

IN THE SUPREME COURT OF THE STATE OF NEVADA

CITY OF LAS VEGAS, A POLITICAL
SUBDIVISION OF THE STATE OF
NEVADA,

Appellant,

vs.

180 LAND CO., LLC, A NEVADA LIMITED-
LIABILITY COMPANY; AND FORE STARS,
LTD., A NEVADA LIMITED-LIABILITY
COMPANY,

Respondents.

180 LAND CO., LLC, A NEVADA LIMITED-
LIABILITY COMPANY; AND FORE STARS,
LTD., A NEVADA LIMITED-LIABILITY
COMPANY,

Appellants/Cross-Respondents,

vs.

CITY OF LAS VEGAS, A POLITICAL
SUBDIVISION OF THE STATE OF
NEVADA,

Respondent/Cross-Appellant.

No. 84345

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LAW OFFICES OF KERMITT L. WATERS

Kermitt L. Waters, Esq.

Nevada Bar No. 2571

kermitt@kermittwaters.com

James J. Leavitt, Esq.

Nevada Bar No. 6032

jim@kermittwaters.com

Michael A. Schneider, Esq.

Nevada Bar No. 8887

michael@kermittwaters.com

Autumn L. Waters, Esq.

Nevada Bar No. 8917

autumn@kermittwaters.com

704 South Ninth Street

Las Vegas, Nevada 89101

Telephone: (702) 733-8877

*Attorneys for 180 Land Co., LLC and
Fore Stars, Ltd.*

LAS VEGAS CITY ATTORNEY'S OFFICE

Bryan K. Scott, Esq.

Nevada Bar No. 4381

bscott@lasvegasnevada.gov

Philip R. Byrnes, Esq.

pbyrnes@lasvegasnevada.gov

Nevada Bar No. 166

Rebecca Wolfson, Esq.

rwolfson@lasvegasnevada.gov

Nevada Bar No. 14132

495 S. Main Street, 6th Floor

Las Vegas, Nevada 89101

Telephone: (702) 229-6629

Attorneys for City of Las Vegas

CLAGGETT & SYKES LAW FIRM

Micah S. Echols, Esq.

Nevada Bar No. 8437

micah@claggettlaw.com

4101 Meadows Lane, Suite 100

Las Vegas, Nevada 89107

(702) 655-2346 – Telephone

*Attorneys for 180 Land Co., LLC and
Fore Stars, Ltd.*

McDONALD CARANO LLP

George F. Ogilvie III, Esq.

Nevada Bar No. 3552

gogilvie@mcdonaldcarano.com

Amanda C. Yen, Esq.

ayen@mcdonaldcarano.com

Nevada Bar No. 9726

Christopher Molina, Esq.

cmolina@mcdonaldcarano.com

Nevada Bar No. 14092

2300 W. Sahara Ave., Ste. 1200

Las Vegas, Nevada 89102

Telephone: (702)873-4100

LEONARD LAW, PC

Debbie Leonard, Esq.

debbie@leonardlawpc.com

Nevada Bar No. 8260

955 S. Virginia Street Ste. 220

Reno, Nevada 89502

Telephone: (775) 964.4656

SHUTE, MIHALY & WEINBERGER, LLP

Andrew W. Schwartz, Esq.

schwartz@smwlaw.com

California Bar No. 87699

(admitted pro hac vice)

Lauren M. Tarpey, Esq.

ltarpey@smwlaw.com

California Bar No. 321775

(admitted pro hac vice)

396 Hayes Street

San Francisco, California 94102

Telephone: (415) 552-7272

Attorneys for City of Las Vegas

EXHIBIT “QQQQ-3”



LAS VEGAS GENERAL PLAN

CITY OF LAS VEGAS
NEVADA

Property of Planning & Development

Las Vegas General Plan (1975)
General Plans



and guidelines

731 South 4th St. Las Vegas NV. 89101

2463

12679

Las Vegas General Plan (1975)
General Plans

731 South 4th St, Las Vegas NV, 89101



**LAS VEGAS
GENERAL PLAN**
*a statement of policies
and guidelines*

The preparation of this report was financially aided through a Federal grant from the Department of Housing and Urban Development under the Urban Planning Assistance Program authorized by Section 701 of the Housing Act of 1954, as amended. Supplemental funds were provided by the City of Las Vegas. Contract No. CPA-NV-09-39-1010, September, 1974.

ADOPTED FEBRUARY 5, 1975



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COMMISSIONER PAUL CHRISTENSEN
COMMISSIONER GEORGE FRANKLIN
COMMISSIONER RON LURIE
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Mr. Wendell Cutler, *Commissioner*
Dr. Robert Parker, *Commissioner*

DEPARTMENT OF
COMMUNITY DEVELOPMENT

Don J. Saylor, *AIP, Director*
Harold P. Foster, *Deputy Director*

Bruce W. Spaulding, *Assoc. AIP, C.D. Block Grant Program Manager*
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Robert C. Clemmer, *Supervisor of Zoning*
Thomas B. Graham, *Assoc. AIP, Principal Planner*
Ron Jack, *Ph.D., Management Analyst II*
Geoffrey P. Stormson, *AIP, Principal Planner*
John Bramble, *Management Analyst I*
Donald J. Brown, *Senior Planner*
Robert S. Genzer, *Assoc. AIP, Planning Analyst*
Richard L. Williams, *Planning Analyst*
Frank G. Hernandez, *Housing Code Inspector*
Milton Norman, *Housing Code Inspector*
Ira J. Gardner, *Planning Assistant*
John Herbert, *Planning Assistant*
Cesar Nayve, *Planning Assistant*
Mel Smith, *Planning Assistant*
Betty Jo Winter, *Senior Secretary*
Michael Barba, *Draftsman*
Ivory Blue, *Draftsman*
Dennis Witty, *Draftsman*
Kathleen M. Tighe, *Secretary*
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Patricia Malizia, *Stenographer*
Jerolma T. Phillips, *Intermediate Clerk*
Linda Davis, *Intermediate Clerk*

OF A COMPREHENSIVE POLICY GUIDELINE FOR
THE GENERAL PLAN STRATEGY OF THE CITY
OF LAS VEGAS

WHEREAS, the City of Las Vegas has a General Plan; and

WHEREAS, this Plan was adopted in 1960 and has been reviewed
and amended sporadically since its adoption; and

WHEREAS, the City of Las Vegas determined that a comprehensive
review and assessment of the Plan was desirable; and

WHEREAS, the services of a consulting firm were engaged and a
Citizens Advisory Committee was established for this purpose; and

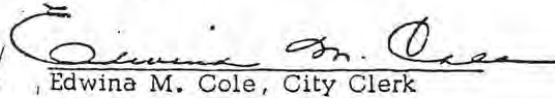
WHEREAS, as a result of this process, a comprehensive statement
of policies and guidelines has been developed reflecting the recommenda-
tions of the consulting firm, the input from the citizens' committee, the
input from the Planning Commission, and staff;

NOW, THEREFORE, BE IT RESOLVED that the Mayor and Board
of City Commissioners of the City of Las Vegas hereby adopt the updated
comprehensive statement of policies and guidelines in the form of a document
entitled "Las Vegas General Plan '75" for the City of Las Vegas, Nevada,
and that said General Plan, supplemented by the Master Plan of Flood
Control Channels, Master Plan of Parks and Recreation, and Master Plan
of Streets and Highways, constitutes the City's Master Plan as referred
to in N.R.S. Chapter 278.

PASSED, ADOPTED AND APPROVED this 5th day of February, 1975.


ORAN K. GRAGSON, MAYOR

ATTEST:


Edwina M. Cole, City Clerk

ACKNOWLEDGEMENTS

The cooperative assistance and significant contributions provided by each of the following is gratefully acknowledged:

CITIZENS ADVISORY COMMITTEE

LAS VEGAS METROPOLITAN BEAUTIFICATION COMMITTEE

WILSEY & HAM, INC., PLANNING CONSULTANTS

ALL CITY DEPARTMENTS

PLANNING DEPARTMENTS OF NORTH LAS VEGAS, HENDERSON,
BOULDER CITY, CLARK COUNTY, AND REGIONAL PLANNING
COUNCIL

PUBLIC UTILITY COMPANIES AND THE MANY OTHER PUBLIC
AGENCIES AND PARTICIPANTS TOO NUMEROUS TO MENTION
INDIVIDUALLY

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INTRODUCTION

This is a document of policies. These policies are in the form of recommendations to the City of Las Vegas for planning policies in the areas of:

- . Population and Economic Development*
- . Land Use*
- . Housing*
- . Community Facilities*
- . Conservation*
- . Transportation*
- . Parks and Recreation*
- . Visual Environment*
- . Implementation*

The Las Vegas General Plan Program has been built on the concept of policies planning. Policies planning is not a new concept, rather simply a more refined systematic way of establishing the goals of the community and using those goals as the basis for the development of some specific decision-making guideline statements.

Policies planning is essentially a process of establishing ends, and determining means by which the ends can be achieved.

Historically, General Plans have consisted of a series of maps and background data. The General Plan of Las Vegas deviates from the historical pattern in that the General Plan concerns itself primarily, and almost exclusively, with relatively broad-brush policies. The General Plan will be supplemented with a precise planning process which will provide the maps which will set forth specific locations for flood control channels, major streets, public facilities, etc. Additionally, the precise planning process will develop detailed plans for the entire City, but predicated upon smaller sub-areas referred to as "planning districts". The precise planning function will be a continually evolving process. The resource material such as population statistics, housing inventories, land use analysis, etc. will be continually updated and used as a reference source for the precise planning process.

It should be remembered that many of the policies included in the General Plan are predicated upon a long-range effect; and in many cases, the effect can be achieved only through some type of redevelopment process.

Because of the long-range objectives which are predicated in many instances upon redevelopment rather than initial development, it is conceivable that some actions may be in conflict with some of the policies; whereas, the action may simply reflect the need to continue the existing pattern until such time as the redevelopment pattern may start manifesting itself. These actions should not be considered as a dereliction of the policy, but rather as a time sequence decision.



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OVERALL GROWTH POLICY

The one factor that is used to guide the development of all policies for the Las Vegas General Plan is a statement of overall growth policy.

Such a policy reflects the attitudes of the City and its people toward their future. It reflects the direction that the City wishes to take and establishes the general framework in which the City will make its decisions.

The overall growth policy that has guided the development of this General Plan for the City of Las Vegas is the continued promotion of an expanded economy through its primary industrial base--tourism. While the City wishes to keep and promote its strength in tourism, it recognizes at the same time the value of the promotion of additional primary industry that is compatible with the tourist hotel/gaming industry. In that respect, the further development of the tourist market through an expanded concept of "recreation" that takes advantage of the climate and the surrounding natural amenities, provides additional opportunities that are too little tapped at the present.

Additionally, the promotion of other primary manufacturing, and in particular the transporting of goods that can make advantageous use of Nevada's "free port" laws, will be pursued as a further factor in the expansion of the Las Vegas economy.

While the City of Las Vegas is actively pursuing this policy of growth, it realizes that there are limitations and constraints that can and must be applied appropriately to the nature of its growth to insure compatibility with its other physical, social and economic goals. There are, in fact, "capacities" that can be defined that will begin to suggest the range and nature of growth. There is the ability of the City and other public agencies to provide public services to meet the full needs of or the timing and directions of growth.

These factors have not led to a redefinition of the City's overall growth policy. They have, however, been the basis for the development of many of the detailed policies contained throughout this General Plan. As an example, the policies on Water and Waste Management are designed with the recognition that water appears to be a limited resource within the predictable sources available

to the Las Vegas Valley. As such, the ability of our water sources to provide for population growth above the capacities currently defined is dependent upon our ability to implement the conservation policies of this plan. These measures are realistic and achievable and will provide the Valley with some of the capacity for accommodating additional population growth.

While the City of Las Vegas is currently pursuing this policy of growth, it also realizes that conditions change, attitudes change, economics change. Such changes may necessitate changes in our policies. For this reason, the City, through this General Plan, is adopting a formalized planning and review process that will enable us to regularly re-evaluate our policies, both in detail and with regard to the overall policy of growth. The policies contained in the Implementation Section describe this procedure.

Growth has been good to Las Vegas. While it has surely resulted in many problems, it has, at the same time, brought many benefits. If we can truly implement the policies of this General Plan, we believe that additional growth can keep the balance of benefits to problems on the positive side for the immediate future. We believe, however, that we have established a process that will forewarn us when the reverse begins to happen.

POPULATION

The basis for population growth is economic expansion and natural change through births and deaths.

Past studies identify a range of population projections that have been made for the Las Vegas Valley. Most recently, the Clark County Regional Planning Council has used a projection of 700,000 people within the Valley by the year 2000*. Those same figures show a projection for the City of Las Vegas (using its current area) of 295,000 by the year 2000. A target population and year are not used, however, in the development of the policies of this General Plan. This analysis of rates of growth will become important as the City implements the General Plan through the scheduling and budgeting of improvements for public services to accommodate this rate of growth.

