

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.

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JOINT APPENDIX
VOLUME 114, PART 4 OF 5
(Nos. 20739–20795)**

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

make the City more attractive, especially with institutions like the Cleveland Clinic. As newregion’s share of doctors and nurses stabilize, the City must focus on recruiting dedicated medical research to Southern Nevada. While Las Vegas must make great advances in other areas just to be competitive, this long-term effort may ultimately yield dividends by attracting more high-paying jobs, increasing the quality of medical care, and improving other livability metrics enumerated throughout this master plan.

THE LAS VEGAS MEDICAL DISTRICT AND UNIVERSITY MEDICAL CENTER ARE IMPORTANT HEALTH CARE FACILITIES TO THE CITY AND REGION, BUT MORE HEALTH CARE CAPACITY IS NEEDED

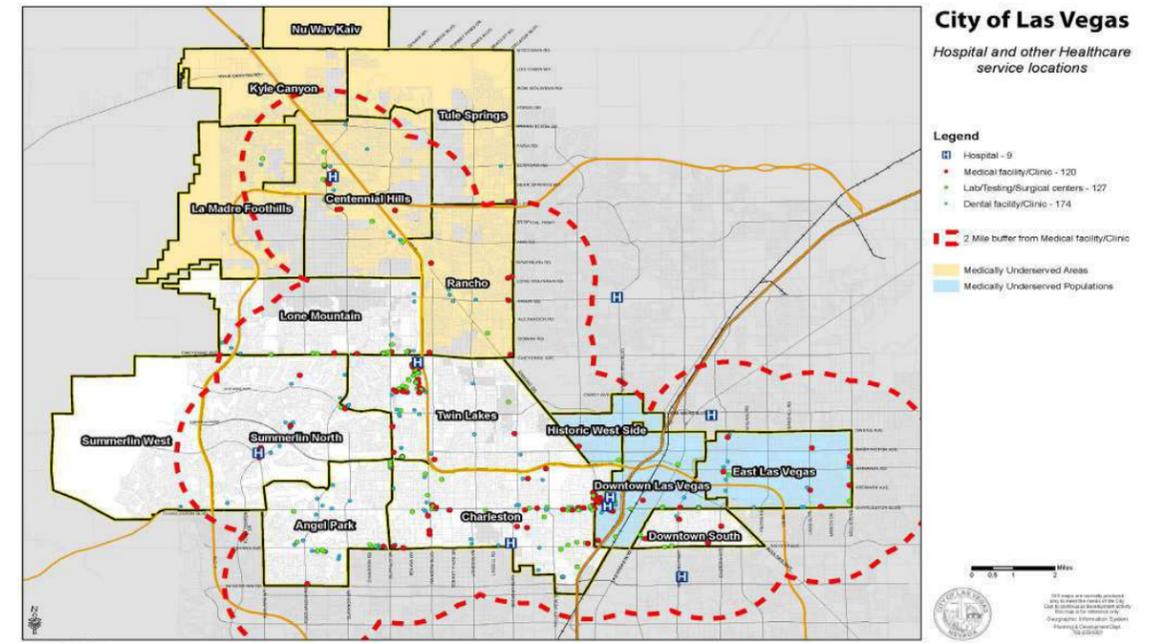
Since 1931, University Medical Center (UMC) has served as the County Hospital and has served Las Vegas as its oldest care facility. Through expansive growth and several name changes, UMC has also changed roles, becoming a teaching institution of the University of Nevada in 1986 and providing dedicated burn care, pediatric emergency care, and trauma; it has Nevada’s only Level I Trauma Center. In 2009, pediatric services were combined to form the Children’s Hospital of Nevada. UMC has grown in importance with the addition of the UNLV School of Medicine and serves as a key partner to train academic medicine.

As the City has grown, so too have its health care facilities and providers, most of which are for-profit entities. Valley Health Systems and Sunrise Health, operate four hospitals within the City, and have constructed and expanded many of the newest hospitals and medical centers over the last two decades. Dignity Health, who runs Southern Nevada’s St Rose Dominican faith-based hospitals and clinics, has also branched out to other parts of the valley. Because of Las Vegas’ notably unique status of also serving a large non-resident population, the community does have above-average intensive care unit beds available, especially at centrally located hospitals near Downtown Las Vegas and the Strip; however, the region is below average for the total number of hospital beds available. Geographically, hospital location varies; a greater need for both hospital facilities and ICU capacity exists in the underserved northwestern planning areas. Overall, expansions to existing hospitals or the addition of smaller hospital facilities may help increase overall hospital capacity, but may not with access and proximity. The City should therefore ensure at least one

major hospital within 4 miles for immediate urgent care, or a 10 minute drive, of every City resident. Additionally, the Joint Commission, a national independent, non-profit accredits and certifies health care organizations and programs based on accountability measures. The Joint Commission accredits and recognizes high-performing hospitals as “Top Performers.” As a benchmark for hospital quality, the City must work with each health system and SNHD to ensure each can attain such status.

Geography, demographics, and socio-economics also play a major role in access to care within the City, especially for clinical care. Wide gaps in health care accessibility and laboratories continues to be a challenge, especially for low-income and minority neighborhoods. This has lead the US Department of Health and Human Services to formally designate Health Professional Shortage Areas (HPSA) as well as large portions of the county and North Las Vegas. Most of the planning areas surrounding Downtown Las Vegas are designated as an HPSA for primary care and dental health facilities, while western and northwestern planning areas, which tend to have higher household incomes and access to facilities, are not. West Las Vegas, Twin Lakes, Charleston, Downtown Las Vegas, and East Las Vegas have among the highest concentrations of medically underserved populations. This is especially important from an equity standpoint and the City’s investment in new Health and Wellness Centers will address this need. Finally, northwestern planning areas are medically underserved due to an overall lack of facilities. Centennial Hills Hospital is the only major medical center for one of the fastest growing areas of the valley.

Not only is geographic access a challenge, but service navigation itself can be daunting, especially for populations in which cultural and linguistic sensitivities may exist. The disparity contributes to lower rates of visits to physicians and dentists. With recent advances in telemedicine, health care access may be somewhat mitigated for some populations, especially for those with good high-speed internet access and smart devices. This innovation does make it easy for doctors to treat and prescribe for the majority of minor conditions or injuries and may have potential for future job growth. Some health care concerns, however, cannot be otherwise treated this way, nor is telemedicine an option for low-income communities; therefore, the continued provision of essential medical, dental, and mental health services at physical locations is necessary, especially within HPSAs.



LOCAL HEALTH INFRASTRUCTURE	
• Nevada	– 2.1 hospital beds / 1,000 population
• National average:	23.5 beds and 2.7 ICU beds / 10,000 population
• Las Vegas Metro Area:	20.8 beds / 4.1 ICU beds

Source: SNHD

REGIONAL PROJECTIONS			
	2019	2050	DIFFERENCE
Population	675,971	984,738	
# Doctors	2,392	3,939	1,547
# Hospital beds	1,983	2,461	478

HEALTHCARE FACILITIES		
FACILITY	HOSPITAL BEDS	ICU BEDS
University Medical Center	541	81
Valley Hospital	242	63
Sunrise Hospital (Clark County)	668	84
North Vista Hospital (North Las Vegas)	177	20
Summerlin Hospital	485	74
Mountain View Hospital	408	47
Centennial Hills Hospital	262	20
Dignity Health – St Rose Sahara Campus	0	0
TOTAL	1,938 CLV/ 2,783 shared	389

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HEALTH CARE COSTS MAY CONTINUE TO BE A BARRIER TO HEALTH OUTCOMES AND SERVICE DELIVERY

Health care accessibility is made much more difficult if additional factors are involved, including poverty and if a household is led by a single parent. Socio-economically, health care costs and access to affordable insurance, which has been an ongoing policy debate since the passage of the Affordable Care Act in 2010, can be a limiting factor to health care access. Within the City, adults with insurance fall below the overall national average. Health care costs are also driven higher by those experiencing poorer health. Those reporting good health and regular exercise report between eight to ten fewer visits to the doctor each year.

The City may have less control over national or state health care policy issues, such as Medicare or Medicaid, health care coverage and insurance, or state markets. However, because health care costs have a direct impact on livability, the City can become an advocate for reducing

these expenses to its residents. The City does make some efforts to communicate medical and health events and works with SNHD and health care providers, an ongoing, concerted partnership approach must be made to make to address equity in service delivery, especially for vulnerable populations, women, children, and seniors. The provision of interpretation services, simplified public information about eligibility and enrollment for obtaining health insurance or reducing health care costs are all such methods.

INSURANCE COVERAGE

- Population uninsured: 12.5% (Region)
- Adults with insurance: 82.8% (Below 84.9% NV, Below 87.5% US)
- Children with insurance: 93.2% (Above 92.0% NV, Below 94.8% US)
- Private vs Public insurance: 48.8% vs 29.0%
- Medicaid recipients: 17.3% (Above 17.0% NV, Below 19.6% US)

The UNLV School of Medicine’s graduates will help alleviate the community’s shortage of doctors. With each new incoming class, the knowledge base will continue to grow, as well as the overall capacity of the school to the benefit of surrounding health care institutions. Continued development of residencies and fellowships at area hospitals and medical facilities is necessary for the retention of doctors and physicians within the City and Southern Nevada.



