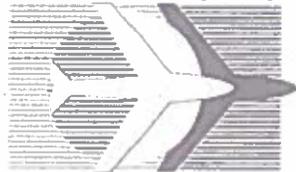


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McCARRAN INTERNATIONAL AIRPORT

August 28, 2017

Dean J. Gould, Chief of Staff and Special Counsel to the Board of Regents
Board of Regents Offices
4300 S. Maryland Pkwy.
Las Vegas, NV 89119

Len Jessup, President of the University of Nevada, Las Vegas Campus
Office of the President
University of Nevada, Las Vegas
Box 451001
4505 S. Maryland Pkwy.
Las Vegas, NV 89154-1001

RE: UNLV CAMPUS MASTER PLAN & THE SEPT. 2017 BOARD OF REGENTS MEETING

Dear Special Counsel Gould and President Jessup,

The following is in regards to item #16, UNLV Campus Master Plan, on the September 7 – 8, 2017, Nevada System of Higher Education Board of Regents' meeting. Please forward this correspondence to the Board of Regents for their September 2017 meeting.

UNLV, the largest university in the State of Nevada, and the Clark County Department of Aviation (CCDOA), owner and operator of busiest airport in the State of Nevada - McCarran International Airport (LAS), have worked together over the last twenty years to ensure both facilities can operate in unison. With Southwest Airlines', American Airlines', and the National Business Aviation Association's recent objection to a potential stadium on UNLV's 42-acre parcel (located northeast of Tropicana Avenue and Koval Lane), and prior opposition to a potential stadium on UNLV's campus northeast of Swenson Street and Harmon Avenue, we welcome the removal of "the stadium option" in a future, formal master plan update, and look forward to continuing to work with UNLV on additional airport-compatibility concerns remaining within the current master plan.

The Airports Council International – North America region (ACI-NA, an organization that represents governing bodies which own and operate commercial airports in the United States and Canada) ranked LAS as the 8th busiest in North America for enplaned passengers in 2016, 8th in terms of movements, and the 26th busiest airport in the world. More importantly to the Las Vegas economy, where our airport system has been estimated to have an annual economic impact of \$28.4 billion (with \$8 billion in labor income alone), McCarran is the 2nd busiest airport in terms of origin/destination traffic (where passengers get off the plane and stay within the community instead of just transferring flights at the airport). Last year, we welcomed 47.4 million arriving and departing passengers, making 2016 the second-busiest year in the airport's 68-year history (a 4.5% growth over 2015). An important growth factor includes the increased use of wide-body aircraft, especially by the international operators, which increases the complexity of how the Federal Aviation Administration (FAA) handles the various large air-carrier aircraft types in our constrained airspace around LAS and operational concerns from the pilots themselves.

**Clark County Board of Commissioners**

Steve Sisolak, Chairman • Chris Giunchigliani, Vice Chair
Susan Brager • Larry Brown • James B. Gibson • Marilyn Kirkpatrick • Lawrence Weekly

LAS is within very close proximity to UNLV's 42-acre parcel, added to the master plan in 2015. The southeast corner of the parcel is less than two football fields (600 feet) from the end of Runway 01L-19R, and the center of the property is approximately 1,500 feet (or approximately a fourth of a mile) from the runway end. Additionally, LAS is also within very close proximity to UNLV's proposed recreational and athletic fields (located on CCDOA lands), added to the master plan in 2012. Those areas are less than one-fourth of a mile from the end of Runway 01L-19R as well. For reference, traditional UNLV campus-type uses (student housing, classrooms, and the Thomas & Mack) are located approximately two-thirds of a mile from LAS's closest runway end.

Due to the proximity of UNLV's master planned areas to LAS, our office requests that additional and ongoing coordination occur. Off-airport land use compatibility planning is a very fluid topic within the airport industry, especially with stadium-type structures and the congregation of large crowds. Additionally, it is uncertain how future development within the area can be accommodated knowing the existing roadway system is over-taxed. With the County's airport system estimated to impact 30% of the gross domestic product of Clark County, any future use or development of the property contained within the master plan must (1) not jeopardize airport operational capacity, (2) be compatible with airport operations, and (3) not adversely impact the ability of airport users to access the airport via the existing roadway network.