*Clark County Regional Planning Council, Current Population and Economic Statistics, 1973.

The intent of establishing policies to guide population densities is to perpetuate the existing population density characteristics of the City. Therefore, densities expressed in overall figures such as persons per acre or per square mile for the entire city are meaningless. Rather than establishing policies directed at total City population figures, the policies are directed toward densities within neighborhoods and planning districts. The density of these areas then form a composite which results in the total city density. The overall city density may change as may the city population factor without necessarily any change in the basic density pattern. For example, you may increase the total population of the city without enlarging the area of the city by increasing permitted densities, but also you may increase the population of the city through annexation of area and population which may serve to decrease the overall density of the city. The General Plan will concern itself with perpetuating a density pattern that will accommodate the on-going lifestyles which directly relates to the consensus of the citizens' input into the recommended policies. A city may grow horizontally or vertically or in a manner which is a combination of both types of growth. Areas of high densities of people provide certain benefits; however, at the same time, produce certain objectionable characteristics. This is also true of areas of low density.

It is extremely difficult, if not impossible, to accrue the benefits without the ill-effects; therefore, a determination must be made as to which course of action to pursue. The people of the City of Las Vegas have indicated by past preference and by input into the recommendations of this General Plan that they wish to perpetuate the moderate density development pattern which is the primary characteristic of the Las Vegas area. The policies, therefore, are directed toward the goal of minimizing the ill-effects of a low-density pattern and maximizing the benefits.

TABLE P.1

RESIDENTIAL PLANNING DISTRICTS

<u>RPD</u>	<u>Population Capacity Objectives</u>
A	Medium high to high density
B	Medium low to medium density
C	Low to medium low density

It should be recognized that wherein specific figures are listed relating to population capacities, densities, etc., that these are listed simply as guiding influences. These guiding influences will be brought to bear upon the overall general characteristics of land use which, in turn, provide a basis for determining present and future needs, needs as expressed in terms of utilities, public facilities, and services. The advent of population densities in excess or less than those suggested by this Plan should not be viewed with alarm, nor concluded to be contrary to the general recommendations as long as the overall density characteristics of the City continue to compare with the existing density pattern which, in turn, reflects the desires of the people of the City as expressed through the citizens' committee input. The policies set forth are not intended to be rigid, but of necessity must be flexible as long as the degree of flexibility is contained within the overall parameters of the policies. The population capacity within the urbanized portion of the City measured in terms of the Population Capacity Objectives is slightly more than 200,000 people.

POPULATION CAPACITY
BY NATURAL FACTORS

Other capacity figures can be used as determinants of maximum possible supportable population. One such figure is natural determinants.

As discussed elsewhere in other elements of the Policies Guidelines, several natural conditions may become overriding factors in determining population capacities. Air quality is one such factor which could conceivably place limits on the total supportable population within the Las Vegas Valley air basin. The standards contained in this Policies Guidelines along with those currently being discussed by the Clark County District Board of Health and the Environmental Protection Agency are designed to preclude that capacity figure from being reached.

While it is too soon to determine whether or not such regulations will, in fact, achieve that goal, the goal is clearly the extension of capacity and reduction of pollution levels.

The other, perhaps more critical factor, is water availability.

Based on current sources of water which include allocations to the Las Vegas Valley of 50,000 acre feet per year of ground water and 265,000 acre feet per year from the Southern Nevada Water Project, the total amount of water available to the Valley for consumptive uses is approximately 315,000 acre feet annually.

Based on current consumption rates for water usage, the 315,000 acre feet will support a population of 710,000 which is approximately the low range population projection by the Clark County Regional Planning Council for the year 2000.

While the question of growth and growth rate is an on-going subject of debate, the question remains as to whether or not this population figure is, in fact, a maximum holding capacity for the Valley.

Conceivably, new sources of water may become available to the Valley sometime in the future through technological advances or by import. It is also possible that the per capita rate of consumption may decrease. In any event, the availability of natural resources such as water and clean air will act as a growth determining factor. The desirability of the Las Vegas area



INTERIM URBANIZED
PLANNING AREA (IUPA)

to tourists will determine to a large extent continued growth and if it ever reaches a point wherein this desirability factor cannot be maintained due to a lack of resources the economic base will stabilize or decline with a concurrent stabilization or decline of population.

The Interim Urbanized Planning Area (IUPA), as shown on the Land Use Plan, is a concept that suggests that for the immediate future* the major emphasis for urbanization within the City of Las Vegas should occur within that line.

This becomes, in essence, a policy line by which the City and other agencies can develop capital expansion and improvement plans for the various utilities and services that must be provided for new development.

In this interim period, major efforts will be undertaken to expand and upgrade service systems within the Interim Urbanized Planning Area (IUPA) to meet development requirements.

By establishing an IUPA the City is able to realistically plan for the expansion of services without being concerned about the possibility of premature development occurring outside the IUPA and thereby overtaxing the ability of the City or other agencies to expand services to that development at the expense of not being able to adequately serve undeveloped areas within the IUPA.

The City will not preclude development occurring outside the IUPA, rather it goes on record as not obligating itself to serve those areas with any or all services unless the development is willing to pay the full costs of these unplanned services.

The City does not wish to stop growth. It simply feels that there is adequate land within the IUPA to accommodate growth for the immediate future. Additionally, when growth occurs, the City believes that people living in the growing areas have a right to the services provided to other portions of the community. If the City has no way of knowing where the demands for services will occur, it cannot plan for their expansion and cannot guarantee their availability at the time of development.

*The time definition for the "immediate future" is not well defined. In general this period is probably between 4 and 8 years. The annual and five year Development Review Process identified in the Implementation Element will be the mechanism by which the IUPA is modified to meet the needs for additional development areas.

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RESIDENTIAL POLICIES

The residential uses in a community occupy the majority of the land area of the community. They are probably also the most important uses to us as residents since they both reflect and structure our individual living environment and lifestyle.

The basic structure of the residential policies of the Las Vegas Land Use Plan center around a concept of development intensity measured in people per square mile. The concept is not yet concerned with how the people are arranged within a square mile, rather simply how many are contained within that area. This square mile area and the number of people within it become a basic planning and measuring unit from which almost all additional calculations are made. This planning unit we will call a Residential Planning District and is generally defined as one square mile, encompassed by the mile grid arterial system that is relatively uniformly developed throughout the Valley.

Three types of Residential Planning Districts (RPD) are used in the Las Vegas Land Use Plan.

The intensity of development contained within an RPD is a design population figure that generally relates to the necessary support population for neighborhood elementary schools. Table L.1 is a description of each type of RPD.

Table L.1 - Residential Planning Districts

RPD	Capacity Population	People/Acre (gross)
	People/Sq. Mile (gross)	
A	12,000 - 14,000	18.8 - 21.8
B	8,000 - 9,000	12.5 - 14.1
C	1,000 - 2,500	1.6 - 3.9

It is important to remember that these figures are design figures. Many developed portions of the community that may be designated as "A" Residential area are not developed to this degree of intensity.

As some of these areas redevelop over time, they will be able to develop more intensely since these larger figures have been used to base public facility designs.

Often, although the RPD Population design figure is based on a gross square mile area, portions of an RPD may contain non-residential development or uses

that do not relate directly to the neighborhood needs of a residential area, Table L.2 describes the reductions that will occur in the Population Design of an RPD when portions of it are so developed.

Table L.2 - R.P.D. Population Design - Reduction Factors

		(People/Square Mile) Residential Planning District		
		A	B	C
Percent of R.P.D. not in residential or specified neighborhood support uses ¹	Reduction Factor			
10-19%	.15	11,900	7,700	2,100
20-29%	.25	10,500	6,800	1,900
30-39%	.35	9,100	5,900	1,600
40-49%	.45	7,700	5,000	1,400
50-74%	.63	5,250	3,300	900
75-100%	.88	1,750	1,100	300

¹Neighborhood Support Uses Include:

- . Neighborhood Parks/Recreation/Service Centers
- . Elementary School
- . Pedestrian or Bicycle Paths
- . Neighborhood Commercial
- . Churches
- . Fire Station

RESIDENTIAL DEVELOPMENT GUIDELINES

Density Ranges

Within any RPD, the following residential density categories will be used as design guidelines:

<u>Density Category</u>	<u>Net Density¹</u>	<u>Average Household Size</u>
Low	0.5 - 3.0	3.3
Medium Low	3.0 - 7.0	
Medium	7.0 - 15.0	3.1
Medium High	15.0 - 25.0	
High	25.0 - 40.0 ²	2.8
	above 40.0 ²	

¹Net density here indicates the total number of dwelling units on a single acre of land.

²Residential projects above 40 du/net acre may be allowed only with a granting of a conditional use permit. Award will be based on an individual project evaluation.

The following mixes of densities will apply to the three types of RPD's. These ratios essentially establish the density mixes that may be possible within the various RPD.

	<u>High</u>	<u>Medium High</u>	<u>Medium</u>	<u>Medium Low</u>	<u>Low</u>
	<u>%</u>	<u>%</u>	<u>%</u>	<u>%</u>	<u>%</u>
RPD					
A	50%	25%	25%	0	0
B	0	10%	60%	30%	0
C	0	0	0	25%	75%

It should be noted that for an RPD that is partially developed with non-residential or residential support uses, the reduction factor (Table L.2) should be applied to obtain the maximum acreage figure.

In addition to the foregoing, the following policies will serve as additional guidelines for the development of residential uses.

- . Residential development facing directly to the arterial street of an RPD shall be avoided. Generally, all residential development within an RPD shall face the interior of the RPD and/or to collector streets.
- . Higher density development will generally be located closer to the exterior of an

RPD rather than to the center, or it will be located in proximity to commercial or other designated activity centers other than neighborhood commercial uses.

- . Mixing of housing types and densities may be permitted with attention paid to insuring smooth transition between types and densities.
- . As much as possible, neighborhood support uses (Table L.2, footnote) will be designed as an integral part of the residential development so that they can truly become a part of the physical and social focus of a residential development.
- . The use of "Planned Residential Development" zoning concepts is encouraged as much as possible.
- . The interior of an RPD should generally reflect a traffic circulation system that will move traffic slowly and is mainly to serve interior movement only. Bicycle and pedestrian movement should be planned into residential development.

Neighborhood Concept Guidelines

While the foregoing policies and standards will generally guide the development of residential areas of the community, and they are sufficiently flexible to allow some variation within the constraints of population capacity, density ranges, and density mixes, they may not provide the means to create a strong sense of "neighborhood".

The following policies and standards represent a design concept that can be used within the concept of the Residential Planning Districts, but with many different implementation tools.

The central theme of the neighborhood concept is one of a residential neighborhood that is focused on an elementary school and other local functions such as local parks or recreation facilities and neighborhood commercial uses.

For planning purposes, the neighborhood is generally defined by the extent of residential development necessary to generate enough children to support an elementary school. In Las Vegas, the Clark County School District uses the following figures to guide

their planning for elementary schools.

	<u>Optimum</u>	<u>Maximum</u>
Elementary Schools	600-866	1,250
(K-5 and 6th	(Students)	
Grade Centers)		

In their most recent Master Plan (December, 1973) the recommendation is made that future school planning be used on a school size of 630 students.

The number of children that will be generated by any residential development is variable depending on many factors--family income, education levels, location in the community, housing size, employment characteristics. In general, the family size (and therefore the number of children) decreases as the density of housing rises. This fact is particularly true when housing goes from single family to multi-family. Using the School District's figures, from 3,500 to 4,000 people will generate 600 to 700 elementary school students.

With this general population guideline to neighborhood definition, as the densities change in neighborhoods, their size will also change. The higher the neighborhood density, the smaller the size of the neighborhood.

The basic purpose of the neighborhood concept is to provide a planning concept that will create a series of physical and social relationships that are focused around a common set of needs and the facilities to meet those needs. By shifting development policies toward the neighborhood concept, the intent is to create a planning "yardstick" by which all residential development can be measured to see how well it is achieving the concept.

Now, instead of measuring residential development against only density measures or population capacity, we have a design concept that suggests lifestyle choices to measure against also. The neighborhood truly becomes something toward which residential development is designed.