IMPLEMENTATION STRATEGIES

- Adopt a Health-in-all-Policies statement and commit to increased partnerships with the Southern Nevada Health District and health care providers to improve key population health care indicators
 - Utilize Health Impact Assessments for key policies and CIP decisions
 - Implement the recommended strategies throughout the plan with respect to food and urban agriculture, parks, park connectivity, active transportation, transportation safety, violence prevention and reduction, environmental justice as preventative health measures, especially for specific City areas where public health concerns are highest
 - Eliminate nuisances and public health concerns found in the built or natural environment through mitigation and code enforcement
 - As part of larger legislative package, amend the Las Vegas City Charter to enable City Council powers to treat and care for individuals with mental health
 - Sponsor and hold community health fairs
 - Engage the public, local businesses, and health care providers in developing strategies that improve health behaviors related to smoking and obesity
 - Partner to provide interpretation services and simplified public information about health care costs and insurance
 - Develop City Health and Wellness Centers
- Complete the build-out of the UNLV School of Medicine and leverage the Las Vegas Medical District to ensure training, recruitment, and retention of doctors and nurses to overcome shortages
 - Recruit medical professionals to the community and to identified HPSA's
 - Work with NSHE to dedicate a new state college campus tailored to residents within the City targeted granting two and four year degrees to enhance nursing and medical workforce development capacity.
 - Provide incentives for medical tourism and public, private, or non-profit research organizations
- Develop a City-specific Community Health Needs and Public Health System Assessment addressing personal health Indicators and health care facilities citywide and their accessibility.
 - Construct new full service hospitals and medical centers within the northwestern planning areas
 - Work with health care providers and incentivize private companies to construct clinics, medical offices, and, more hospital bed capacity as needed

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GOALS

- A. Provide high quality emergency services, reduce crime and create safe, friendly communities that elevate social equity.
- B. Strengthen resilience to climate change risks, natural and man-made hazards, and extreme events.
- C. Minimize flooding risks to prevent damage to property and infrastructure



IV.A SAFETY: PUBLIC SAFETY

✓ NRS 278.160.1(g)

PROVIDE HIGH QUALITY EMERGENCY SERVICES, REDUCE CRIME, AND CREATE SAFE, FRIENDLY COMMUNITIES THAT ELEVATE SOCIAL EQUITY



In multiple surveys and public engagement efforts, public safety, with respect to crime and fire protection, was understandably a major concern for residents and was rated as the highest priority issue confronting Las Vegas for the future.

- Throughout the City, the vast majority of residents believed safety and crime was the top issue – so much so, that it would be a reason not to recommend the City as a place to reside
- Despite the concern, the majority of residents felt very or moderately safe in the City. Most residents felt safe within their neighborhoods, but less so in the City in general. The Charleston, Twin Lakes, Downtown Las Vegas and West Las Vegas planning areas received higher response rates of feeling unsafe and that those areas had relatively high rates of crime.
- A third of residents believed they witnessed crime within their neighborhood, with property crime or vandalism being the most-witnessed type
- The majority of residents felt confident in the police to respond quickly to an emergency or non-emergency call, but those levels of confidence dwindled in the same core planning areas surrounding Downtown Las Vegas. 70% of residents believe LVMPD does a good job of controlling crime in their neighborhood with more than half reporting seeing a police patrol at least once per week
- Respondents confidently believed in the fire department or EMS service being able to quickly respond to

an emergency call. From a single-family home to Stratosphere Tower, LVFR must be able to answer any type of call, whether a person in need of aid or a complex structural fire; fortunately, as a top rated fire department, it has the tools it needs to handle all types of emergency response.

These responses are largely based on perceptions of emergency services, crime, and response within respondents point of. When contrasted with actual crime and public safety rates within the City itself, both violent crime and property crime rates have decreased substantially over the past decade, from. Remarkably, major fires and fire prevention efforts have yielded positive results despite receiving more than 100,000 annual calls for service.

As the City has grown, so too has the need for adequate police service and fire protection coverage, through efforts to fund more sworn police officer and marshal positions to adding new capital improvements. Over the past decade, the Nevada Legislature has authorized, with Clark County Commission approval, sales tax increases to fund more police officers in the midst of economic recovery from the Great Recession and record visitation. Another boost in police funding was authorized during a special legislative

OUTCOMES



- Maintain Fire and Rescue Department's ISO Class 1 rating and CFAI accreditations.
- 90% of response times are in compliance with NFPA standards from dispatch to first response.
- LVMPD maintains a ratio of 2 officers per 1,000 residents or better.
- LVMPD and Las Vegas City Marshals achieve maintain CALEA accreditation.
- Overall violent crime rates improve to a minimum of 5.5 homicides, 400 aggravated assaults, 70 forcible rapes, and 2,500 property crimes per 100,000 residents annually

session that funded expansions of the Las Vegas Convention Center and construction of Allegiant Stadium. New additions to fire and police capacity will continue to be needed, not only within existing areas that will see population growth due to infill and redevelopment but growth in northwestern planning areas.

The City Council has also consistently made public safety as its leading strategic priority. Protecting public safety is one of the leading enumerated authorities for which the City Charter and LVMC empower the Council to:

- Adopt police ordinances
- Organize the fire department
- Regulate or prohibit the storage and transportation of hazardous materials
- Adopt a fire code

The Planning Department's Code Enforcement division also assists with neighborhood issues and code compliance. Indirectly, code enforcement helps improve the upkeep and physical appearance of commercial properties and neighborhoods that improve overall conditions. To enforce its ordinances and zoning provisions, the City Council can authorize civil penalties and liens for failure to maintain properties.

Two key departments provide for the City's public safety services:

- The Department of Public Safety includes Las Vegas City Marshals that patrol city buildings, parks, and facilities, and operates the City's Detention Center. Public Safety also provides Animal Control.



KEY ACTIONS

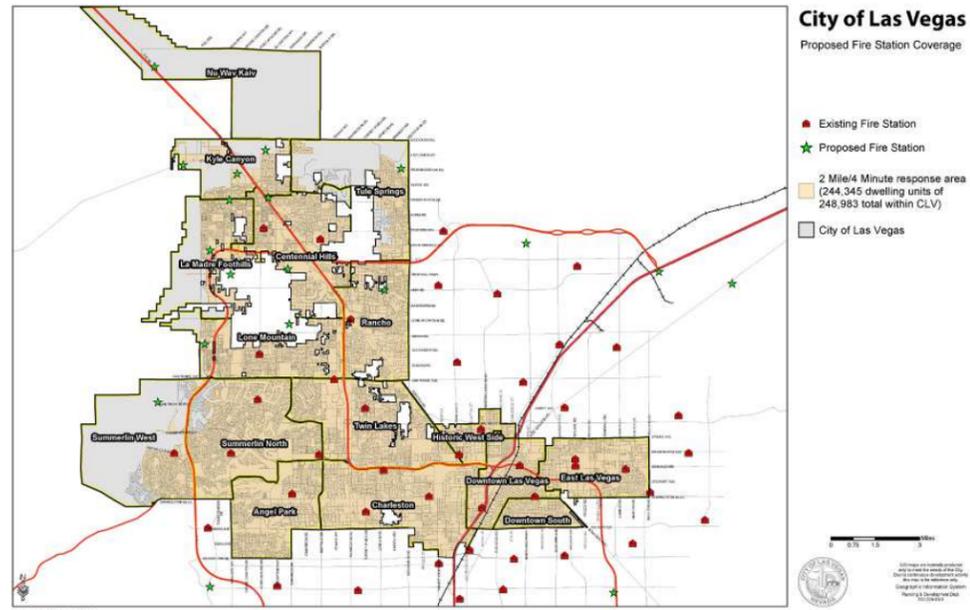


- Continue to adequately train, equip, and fund public safety staff and officers to remain a trusted resource that will quickly respond to a call for service
- Construct the recommended public safety capital projects to provide adequate police and fire protection coverage when need is warranted
- Improve built environment safety and adopt a safe communities strategic plan with an approach that balances property and violent crime prevention with community needs
- Increase fire prevention and emergency response efforts
- Develop Safe Communities strategies for planning areas to facilitate an understanding of public safety concerns

EQUITABLE	RESILIENT	HEALTHY	LIVABLE	INNOVATIVE
Well trained first responders respectfully police all parts of the city equitably and justly in a manner that protects and serves all members of the community	The availability of first responders to any emergency and to address community hazards is a necessity for community resilience	Quick response from City and regional Emergency Medical Services staff ensures members of the public can get help when they need it	Public safety is the bedrock of Las Vegas, ensuring residents, businesses, visitors, property, and infrastructure are secure and protected from violence	Forging unique partnerships between agencies and branches of government allows opportunities to avoid re-entering the criminal justice system
				

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LAS VEGAS FIRE AND RESCUE PROVIDES SUPERIOR FIRE PREVENTION AND SUPPRESSION. IT MEETS ITS CURRENT DEMAND FOR BUILDINGS AND FACILITIES, BUT MORE CAPACITY WILL BE REQUIRED AS THE CITY'S POPULATION GROWS TO ENSURE STANDARDS ARE MET

Las Vegas Fire and Rescue has approximately 700 employees who work in a variety of capacities and locations, ranging from firefighter and emergency medical technicians to fire engineers and communication specialists. These divisions are responsible for planning and programming for fire prevention, enforcing fire safety standards, fighting fires, managing hazardous materials, and investigating major fires. LVFR also provides an emergency paramedic service, technical rescue team, hazardous materials unit, bomb squad, and the only Chemical, Biological, Radiological, Nuclear, Explosive (CBRNE) unit for all of Southern Nevada, serving all jurisdictions and several counties. New recruits and the City's firefighters train at the City's Fire Training Center in East Las Vegas. In addition to City response, LVFR responds to emergency incidents in areas of unincorporated Clark County surrounding the City, including around the Lone Mountain and Tule Springs planning areas. Through established automatic aid agreements with the County and City of North Las Vegas, LVFR may also respond based on capacity and incident need.



the City will require at least 15 new fire stations to maintain adequate coverage for NFPA standards and cover more than 98% of all existing and future dwelling units. While infill stations have not been planned, it is anticipated that the city core and surrounding mature areas will also see an increase in density through infill development, transit oriented development, and the addition of higher density residential units in the downtown core. This may require several replacement fire stations or expansions to handle new capacity or expanded capabilities.

