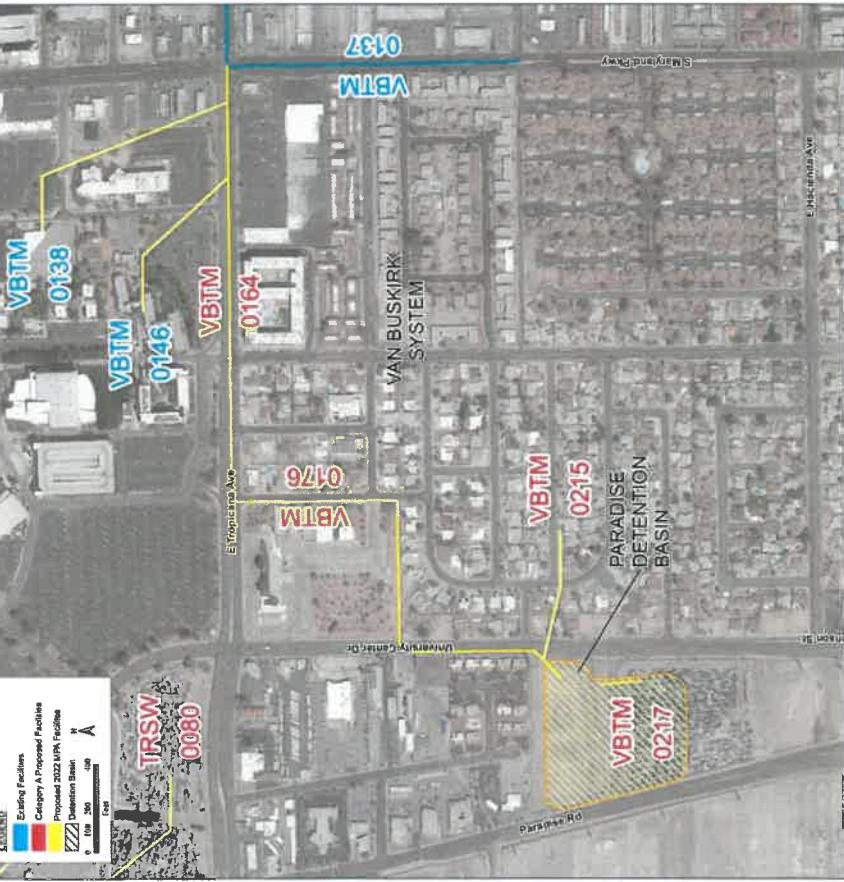
## Facility Changes

- TRMC 0033 – Harry Reid Airport Peaking Basin formerly known as McCarran Airport Peaking Basin, Volume change from 170 ac-ft to 223.5 ac-ft
- TRSW 0000-0080 – Secondary Outfall Facilities, addition of approximately 5000 ft of facilities from the Harry Reid Airport Peaking Basin to Tropicana Wash

2018 MPU			2022 MPA		
TROPICANA WASH – MCCARRAN AIRPORT			TROPICANA WASH – HARRY REID AIRPORT		
ID/River Mile	E/P	Facility Description	ID/River Mile	E/P	Facility Description
TRMC 0033	P	170 AC-FT MCCARRAN AIRPORT PEAKING BASIN	TRMC 0033	P	223.5 AC-FT HARRY REID AIRPORT PEAKING BASIN
TROPICANA WASH – SWENSON					
ID/River Mile	E/P	Facility Description	ID/River Mile	E/P	Facility Description
TRSW 0000	N/A		TRSW 0000	P	8' X 4' RCB
TRSW 0003	N/A		TRSW 0003	P	6' X 4' RCB
TRSW 0074	N/A		TRSW 0074	P	54" RGP
TRSW 0080	N/A		TRSW 0080	P	4' X 2' RCB OUTLET WITH 24" ORIFICE



# Van Buskirk System



2022 MPA					
VAN BUSKIRK – TOMPKINS AVENUE					
ID/River Mile	E/P	Facility Description	ID/River Mile	E/P	Facility Description
VBTM 0164	N/A		VBTM 0164	P	5' X 6' RCB (REPLACES VBTM0151 TO 0163)
VBTM 0175	P	10' X 5' RCB (REPLACES VBTM0138 TO 0174)	VBTM 0175		ID Mile Not Used
VBTM 0176	N/A		VBTM 0176	P	42" RCP
VBTM 0215	N/A		VBTM 0215	P	36" RCP OUTLET WITH 18" ORIFICE
VBTM 0216	N/A		VBTM 0216	P	620 CFS SPILLWAY
VBTM 0217	N/A		VBTM 0217	P	52 AC-FT PARADISE DETENTION BASIN

# Van Buskirk System

## Facility Changes

- VBEA 0000 - 0058 – Modification of proposed facilities in Eastern due to lower peak flow from Paradise Detention Basin.