In an evaluation the question can be asked... "Does this proposed development help achieve a 'neighborhood'?" There will never be rules that will answer the question completely since the success of a neighborhood is not solely dependent upon technical, measurable factors. The policies

Table L.3 - Neighborhood Policies and Standards¹

	N E I G H B O R H O O D S		
	Urban	Suburban	Rural
Recommended Design Population	4,000	4,000	4,000
Recommended Neighborhood Area	100 Acres	320 Acres	1,280 Acres
Recommended Maximum DU/Net Acre ²	40 du/N. Ac.	10 du/N. Ac.	3 du/N. Ac.
Recommended Average DU/Net Acre ³	25.5 du/N. Ac.	7 du/N. Ac.	1.3 du/N. Ac.
Recommended Minimum DU/Net Acre ²	11 du/N. Ac.	4 du/N. Ac.	.5 du/N. Ac.
Recommended Maximum DU/Gross Acre ²	22 du/G. Ac.	6 du/G. Ac.	2.1 du/G. Ac.
Recommended Average DU/Gross Acre ³	14 du/G. Ac.	4.2 du/G. Ac.	.9 du/G. Ac.
Recommended Minimum DU/Gross Acre ²	6.1 du/G. Ac.	2.4 du/G. Ac.	.4 du/G. Ac.
Recommended Percent of Residential Net Coverage ⁴	55%	60%	70%
NON-RESIDENTIAL STANDARDS FOR NEIGHBORHOOD PLANNING ¹			
. Percent of neighborhood in streets	25%	25%	25%
. Neighborhood Commercial ⁵	1 Ac/1000 People	1 Ac/1000 People	1 Ac/1000 People
. Elementary School ⁶	8-10 Ac.	8-10 Ac.	8-10 Ac.
. Parks/Recreation Facilities/Open Space/Neighborhood Service Center ⁷	3 Ac/1000 People or 12%	2 Ac/1000 People or 3%	1 Ac/1000 People

¹These reflect recommended standards as a goal rather than rigid specifications.

²The maximum and minimum extremes in the density ranges indicate the desirable number of dwelling units which can be established on a single net (gross) acre of land.

³The average densities indicate the average net (gross) density that is desirable for the entire neighborhood.

⁴The desirable percent of the neighborhood area that may be used for residential purposes.

⁵See Commercial Policies for further elaboration.

⁶See Community Facilities Policies and Clark County School District Master Plan for further elaboration.

⁷See Parks and Recreation Policies for further elaboration. The choice of acres/1000 people or ___% is to indicate whichever standard is greater will apply.

that follow, however, will provide a basic set of performance or evaluation criteria that will not only enable the achievement of the concept, but also provide flexibility to the developer to strive for a quality environment.

NEIGHBORHOODS

Three classifications of neighborhoods are used in the Las Vegas General Plan. All neighborhoods generally contain the same number of people since the primary defining factor is the elementary school and the number of people it takes to generate sufficient support. The areas involved in the various neighborhoods are different and are based on net dwelling unit densities that are generally consistent with those currently used by the City of Las Vegas and other jurisdictions in the Valley.

Table L.3 is a summary of the major policies and standards that are applicable to the three neighborhoods. In addition, the following policies also are applicable.

Urban Neighborhoods

The Urban Neighborhood represents a relatively high density development pattern. It is realized that this intensity of lifestyle is not desired by all in the community and yet there are opportunities afforded by this type of development that are of positive benefit to the community.

In general, Urban Neighborhoods will be found in the central portions of the City.

The intent, as with all neighborhoods, is that the Urban Neighborhood when fully developed will be a residential area with a variety of densities and housing styles. The planning and design of a neighborhood will be such that housing, recreation areas, pedestrian and bicycle paths, commercial areas, and other facilities will all work together to reinforce each other. They will not be separate pieces that just happen to be next to each other, rather they will be designed to be completely integrated into a residential area that works as a unified set of neighborhood functions.

The Urban Neighborhood in particular is designed to provide many of the basic daily needs within the

neighborhood plan, all easily within walking distance. The Urban Neighborhood should have almost no need for automobile movement between points within the neighborhood; rather, the auto in the Urban Neighborhood will provide movement to points outside the neighborhood.

In addition to the policies and standards in Table L.3, the following policies will also apply to the Urban Neighborhood.

- . Generally no more than two Urban Neighborhoods will be contained within one RPD.
- . An Urban Neighborhood may be developed in an "A" RPD using the policies and standards in Table L.3, except at such time as the RPD is over 50% developed. Under such existing conditions the maximum average net density of the Planned Urban Neighborhood generally should not exceed 2.0 times the existing average net density of the RPD.
- . Urban Neighborhoods will not be allowed in a "C" RPD.
- . A mixture of density and housing types may be permitted within an Urban Neighborhood. This variation in density will be used, in addition to creating design variations, to insure maximum compatibility with adjacent development and take all measures to insure a smooth transition between neighborhoods.

Suburban Neighborhoods

The Suburban Neighborhood is intended to be the predominant form of neighborhood within the community. It is designed to include the single family home as the major housing type, although within the concept of variable densities in neighborhoods a mixture to single family, cluster, townhouses, etc. is permitted. It is recognized that too much mixture of different housing types will be detrimental to the neighborhood so that it is incumbent to both the designer and the City to evaluate the merits of a proposal with this in mind. Compatibility is essential while diversity is desirable.

As with all neighborhoods, its success is dependent on a design that creates a sense of unity to the

neighborhood so that residential uses relate strongly to the neighborhood supporting uses of parks and recreation areas, neighborhood commercial, pedestrian and bicycle paths, elementary schools, etc.

In addition to the policies and standards in Table L.3 for Suburban Neighborhoods, the following policies will also apply:

- . In general, Suburban Neighborhoods will be contained only within the "A" and "B" RPD.
- . Suburban Neighborhoods within an "A" RPD should be designed generally at their highest average densities allowed.
- . While the standards for neighborhood commercial in Table L.3 will apply to Suburban Neighborhoods, because of local existing conditions and because the automobile is a more important part of a Suburban Neighborhood, it may not be possible to fully justify a neighborhood commercial center within only one neighborhood. It may, in fact, be desirable within a "B" RPD with Suburban Neighborhoods as the primary form of development, to develop a plan for both neighborhoods that focuses toward a single neighborhood commercial center. Otherwise, within a single Suburban Neighborhood the neighborhood commercial center should be oriented to the neighborhood, but in a position generally toward the outer edge of the plan to minimize the travel of delivery trucks into the residential areas and to allow some of the needed market support to be obtained from adjacent areas. (See Commercial Policies for additional discussion.)

Rural Neighborhoods

The Rural Neighborhood is not considered an interim use awaiting more intense development at some later time. The primary intent of the Rural Neighborhood is to provide a very low density pattern of development that will be consistent with the objectives of those people who desire that type of lifestyle and yet also consistent with the objectives of the community.

While the Rural Neighborhood is not predominant in the community, it is nonetheless important to the community as it strives to fulfill the varied housing and lifestyle desires of all of its residents.

The basic neighborhood concept still applies to this low density development pattern although the geographic size of the neighborhood will make it difficult to create a strong sense of "oneness" of continuity to the overall neighborhood.

The sense of identity with the neighborhood will not come as much from the relationships between houses or between houses and elementary schools as it does with the other Neighborhood categories. Instead, the feeling of "Neighborhood" will come from an overall plan of circulation in terms of streets, bicycle paths, pedestrian and equestrian paths as well as landscape continuity and other design measures. Rather than a neighborhood of simply large lots on which a home is placed, the Rural Neighborhood contains a specified number of people and families in a relatively large geographic area. The manner in which those families and their homes are arranged in that large area is more dependent on other lifestyle objectives of the people than could be achieved with a single house on a single lot.

Neighborhood commercial uses and local parks are not considered essential services to the Rural Neighborhood. The individual house lot or overall available open space afforded through the low density development precludes most of the need for neighborhood recreation facilities. On the other hand, the importance of circulation measures such as bicycle and equestrian paths remains high.

In addition to the policies and standards contained in Table L.3, the following policies shall also apply to Rural Neighborhoods:

- . Rural Neighborhoods will generally only be allowed in a "C" RPD.
- . While variation in density is possible within the Rural Neighborhood, maximum attention must be paid to maintaining compatibility with existing development. The individual living in this low density

neighborhood is often paying a premium cost to live this lifestyle. At the same time, some variation of housing style and density is possible provided that appropriate design measures are utilized to maintain compatibility.

NEIGHBORHOOD IMPLEMENTATION POLICIES

The City of Las Vegas feels strongly that the neighborhood concept will provide many positive benefits to the community. It is therefore in the interest of the community that the City provide policies that will encourage the development of residential areas utilizing this concept.

OTHER RESIDENTIAL POLICIES

Mobile Homes

Mobile Homes are and will continue to be an important part of the housing market. They offer many advantages to the community in meeting the varied demands for lifestyle and housing types. At the same time, because of their somewhat unique characteristics, they should be located only in certain areas of the community. The following policies will apply to mobile homes.

- . Mobile homes may only be allowed in mobile home parks or in mobile home subdivisions.
- . Mobile home parks will be located in specified mobile home districts or areas as established within the Precise Planning Process (see Implementation).
- . It is difficult to adequately enforce mobile home parks within the traditional structure of zoning ordinances. To provide a potential solution to this problem, the City shall investigate the feasibility and desirability of establishing a permit or business license method of regulation leaving the responsibility for violations to a park manager rather than to the individual home owner.
- . Large mobile home parks and subdivisions shall require the same obligations for the relationship of their development to schools, parks, and other neighborhood facilities as any other type of residential development.

- . All mobile home developments shall take design measures that are appropriate to insure compatibility with adjacent development.
- . The development of mobile home parks and subdivisions under the provisions of "planned residential developments" is allowed and encouraged.

High Density Apartments

High rise apartment projects of over four floors or over 40 dwelling units on a single net acre of land will be allowed within the community on the basis of a Conditional Use Permit only.

It is apparent that there is an existing demand for some high density apartment living in the Las Vegas Valley. It is expected that this demand will continue and may increase as people's life-style desires change. Additionally, the economic structure of the community is such that many Las Vegas residents live a highly mobile lifestyle and find it desirable and necessary to maintain residences in several locations in the country or the world. The high density apartment often best suits their needs.

The impact of such high density apartment development is potentially substantial to a community so that special care must be taken in providing for their development. For this reason, the following policies will apply to such projects.

- . High density apartment projects of over four floors or over 40 dwelling units on a single net acre of land will be allowed on the basis of a Conditional Use Permit only.
- . High rise apartments or condominiums will only be allowed within an "A" RPD.
- . In general, high density projects will not be included as a part of the population capacity figures used for the RPD Classifications. A part of the basis for their evaluation will be whether or not the proposed project could be developed within the capacities of the various utilities and services of a fully developed RPD

COMMERCIAL POLICIES

Commercial land use classification in a community is often the most difficult to deal with since, as it represents generally the highest value land, its attraction for speculation purposes is quite high.

Commercial development on the other hand is relatively easy to deal with since most commercial uses actually built are done so on the basis of a market demand that is relatively easily defined.

To most communities it is the speculation in the classification of commercial land use that causes the community problems rather than the actual built uses themselves. Although if there is considerable speculation based on the classification of commercial uses, this will tend to create a distorted picture of the actual market demand and therefore may allow some commercial development to occur for which there is no or little long term market. When this occurs, those developed commercial uses will tend to become a drag on the community as they go into a cycle of high tenant turn-over, quality decline, and eventual decay. To the community this represents not only a loss in value to the tax roles, but will tend to affect surrounding uses and create a climate for vandalism and general abuse.

The City of Las Vegas does not wish to see either the granting of commercial use rights or the actual development of commercial uses abused so that the community suffers from the consequences. The City therefore endorses the concept of Planned Commercial Centers as the primary basis for commercial development. This Planned Commercial Center concept is at times added to a broader concept of Activity Center which has been discussed elsewhere in the Land Use Element.

The Las Vegas Land Use Element uses categories of commercial uses:

- . District Commercial Centers
- . Neighborhood Commercial
- . Special Commercial
- . General Commercial

REGIONAL ACTIVITY CENTER

In promoting the concept of Activity Centers, the City of Las Vegas feels that a major Regional Activity Center should develop around a regional commercial center. While the commercial use may be the primary focus for the Regional Activity Center, it should also contain a variety of public and

private uses. Some of these might include:

- . professional offices
- . public facilities such as
 - community library
 - post office
 - governmental service center
 - cultural center
 - junior, senior high school and/or community college
 - transportation stop
 - community recreation complex
 - local health clinic
- . day care centers
- . commercial recreation (theaters, other)

While it is not necessary that all of these uses be included within a major Regional Activity Center, the City of Las Vegas feels that the community will benefit if such a multi-use center were developed.

The development of such an activity center around a regional commercial facility will require the development of a Precise Planning Process.

The location of future regional commercial facilities is not indicated on the General Plan of Land Use. It has been determined that the Southern Nevada area can support another regional commercial center and that, generally speaking, it should be located in the northwestern part of the valley in contrast to the existing center which is oriented toward the southeastern part of the valley.

DISTRICT COMMERCIAL CENTERS

District Commercial Centers are as the name and standards suggest, related more to the needs of a local area of several square miles in size.

Although the District Commercial Center is designed to be primarily commercial and service uses, some public or semi-public uses could be found within such a facility. In general, however, the larger Regional Activity Center will accommodate the broader range of uses.