In 2018, LVFR responded to more than 105,000 calls, including 4,800 fires, 12 multi-alarm fires, and 95,000 EMS responses, 28,000 of which resulted in a paramedic transport to a local facility. Unfortunately, \$4.5 million worth of property was damaged, and five fatalities were reported. Regardless of the circumstances, Fire and Rescue must continue to be adequately trained, equipped, and funded to remain a trusted resource that will quickly and adequately respond to calls for service.

Overall calls for fires have decreased over time due in large part to improvements in technology and uniform standards for the Fire Code, such as the requirement for fire sprinklers and fire suppressions systems in new residential construction. This, however, is offset by LVFR's overall call for service rates, which have increased over time. Many of these calls, however, tend to be non-emergencies or lower severity calls that likely do not warrant a full dispatch of a unit. In order to enhance community safety and well-being and increase resource availability, LVFR must properly align the appropriate emergency response, with an overall focus of decreasing calls for service through call prioritization efforts. Where possible, LVFR must further develop mobile resources, community paramedics, and focus efforts on non-emergency (311) call lines to decrease unnecessary dispatches of units. The nursing triage program within

- Las Vegas Fire & Rescue (LVFR) is an ISO Class I-rated fire department and is a leader in providing superior fire protection. The department is comprised of multiple divisions to provide fire suppression, fire prevention, and medical services. Supporting LVFR paramedics are City authorized franchises for ambulances and emergency responders

and Clark County Sheriff's Department were consolidated and merged to form the Las Vegas Metropolitan Police Department in 1973. Governed by NRS 280, LMVPD is overseen by the Sheriff of Clark County and is jointly funded by the City and County, but neither have any direct organizational control of the agency, aside from fiscal management and affairs.

The Las Vegas Metropolitan Police Department (LVMPD) provides regional law enforcement and policing for both the City and Clark County, covering more than 8,000 square miles of service territory. After years of deliberation about the cost and duplication of functions between city and county law enforcement, the Las Vegas Police Department

Supporting the City, LVFR, and LVMPD for public safety and hazard mitigation, prevention and response efforts are a number of other local, state, and Federal law enforcement agencies, including other municipal police and fire departments, Nevada Highway Patrol, and fire suppression from Nevada Division of Forestry and Bureau of Land Management.

The Las Vegas Municipal Court is the judicial branch of the City, in which the City's municipal judges have jurisdiction over all municipal legal affairs, as well as any offenses and misdemeanors committed within or against the City. In addition to overseeing the legal and civil aspects of the City, the City Attorney's Office prosecutes violations of municipal code and statutes taking place within City limits. Other Federal, district, and justice courts, as well as the Nevada Court of Appeals are located within Downtown Las Vegas' Civic and Business District, many of which are within the Regional Justice Center.

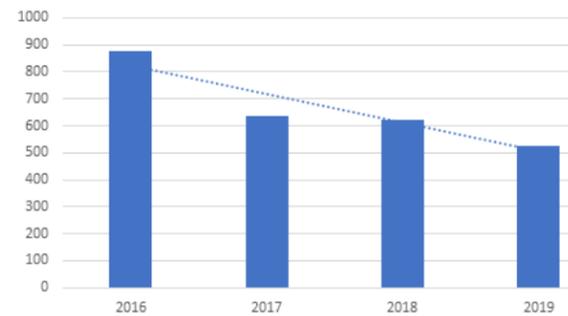
PUBLIC SAFETY PROJECTIONS			
	2019	2050	DIFFERENCE
Population	675,971	984,738	
# Public Safety Employees (Actual)	1,164		
# Public Safety Employees (Required)	1,014	1,477	463
Actual square feet	275,753		
Required square feet	152,093	221,566	-54,187

Source: City of Las Vegas

Fire department capabilities and response times are important indicators of the capacity to respond to an emergency. The National Fire Protection Association's (NFPA) standard to deploy fire suppression or paramedics are important benchmarks, for which the first apparatus must arrive within 4 minutes of dispatch, with other assigned units arriving within eight minutes, plus a minute for turnout. The City currently has 22 fire stations and can adequately meet this standard, providing coverage to 88% of all City dwelling units. Many of the newest stations were planned in conjunction with how residential and commercial areas are expected to develop over time. Population growth, density, and development each affect the department's ability to serve an area effectively. Higher density areas require more equipment and personnel to service a greater number of residents, tourists, and structures. Higher density areas also represent a greater risk for fire spreading due to the close proximity of units and buildings. The continued growth anticipated in western and northwestern areas of

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VIOLENT CRIME RATE (PER 100,000)



CRIME RATES WITHIN LVMPD JURISDICTION

	2016	2017	2018	2019
Violent Crime	876	638	621	524
Homicide	10.3	12.6	7.5	5.0
Forcible Rape	77.6	82.2	100.9	85.2
Aggravated Assault	466.1	325.4	344.8	308.5
Property Crimes	3,332.0	3,036.1	2,910.2	2,733.5

Source: LVMPD, FBI

the 911 communication center has been an example of an innovative effort to route suspected non-emergency or lower severity calls instead of dispatching a full EMS unit.

To increase the dependability of Fire and Rescue, while increasing its efficiency and effectiveness, LVFR must also focus on reducing personal and community risks, improving community knowledge, and upgrading the built environment. Many of these efforts have been effective and are well underway already, but only through increasing prevention resources toward prevention will the overall benefits be realized. Use of social media and public outreach have also been an effective tool to educate the public on a number of issues. These education campaigns provide the public with a better understanding of emergency situations. Such campaigns include fire and hazard mitigation - including when to dial 311 or 911, smoke detector and battery maintenance, CPR classes, in-school programs and demonstrations, and the availability of publicly accessible automated external defibrillator units.

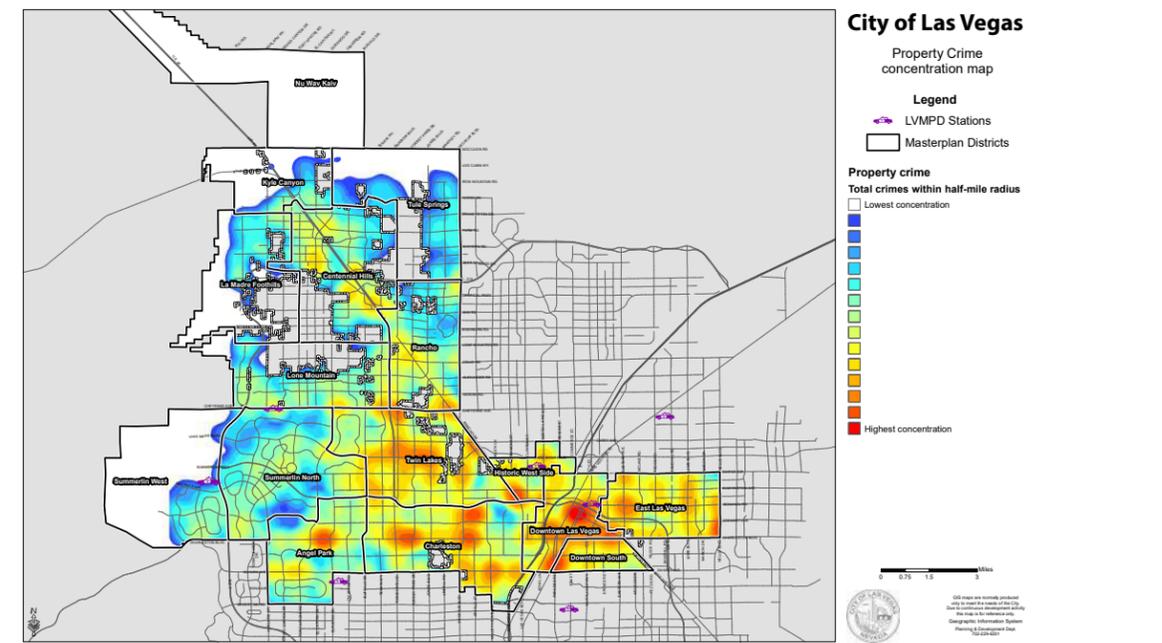
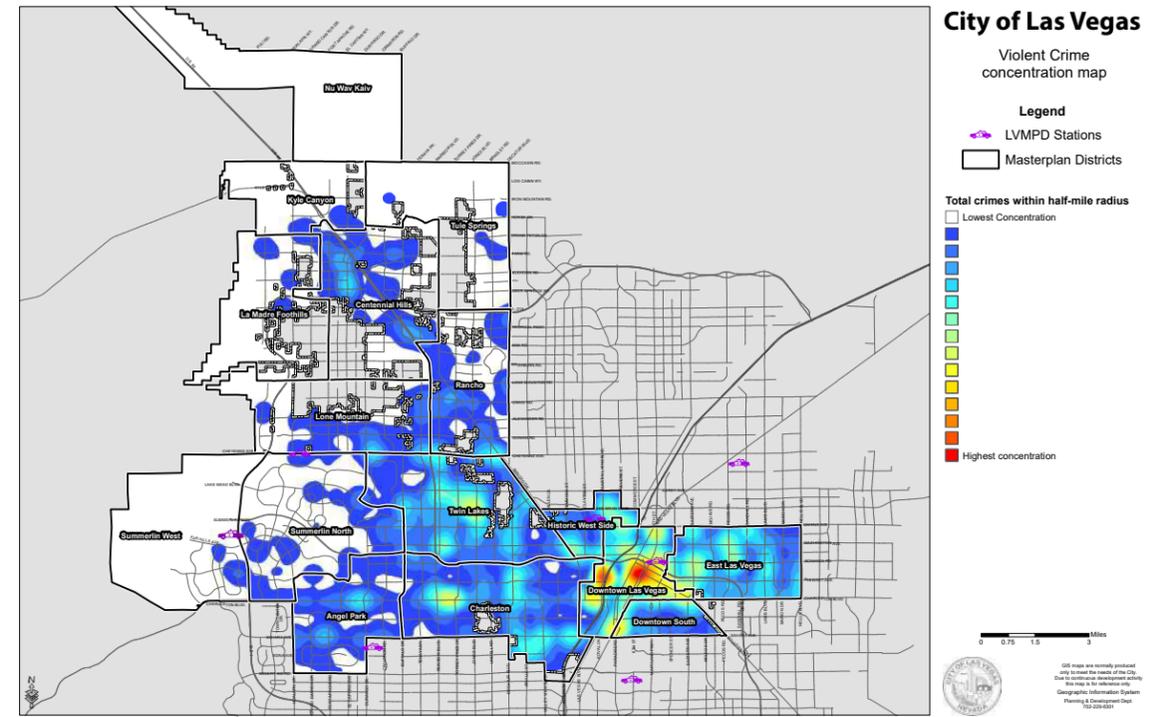
With respect to fire prevention and inspections, approximately 27,000 inspections were conducted in 2018. Because older buildings are more vulnerable and may have