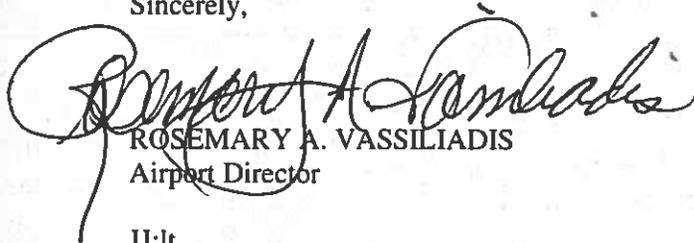
The following are CCDOA's general areas of concern regarding the existing master plan, and hope a future, formal master update would resolve such issues:

- 1. Future Use of CCDOA Property** – The MOU between our two agencies regarding cooperative planning of parcels owned by the CCDOA expired in 2014. Since then, other parties have expressed an interest in using portions of the "Clark County Parcels" included in UNLV's Master Plan, such as future elevated roadway needs. Some of the "Circulation & Parking" and "Athletics & Recreation Growth" uses located east and west of Paradise Road, north of Tropicana Avenue, are located on CCDOA property.
- 2. Future Stadium-Type Uses** – Various airlines and pilot associations have expressed concerns regarding a collegiate stadium located at numerous locations in the master plan. The CCDOA expects these same concerns to be issued for smaller stadium-type facilities (such as a soccer stadium). Since the pilot in command of an aircraft has the ultimate responsibility for the safety of an aircraft, even if a flight path has no FAA-imposed restrictions, a pilot can opt not to use a landing or takeoff configuration if he or she feels it poses a potential risk to the safety of their aircraft and/or passengers. Therefore, any pilot objections that would result in the loss of any takeoff or landing procedure would constrain capacity at LAS and limit the airport's ability to operate at full efficiency. Additionally, LAS has no room to add additional runways, or to relocate any of the existing four runways. Airspace is McCarran's primary constraining factor for the continued growth of air passenger traffic into and out of Southern Nevada. Any developments or actions that would constrain LAS's ability to use its four runways for peak efficiency, such as "Athletics & Recreation Growth" uses located northeast of Paradise Road and Tropicana Avenue may detract from the airport's core purpose.
- 3. Future Ancillary Uses Tied to Stadiums and College Campuses** – FAA has had difficulty managing aircraft operations at other airports located within close proximity to stadiums when the stadiums are in use. Examples include the Levis' stadium (home of the San Francisco 49ers) located near Mineta San Jose International Airport and the Inglewood stadium (future home of the Los Angeles Rams in 2019 and formerly the Hollywood Park Racetrack) located near Los Angeles International Airport. Activities such as fireworks, lasers, strobe lights, bright and/or "flashy" billboards, blimps, and/or special "fly-bys" that may interfere with pilots operating at LAS is required. Any such ancillary uses must not reduce McCarran's capacity and the master plan as a whole should address such concerns.

7. **Future Roadway Traffic Impacts** – The Master Plan includes areas of significant existing traffic congestion, particularly at primary intersections that accommodate inbound and outbound LAS vehicle traffic (Tropicana near Kelch, Tropicana and Paradise, Tropicana and Swenson, Swenson near Naples, and Paradise near Naples). Any additional traffic signals, pedestrian crossings, and bike paths which reduce/replace vehicle lanes, such as those shown in “Circulation & Parking” and “Pedestrian Connections,” may overburden roadways already deemed overtaxed by transportation agencies.
8. **Future Residential Uses** – CCDOA has aggressively opposed any new stand-alone residential development in LAS’s noise environs (defined as a day-night annual average aircraft noise level of 60 decibels [60 DNL or AE-60], a-weighted, or higher) located outside the current campus. The “Residential Growth” uses located in the northwest corner of the 42-acre parcel are within the AE-60.
9. **Future Education Uses** – The Clark County Development Code prohibits new education services in the AE-75. Various federal agencies land use compatibility guidance recommends that schools and other educational uses be located outside the AE-65. The “Academic and Support Growth” uses located in the southeast corner of the 42-acre parcel are within the AE-75, AE-70, and AE-65.
10. **Future Compliance with County Code** – The Clark County Development Code requires sound attenuation standards for certain uses constructed in the AE-60 and higher. To protect future users of the UNLV property, CCDOA expects County Code (Title 30) requirements to be met even though development may be funded by the state.

The CCDOA looks forward to working with UNLV to ensure the above mentioned issues are addressed in a future, formal master plan update.

Sincerely,



ROSEMARY A. VASSILIADIS
Airport Director

JJ:lt

cc: Commissioner Sisolak, Chair
Commissioner Brager
Commissioner Gibson
Commissioner Weekly
Thom Reilly, Chancellor

Commissioner Giunchigliani, Vice-Chair
Commissioner Brown
Commissioner Kirkpatrick
Yolanda King
David Frommer, UNLV Planning & Construction