NEIGHBORHOOD COMMERCIAL CENTERS

In the discussion, policies and standards for neighborhoods in the Residential Policies section of this element, most of the applicable policies have been identified. The primary intent in the development of neighborhood commercial centers is that they, in fact, relate to a neighborhood service area. They are not designed to serve the entire community by capturing a drive-in market along major arterials. Their purpose is neighborhood service.

SPECIAL COMMERCIAL

Special Commercial is designed to accommodate specialized commercial needs such as professional offices and other service professions and businesses.

Such areas need to be strongly related to transportation systems and corridors since the type of activity they tend to generate is the "one stop" activity. While in some cases this may begin to appear to approximate what is typically called strip commercial, the intent of the use is not.

In addition to applicable policies contained elsewhere, the following shall also apply:

- . Generally speaking, "Strip Commercial" should be avoided; however, in those cases wherein this type of pattern is firmly established, the "filling out" of the area will be recognized as being logical. However, design criteria shall be used to mitigate the ill effects as much as possible.*
- . As much as possible, projects will be developed as complexes of buildings oriented around pedestrian spaces or interior parking areas rather than as row buildings facing the arterial street.*
- . A minimum of curb cuts will be allowed along any section of arterial and wherever possible, collector streets will be used for site access.*
- . Landscaping is an important part of the design of these uses.*

GENERAL COMMERCIAL

The general commercial use category embraces two or three distinct types of commercial development such as highway frontage development, those activities associated with downtown including economic base activities, and conceivably satellite areas which may be a combination of the two plus other elements.

The highway commercial use category is designed to accommodate generally those uses that involve a high cost per purchase and a relatively low volume per customer.

In addition to other applicable policies, the following shall apply:

- . Although the primary orientation of the structures will be toward the arterial*

streets, curb cuts will be kept to a minimum to avoid an excess of left turn situations.

- . As much as possible joint use parking facilities will be encouraged between separate uses.
- . Adequate buffers will be provided between the Highway Commercial use and any adjacent residential uses. This will include measures to insure visual, noise and light screening.

One area in the City of Las Vegas is officially designated as Downtown. While the specific designation of boundaries is to be included in the Precise Plan for the Downtown area, generally, the area in which the City wishes to concentrate major "downtown" activity is the area generally bounded by Bonanza, Las Vegas Boulevard, Stewart, Ninth, Bridger, Las Vegas Boulevard, Bonneville and Main.

The City feels that it is in the best interest of the community as a whole to concentrate "downtown" activities into one location so that supporting plans for parking, pedestrian and vehicular access, maximizing visual impact, etc. can be developed to support and enhance the individual and collective facilities.

INDUSTRIAL POLICIES

The primary industrial base for Las Vegas is tourism. As an industrial activity, tourism provides employment in two general areas. First is the primary employment of the Hotels and Casinos. These uses, although they could be considered to be the economic base of the community, are handled as a commercial use and are contained in the Commercial Policies section.

The second area of industrial uses is the support industries. To Las Vegas this means generally wholesale suppliers and warehouses.

To accommodate these needs, the following industrial policies will apply:

- . Industrial areas are confined to those areas as shown on the Land Use Plan.
- . As much as possible, industrial areas shall be developed in accordance with modern principles of "industrial park" development, including:

- A basic street and utility pattern which will permit flexibility in the size of industrial sites available
 - Maintaining options for the extension of rail spur lines to sites which do not border directly upon the mainline
 - Maintaining options for meeting variable levels of power required by various industries
 - The availability of a basic system of streets, including adequate access to the Interstate 15 or other major exterior oriented arterial without forcing traffic through residential areas
 - A complete set of "performance standards"
 - Evidence of continuing management responsibility to enforce restrictions established under the original development plan.
- . Industrial development adjacent to existing or planned residential areas shall be conditioned to assure that design proposals demonstrate proper site planning to maximize the compatibility between the industrial use and the adjacent use.

SPECIAL ACTIVITY CENTERS

Special activity centers are uses or functions in a community that generate a great deal of activity. These uses have a certain attraction for people because they represent a place to shop, a place for recreation or education, a place to work, etc. The fact that many people may desire to go to these places suggests that they could represent a type of community focus. As such, they can be organized into the physical structure of the community to provide maximum efficiency for access and servicing.

Paramount to the idea of activity centers is the idea that they represent focal points in the structure of the community. They are points around which the community grows and identifies.



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HOUSING GOALS

If Las Vegas is to continue to grow and develop into a community in which there is provided not only a sufficient amount of housing but also an amount which provides for a range of choice in both type and income range, the community must establish housing policies which will enhance the possibility of this occurring.

Thus, the major goal of this Housing Element is to develop policies and suggest regulations which will assure that a range of housing opportunities are made available for varying incomes and lifestyles. Secondly, a major concern of these policies will be to enhance the quality of housing in the city--both existing housing and new construction.

OVERALL HOUSING CONCEPT

As an important portion of the Las Vegas Plan, the Housing Policies are principally concerned with the development of the residential environment in such a manner that it will meet the lifestyle needs and desires of the Las Vegas residents. As explained within the Land Use Plan, the implementing tools by which people will be housed in Las Vegas center around the concepts of the Residential Planning District and the neighborhood. The policies needed to implement these concepts are well documented within the Land Use Plan and will not be covered again in detail within this section. Their relationship, however, in meeting the objectives listed below for this element will be discussed.

Thus, the housing policies will only, in general, concern themselves with the locational criteria for housing as it relates to densities and placement within the community's land use structure. The policies specifically will concern themselves with the provision of housing for low and moderate income families and the enhancement of the quality of housing in the community. As such, the following objectives have been developed for this element:

- encourage the development of housing for the segment of the population that is considered low and moderate income.*
- encourage developers to build housing fitted to the natural environment and to the varied needs of the citizens of the City.*
- encourage the maintenance of existing housing throughout the City.*

- provide measures which will assure a high quality of future housing.

HOUSING POLICIES

ADDITIONAL HOUSING UNITS

The costs of housing have continually accelerated during the past decade to a point that the idea of owning a new home has become an unrealistic dream for a large portion of the population. While the low income family used to be of most concern to those in the housing field, today the moderate income family is experiencing problems finding economical housing as well. Many housing developers say they cannot build housing for families below the median income range, leaving half of our families without the potential for buying a new home. In a community such as Las Vegas which values its single family, relatively low density lifestyle, this should be of major concern.

To encourage the provision of housing for low and moderate income families, the following policies shall apply:

- developers shall be encouraged to provide a variety of compatible housing styles and price ranges within their developments.
- to stimulate the involvement of the financial community in meeting the housing needs of all segments of the population, local banks, savings and loan associations, insurance companies and other financial institutions are encouraged to pool their resources to provide a local source of capital for the mortgaging of "high risk" low and moderate income housing.
- the City shall examine its building code, housing code, subdivision regulations, and its zoning ordinance to eliminate unnecessary provisions which would inflate housing development costs.
- non-profit housing sponsors are encouraged to involve themselves in the development of low and moderate income housing.
- federal subsidized housing programs shall be closely monitored and once these programs are reinstated or new programs initiated, efforts will be made to take

advantage of them to the fullest extent possible.

- the City will investigate the various means available to return to the housing inventory those housing units which have had their mortgages foreclosed by FHA. Coordination should be maintained between the City, Las Vegas Housing Authority, and other interested groups in the community regarding the potential reuse of these housing units.

HOUSING IMPROVEMENT PROGRESS

Considerable concern has been noted regarding the quality of housing in the community, both from a standpoint of existing housing conditions as well as the quality of new housing construction. The following policies have been developed in an attempt to alleviate these problems

- the City shall continue the effective enforcement of its building code.
- the City shall continue the housing code program in those areas of the community that have been designated as having a high incidence of code violations. The housing code program will, however, be premised upon the availability of financial assistance to the low income housing consumer.
- the City shall encourage, and actively participate when appropriate, neighborhood improvement programs throughout the community in a "paint-up/fix-up" campaign.
- the City shall review its building code to assure that new construction methods have been incorporated whenever possible to cut the costs of housing while maintaining high standards of quality construction.
- developers are encouraged to take into consideration energy conservation measures--for example, proper insulation, location and types of windows--when designing houses.

HOUSING IMPLEMENTATION POLICIES

The means by which policies become implemented is a crucial portion of any policies document. It is especially important within a planning program because of the traditional tendency to allow plans to sit on the shelf and collect dust. The following policies

are a continuation of the Planning Process outlined within the General Implementation Policies section of the Land Use Element. As such, the emphasis is on the institution of a monitoring process by which the effectiveness, or lack of effectiveness, of the housing policies can be determined.

- the City shall encourage action to assist the decision-makers, both private and public, to improve the flow of information about housing through the development of a "periodic information bulletin" on a regional basis. This bulletin will indicate housing starts by type, price, location, occupancy status to include vacancy rates, and sales data (numbers, location, price time on market, characteristics) and Community Development Department data such as applications for zone changes and variances, subdivision activity and land use changes.
- the City shall encourage the development of an economic profile of the work force on a regional basis in an effort to monitor the existing housing development within the housing needs of the people working in the region. A cross referencing between the Economic Profile and the Information Bulletin will enable the City to know how well the housing market is meeting the needs of its citizens.
- the City shall continue to coordinate housing proposals with transportation, open space, and community facilities plans to maximize benefits to the residents, minimize conflicts and provide a tie-in between new residential areas and service needs.
- the City will determine the feasibility of establishing a Housing Committee to assist the City in monitoring progress toward meeting the Housing Goals, Objectives and Policies of the General Plan.
- the City shall establish a periodic review process of the Housing Element to evaluate the progress made during the past year. This review will include:
 - Update of information and analysis of the housing inventory and housing conditions.

--Re-evaluation of housing problems.

--Measurement of degree of success or failure in accomplishing housing policies.

--Re-evaluation of policies based on results of above items.

--Update of Housing Element.



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COMMUNITY FACILITIES GOALS

The community facilities provided within a city consist of a vital part of the City's quality of life for both individuals and groups. The types of community facilities, their relationships of one another and appropriate patterns of location, are representative of the desires and needs of the people they serve and the technological and organizational resources available. Thus, the principal goal of these Community Facilities Policies is to provide a full range of public facilities that are well related to user needs, economical and convenient.

OVERALL COMMUNITY FACILITIES CONCEPTS

The major focus within the Community Facilities Plan is to develop a well integrated system of public services throughout the city. Rather than attempt to develop a single centered system, the emphasis is on a localized program through a multi-centered approach. The intent is to bring the services to the people instead of requiring the people to go to the services. As cities grow at the rapid pace that Las Vegas is, there is a frequent concern on the part of the residents that the "bigness" of the urban environment no longer allows them ready and easy access to their public servants. The policies within this plan thus attempt to alleviate that potential in Las Vegas.

Inherent, as well, within the concept of Community Facilities in Las Vegas is to develop a program of public services that will be economical and at the same time reflect the service needs and desires of the City's residents.

The objectives for this concept may be summarized as follows:

- Distribute facilities and services throughout the city to provide convenient access.
- Continued coordination of planning of public agencies to share costs and avoid duplication.
- Continue to encourage citizen participation as one means of the identification of community facilities needs and the development of community facilities standards.
- Minimize costs of provision of community facilities and services.
- Insure adequate community facilities are available for private development to insure that facilities are not overloaded and areas are not left unserved.

COMMUNITY FACILITIES POLICIES

JOINT USE FACILITIES

A key portion of the concept developed for the Community Facilities element revolves around the idea of multi-use community service facilities located throughout the city. To accomplish this, the following policies have been developed:

- The city shall work closely with the School District to expand the joint use of facilities as neighborhood public service centers for information, recreation, and cultural activities.
- The city shall encourage development of joint facilities for police and fire service where activities can occur on a non-interfering basis.
- The city shall work with other public agencies and levels of government to develop multi-functional public service centers in key locations throughout the community.
- These multi-functional public service centers will utilize as their core activity a major public facility or service. Such activities may include a community college site, major library, performing arts center, or governmental office center.

RESIDENTIAL PLANNING DISTRICT SERVICES

Within the neighborhoods outlined in the Land Use element a number of neighborhood support uses are expected to occur. These include:

- Neighborhood park/recreation/service centers
- Elementary school
- Neighborhood commercial uses
- Churches
- Utilities

Many additional services, however, are necessary but require a larger population service size than is envisioned within a single neighborhood of 3,500 to 4,000 people. Many of these services, however, will be an important function of a Residential Planning District as described within the Land Use element. It is of little value to attempt to precisely locate such services at this time. Within the Precise Planning Process envisioned in the Land

Use element, specifications of those facilities should be delineated. As a guideline, however, Table I has been formulated which indicates the types of community facilities and general locational criteria which should be included within the precise plans developed for each of the three types of RPDs. The following policies apply:

- Within the Precise Planning Process the City shall attempt to provide the necessary community facilities within the various RPDs as indicated in Table I.
- Dependent upon the number of people anticipated within each of the RPDs, more than one of each of the facilities may be needed to provide sufficient service for that RPD. The precise planning process will utilize the service standards within Table I to determine the number of each facility needed for an RPD.
- Some community facilities require a larger service population than will be accommodated in either an "A" or "B" RPD. Thus, within the precise planning process, these community facilities will be allocated as it becomes apparent that there is a need for them even though the service area will include more than one RPD.