higher fire risks due to dated – or sometimes non-existent – standards, assessments of older building stock and multi-family residential units of all types must be conducted to identify and mitigate hazardous conditions. While some of these buildings will ultimately be eliminated through renovations, upgrades, or redevelopment, increasing targeted inspections for the most vulnerable structures will ultimately lead to better enforcement and prevention of loss of life and loss of structures to fire.

Over time, prevention efforts will require the regular, periodic updates of the Fire Code to make sure standards are met. This requires ensuring standards are not overly restrictive and prohibitive of certain means or types of construction and architecture, building heights or sizes, or unreasonably costly. Because of fire prevention improvements, building engineering and wider use of fire sprinklers and suppression systems, the need for new fire stations in growth areas may not be immediately necessitated. This may mean in some cases deferring new station construction or scaling back design to focus each new station as a first responder station that is paramedic and community focused. While adequate coverage must still be maintained, new fire stations of the future, as well as any infill fire stations or expansions, must be reimagined and designed to maximize paramedic response and right-sized for firefighting needs. As a community facility and resource, these stations should be built as such and aligned with the overall identity of the planning areas for which they serve.

AS CRIME RATES CHANGE OVER TIME, LAW ENFORCEMENT MUST TAKE A PROACTIVE, COLLABORATIVE, AND COMMUNITY ORIENTED APPROACH THAT IS INCLUSIVE AND DELIBERATE

As has been nationally observed, tremendous pressure has been placed on law enforcement to solve community problems. Low graduation rates, mental illness, funding for drug rehabilitation, housing conditions, and a wide range of other issues are factors police encounter and with which they contend, however do not have the capacity, nor may it be appropriate, for them to address. Due to a wide range of factors, crime rates and locations can vary widely; some crimes are those of opportunity, while others can be attributable to socio-economic conditions, the built environment and urban design, the quality of housing and neighborhoods, the provision of social services, and issues



related to mental health. In 2010, as Las Vegas was feeling the greatest effects of the Great Recession, reported crime rates were somewhat elevated on a per person basis. During this year, per 100,000 residents, there were:

- 7.6 homicides
- 46.95 incidents of rape
- 567.88 aggravated assaults
- 3,112.28 incidents of property crime

By 2016, rates of both reported violent and property crimes dramatically improved, decreasing each year to present. A number of factors may have contributed to the overall decline in these rates, such as improving economic conditions, approval of the “More Cops” sales tax, or changes in policing standards and policies. Overall, the clear decline in crime rates over time is a remarkable accomplishment that can be further built upon. However, due to Las Vegas’ high profile and unique attributes, the City faces additional concerns including domestic and foreign terrorism, human trafficking, sex trafficking, and illegal drugs.

Public outreach has indicated an expectation of equality, inclusion, and acceptance within the City; this extends to the law enforcement officers that patrol the City, whether under the City’s Department of Public Safety or LVMPD. As a guiding principle of this plan, equity requires the City’s departments and regional agencies work together to ensure the fairness of policies, programs, and services. The other goals throughout this plan and the provision of law enforcement for public safety, must coalesce. Housing should be inclusive of all incomes. The mix of businesses and community services in the immediate vicinity should be diverse. Urban space must be thoughtfully designed. Transportation must account for all modes (automobile, transit, bicycle, and pedestrian). The lack of any of these can contribute to underlying public safety risks. As indicated, geographic patterns persist. Indicated “hot spots” do show areas where calls for service occur with greater frequency, in which the simple presence of law enforcement can help reduce crime without displacing it to other neighborhoods and increasing positive presence from those that live within those areas. Additionally, when overlaid with other social factors discussed within this plan, there is a clear indication of the need for additional neighborhood interventions,

public assistance, and investment to improve the overall quality of life in the areas as a whole.

This does not dismiss other concerns about the quality and methods of local law enforcement. Throughout the City’s history, there have been past struggles and concerns over use of force, officer involved shootings, and treatment of people on the basis of race. To address these critical concerns, the Department of Justice investigated LVMPD’s use of force and officer involved shootings after several high-profile incidents and issued 75 findings and recommendations for reform in 2012 that were implemented in ensuing years. The provision of body cameras, the uses of de-escalation, and rigorous ongoing training are all examples of measures that can, and continue to be used. To ensure ongoing quality, transparency, and accountability, the City Council must resolve to work with the Sheriff in an effort to train all officers and personnel and continually reform and improve policing. It is important that the City and LVMPD remain vigilant in protecting the community from crimes of all types.

Therefore, the City must sponsor “Safe Communities” strategies that can facilitate a better understanding of community safety and prioritize equitable actions that reduce violent and property crimes while building trust between LVMPD’s officers and residents. Due to the City’s unique attributes and structure of LVMPD, community public safety will require new attempts at interagency collaboration. The City, in partnership with LVMPD and the County, must meet with each planning area to assess and develop a strategy that includes:

- Engagement and participation from the City Council, heads of City departments and agencies, and officers from LVMPD area commands
- A unifying vision for a hopeful, violence free community
- An interdisciplinary structure for collaboration that includes public, private, and community stakeholders with appropriate staffing and resources for implementation.
- A specific assessment of planning area needs and current status, identification and prioritization of community risk factors and data.
- Community engagement throughout the process, including from youth, adults, faith-based organizations, the business sector, and victims of crime or violence
- Identification of programs, best practices, policies, and recommendations to prevent, intervene, and enforce.

- Funding for implementing recommendations.

To assist in this community-wide endeavor, the City’s Department of Public Safety must be the community liaison to facilitate this approach and forge a closer bond with LVMPD. Currently, Las Vegas City Marshals are peace officers of limited jurisdiction. Despite this limitation, the marshals provide a valuable essential public safety service to support the City. A future opportunity may exist for the City to enable reasonable expansion of their scope to work alongside LVMPD and with members of the community. Furthermore, the City must join LVMPD, the County, and the State to examine how to make proper police reforms that carefully balance the community’s desire for public safety, constitutional rights, and equity.

CODE ENFORCEMENT AND ENVIRONMENTAL DESIGN STANDARDS CAN IMPROVE NEIGHBORHOOD SAFETY AND PHYSICAL UPKEEP

Crime can have a debilitating effect on livability, especially when borne out of poor urban design and built environment conditions. While redevelopment and infill efforts may address blighting issues that occur over the course of time, common strategies to improve overall safety are to improve the physical appearance and attractiveness and upkeep of neighborhoods and by redesigning the built environment to have “eyes on the street.”

The City’s Code Enforcement division helps keep neighborhoods and buildings safe and clean through the enforcement of LVMC and the City’s Title 19 Unified Development Code. Enforcement officers often encounter a number of neighborhoods, for which the City has authority to protect public health and safety and may assess fines,



civil penalties, or in the most dangerous cases, enforce the abatement of chronic nuisances, including building closure or demolition. They also play an important role in responding to common complaints and nuisances that may be generated by residents or businesses, such as:

- Dangerous buildings
- Waste, junk, outside storage, inoperable vehicles, or illegally parked vehicles on property
- Substandard housing and minimum housing upkeep
- Walls, fences, and non-permitted structures that have been illegally constructed
- Vegetation overgrowth, including the growth of weeds and noxious plants
- Unsecured swimming pools, including those with stagnant water
- Non-permitted signage
- Complaints of illegal squatters

Through proactive and well funded code enforcement, the City can ensure dangerous houses and buildings are brought up to code or removed, neighborhoods appear clean, threats to public safety are minimized, and ultimately mitigate and avoid conditions that may invite property or violent crime.