2018 MPU						2022 MPA					
VAN BUSKIRK – EASTERN AVENUE						VAN BUSKIRK – EASTERN AVENUE					
ID/ River Mile	E/P	Facility Description	ID/ River Mile	E/P	Facility Description	ID/ River Mile	P	Facility Description	ID/ River Mile	P	Facility Description
VBEA 0000	P	10' X 6' RCB	VBEA 0000	P	8' X 5' RCB	VBEA 0058	P	12' X 5' RCB	VBEA 0058	P	12' X 5' RCB
VBEA 0058	P	14' X 6' RCB									



## MPA Estimated Costs for Proposed Changes

ID Miles	2018 MPU	2022 MPA	Difference
Current System: TRMC 0033, VBTM 0175, VBEA 0000, 0058	\$23,725,000	--	
Proposed Modifications: TRMC 0033, VBTM 0164, VBEA 0000, 0058	--	\$18,626,000	
Proposed Added System: TRSW 0000-0080, VBTM 0176-0217	--	\$8,138,000	
<b>Total:</b>	<b>\$23,725,000</b>	<b>\$26,764,000</b>	<b>\$3,039,000</b>

The proposed amendment to the MPU is consistent with the general principles set forth in NRS 543.597 and subsection 3 of NRS 543.590, and this MPA represents the most cost-effective structural and regulatory means for correcting existing problems of flooding within the area and dealing with the probable effects of future development.



Questions?

# Master Plan Amendment for Harry Reid Airport Peaking Basin and Outfalls and Van Buskirk System

February 2022

Las Vegas Valley Master Plan Amendment



## Notice

This document and its contents have been prepared and are intended solely as information for and use in relation to Drainage of the Harry Reid Airport Peaking Basin and the Van Buskirk System. WS Atkins, Inc. and Jacobs assume no responsibility to any other party in respect of or arising out of or in connection with this document and/or its contents.

# Executive Summary

The Master Plan Amendment (MPA) for the Harry Reid (formerly McCarran) Airport Peaking Basin and Outfalls and Van Buskirk System details the hydrology and amended facilities for the drainage areas around the Harry Reid Airport which are affected by the proposed infrastructure in the Tropicana Avenue & University Center Drive Grade Separation (TUGS) project and the extension of Tompkins Avenue from Kelch Drive to Paradise Road (TKP). The Harry Reid Airport Peaking Basin will be amended to further accommodate increased storage needs. Additionally, a second outfall to the basin is proposed in order to comply with the drain time requirements from the Federal Aviation Administration.

The Van Buskirk System of the MPA impacts the VBTM alignment. Multiple facilities in the VBTM alignment were scheduled to be replaced with larger capacity facilities, however these planned facilities conflict with the proposed TUGS project. The Paradise Detention Basin is proposed upstream of the VBTM alignment and will reduce the size of the required downstream storm drain facilities and enable the design and construction of the TUGS project.

The 2018 MPU facilities are shown on **Figure 3-1**, the facilities to be amended are shown on **Figure 3-2**, and the updated 2022 MPA facilities are shown on **Figure 3-3**. A summary of the facility changes proposed with this MPA include:

Removed Facilities from 2018 MPU:

- Van Buskirk – Tompkins Avenue Existing Facility (VBTM 0174)

Facilities from 2018 to be modified:

- Harry Reid Airport Peaking Basin formerly known as McCarran Airport Peaking Basin (TRMC 0033)
- Van Buskirk – Tompkins Avenue (VBTM 0175 becomes 0164)
- Van Buskirk – Eastern Avenue facilities to be downsized (VBEA 0000,0058)

Added facilities to 2018 MPU:

- Harry Reid Airport Peaking Bains secondary outfall (TRSW 0000-0080)
- Paradise Detention Basin and Outfall System (VBTM 0176-0217)

The estimated costs for these proposed changes are as follows:

**Master Plan Amendment Estimated Cost**

ID Miles	2018 MPU (\$ x 1000)	2022 MPA (\$ x 1000)	Difference (\$ x 1000)
Current System: TRMC 0033, VBTM 0175, VBEA 0000, 0058	\$23,725	—	
Proposed Modifications: TRMC 0033, VBTM 0164, VBEA 0000, 0058	--	\$18,626	
Proposed Added System: TRSW 0000-0080, VBTM 0176-0217	--	\$8,138	
Total:	\$23,725	\$26,764	\$3,039

The total cost of the 2022 MPA is \$26.764 million, an increase of \$3.039 million from the estimated value of \$23.725 million identified in the 2018 MPU. The proposed amendment to the MPU is consistent with the general principles set forth in NRS 543.597 and subsection 3 of NRS 543.590, and the MPA represents the most cost-effective structural and regulatory means for correcting existing problems of flooding within the area and dealing with the probable effects of future development. These facilities do not adversely affect the continued implementation of the MPU.