MAJOR COMMUNITY FACILITIES

There are a number of community facilities within the city which require a larger service area than even the "A" RPDs. These city-wide or multi-district services should be distributed throughout the community in a manner to best service the widest cross section of its residents. A number of these facilities are presently existing in the community. These include:

- Major governmental complex
- Higher education facilities
- Convention facilities
- Hospitals
- Libraries

Based on the Land Use Plan for Las Vegas, within the Land Use element there is little likelihood of the need for an additional major governmental complex or university. Additional libraries, hospitals, and community college sites, however, are needed. Additionally, the city will, as it continues to grow, be capable of supporting a performing arts center. The following policies are established

TABLE I

COMMUNITY FACILITIES WITHIN
RESIDENTIAL PLANNING DISTRICTS

Residential Planning Districts			Facility	Service Standards
A	B	C		
X			Fire Station	General Standard: 5 minute maximum response time.
X			Branch Library	Can be part of recreational or educational complex.
X			Community Center	Can be part of recreational or educational complex.
X	X	X	Elementary School	Optimum school size: 600-886 students. School located on a site 10-14 acres servicing a radius of .5 miles or more.
X	X		Junior High School	Optimum school size: 900-1400 students. School located on a site 20-24 acres servicing a radius of 1-1/2 miles or more.
X			High School	Optimum school size: 1,600-2,500 students. School located on a site 30-35 acres with a 2-mile service radius or more.
X	X		Educational Resource Center	Can be located in conjunction with a library or junior or senior high school.

as guidelines for the location of a number of additional facilities.

- The city supports the location of an additional community college site in the general southwest area.
- The city encourages the development of a performing arts center as a part of the university area special activity center.
- The city supports consideration by the Clark County Library District of additional branch libraries in the expanding portions of the community.
- The city supports the consideration of the feasibility of developing a multi-purpose auditorium in close relationship to the downtown area of the city.

COMMUNITY FACILITIES IMPLEMENTATION POLICIES

CAPITAL IMPROVEMENTS PROGRAMMING

The importance of community facilities in shaping the growth and development of Las Vegas is well recognized. There is a continuing need for expansion of community facilities to improve services and to accommodate the growth within the urbanizing area.

A major issue in the provision of community facilities is their cost and allocation among the citizens of the city. Additionally, public and private development must be fully coordinated in order to avoid duplication and to assure a balance among need, services, and costs.

At the present time, the City of Las Vegas is in need of an effective Capital Improvements Programming Process. It is of major importance that this program be strengthened to better schedule public improvements within the framework of the City's present and projected urban area needs and financial capabilities. The CIP is a major tool in the implementation of the Comprehensive Plan, and an essential component in the orderly growth and development of the city. It is also an important component in the overall decision making process of local government.

The following policies are established as a framework for the increased emphasis on a CIP within

the city's planning process:

- A formalized CIP process shall be instituted which effectively utilizes the Community Development Department and the Planning Commission in the review and determination of capital improvements. Cooperation and coordination of all city departments is a key element in the formulation of a capital improvements program which conforms with the goals and objectives of the city.
- The Community Development Department shall continue to work with the Clark County Comprehensive Health Planning Agency to locate additional hospital facilities needed in Las Vegas. The city has designated within its Land Use Plan Charleston Boulevard and Shadow Lane as a special activity center and supports the reinforcement of this area as a major health complex. As additional hospitals are needed in other portions of the community, the city supports the general guideline of locating them near district commercial centers with good transportation access.
- The city shall study the feasibility of locating area-wide "mini-City halls" at regional activity centers to increase convenience of informational and licensing services. The major "seat" of the government will continue to be City Hall and any mini-City halls would be supplementary.

COMMUNITY FACILITIES
COSTS

The costs of community facilities and the need to assure that these facilities meet the desires of the community suggest the following policies:

- The city shall continue to periodically survey residents to determine perceived levels of service for community facilities and services and to identify shortcomings.
- The city shall, when appropriate, offer to extend its public service areas to other jurisdictions on a contract basis to provide more economical service areas and more revenues to service agencies.
- The city shall, when appropriate, consider contracting with other entities (as it

does with the Clark County Library District) for the provision of various community services when the services provided are more economical, of superior quality, more available or accessible, or will generally serve the needs of all or portions of Las Vegas.

- The CIP shall be annually reviewed, updated, modified and adopted.
- The city shall investigate the feasibility of an automated CIP system to expedite the updating process, make the improvement and financial strategy more effective and consistent with the city's General Plan proposals. In so doing, this system should achieve the following:
 1. Develop a process for monitoring, evaluating and revising all improvement scheduling and costing.
 2. Expedite the procedure for determining that projects are not undertaken too soon, nor too late, thus insuring maximum benefits from coordination will be obtained through city investments in capital projects.
 3. Encourage operating departments to quantify or rate the priority or non-priority determinants of projects by automating the procedure of weighing the order in which projects are pursued.
 4. Develop an automated subsystem for long range financial planning and a periodic financial analysis.
 5. Measure the benefits of federal financial assistance to the community. A computerized system can provide the means by which federal grant program improvements can be monitored and evaluated.
 6. Develop a sophisticated system of cost/benefit analysis.

DEVELOPMENT TIMING

The city is well aware that if it is to develop in an organized, balanced manner, it is going to require that community facilities, as most utilities and street improvements, must be adequate to support that development. The following policies relate to that issue:

- The city shall require that all development in accordance with other city plans and technical specifications, provide for the expansion of the necessary services to serve the needs of that development. Any development that is not in accordance with city plans will additionally provide for the necessary modification of services to accommodate the unplanned demands.
- The city shall not allow development without insuring that community facilities and services will be available for that development within the range of economic feasibility.



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THE TRANSPORTATION CONCEPT

The community's land use pattern dictates its transportation system. In Las Vegas, the desired low density development has necessitated a flexible transportation system designed to transport the residents between a multitude of widespread origin and destination points. The private automobile proved to be the system that could most easily insure the efficient and effective mobility of people and goods. The automobile necessitated, in turn, the development of an extensive streets and roads system.

As the population grows in the future, there will be an increasing demand for facilities to accommodate this mode of transportation. Thus, it is apparent that improving the streets and roads system to meet future demand is still the key element of any transportation system in Las Vegas. In addition, however, alternative modes to the automobile must be offered. The proposed transportation system is thus a far more balanced system in that the emphasis is being shifted from total reliance on, and accommodation to, the automobile to attempting to improve the mobility of all residents of the community by offering several modes of transportation.

TRANSPORTATION OBJECTIVES AND POLICIES

IMPROVEMENT AND DEVELOPMENT OF THE STREETS AND ROADS SYSTEM

The City will continue to improve the existing streets and roads system and, at the same time, develop new routes where and when needed. Increased automobile use, due in part because of the lack of any real alternative to the automobile, has resulted in traffic congestion at several points throughout the community. Technically, traffic volumes have exceeded the street and road capacities. The City must continue to improve the existing automobile circulation system so as to maintain adequate street and road capacities in the face of mounting traffic volumes in the future.

POLICIES

- a. The City will continue to support the regional transportation planning efforts of the Regional Street and Highway Commission and the Clark County Regional Planning Council. Without this continued support from all of the governmental entities, it will be extremely difficult to develop an adequate automobile circulation system. The City will continue to take the initiative to insure that its street and road

improvement program is coordinated with similar programs of the surrounding governmental entities. Since many of the City's arterials are also State highways, similar cooperation and coordination will be pursued between the City and the Nevada State Highway Department.

- b. The Regional Master Plan for Transportation is based upon the 1968 Coordinated General Plan for the Las Vegas Valley and indicates the required development of all arterials in order to accommodate the projected traffic demand as a result of a Las Vegas Valley population of 700,000. The City will continue to implement the guidelines of this Regional Master Plan within the confines of its limits. By doing so, effective and efficient automobile mobility will be insured in the future. This policy statement implies that the impact of alternative modes on traffic volumes and street requirements will be quite limited. This implication can be made because even if a significant percentage of transit growth occurred, the impact would be slight because of the small base of current transit use in the city.

Additional Implementation Needs

The City presently has a number of street and road improvements scheduled for completion by the year 1978 and which are in compliance with the Regional Master Plan for Transportation. As additional gas tax revenues become available, additional street projects will be undertaken in accord with the Plan.

- c. The Land Use element outlines specific land use proposals within the City that call for increased activity over and above that anticipated in the 1968 Coordinated General Plan. Once adopted, the City shall carefully examine these proposals and determine whether the existing Regional Master Plan for Transportation will adequately satisfy the traffic demand to be created. The intent is to insure that the planned streets and roads system being implemented by the City will be able to accommodate the increased traffic volumes anticipated as a result of these changed land uses.
- d. Prior to any major program to widen existing arterials, the City will investigate all alternative means of improving the traffic flow and

thus increasing traffic capacities along these arterials at a lesser expense to the taxpayers. Traffic tends to become congested mostly at intersections where the signaling mechanisms are not designed to accommodate the increased volumes or where there is no allowance for turning lanes. These problems are particularly acute during peak travel periods. To improve automobile mobility, the following improvements will continue to be explored:

- A computerized traffic signaling system which would allow for continuous flow and avoid excessive congestion
 - The provision of more left turn signals and left turn lanes
 - The elimination of some intersections by means of diverting or channelizing traffic from some streets to others
 - A "no parking" policy along major arterials
 - The construction of median strips
 - The limiting of access to major arterials from adjacent commercial developments.
- e. The City will coordinate with the Union Pacific Railroad to determine the feasibility of providing additional grade separated railroad crossings, thus allowing for better east-west access within the community.

Implementation Needs

Grade separated railroad crossings are needed at:

- Oakley Boulevard
- Washington Avenue

DEVELOPMENT OF ALTERNATIVE MODES OF TRANSPORTATION

The City will promote the development of alternative modes of transportation to the private automobile, thus increasing the mobility of all residents of the community.

Bus Transportation

At the present time, the only bus service in either the City of Las Vegas or the Las Vegas Valley is operated by the privately owned Las Vegas Transit System. The City of Las Vegas, therefore, has no direct control over the operation of this firm. However, the City does support the operation of the Las Vegas Transit System as an alternative mode of transportation and is desirous of the System's further development and improvement.

POLICIES

The following policies apply to bus transportation:

- a. If the existing bus system is to develop as a viable alternative mode, more and better buses are going to have to be acquired. Other improvements to the system such as shorter headways, covered bus stops, and published schedules are also required to attract potential riders.
- b. Additional bus routes should be established in order for the bus system to service a wider area of the community. More specifically, bus service should be made available to those residents of the community that are presently at a mobility disadvantage because they are either too young, too old, or too poor to own, operate, and/or maintain a private automobile. In developing an adequate bus system, areas of high concentrations of young, elderly and poor should be identified as areas of high service need.
- c. Buses should also be routed to better serve major activity centers within the community such as regional activity centers, district commercial centers, special activity centers, major employment centers, and, of course, residential neighborhoods.
- d. Certain buses along specific routes should be identified as express buses, thereby allowing riders rapid long distance mobility by by-passing many intermediate stops.
- e. More routes should provide essential cross town mobility by by-passing the downtown transfer point.
- f. The City accepts the above policies as desirable bus service standards for a truly effective alternative mode. Although the City supports the operations of the Las Vegas Transit System, if the City determines that the Las Vegas Transit System is unable to provide the level of service the City desires for its residents, the City will investigate the feasibility of other alternatives.
- g. Regardless of whether the bus system is privately or publicly owned, the City will investigate the possibility of implementing certain traffic design features to allow for greater bus mobility such as:

--exclusive bus lanes

--exclusive bus loading areas.

POLICIES

Bicycle Paths

The following policies apply to bicycle paths:

- a. The City will integrate its own Bicycle Route Plan '73 with those of surrounding governmental entities so as to develop a continuous metropolitan bike path network. The bike path routing will be designed to connect parks and recreation facilities, schools, various public facilities, major employment centers, regional and district commercial centers, and cultural, historic, and scenic points of interest.
- b. In developing a bike path network, a combination of quiet, seldom used secondary streets, existing school walks, and planned park pathways will be utilized. If a bicycle path must be developed in conjunction with a major arterial, adequate additional right-of-way space may be required in order to separate bicycle from vehicular traffic along these arterials.
- c. In order to encourage the use of the bicycle path network, certain complementary facilities will be considered.
- d. The City shall continue their program of installing bicycle parking racks at public facilities including libraries, museums, and City Hall.
- e. The City, in coordination with the School District, will develop a comprehensive public information program to increase public awareness of bicycle safety procedures to be followed by both the cyclist and the motorist.
- f. In developing the bicycle pathway network, particular care will be given to the design of the facility. The intent of good design is to enhance the use of the pathway as well as to insure the safety of the users.