The principle of crime prevention through environmental design (CPTED), is the process of designing the built environment to reduce the opportunity for, and fear of, stranger-to-stranger predatory crime. It is implemented electronically, using mechanical or technological products or techniques, through building layout and architecture, and organizationally with physical presence. CPTED’s main concepts are:

- Defensible space: a range of mechanisms and design features that bring the environment under the control of its residents.
- Natural access control: decreasing opportunities for crime by denying access to crime targets and creating a perception of risk in offenders.
- Natural surveillance: features that maximize visibility of people, parking areas, and building entrances to make intruders easily observable.
- Territorial reinforcement: promoting features that define property lines and distinguish private spaces from public spaces.

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- Management and maintenance: operational and management concepts that maintain buildings and facilities in good working order.
- Legitimate activity support: use of natural surveillance, lighting, and design that clearly defines the purpose of the structure or space.

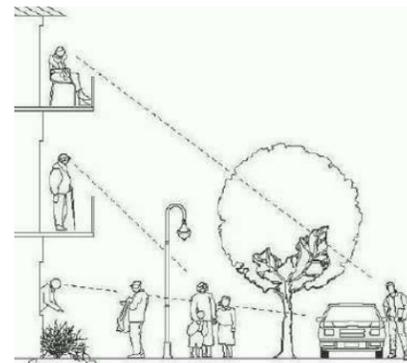
Site design that incorporates CPTED concepts and strategies can make a difference in community safety. Good design that is in place at the beginning can negate the need for other, potentially more expensive deterrents to crime that may need to be added later as deficiencies in design become problems. As such, as the Planning Department conducts site development reviews, it must consider CPTED principles as it reviews development proposals, especially for infill and redevelopment projects and those occurring in the City's new transit-oriented place types. Furthermore, the Departments of Building and Safety and Public Works must incorporate CPTED into their reviews and design standards for public buildings and facilities.

IMPROVED SWORN OFFICER STRENGTH AND CAPACITY WILL PREPARE THE CITY FOR FUTURE GROWTH

There are more than 600 LVMPD officers assigned to the five LVMPD area commands serving the City. Overall, LVMPD meets its stated goal of funding and two police officers per 1,000 residents across the county, while also devoting officers to high visitation areas such as the Las Vegas Strip, the Convention Center, and Downtown Las Vegas. The number of uniformed police officer positions by area

"CPTED" STRATEGIES

- Eyes on the street and natural surveillance
- Provide clear border definition of controlled space
- Provide clearly marked transitional zones
- Relocate gathering areas
- Place unsafe activities in safe locations
- Designate the use of space to provide natural barriers
- Improve scheduling of space



While CPTED principles are designed to help discourage crime, in practice this strategy can reinforce social, racial and cultural divides in our cities, in part by fostering behavior that anyone suspicious is made to feel uncomfortable. Consider reframing less about implementing defensible space and instead commit to asking critical questions and engaging diverse groups to understand safety concerns and design implications

command within City boundaries do not necessarily align, but should meet the current funding formula. LVMPD does not necessarily align either personnel or area command boundaries with those of the City or on tax revenue generation but instead align resources based. In addition to sworn officers, LVMPD is also backed by investigative and support positions, administrative functions, and corrections officers.

Over time and as the City grows and sees increased visitation, LVMPD will require an increase in resources devoted to new growth areas, particularly within the northwestern planning areas. Because of this growth, at least one new area command and LVMPD substation is likely to be needed within the next thirty years, as well as at least 300 new sworn officers. While devotion of those officers will again likely be based on community needs, the City must work

with LVMPD and the Sheriff on regular sharing of data to for Safe Communities strategies. Similarly, the number of City Marshals and will need to increase as new parks and facilities are added that are subject to their jurisdiction. If the scope of their service is expanded, Marshals will also play an instrumental role in working with the community. Consideration must be given to expanding or replacing the City's Detention Center, the 1,050-bed city jail which houses inmates arrested on misdemeanor charges. Because expansion space may be limited and the Downtown Access Project may warrant I-515's (possible future I-11) right of way widening, a new facility may be required in the future.

THE CITY'S SPECIALTY COURTS ARE INNOVATIVE EFFORTS TO HELP KEEP PEOPLE OUT OF THE CRIMINAL JUSTICE SYSTEM

Nevada has a total jail and prison incarceration rate of 763 per 100,000, considerably higher than the national rate of about 700 per 100,000 residents. According to the Nevada Department of Corrections, more than 42,000 Nevadans, many of whom are in Southern Nevada, are within the criminal justice system, including about 19,000 on parole or probation, 13,000 in state correctional facilities, and 7,000 in local detention centers. Generally mirroring national trends, the vast majority of these groups are men that are typically younger, less than age 40. A significant racial and ethnic disparity also exists, with African Americans being incarcerated or otherwise in the criminal justice system at nearly four times the rate as whites and Latinos. While overall crime rates have been falling, Nevada's inmate population has been increasing. These troubling trends and rates have been lingering for decades and are part of larger societal issues the nation is currently

confronting and addressing at the state and Federal levels. Recent efforts to release non-violent offenders, decriminalizing offenses, and expunging prior felonies have been taking place nationally, including within Nevada.

At the City level, the City's Municipal Court, which will move from the Regional Justice Center to its new courthouse adjacent to City Hall, has jurisdiction over criminal misdemeanors and infractions against Las Vegas Municipal Code. The City's judges oversee specialty court programs that are problem-solving courts established and designed to address underlying causes of criminal activity. Ultimately, these courts are designed to promote individual responsibility and accountability that keep people out of jail or from being repeat offenders, provided they meet the conditions of the program and successfully complete the amended sentence. Closely coordinated between the law enforcement agencies, city attorneys, and other judicial administrators, specifically developed specialty courts have helped hundreds of people turn their lives around. Examples have include the City's "YO" Court, which focuses on young offenders, the Mental Health Court, designed for people with diagnosed mental health disorders, and the "HOPE" Court which focuses on habitual offenders.

Even as crime rates decline, the constitutional need for fair, speedy trials, appropriate sentences and punishments must remain a priority for the court system, whether at the City's Municipal Court, or at other district courts serving the City. To the extent that the City can create or encourage specialty courts or judicial reforms, it must to ensure equitable justice.



	2019	2050	NEED
Population	675,971	984,738	
# LVMPD Officers (Approximate CLV assigned area commands)	616		60
# LVMPD Officers (CLV area commands - required for 2 officers / 1,000 residents)	676	985	309

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PLANNING AREA	PUBLIC SAFETY FACILITY AND SERVICE NEEDS BASED ON 2050 POPULATION
Angel Park	Adequately served, but may require additional community policing based on calls for service
Centennial Hills	Low need. Requires new fire stations (Station 148); police service and area command
Charleston	Adequately served, but may require additional community policing based on calls for service
Downtown Las Vegas	Adequately served, but may require additional community policing based on calls for service; new municipal court; relocation and upgrade of FS 1 based on Downtown Access Project
Downtown South	Adequately served, but may require additional community policing based on calls for service
East Las Vegas	Adequately served, but may require additional community policing based on calls for service; Possible replacement of Detention Center
Kyle Canyon	Low need, due to long term development buildout and master planned community service provision. Requires new fire stations (Stations "I," 49); police service and area command
La Madre Foothills	Low need, due to long term development buildout and master planned community service provision. Requires new fire stations (Stations "G," 142); police service and area command
Lone Mountain	Adequately served; new fire station (Station 145)
Nu Wav Kaiv	Low need, due to long term development buildout. Requires new fire station, police service and area command
Rancho	Moderate need, new fire station (Station 109, possibly one new in southern area)
Summerlin North	Adequately served
Summerlin West	Low need, due to long term development buildout and master planned community service provision. Requires new fire stations (Station 147, possibly one new in western growth area)
Tule Springs	Low need, due to long term development buildout. Requires new fire station (Station 149, possibly one new in southern area); police service and area command
Twin Lakes	Adequately served, but may require additional community policing based on calls for service
West Las Vegas	Adequately served, but may require additional community policing based on calls for service