LAS VEGAS VALLEY  
FLOOD CONTROL  
MASTER PLAN UPDATE

Figure 3-1

FIGURE F-35

FLOOD CONTROL FACILITIES

LEGEND

- Ultimate Development Boundary  
Existing Facilities  
Category A: Proposed Facilities  
Category B: Proposed Facilities  
Local Existing Facilities  
Daleton Basin  
● Culvert or Bridge Crossing  
Stormdrain  
— Lined Channel  
— Unlined Channel  
XXXX Level/Dike  
Natural Wash/Floodway  
— ID-Nile Separator  
Remove & Replace Parallel Facilities  
Category A  
Channel  
Ornamental  
Stormdrain  
Crossing  
Category B  
Channel  
Ornamental  
Stormdrain  
Crossing

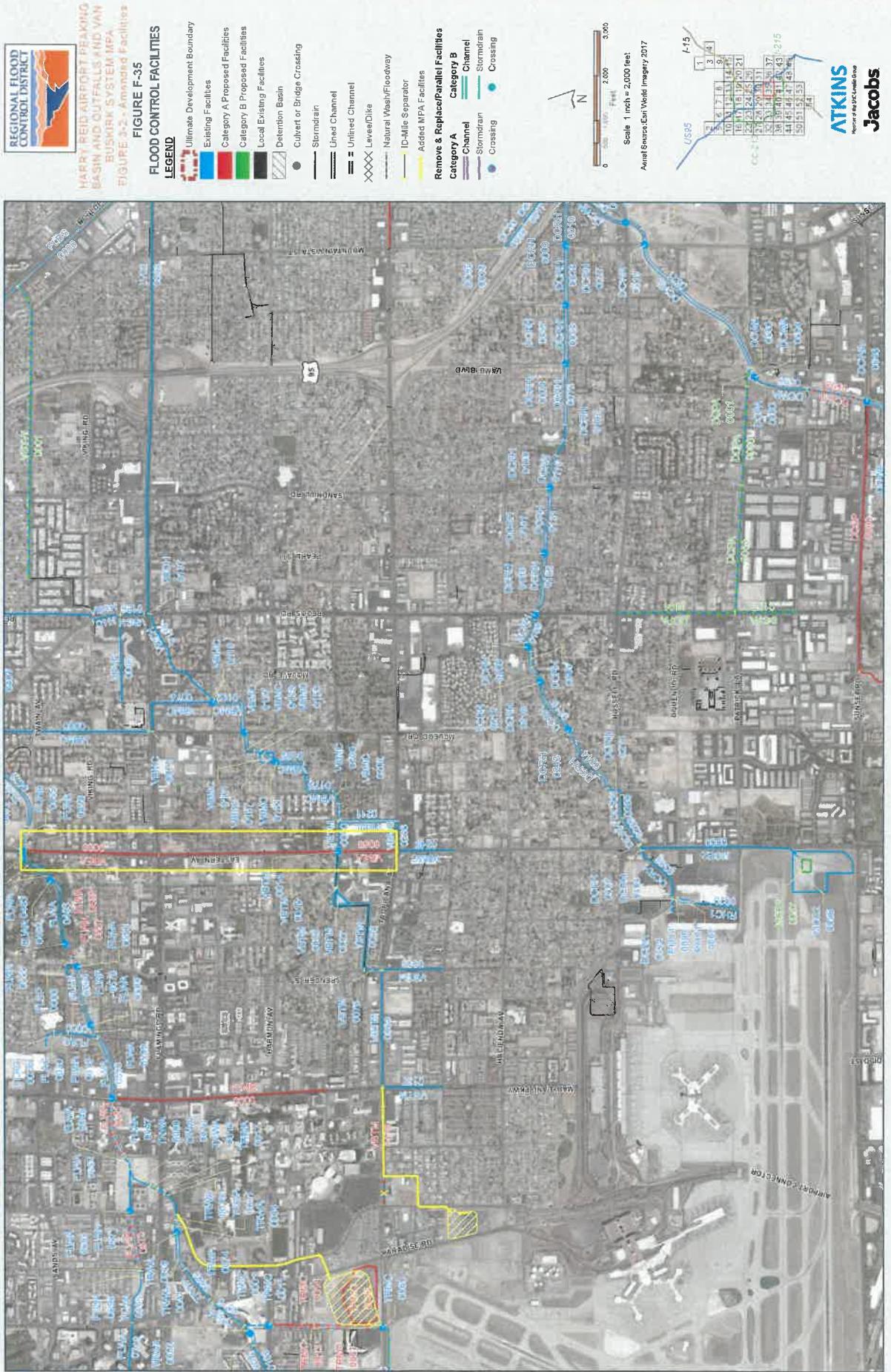


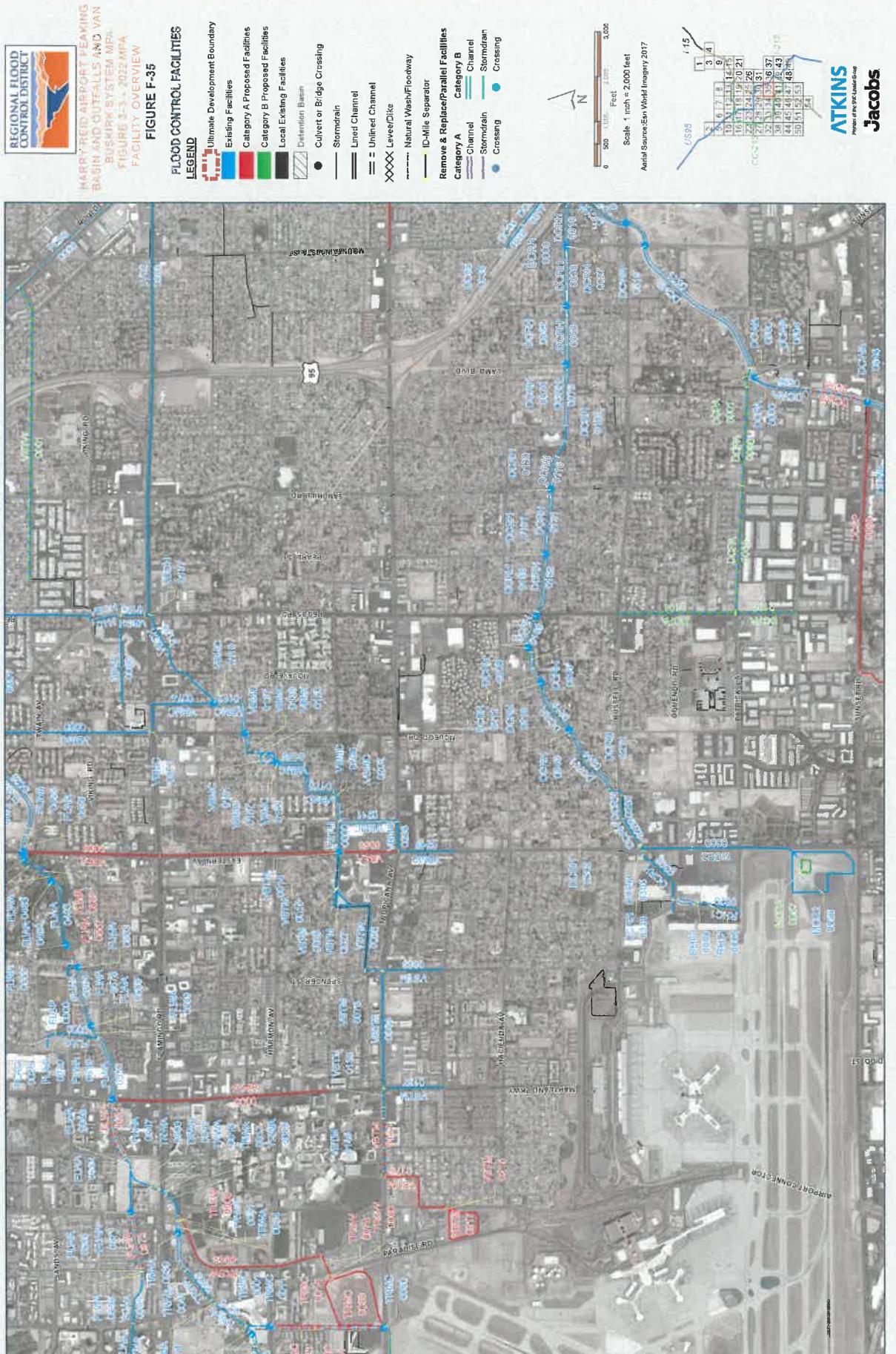
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