TRANSPORTATION IMPLEMENTATION STRATEGY

CAPITAL IMPROVEMENT PROGRAMMING

The City actively endorses the use of capital improvements programming as a means of implementing the policies of the transportation plan. The strong relationship between land development and transportation necessitates a coordinated effort in the formulation of a capital improvements program for transportation projects.



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CONSERVATION GOALS AND POLICIES

The Conservation Element, as an identified requirement of Nevada Revised Statutes (N.R.S. 278.160 1.(b)), attempts to deal with a broad range of issues in the areas of environmental protection and conservation. The element might more appropriately be termed an Environment Management Element (EME) and may be referred to as such throughout this document.

The subject matter of the EME will be the following areas:

- . Air Quality
- . Noise Considerations
- . Energy Conservation
- . Wildlife and Vegetation
- . Flood Control
- . Water and Waste Management
- . Seismic Hazards
- . Other Geologic Hazards

OVERALL GOALS

The following goals represent the commitment of the City of Las Vegas to the entire issue of environmental management.

- . The City will work towards achieving a desirable balance of environmental, social and economic goals.
- . The City will attempt to encourage and accommodate growth and development in a manner which enhances the quality of life in the short term and preserves the quality of life in the long term for future generations.
- . The City shall not only be aware of environmental concerns in its daily activities, but also promote the communication of this awareness and concern to citizens throughout the City and Valley.

OVERALL POLICIES

In working to accomplish these goals, the City shall:

- . Utilize the concept of environmental management whereby public agencies, including the City of Las Vegas, will play a major role in:
 1. Monitoring aspects of the environment which are of concern to the Valley and the individual communities.
 2. Utilizing the environmental information within the decision making process and asking the questions of if, when, where, how much, and how environmental conditions might be changed by particular actions.

3. *Insuring that both the natural and man-made environment are maintained, enhanced and improved through public and private initiative.*
- . *Utilize existing City ordinances and State enabling legislation to achieve environmental goals wherever possible.*
- . *Play an active role in working with other agencies and citizens to establish and support environmental education programs which will increase citizen awareness of environmental concerns in general.*
- . *Continue to work with developers and citizen groups for the achieving of the positive goal of a balance of environmental, social and economic conditions.*
- . *Work to formalize an evaluation relationship between public agencies and city staff to conduct the evaluation of impact for specific projects and programs on which decisions must be made.*
- . *Begin the development of a comprehensive environmental data base that can be used as a common data resource for various environmental needs.*

AIR QUALITY

Air quality is of growing concern to all communities and particularly to the City of Las Vegas and the entire Valley.

As part of a single air basin, it is imperative that all of the entities adopt progressive attitudes toward air quality policies and work closely with the County-Wide Air Pollution Control Agency to obtain and maintain an acceptable and desirable level of air quality.

Air quality standards for the City shall be the same as those enforced by whatever agency is endowed with the authority to enforce air quality standards in Southern Nevada.

In addition to the foregoing, the following policies represent both a commitment of the City as to intent and specific actions to achieve the goal of establishing and maintaining high levels of air quality.

- . *The City shall use the analysis of air quality impact as a key part of its development review process.*

- . The City shall actively promote the expansion of the transit system to better service the community and to help lessen the dependency on the automobile.
- . The City shall participate with other agencies and jurisdictions to develop programs that will reduce air pollution from transportation sources.
- . The City shall encourage industry that conforms to the performance standards criteria in the City Code.

NOISE CONSIDERATIONS

Noise is a factor of modern society that we are only recently beginning to realize can become a form of pollution. While not all noise is considered a nuisance or even harmful, some is, and as our urban lifestyle intensifies, we are finding greater conflicts between our living environment and the noises that we produce as a result of that environment.

Additionally, the City of Las Vegas is concerned with the basic incompatibility of particular community functions and land uses with airport and major transportation activities.

While the City is not currently directly responsible for lands associated with the major airport facilities in the Valley, it may be more so in the future and wishes now to formalize policies to cope with such an eventuality and also other general noise problems.

When realistic noise impact zones are developed from Nellis Air Force Base and McCarran International Airport, the City will adjudicate the appropriate land use controls accordingly.

The following policies will apply:

- . Unless it can be shown that provisions have been made to alleviate noise problems, the City shall prohibit development in areas of high noise impact where it can be shown that noise levels are incompatible with the proposed use.
- . The City shall use generally recognized noise standards as the criteria for evaluating impact and incompatibility.
- . The City shall work with North Las Vegas, officials of Nellis Air Force Base, Clark County, and the

McCarran International Airport Authority to insure that maximum efforts are undertaken to minimize noise impact of their operations on encroaching urbanization through the use of modifications to air operations and appropriate land use controls.

- . The City shall use noise reduction as one of the criterion in its equipment purchasing policies.
- . The City shall review all new industrial development to insure that proper noise control procedures and equipment will be used for the welfare of both industrial workers and for adjacent uses.

ENERGY CONSERVATION

The City of Las Vegas recognizes that the conservation of energy has become a way of life. The City realizes that it has an obligation to develop long term measures and programs that will reduce, maintain and minimize the growth in the demands for energy in its own operations and those of the community.

Throughout this General Plan, policies have been developed to achieve particular goals. Many of those goals relate to convenience, lifestyle desires, economics, community services, etc. Many also have the secondary effect of reducing the demands for energy consumption, primarily through promoting greater efficiencies.

Land use policies related to the development of the Activity Center concept and the idea of commercial centers rather than the more typical "strip commercial" are designed not only for convenience, amenity and commercial services more directly related to their market areas, but also for their ability to reduce the travel demands and its associated costs, at least one of which is energy consumption.

Transportation policies that address the desire of the City to promote the expansion of the transit system to serve more of the travel needs of the entire community is done so to clearly provide an alternative to the automobile--a transportation mode that is becoming more costly and unavailable for a growing portion of our community. The City realizes that it takes more than desire to enhance the transit system so that it is therefore orienting many of its other policies--land use, community facilities, etc.--to promote that system.

WILDLIFE AND VEGETATION

The Las Vegas Valley is not known for an abundance of rare or unusual vegetation or wildlife. The desert environment of the Valley does not promote the type

of vegetation and wildlife that we normally associate with areas considered heavy with natural habitat. Surveys have concluded, however, that within the regional basin, 63 species of mammals, 44 species of reptiles, 56 species of birds and several hundred species of plant life can be found. Additionally, within the Las Vegas Wash and Bay, over 248 species of birds have been identified.

The City of Las Vegas believes that it is beneficial to the Valley that some portions of the Valley remain in their undeveloped state for the promotion of wildlife habitat and species. To that end the City shall:

- . Continue the development of Nature Park as a "natural environment" regional park. The park, while not developed for active recreational purposes, will be developed with walking trails, for the benefits of education, observation and general enjoyment in understanding the natural desert environment.
- . Work with Valley agencies and jurisdictions to maintain the Las Vegas Wash as a natural habitat area and to insure that development not encroach upon it in any way that would unduly disturb the habitat.
- . Work with Valley agencies and jurisdictions over time to up-grade the water quality flow in the Las Vegas Wash to promote the enhancement of the lower part of the Wash as a limited wildlife preserve.

FLOOD CONTROL

The basic policy guiding the development of the Flood Control Plan is for the development of a channelization program of sufficient size to handle the quantities of flow generated by a 100-year storm.

- . The City of Las Vegas continues to endorse that policy and will actively participate with other Valley jurisdictions and agencies in the development of that system.
- . The City has established the necessary eligibility to allow homeowners to qualify for flood insurance under the Department of Housing and Urban Development guidelines, and will continue to direct efforts toward maintaining that eligibility.

WATER AND WASTE MANAGEMENT

- . The City shall require the dedication of rights-of-way for all required drainage and flood control channels as identified on the Valley Flood Control Plan or within the development review process and allow for the design and development of specified drainage and flood control facilities as required by the City's subdivision regulations, other City ordinances and by the development review process.

Historically, programs of water and waste management have been centered on health and safety factors. While this is still a paramount issue, the issue of scarcity of natural resources is surfacing to take on equal importance in management programs.

Water, its availability and quality, may be one of the most critical environmental factors to the Las Vegas Valley. While natural water supplies and the Southern Nevada Water Project insure the ability of the Valley to continue to grow, limits do exist. The City of Las Vegas recognizes the very real facts of these limitations and establishes the following objectives and policies as guides to its water and waste management program.

WATER RESOURCES

Promote private and public development in the City that is oriented toward efficient utilization of water resources.

To achieve this objective, the following policies will apply:

- . The City shall encourage landscape plans for new development to place a high emphasis on water conservation through the use of materials that are low water users and vegetation that is indigenous to desert environment or semi-xerophytic in character.
- . The City shall develop a suggested landscape materials list for use in public and private development planning. This list will be developed to include landscape materials that will fulfill a wide range of landscaping needs and yet will be relatively low water users.
- . The City shall not allow development which would tend to create water runoff which might be of poor water quality such as some types of industrial development, unless each development can successfully treat liquid discharges from the development to a point where they do not have a deleterious effect on community waste water treatment facilities.

- . The City shall support the completion of the Southern Nevada Water Project.
- . The City shall continue to cooperate and coordinate with the Las Vegas Valley Water District (LVVWD) to assure that adequate facilities for distribution of water are provided commensurate with the planned growth of the community.
- . The City shall, in cooperation with other applicable agencies, participate in a program to effectively monitor the use of water resources.
- . The City shall, in participation with other districts and agencies, re-examine the validity of public and private policy related to water demands.

WASTE MANAGEMENT

Provide for adequate sewage and solid waste collection, treatment, disposal and management systems and programs.

To achieve this objective, the following policies will apply:

- . The City shall continue to coordinate development proposals with the ability of the existing and planned sewage system to handle the wastes. Development will not be allowed when it would create excessive demands on the sewerage system beyond those existing or planned for in the City's adopted Sewerage Plan.
- . The City shall cooperate with the Clark County District Board of Health to assure that adequate sanitary landfill sites are provided to serve the needs of the region.
- . The City shall continue to require new developments to include facilities for convenient solid waste disposal such as common trash pickup areas, individual trash holding areas, or other facilities that are accessible for disposal and pickup and placed in such a manner so as not to be a visual or physical nuisance.
- . The City shall continue through its code enforcement programs, to cite property owners that allow trash to accumulate on vacant or developed property.
- . The City shall with other jurisdictions and agencies, investigate the feasibility of developing local solid waste transfer stations.

- . A Regional Solid Waste Management Plan being prepared by the Clark County Health Department is in the final stages of preparation. This Plan, when adopted by the entities in the Valley, will serve to provide the basis for a Regional Solid Waste Management Program. The City will take an active part in the implementation of this Plan.

- . The City shall continue in participation with other local agencies and water purveyors, and with the participation of the beneficiaries, to fill the existing deficiencies and future demands for water and waste management system using the following priorities:

First Priority:

Deficiencies in existing developed areas

Second Priority:

Fulfill future needs in the areas of expected development.

- . The City shall, in participation with the other local agencies and water purveyors, attach an over-riding priority to those areas now deficient because of health hazard or flooding hazard due to deficiencies in the water and waste management system.

RECYCLING

Provide for the conservation of resources through the development of recycling programs.

To achieve this objective, the following policies will apply:

- . The City shall coordinate with other local agencies and jurisdictions for the establishment of a program to reclaim storm and waste water and make use of poor quality shallow groundwater for industrial, recreational and other uses.
- . The City shall continue to actively encourage and participate in the ongoing programs to recycle solid waste products such as glass, paper, tin and aluminum.
- . The City shall encourage the use of recyclable packaging materials for retail products.
- . The City shall utilize recycled products for its own operations whenever feasible.

SEISMIC AND OTHER GEOLOGIC HAZARDS

The results of an earthquake or of other natural geologic processes are of little concern to man until those processes affect man-made development. When man develops in areas containing natural geologic hazards such as an active fault, there is a risk that an earthquake may occur and cause property damage, loss of life, serious injury or loss of vital services. When the way that man develops changes the natural geologic structure of an area, there is also a risk that the change in geologic structure will jeopardize buildings, lives and services. Minimizing the risks imposed either through developing in a hazard prone area or through creating a geologic hazard by development is the basic goals to which the following policies are addressed.

In order to implement these policies there must be a substantial amount of information about the geology of the Las Vegas region. Under the auspices of the Desert Research Institute many excellent studies have been done on specific subjects, such as subsidence. Other geologic hazards, such as the potential impact of regional fault activity on Las Vegas have not been adequately addressed. A study design for a Seismic Safety Element will be included as an appendix to the General Plan. Completion of that study will serve as one of the first steps in accomplishing the following policies.