IMPLEMENTATION STRATEGIES

- Continue to adequately hire, train, equip, and fund public safety staff and officers to remain a trusted resource that will quickly respond to a call for service.
 - Fund and hire new firefighters, Marshals, and LVMPD officers to ensure the City's ratio meets standards
 - Work with LVMPD's Fiscal Affairs Committee on dedication of resources based both on need and appropriate coverage
 - Work to maintain accreditations for public safety agencies and departments
- Increase fire prevention and emergency response efforts
 - Align to the appropriate emergency response, with an overall focus of decreasing calls for service through call prioritization efforts to decrease unnecessary dispatches of units.
 - Develop mobile resources, community paramedics.
 - Make periodic updates of the Fire Code that balance fire safety standards that protect occupant safety but do not impose additional unreasonable costs to development
 - Increase inspections of older building stock and multi-family residential units of all to identify hazardous conditions.
 - Continue targeted public education and social media campaigns for fire prevention and safety
 - Ensure AED access in public spaces
- Construct the recommended public safety capital projects to provide adequate police and fire protection coverage when need is warranted, including:
 - Recommended fire stations, especially in growth areas to meet the established response times
 - Monitor density and growth to anticipate station response needs
 - Retrofit existing stations and upgrade apparatus and equipment
 - Ensure new stations are designed to maximize paramedic response and right-sized for firefighting needs.
 - New area commands, including at least one serving northwestern planning areas
 - Assess the feasibility to expand, renovate, or construct new Detention Center space to accommodate current and forecasted staffing, as well as the current and future inmate populations and joint facility use, with consideration of freeway corridor expansion
- Improve built environment safety and adopt a safe communities strategic plan with an approach that balances property and violent crime prevention with community needs
 - Consider CPTED principles during site development reviews, especially for infill and redevelopment projects and those occurring in the City's new transit-oriented place types
 - Incorporate CPTED into their reviews and design standards for public buildings and facilities.
 - Increase proactive code enforcement efforts to enhance community aesthetics, reduce unsafe conditions, and abate nuisances
 - Exchange data between LVMPD and other public safety agencies to track trends and identify emerging community needs
 - Work with the Sheriff and LVMPD to incorporate community policing and procedural justice into police operations to build community trust
 - Implement violence prevention programs and strategies to address community-identified risk and protective factors
 - Educate community members about public safety and law enforcement programs and strategies
 - Develop partnerships with local agencies, nonprofit organizations, schools, and residents to implement public safety strategies
 - Develop programs to support at-risk families and youth that prevent violence
 - As part of a larger legislative package, request expanded scope for City Marshals
 - Review LVMC to reform misdemeanor violations and penalties, as necessary
 - If necessary, evaluate if additional City Council oversight is required for public safety needs
- Implement specialty judicial programs and alternative sentencing that ensures justice while reducing detention rates and provides new pathways for individuals to keep them out of the criminal justice system.

IV.B SAFETY: HAZARDS

✓ NRS 278.160.1(g)

SEE ALSO:
Clark County All Hazards Mitigation Plan

STRENGTHEN RESILIENCE TO CLIMATE CHANGE RISKS, NATURAL AND MAN-MADE HAZARDS AND EXTREME EVENTS

Las Vegas is vulnerable and at risk from both natural and man-made hazards. As outlined in Resolution R-32-2017, the City of Las Vegas must incorporate “community resilience goals, objectives, and strategies” into this master plan. The City currently engages in hazard and resilience planning, and mitigation and adaptation efforts in various ways to reduce community risks, vulnerabilities, and costs from future emergencies.

As a guiding principle of the plan, resilience is the capacity to absorb stresses and maintain function in the face of hazards, and adapt, reorganize, and evolve into configurations that improve systems and operations; it is comprised of mitigation, adaptation, response and recovery. Short-term emergency response needs must be balanced with long-term preparedness and recovery capacity, all of which address existing threats to human life and property. Appropriate hazard planning and preparedness also requires consideration of how the city adapts to recurring hazard events and changing circumstances, resilience so subsequent events are less disruptive or and damaging, and ensures that recovery and response efforts are equitable across all communities and planning areas:

- Mitigating hazards focuses upon the City and region’s preparation for disasters and long-range planning for post-disaster recovery. It includes actions that can reduce the severity or intensity of a hazard’s impact and begins with preparation, avoidance, and minimization. Strong and robust mitigation efforts can reduce the need and expense of response and recovery; mitigation planning ultimately aids agencies at all levels in saving lives, property, and money, speeding recovery from hazards, reducing risks and vulnerability from future disasters, improving community health, safety, and welfare.
- Adaptation entails modifying the natural or built environment to make it more suited to changed or changing conditions and situations. Adaptation can also mean changes in community behavior that better safeguard human and environmental health when faced with the stresses imposed by hazards. It also

addresses ongoing and long-term hazards, including climate-oriented threats to human life and property.

- Response is the ability to effectively protect public safety, health, and well-being from a hazard, whether immediately or over time.
- Recovery facilitates repair, replacement, and improvement, ideally to a more resilient condition than before the disaster.

Resilience often focuses on the region’s physical characteristics; it must be considered in every infrastructure and capital investment made by the City, as it is critical for siting, specifications, and other factors for cost, maintenance, or feasibility. However, social and economic resilience, including public health, also has an impact on recovery.

While other plans, including the City’s Emergency Operations Plan, Continuity of Operations Plan, and the Clark County All-Hazard Mitigation Plan, this plan establishes general hazard guidelines and provides a framework to navigate these challenges. Implementation of these plans in a consistent manner will be a major outcome of this Plan by providing an opportunity to integrate all types of hazard mitigation and adaptation planning for both current and future hazards. The plan:

- Identifies resources, both City and regional stakeholders and assets

OUTCOMES

- By 2050, no homes or critical infrastructure are located in high-risk hazard prone areas, unless appropriate mitigation, prevention, or adaptation measures are taken.
- Earn accreditation by the Emergency Management Accreditation Program (EMAP) by 2025.
- Percentage of residents living in high risk areas reduced over time.



ASSESSED HAZARDS & RISK

- CLIMATE CHANGE: Drought – VERY HIGH
Addressed by Water Goal
- CLIMATE CHANGE: Extreme Heat – VERY HIGH
Addressed by Urban Forestry goal
- CLIMATE CHANGE: Severe Storms and Flash Flooding – HIGH
Addressed by Flooding Goal
- Civil Disobedience, Riots, and Social Disturbances - MODERATE
- Dam Failure – VERY LOW
- Earthquakes and Seismic Activity - HIGH
- Hazardous Materials - HIGH
- Infectious Disease - HIGH
- Infestation - LOW
- Subsidence - LOW
- Terrorism – VERY HIGH
- Wildfire – LOW

KEY ACTIONS

- Develop hazard prevention, mitigation, vulnerability and recovery frameworks that apply to hazards
- Continue infrastructure investments for natural hazards with greatest vulnerability, especially drought, flooding, and seismic activity.
- Prepare for long-term, seasonal hazards such as extreme heat by investing in cooling infrastructure and developing urban design standards that mitigate the urban heat island effect.
- To lessen economic severity of all types of hazards, develop a comprehensive economic recovery framework that’s context sensitive and adaptable to a variety of hazard scenarios.
- Increase funding reserves and rainy-day funding to ensure adequate resources are available for emergency operations, preparedness, and response.

EQUITABLE	RESILIENT	HEALTHY	LIVABLE	INNOVATIVE
Addressing natural and man-made hazards will reduce risks for the City’s most vulnerable populations and neighborhoods, including low income, ethnic and racial, and elderly communities.	Adaptation to community hazards increases the capacity of the community and builds environmental and socio-economic redundancies.	Preparing for hazards ensures community health and well-being, mitigating loss of life, and ensuring the health care system is not shocked nor stressed.	If well-prepared for shocks and stresses resulting from community hazards, properties will be protected and overall costs will be kept low.	As the economy diversifies, new techniques, engineering, and innovations will help the City prepare for specific hazards and impacts.
				

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- Includes a vulnerability assessment.
- Provides strategies for implementation and evaluation of progress, ranging from specific projects to changes in operations, along with a strategy for keeping other emergency plans current through revisions.

To address future stresses and shocks from hazards, there is a pressing need for modernization and long-term investments that will likely yield a safer, healthier, and more resilient Las Vegas. Local businesses and private service providers, including hospitals and health care providers, ambulance and EMT franchisees, disaster relief organizations, and other commercial entities frequently play a key role in providing necessary resources and aid. These are an important component in not only an emergency response effort, but also for preparedness and recovery. A variety of city, regional, state, and Federal agencies help mitigate, adapt to, and respond to hazards, as well as engage in recovery efforts.

A number of City of Las Vegas departments play roles in hazard mitigation and response:

- The Office of Emergency Management (OEM) coordinates preparedness efforts for major emergencies or disasters affecting the city, including from its Emergency Operations Center (EOC), and provides training for the community. It coordinates directly with the state Office of Emergency Preparedness and other county and local emergency services.
- The Office of Communications has been essential to notifying the public and media through a variety of means; clear and concise communication is essential in the event of an emergency.
- The Department of Public Safety, which includes the Las Vegas City Marshals, patrol city buildings and facilities, as well as operate the Detention Center.
- Las Vegas Fire and Rescue provides fire suppression, emergency medical response, as well as fire prevention and education, and fire marshal services (fire code). It also houses two important specialty units: a hazardous materials team and a chemical/biological/radiological/nuclear/explosive (CBRNE) unit.
- Development Services departments, including Building and Safety, Planning, and Public Works ensure the

structural safety and stability of buildings, enforce the building code and LVMC, and construct, maintain, and operate roadway, flood control, and wastewater treatment infrastructure.

State and regional service providers can assist with coordination and response; they can also be the key to unlocking Federal aid, disaster funding, and resources in the event of an emergency:

- Clark County, which prepared the most recent Multi-Jurisdiction Hazard Mitigation Plan in 2018. This plan similarly identifies the hazards facing the region and mitigation strategies.
- Southern Nevada Health District
- Las Vegas Metropolitan Police Department
- State of Nevada agencies and departments, including the State Department of Public Safety, Division of Emergency Management, the Nevada National Guard, the Nevada Department of Health and Human Services, the Nevada State Public Health Lab, as well as smaller offices, bureaus, and academic institutions provide statewide services to help prepare for, respond to, and recover from a hazard.
- A diverse array of Federal agencies, particularly:
 - The Justice Department and US Department of Homeland Security, which includes a number of Federal law enforcement and justice agencies, including the FBI, DEA, ICE, ATF, and US Marshals, all of which are dedicated to the investigation and enforcement of man-made hazards. The Southern Nevada Counter Terrorism Center is a multi-agency fusion center that can respond to all types of incidents; the center brings together local resources and intelligence with national data and threat assessments in an effort to ascertain foreign or domestic terrorism plots or activities.
 - FEMA coordinates responses to disasters when requested by state and local authorities and is a key provider of resources and funding. FEMA also established the National Incident Management System (NIMS) as a nationwide, comprehensive system that provides standard terminology, organizational structures, and procedures to

enable federal, state, local, and other responders to effectively communicate and work together during all-hazards emergency events.

- The Centers for Disease Control provides national expertise on epidemiological hazards to public health.

EMERGENCY PREPAREDNESS AND HAZARD MITIGATION COORDINATION HAVE BEEN A CITY AND REGIONAL STRENGTH

The City of Las Vegas Office of Emergency Management has been effective at coordinating and preparing for any major emergency or disaster caused by hazards affecting the City. It complies with and administers FEMA preparedness and training protocols, including those from the NIMS. As the City prepares for and mitigates hazards over the next thirty years, future implementation efforts will utilize a Hazard Prevention Framework that includes:

- Preparation and training – For all hazards, the City’s Emergency Operations Plan describes what the City’s actions will be during a response to an emergency. The plan describes the role of the EOC and coordination that occurs between City departments and other response agencies, as well as being a liaison between local, state, and federal governments in times of disaster. Continuity of operations are also further identified. Further information about this plan and functions cannot be further disclosed due to its sensitive nature.
- As part of ongoing preparedness, the Office of Emergency Management (OEM) conducts pre-disaster preparedness exercises, often performed alongside the Nevada Division of Emergency Management, Clark County, and other local governments. As part of the City’s long-term strategy, public and private critical infrastructure of different types have been identified and prioritized for protection, but not disclosed, as they are critical components of infrastructure.
- Also crucial for emergency response and recovery efforts is financing; While Federal aid may be made available through FEMA, and increase in funding reserves and rainy-day funding to ensure adequate resources are available for emergency operations, preparedness,

and response will help ensure increased chances of negative financial impacts.

- Stakeholder involvement and Interagency Coordination - The lack of communication and cooperation among various actors in the time before, during, and after disasters is one of the biggest challenges to be addressed in the hazard mitigation planning process. Proper coordination can get infrastructure and resources in place and can direct aid more quickly to the disaster victims. As the City goes through a disaster, the City must be able to bring together City Council members and city leadership with the media and community stakeholders to communicate events and clear facts. In the prevention phase, stakeholders are also essential to ascertaining hazard and mitigation viewpoints, including vulnerabilities and mapped risks and recommended mitigation strategies. Furthermore, City departments must be incorporated with community partners in the hazard mitigation and adaptation process; residents, businesses, health care and social service agencies, disaster relief organizations, community leaders, educational institutions, should be involved in order to incorporate economic, social and environmental viewpoints into both mitigation and recovery efforts.
- Expanded interagency partnerships and collaboration as part of emergency preparedness for both current and future hazards is important for the sharing of resources and data. While the City has good cooperation between different public agencies, the private and nonprofit sectors, and disaster relief organizations, further coordination can always foster resilience.
- Protocols and agency leads among agencies and nongovernmental organizations enable better coordination in responses when emergencies arise, especially with respect to community resources critical to disaster response, such as emergency shelters and places of assembly. Specific public and private roles and responsibilities must be exercised routinely to determine what works within realistic parameters. Engagement must also be ongoing to ensure outcomes are equitable and address both vulnerable and underrepresented populations and neighborhoods
- Public Education – For hazard mitigation efforts to be successful, information must be conveyed on how to



prepare for hazards, what people can do personally and for their families to prepare (including for seniors, children and pets), how businesses can prepare, and what the City is doing and how it will take action. This also includes the continuous development of web and social media content to engage the public; while the City currently does this,

- OEM prepares the community by providing training and coordination for the Southern Nevada Community Emergency Response Team (CERT) program. CERT training includes disaster preparedness, fire suppression, medical operations, light search and rescue, team organization, weapons of mass destruction/terrorism and disaster psychology. Following a major disaster, professional-first responders providing fire, police, and medical services may not be able to meet the demand for these services; trained CERT graduates know what to expect following a major disaster in terms of immediate services, how to communicate the message about their responsibility for mitigation and preparedness, and how to use needed life-saving skills, with emphasis on decision making skills, rescuer safety and doing the greatest good for the greatest number of people.
- Mitigate risks through policy, incentives, and capital improvements. A fundamental principal of zoning and the City's Unified Development Code is to protect public health, safety, and welfare in an effort to encourage or discourage development in known hazard-prone areas. The City can make changes to Title 19 to mitigate some of the negative impacts of the region's hazards in an effort to avoid or reduce the impact if a disaster occurs by further incorporating resilience as a guiding principle in land use decisions, while integrating those principles into the annual CIP. Since many facilities have solar, ensuring battery storage and redundancy

can help keep critical electrical loads operational; where possible, microgrids should be developed, especially within the Las Vegas Medical District. Finally, the City can advocate for the enhancement and ongoing refinement of the Southern Nevada building codes through the Southern Nevada Building Officials to require stronger and seismically fit buildings and greater resilience when constructing in identified areas of hazard. Doing so may have a positive long-term effect on insurance rates. Properly applied incentives can support informed investments as well; the SNWA Water Smart landscapes incentive program has been an effective mitigation and adaptation incentive tool.

SOME HAZARDS HAVE VARIED RISKS AND VULNERABILITIES THAT CAN IMPOSE BOTH HIGH SOCIO-ECONOMIC AND ENVIRONMENTAL COSTS AND BURDEN EMERGENCY SERVICES AND CRITICAL INFRASTRUCTURE

Comparatively, the City of Las Vegas faces major man-made and environmental hazards at a different scale than other communities. Certain hazards tend to have similar and predictable impacts from each occurrence, but the specific location and impacts from others are far less predictable. Geography, historical records, computer modeling and weather forecasting provide the ability to analyze locations and timing to provide some level of predictability and preparedness.

To assess current and future risk and vulnerability to hazards, governments have been using a simple but focused approach that involves the rating hazard vulnerability on two component variables. This plan utilizes an adapted assessment derived from climate change vulnerability assessments, but broadly explains hazards based on duration, intensity, and extent of each event type, among other variables that impact the City's environmental, economic, and social systems. Adapting this framework to utilize and formulate a ranking ultimately measures vulnerability to areas of operation. This matrix-based analysis ranks Low-to-High as well as determine areas of potential opportunity; using this qualitative assessment, it is possible to identify what the most critical areas are providing a baseline to follow when prioritizing projects, programs, and capital improvements that affect development and operational capacity of the City. It measures:

- Adaptive Capacity: The ability of a system to adapt to changing conditions.
- Sensitivity: The degree to which a system or area of operation is affected.
- Vulnerability: A measure derived by the assessment of Adaptive Capacity and Sensitivity within a system or area of operation. As an example, high Vulnerability should be addressed by implementing policies and programs that reduce it and promote resilience.
- Potential Opportunity: Sensitivity to a hazard is comparatively low and the ability and capacity to adapt is high, leading to the ability to pursue an opportunity to the benefit of the community.
- Based on the potential hazard-related impacts and the background adapted qualitative analysis within each of the City's Planning Areas and systems, specific details have been identified and assessed in terms of Vulnerability, with the ability to rank and assess risks based on the tables below.
- Specific responses may be governed by the City's Emergency Operations Plan, the Clark County All Hazard Mitigation Plan, and a recovery plan to be adopted; however, reductions in vulnerabilities through mitigation can:
- Avoid the conditions that have changed to reduce a threat or occurrence.
- Address the specific risk by reducing or moving people or infrastructure out of the hazard zone.
- Adapt to the hazard. If an impact cannot be avoided or addressed, an increase in adaptive capacity, or

reduction in sensitivities allow for the City to rebound from an impact.

As an example, the City and region is vulnerable to climate change. Southern Nevada has always dealt with extreme heat, limited water, extreme drought, and extreme storm events. However, the extremes of these hazards have intensified over the past decades and are expected to continue intensifying. As described in the conservation goals, data and research from the Desert Research Institute and Nevada State Climatologist indicate that increasing atmospheric greenhouse gas emissions are expected to cause a variety of changes to local climate conditions and increasing the region's overall vulnerability for three specific hazards: extreme heat, drought, and flooding that result from reduced mountain snow pack, more frequent and intense storms, and overall higher temperatures. The specific probability of the extent and frequency climate change induced

		Sensitivity				
		S0	S1	S2	S3	S4
Adaptive Capacity	AC0	V2	V3	V4	V5	V5
	AC1	V1	V2	V3	V4	V5
	AC2	V1	V1	V2	V3	V4
	AC3	PO	V1	V1	V2	V3
	AC4	PO	PO	PO	V1	V2

RISK RANKING TO DETERMINE VULNERABILITY: DEGREE OF RISK BASED ON SENSITIVITY AND ADAPTIVE CAPACITY			
Likelihood or probability of occurrence	Rare / Small	Intermittent	Frequent, reoccurring, or ongoing
Critical Function Impacts	Non-critical function / Improving critical function	Improve critical function / Mend a non-critical function	Mend a critical function / Maintain critical function
Citizens or Businesses Affected	Few / Less than total City of Las Vegas population	City of Las Vegas population only	Totality of Las Vegas Valley population
Threat to Life	No / Uncertain	Elevated	Yes

impacts of the three greatest hazards varies and depends on different climate modelling assumptions. However, at larger scales, the impacts of climate change may involve radically shift ecosystems, destabilize economies, and threaten quality of life by exacerbating the stress on already strained infrastructure and community systems. A potential opportunity may also exist; a 2019 USC study suggests Las Vegas may be a city that could experience mass in-migration as a result of climate induced sea level rise, resulting from out-migration of coastal communities, primarily along the West Coast. Similarly, increases in high intensity hurricanes or storms resulting from climate could also translate to in-migration patterns.