The City shall:

- . Encourage the United States Geologic Survey, the Nevada Bureau of Mines and the Soil Conservation Service to perform field surveys in the Las Vegas Valley needed to ascertain regional geology and soils condition and their response to regional fault activity.
- . Develop a joint emergency disaster plan with the County and other cities in the Valley to specifically deal with an earthquake disaster. Prime considerations in this disaster plan would be emergency water and power supply, emergency communications, quick response to fire and other secondary effects of an earthquake and alternative transportation routes.
- . As subsidence is the major geologic hazard in the Valley, continue to develop building code requirements which will aid in protecting structures against the negative effects of subsidence. Methods of controlling subsidence such as water

*importation will continue to be identified,
studied and implemented as appropriate.*

- Continue to review earthquake design standards
for new construction in the local building code.*



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THE OVERALL PARKS AND RECREATION CONCEPT

As the population of the City of Las Vegas grows, so also will the recreational needs of that population. Parks and recreational facilities will take on added importance as a means of relieving the mounting stresses and strains as a result of the complexities of increased urbanization. There will be greater demands for more park space and adequate recreational facilities as leisure time becomes more critical. If these needs and demands are to be met, the local governmental entities must plan now for their eventual achievement.

The Las Vegas Parks and Recreation planning effort is based upon two guiding concepts. The concept of "service areas" suggests that parks are located to serve residents within defined areas. The second concept relates parks and recreation facilities to the needs of specific users of the City's open space. The idea is that different age and income groups require different types of parks and recreation facilities. The City's parks and recreation planning effort will utilize these concepts in order to provide the fullest recreational opportunities to all residents of the community.

PARKS AND RECREATION OBJECTIVES AND POLICIES

METROPOLITAN PLANNING FOR PARKS AND RECREATION

The City's parks and recreational facilities will be coordinated with a metropolitan parks and recreation plan.

Because growth is occurring in the City and other incorporated communities, as well as in the surrounding County area, it is essential that a regional approach be taken in the development of parks and recreational facilities. A cooperative effort among the local governments will insure an effective dispersion of park and recreational facilities, thus avoiding a situation where one jurisdiction develops a facility to serve an area already served by an existing or proposed facility of another entity. This regional approach will have a money-saving effect on the residents of the Las Vegas Valley and the potential users of the parks and recreational facilities.

POLICIES

- a. The City will insure that its parks and recreation planning efforts are coordinated with the 1971 Regional Parks and Open Space Plan.
- b. The City will continue to support and assist in the efforts of the Regional Parks and Recreation

Advisory Committee of the Clark County Regional Planning Council to evaluate and update, if necessary, the adopted regional parks and open space plan.

DEVELOPMENT OF THE
PARKS SYSTEM ON THE
BASIS OF SERVICE AREAS

The City will develop a system of parks and recreational facilities based upon the concept of effective service areas for different types of facilities.

POLICIES

- a. The City's parks and recreation system is presently built on a hierarchy of facilities offering varying degrees, or levels of service. The hierarchy consists of neighborhood parks, district parks, and regional parks. Built into this park hierarchy are specialized recreation facilities such as golf courses, team sport fields, activity centers, and swimming pools. The City will continue to develop its system of parks on the basis of this hierarchy.
- b. Each type of park within the hierarchical system has its own effective service area. The effective service area is defined by the maximum distance that a majority of residents within an area are willing to travel to use a park. The effective service areas used by the City of Las Vegas are as follows:

--Neighborhood park - the effective service area of a neighborhood park is based upon the population density of the surrounding neighborhood. The Las Vegas Land Use Plan identifies three types of residential neighborhoods, each with different allowable densities. As the density increases, the effective service area of a park will decrease because of the increased number of users. Conversely, as the neighborhood density decreases, the effective service area will increase. It should be noted that the need for neighborhood parks within low density areas is not as great as in the higher density areas. The low density development offers residents a considerable amount of open space and recreation area directly related to their individual living environment. Thus, the development of neighborhood parks within low density areas will be given a lower priority than those in the higher density residential districts.

--District park - District parks are designed to serve several different neighborhoods. As a

consequence, most people going to a district park will travel by automobile or public transportation rather than walking. Effective service areas for district parks are therefore larger than for neighborhood parks and not necessarily based upon population densities.

--Regional park - As with district parks, most users of regional parks will travel by vehicular means.

DEVELOPMENT OF THE PARKS SYSTEM ON THE BASIS OF USER NEEDS

The City will develop parks and recreational facilities based upon the needs of specific present and future users, thus maximizing the utilization of the facilities.

The Las Vegas Valley consists of a predominately youthful population with almost two-thirds of the residents below the age of 35. This tends to indicate a great need for "active" type recreational facilities such as playgrounds, tennis courts, golf courses, ball diamonds, and swimming pools. Assuming that the population will remain youthful, it is apparent that even more "active" recreational facilities will be needed to meet the future increased demand.

At the same time, the elderly population is also growing quite rapidly and this trend is expected to continue as the Las Vegas area attracts more and more retired persons. These persons will require more "passive" recreational facilities such as picnic areas, park benches, and centers containing card tables, TV rooms and hobby programs.

POLICIES

- a. The City will carefully examine the effective service areas of each park, regardless of type, in order to determine the characteristics of the service area population. The intent of this examination will be to locate high concentrations of either the young or elderly and to then evaluate the appropriateness of the recreational facilities available to these specific users.
- b. Improvements will be made by the City to existing facilities if it is determined that these facilities are not currently designed to serve the specific users.
- c. In developing any new park facility, the characteristics of the potential service area population will be carefully examined by the City to insure that the facility will meet the needs of, and therefore be used by, the residents within the service area.

Facilities Needs

In areas of high elderly concentrations where more than 20 percent of the area population is over 60 years of age

- *There are six existing neighborhood parks that serve identified areas of high elderly concentrations. They are Meadows Plaza, John S. Park joint-use site, Mary Dutton, Huntridge Circle, Stearns, and Squires. Two of these parks (Mary Dutton and Meadows Plaza) offer limited passive recreational facilities in the form of picnic areas. Squires Park, with its Senior Citizen Center, effectively serves its service area population. The three other parks, (John S. Park joint-use site, Huntridge Circle, and Stearns), however, do not offer passive recreational facilities to serve the elderly users. The facilities offered at these six neighborhood parks will be re-evaluated and more passive recreational facilities will be provided where necessary and possible.*

CONTINUATION OF THE JOINT-USE PROGRAM

The City will continue the joint-use program with the Clark County School District.

Because Las Vegas has generally developed on the basis of the traditional square mile neighborhood, the elementary school has always served as the focus of that neighborhood. Utilizing the school site as a park merely strengthens that focus; the school/park area can become a true neighborhood activity center designed for both "active" and "passive" recreational facilities and educational and avocational pursuits. This joint-use program can also have the effect of clustering governmental services thereby enhancing both efficiency and cost effectiveness.

POLICIES

- a. *In those areas of the community which are not adequately served by existing parks, the City will insure that land is acquired in conjunction with elementary school sites. If land adjacent to an elementary school site is not available for acquisition by the City, the City will encourage the School District to set aside any undeveloped portions of the school site for park purposes.*
- b. *In new growth areas of the community, the City and the School District will coordinate their*

planning efforts so that new parks and schools can be developed together in an activity complex.

- c. The City will insure that the joint-use program sites are accessible to the residents of the effective service area during non-school hours. Too often, the sites are closed when the schools are closed, thus greatly limiting the utility of the facility. These sites will be viewed by both the City and School District as neighborhood parks that are to be accessible to the community during the evenings, on the weekends and holidays, and during the summer.
- d. The development of joint-use sites will be in a manner similar to the development of all City parks--on the basis of the needs of the users. All of the existing joint-use sites emphasize "active" recreational facilities. However, if these sites are to be considered part of the park inventory, they must be designed and developed to meet the needs of the population within the service area.

ADVANCED PARK SITE ACQUISITION PROGRAM

The City will implement continuous programs of advanced park site dedication and purchase, within the financial capability of the City, in order to meet future park needs.

Utilizing the concept of effective service areas, it is possible for the City to determine where and how much land should be set aside. Assuming that land values will continue to increase in the future, knowing where and how much land to acquire now for needed park space in the future is economically advantageous. More importantly, perhaps, is the fact that an advanced dedication and/or purchase program prevents future development from precluding the establishment of an adequate park system.

POLICIES

- a. The City's dedication and purchase programs will be closely related to a determination of present and future park needs. By doing so, park sites will be obtained when and where the need is, or will be, the greatest.
- b. The City shall use various methods of obtaining land for neighborhood parks such as encouraging developers to dedicate land for this purpose, utilization of Federal Aid when possible, utilization of the general fund of the City and the advisability of a mandatory dedication or building permit recreation fee will be explored.

- c. To obtain land for district and regional parks, the City will first determine those areas where these types of parks are needed and will then locate and purchase available land for park development within the park deficient areas.

PARK DESIGN

The City will insure that greater detail is given to park design during the development of park sites.

Too often, parks are designed without any attempt to integrate the separate sites into an integrated park system or to enhance the attractiveness of the individual sites. If the parks are to receive maximum utilization, efforts must be made to insure that utilization.

POLICIES

- a. Great care and attention will be taken to accommodate bicycle and pedestrian traffic within the park design and to connect the City's parks by means of a network of bicycle paths and pedestrian walkways. Because neighborhood parks are designed especially to serve the residents of the surrounding area who may travel the park on foot or by bicycle, all efforts will be made to provide for the safe and convenient access of these service area users to the neighborhood park sites.
- b. Small, scattered parcels of land within residential areas that are not usually considered for park development according to the hierarchical standards can and will be developed and designed as mini-parks, where and when feasible.
- c. An inter-disciplinary design team comprised of staff members from the Department of Community Development, Public Works and Park and Recreation, under the leadership of the Department of Community Development, will be formed. This team will be concerned with the technical aspects of the design of sites being developed for parks and other public areas. Citizens' input into the design shall be coordinated through the Park and Recreation Advisory Board.

SPECIALIZED RECREATION FACILITIES

The City will insure the provision of an adequate number of recreational facilities such as swimming pools, golf courses, and tennis courts throughout the City.

POLICIES

a. In order to insure the adequate provision of recreational facilities, the City will use the following standards as a general guide:

- one swimming pool per 25,000 population
- one 18-hole golf course per 150,000 population
- one ball diamond per 6,000 population
- one tennis court per 2,000 population

b. The City will apply these standards to the existing park inventory in order to evaluate the adequacy of the provision of these specialized facilities. If deficiencies are noted, the City will rectify them by means of providing such facilities at either existing or developing park sites. Although a city-wide deficiency may exist for specific facilities, the location of these active recreational facilities will be based upon the characteristics of the population within the service areas of individual park sites.

Special Needs

The Clark County Regional Planning Council estimated that in 1973 the population of the City of Las Vegas was approximately 135,000. Applying the facilities' standards that the City will utilize to this population estimate, the following deficiencies can be noted:

<u>Facility</u>	<u>Existing</u>	<u>Standard</u>	<u>Deficiency</u>
Swimming Pools	8	6	--
Golf Courses	1	1	--
Ball Diamonds	33	24	--
Tennis Courts	46	70	24

In addition to the deficiencies in the provision of specialized recreational facilities, some of these existing facilities are not receiving maximum utilization. For example, all eight swimming pools are outdoor, lighted facilities. Although night-time use is encouraged, year-round use is not. The following table illustrates that the case is similar with the other specialized facilities:

<u>Facility</u>	<u>Total Number</u>	<u>Lighted</u>	<u>Non-Lighted</u>
Ball Diamonds	33	19	14
Tennis Courts	46	9	37

In order to satisfy these special needs, the City will:

- Develop additional tennis courts to satisfy current deficiencies.
- Continue to develop special recreational facilities in order to keep pace with demand.
- Maximize the utilization of these facilities by lighting some for night-time use and/or enclosing others for year-round use.

DEVELOPMENT OF SPECIAL INTEREST/PURPOSE PARKS

The City will develop special interest/purpose parks having educational and recreational value for the residents of the community.

POLICIES

- a. The City will cooperate with various private and public agencies to preserve known historical and archaeological sites, such as the early Paiute Indian campsite on Valley View Boulevard south of the Las Vegas Expressway.
- b. The City shall encourage the preservation of areas of unique scenic beauty or natural environment. The preservation of Nature Park on Mojave Road south of Bonanza Road is a good example. A network of trails will be developed at these sites so as to enable the community to more fully enjoy what these special parks have to offer. However, development at these sites will be limited so as not to destroy the natural attractions.
- c. The City will develop Squires Park and/or a new park site in the central business district as an urban park designed for the use of those who work and/or conduct business in the downtown area. Adequate passive recreation facilities such as picnic tables and park benches, attractive landscaping, and innovative design are critical elements in attracting potential users of this type of specialized park and will thus be provided.

PARKS AND RECREATION IMPLEMENTATION STRATEGY

PARKS PLANNING PROCESS

The City recognizes the need for a coordinated effort among those departments most directly concerned

with the planning of parks and recreational facilities. To achieve the desired coordination, a Parks Planning Committee will be formed, composed of the directors of the Community Development, Parks and Recreation Departments. This committee will have two responsibilities: 1) to evaluate sites considered for possible eventual development as parks in light of the policies of the City's Parks and Recreation Plan and specific parks needs and 2) to prepare the capital improvements program and capital improvements budget in order to insure that planned improvements to existing parks or development of newly acquired sites are made. The committee's recommendations concerning acquisition and/or development of specific sites will be forwarded through the Park and Recreation Advisory Committee to the Mayor and City Commission for final action. The committee will meet on an annual basis to evaluate, and modify if necessary, the parks and recreation capital improvements program and to formulate the annual operating budget of park-related projects.

In addition to the Parks Planning Committee, a more technically oriented interdisciplinary design team will be formed to insure the satisfactory design of individual sites that have been designated by the Parks Planning Committee for development as parks.



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VISUAL ENVIRONMENT GOAL

The goal of the Visual Environment Element is to enhance the visual attractiveness of the environment of the City of Las Vegas. This goal will be realized, in large part, through the implementation of the policies of the other elements of the General Plan. The following listing of visual environment policies is divided into several areas of visual concern to the City; those policies that are incorporated in other elements of the General Plan but which have the effect of enhancing the visual environment of the community will be referenced by element and policy number.

SOLID WASTE DISPOSAL

Provide adequate solid waste collection, treatment, disposal, and management systems.

To achieve this objective, the following policies will apply:

- . The City shall cooperate with the Clark County District Board of Health to assure that adequate sanitary landfill sites are provided to serve the needs of the region.
- . The City shall continue to require new developments to include facilities for convenient solid waste disposal such as common trash pickup areas, individual trash holding areas, or other facilities that are accessible for disposal and pickup and placed in such a manner so as not to be a visual or physical nuisance.
- . The City shall continue through its code enforcement programs, to cite property owners that allow trash to accumulate on vacant or developed property.
- . The City shall continue to actively encourage and participate in the ongoing programs to recycle solid waste products such as glass, paper, tin and aluminum.

AIR POLLUTION

Establish and maintain high levels of air quality.

To achieve this objective, the following policies will apply:

- . The City shall use the analysis of air quality impact as a key part of its development review process.
- . The City shall actively promote the expansion of the transit system to better service the community and to help lessen the dependency on the automobile.

- . The City shall encourage industry that conforms to the performance standards criteria in the City Code.
- . Air quality standards for the City shall be the same as those enforced by whatever agency is endowed with the authority to enforce air quality standards in Southern Nevada.

WATER POLLUTION

Establish and maintain high levels of water quality.

To achieve this objective, the following policies will apply. The City shall:

- . Work with Valley agencies and jurisdictions to maintain the Las Vegas Wash as a natural habitat area and to insure that development not encroach upon it in any way that would unduly disturb the habitat.
- . Work with Valley agencies and jurisdictions over time to upgrade the water quality flow in the Las Vegas Wash to promote the enhancement of the lower part of the Wash as a limited wildlife preserve.

COMMERCIAL CLUTTER ALONG ARTERIALS

Enhance existing and new commercial uses. To achieve this objective, the following policies will apply:

- . See Commercial Policies, Land Use Element, Page 23.
- . The City will continue to require landscaping for all new Planned Commercial Centers. Such landscape will strive to create a pleasing appearance from the street and will insure that it is adequate to serve as buffers to adjacent incompatible uses.
- . Planned Commercial Centers will be designed and reviewed with visual appearance as one of the evaluation criteria.
- . The City will encourage existing commercial centers to initiate landscaping programs.

PROLIFERATION OF COMMERCIAL SIGNS

Reduce the visually unattractive proliferation of commercial signs.

To achieve this objective, the following policies will apply:

- . The City will advocate outdoor sign ordinances that use visual impact as one of the evaluation criteria.
- . The City will continue to investigate the feasibility of developing a more attractive and effective municipal signing system.

MONOTONOUS RESIDENTIAL DEVELOPMENT

Improve the visual image of Residential Neighborhoods.

To achieve this objective, the following policies will apply.

- . The City will encourage innovative design and landscaping in all new residential subdivisions.

VACANT PARCELS

Reduce the unattractiveness of isolated patches of the desert within the urban area.

To achieve this objective, the following policies will apply.

- . Small scattered parcels of land within residential areas that are not usually considered for park development according to the hierarchical standards can and will be developed and designed as mini-parks, where and when feasible.
- . The City shall require all vacant parcels to be maintained free and clear of trash, junk and debris, and shall cite property owners who do not comply through the Code Enforcement Program.

UNATTRACTIVE TRAFFIC ARTERIALS

Improve the image of the major arterials within the City.

To achieve this objective, the following policies will apply.

- . The City will continue its landscaping program along all major arterials where feasible; the City will promote the developing of landscaping programs along portions of State and Federal highways and freeways.
- . The City will investigate the feasibility of installing attractive street furniture such as benches, kiosks, and fountains along specific arterials or other key locations in the community.

INDUSTRIAL USES

Reduce the adverse visual impact of industrial uses.

To achieve this objective, the following policies will apply.

- . Industrial areas are confined to those areas as shown on the Land Use Plan.
- . As much as possible, industrial areas shall be developed in accordance with modern principles of "Industrial Park" development, including:
 - A basic street and utility pattern which will permit flexibility in the size of industrial sites available.
 - Maintaining options for the extension of rail spur lines to sites which do not border directly upon the mainline.
 - Maintaining options for meeting variable levels of power required by various industries.
 - The availability of a basic system of streets, including adequate access to the Interstate 15 or other major exterior oriented arterial without forcing traffic through residential areas.
 - A complete set of "performance standards".
 - Evidence of continuing management responsibility to enforce restrictions established under the original development plan.
- . The City will explore methods for adequately screening, fencing or landscaping existing industrial uses which are deemed unsightly.

POOR PARK DESIGN

Improve the design of existing and planned parks so as to enhance their visual attractiveness and encourage maximum utilization.

To achieve this objective, the following policies will apply.

- . An inter-disciplinary design team comprised of staff members from the Department of Community Development, Public Works and Park and Recreation, under the leadership of the Department of Community Development, will be formed. This team will be concerned with the technical aspects of the design of sites being developed for parks and

other public areas. Citizens' input into the design shall be coordinated through the Park and Recreation Advisory Board.

DESIGN REVIEW AND GUIDELINES

Institute a development design review process which will insure that design quality and visual impact is used in the evaluation procedures for development proposals.

To achieve this objective, the following policy will apply.

- . The Department of Community Development shall review all subdivision and rezoning cases from a technical standpoint, and shall be responsible for providing to the Planning Commission information on the related impact of the proposed development. It will be the function of the Planning Commission to make a determination on any project as to whether or not a more detailed Urban Impact Statement is needed to be prepared. In general, the Planning Commission should be able to identify the scope of impact of most projects from staff of the Department of Community Development. However, when the scope of the project is of sufficient magnitude, the Planning Commission may require the developer to prepare a more detailed Urban Impact Statement.

CENTRAL BUSINESS DISTRICT

Strengthen the importance and enhance the attractiveness of the downtown area.

To achieve this objective, the following policies will apply.

- . The City will develop Squires Park and/or a new park site in the central business district as an urban park designed for the use of those who work and/or conduct business in the downtown area. Adequate passive recreation facilities such as picnic tables and park benches, attractive landscaping, and innovative design are critical elements in attracting potential users of this type of specialized park and will thus be provided.
- . The City will continue to develop a Precise Plan for the downtown area.



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GENERAL IMPLEMENTATION POLICIES

While many of the goals and standards and policies contained throughout this document are desirable and exciting in their potential for giving us a high quality living environment that meets all the needs of the people of Las Vegas, unless they can be implemented they are almost worthless. They are simply unachievable goals in the process of building our community.

The City of Las Vegas wishes to see its goals achieved and commits itself to working toward their achievement. Such a commitment must establish both in intent and in fact a cooperation by all segments of the community toward their achievement.

The issue is the community. The growth and development of the community, although done in small increments, must be consistent with the needs and desires of the entire community. When this is the case, the entire community will benefit. When this is not the case, only individual or special interests will benefit--the community will lose. While the City of Las Vegas will take all measures to insure a sensitivity to goals and desires of individuals, it will at the same time evaluate the consequences of any action to the community as a whole. In the long run, such a decision making process will benefit both individual and the community.

When we are dealing with a set of physical, social and economic relationships of the complexity that are contained in a metropolitan area such as Las Vegas, it is inconceivable that we might be able to develop a set of implementation policies that would be adequate to anticipate all the needs and circumstances from now for forever. The success of implementation policies can only truly be measured by experience. From the lessons learned in experience, we must modify our policies to capitalize on our successes and eliminate our failures, knowing that we will then have new successes but also probably new failures.

Recognizing these problems and opportunities the City of Las Vegas commits itself to an on-going planning process that does not stop with the adoption of these policies, but rather begins with their adoption. We do not fully know our future. Additionally, we only know generally the type of future we think we want. For this reason, our planning process is flexible so that it can adjust as our future unfolds.

The following implementation policies represent an adjustment from those that we have used previously. We expect to adjust them again.

PLANNING PROCESS

The following policies are those that relate to the implementation of the planning process in general. Other more specific policies are covered elsewhere or in a later portion of this Implementation Element.

- . The City shall conduct an annual Development Review Process wherein the Planning Commission with the assistance of the staff from the Department of Community Development will prepare an analysis of development activity in the previous year. The report will be presented to the City Commission along with recommendations from the Planning Commission on policy and program changes that will be necessary to correct difficulties that have arisen in the past year. The report will additionally describe progress in the overall planning process and outline the planning programs for the coming year.
- . Every five years the Planning Commission shall conduct an analysis of development activity over the previous five years and determine whether the entire General Plan and its policies is meeting the needs of the community. If a re-assessment of the General Plan or portions of it is determined necessary, the Planning Commission will forward such a recommendation to the City Commission along with a proposed program.

PRECISE PLANNING PROCESS

The General Plan is exactly as the name implies--general. It establishes the framework within which decisions are made regarding growth and change in the community. It is not a "cookbook" that gives an answer for every circumstance. In all cases, judgment will be required by the decision maker. The General Plan should provide a strong basis for making judgment decisions.

It is possible, however, for the planning process to give a more detailed basis for judgment, particularly when it is applied to smaller geographical areas or to special conditions that may exist only once in the community (e.g. the University) or in unique circumstances.

Upon adoption of this General Plan, a definition of precise planning areas will be undertaken immediately as a prelude to the beginning of the Precise Planning Process.

The major objective of the Precise Plan is to deal in depth with small or specialized areas of the community to better define the types of land use and other functional relationships that should occur. Additionally, the Precise Plans will enable logical neighborhoods to be defined as an aid to the implementation of the Neighborhood Concept described in the Land Use Element.

The Precise Planning Process will generally be conducted according to the following outline:

- I. Establish a planning and timing sequence for development of Precise Plans
- II. Establish a communications forum with citizens, interest groups, individuals and governmental agencies for each Precise Planning Area (PPA) as the planning process is begun for that area
- III. Identify the "role" of the PPA relative to its own internal objectives and to the community as a whole
- IV. Develop a PPA planning information base
- V. Develop alternative concepts for the PPA
- VI. Select desired concepts and develop a Preliminary Precise Plan
- VII. Develop a Refined Precise Plan
- VIII. Determine any modifications that will be necessary because of the Refined Precise Plan to:
 - the existing General Plan
 - urban infrastructure plans
 - . utilities
 - . schools
 - . other public services and facilities
 - . transportation
- IX. Adopt the Precise Plan
- X. Adopt changes to other plans as required

ADDITIONAL IMPLEMENTATION
STUDY NEEDS

Development Evaluation

In addition to meeting the policies and standards established in the various elements of the General Plan, the City of Las Vegas wishes to utilize the

concept of "urban impact" as an additional basis for project evaluation. While additional guidelines will need to be established, particularly with regard to when such a Statement of Urban Impact may be required, in general the intent of the process is to insure that any proposed project will not adversely or abnormally impact environmental conditions, municipal finances, social conditions, city services, or other issues.

To facilitate such an evaluation capability, the Department of Community Development shall review all subdivision and rezoning cases from a technical standpoint and shall be responsible for providing to the Planning Commission information on the related impact of the proposed development.

It will be the function of the Planning Commission to make a determination on any project as to whether or not a more detailed Urban Impact Statement is needed to be prepared. In general, the Planning Commission should be able to identify the scope of impact of most projects from staff of the Department of Community Development. However, when the scope of the project is of sufficient magnitude, the Planning Commission may require the developer to prepare a more detailed Urban Impact Statement.