IN THE EVENT OF AN EMERGENCY CAUSED BY AN IDENTIFIED HAZARD, THE CITY MUST BE QUICK TO RESPOND WITH MEASURES THAT PROTECT THE HEALTH AND SAFETY OF RESIDENTS AND VISITORS, CRITICAL INFRASTRUCTURE, AND PRIVATE PROPERTY

Disasters and emergencies strike unpredictably and at different sizes and scales. Any unexpected occurrence may require immediate action by the City to avoid substantial financial loss to the City. With proper preparation and mitigation of hazards, the City will ensure sufficient emergency systems are in place to respond during or immediately after an emergency takes place from a natural or man-made disasters utilizing an Immediate Response Framework.



Take Action, Declare an Emergency, and Notify the Public – As head of the City, the Mayor may take necessary action for public health, safety, and welfare. Similarly, the City Council can enact emergency management provisions, declare an emergency, activate the EOC, mobilize first responders and resources, and enter into mutual aid agreements utilizing the provisions of the Las Vegas City Charter, Las Vegas Municipal Code, and applicable chapters of Title 36 of NRS – Military Affairs and Civil Emergencies. Should additional assistance be needed or required, LVMPD and state assistance can be obtained. Major Disaster Declarations and Emergency Declarations issued by the Governor after a natural catastrophe, or upon determination of the President based on the magnitude and severity, can help supplement efforts and available resources to states and local government, as well as to protect public health and safety and further damage to property.

- As an emergency occurs, time is often of the essence; therefore, the City must:
- Activate the Emergency Operations Center and follow the Emergency Operations Plan for the hazard(s) taking place
- Adopt emergency ordinances as necessary
- Mobilize resources and request aid if needed
- Ensure continuity of City operations
- Communicate the hazard, risk, and situation with the public and/or through the media. Enable the emergency broadcast system and push notifications through a variety of means to as many residents and visitors as possible, including through TV, radio, smartphone push notification, and RTC dynamic message signage along roadways. Implementing real-time disaster warning systems with built-in redundancies will allow the City to reach all segments of the community, including those with limited communication technology and non-English speakers.

Protect public health and safety – Move people out of harm’s way, treat the injured and prevent new injuries, minimize and avoid deaths.

- Ensure hospitals have capacity to rapidly accept patients, that ICU capacity levels between hospitals are monitored, and that Level I Trauma at UMC can respond to the most severe cases.

- If an evacuation is necessary, use RTC’s ITS infrastructure and dynamic signage to direct the evacuation. Consider the utilization of resources for evacuated or displaced residents, school and transit vehicles, and potential shelter-in-place locations, including City community centers or CCSD schools.
- Consider supply chains necessary to sustain the people and systems of the City and Southern Nevada, particularly the transportation of food and supplies along the Interstate 15 corridor, water delivery from Lake Mead, and wastewater treatment. Restoring regular supply chains can be more important than obtaining disaster relief supplies.
- Depending on the need and type of emergency, ensure water, ice, and food distribution is mobilized in a timely manner and that assistance for vulnerable and protected populations is available.

Protect public and private property and critical infrastructure – While mitigation and prevention efforts are intended to avoid property damage or destruction, not all efforts will be successful and some preventative measures may fail. Decades of land use and infrastructure decisions may not cope with some hazards, especially those exacerbated by deferred maintenance. As the emergency unfolds, as data is collected, and as the situation and facts dictate, officials, engineers and subject matter experts may advise on specific means or methods of property and infrastructure preservation; if damaged or destroyed, they may also advise on closure or usability.

RECOVERY AFTER AN EMERGENCY OR DISASTER REQUIRES AN ONGOING COMMITMENT TO THE INVESTMENT IN SERVICES AND INFRASTRUCTURE

After an emergency takes place or as emergency response winds down, it is important that the City assess means of recovery for economic, environmental, social, and public health systems. This also means determining how to rebuild or redevelop in a way that reduces the potential for future loss while simultaneously ensuring an equitable future condition for all residents. Resiliency standards with proven effectiveness to mitigate disasters must be employed. This can be done through a Recovery Framework that speed and streamline response and recovery efforts, including through the adoption of a recovery ordinance and plan to

guide management and policy outcomes in recovery that codifies a commitment to achieving outcomes:

Restoration of services and infrastructure– This involves the immediate reconstruction or repair by Public Works officials or utility service providers, sometimes at interim or temporary levels until a new, higher quality, and resilient replacement is developed or constructed. Essential services and businesses that must immediately operate are also a key means of recovery.

Rebuilding– The City must develop public outreach and education strategies for post-disaster conditions to assist with social recovery from devastating and catastrophic events. Distribution of FEMA relief funds and other funding sources aid rebuilding affected properties and restore essential businesses and infrastructure.

Resilience- As disasters traumatize whole communities, not just individuals, a framework and resources for emotional resiliency among residents must be developed to allow communities to rebuild in a way that is better than it was before the event. While the damage caused by a disaster can be devastating, the disaster may be an opportunity to rebuild in a more resilient manner. Rebuilding areas that are damaged to resilient standards may reduce damage from future repeat events. The City can approve the reconstruction of homes and structures as they previously existed, however, rebuilding and recovery must consider the likelihood of a repeat of the disaster. The City may consider the use of redundant smaller-scale infrastructure to promote the resilience of physical networks. Natural solutions, including green infrastructure, could have environmental co-benefits and can be cost effective for mitigating natural hazards when properly used .

CITY OF LAS VEGAS HAZARD VULNERABILITY ASSESSMENT

CLIMATE CHANGE: EXTREME HEAT	
Overall Vulnerability and Risk based on assessed adaptive capacity and sensitivity	<p>VERY HIGH – Currently experiencing; 100 degree (or greater) days are projected to occur more frequently and grow in intensity and duration; scientists anticipate that the average temperature in region is expected to rise between 2.5 and 8 degrees Fahrenheit throughout the 21st Century.</p> <ul style="list-style-type: none"> Low adaptive capacity for most systems; some systems can adapt to higher temperatures, but physical infrastructure, may have the least capacity to adapt High sensitivity for most systems; Electrical infrastructure, transit, and aviation extremely sensitive during high load and high temperature periods; sensitive populations may have greater health concerns
Likelihood or probability of occurrence	<ul style="list-style-type: none"> Frequent, Reoccurring and Ongoing Likely to increase in frequency, intensity, and duration
Critical function impacts	<p>Maintain critical functions:</p> <ul style="list-style-type: none"> Greater summer electrical load (for cooling) Potential harm to electrical and grid infrastructure Public transit operations Aviation operations (especially at McCarran Airport) Economic activity that occurs outdoors, including tourism and construction
Citizens or Businesses Affected	Totality of Las Vegas Valley population
Threat to Life	<p>Elevated, especially for vulnerable populations:</p> <ul style="list-style-type: none"> Children Elderly Sick Low income Certain socioeconomic and demographic groups, especially within Downtown Las Vegas, West Las Vegas, East Las Vegas, Charleston, Twin Lakes, and Downtown South
Mitigation and Prevention Measures	<ul style="list-style-type: none"> Prepare City facilities to be cooling centers Ensure shelters have trained staff that can address the needs of at-risk populations Develop monitoring system for house-bound at-risk populations. Develop better communication with NV Energy and Southwest Gas so vulnerable populations do not have utilities cut off for non-payment during periods of extreme temperatures Budget for increased number of high heat days
Adaptation Measures	<ul style="list-style-type: none"> Design future buildings, public spaces, and infrastructure to accommodate heat – modify building and zoning codes with respect to orientation, passive heating and cooling Increase urban tree canopy to provide more shading Adjust working schedules for those that work outside
Immediate Response Actions	<ul style="list-style-type: none"> Set up cooling stations in advance of extreme heat Activate warnings and communications when forecasted extreme heat is expected
Recovery Measures	<ul style="list-style-type: none"> Repair or replace damaged infrastructure

CLIMATE CHANGE: DROUGHT	
Overall Vulnerability and Risk based on assessed adaptive capacity and sensitivity	<p>VERY HIGH – Currently experiencing; Unlike other hazards, droughts have unique attributes as a result of their severity and long term impact. According to climate scientists and SNWA, there is an 80 to 90 percent chance that Southern Nevada will experience another decade’s long drought occurring this century. As described in the water goal, this hazard has the immediate effect of a reduction of water supplies across all Colorado River water users; the long-term effect will also be economic and environmental</p> <ul style="list-style-type: none"> Very low adaptive capacity for some systems, low for others; reduced water supplies may influence population growth and economic activity High sensitivity for most systems; the impact to environmental and economic systems could potentially be substantial, albeit even if over an extended period of time.
Likelihood or probability of occurrence	<ul style="list-style-type: none"> Frequent, Reoccurring and Ongoing Likely to increase in frequency, intensity, and duration
Critical function impacts	<p>Maintain critical functions:</p> <ul style="list-style-type: none"> Gradual loss of water supply through negotiated cutbacks Decrease in water quality Inability to serve resident and commercial population Loss of hydroelectric capacity at Hoover Dam Potential loss of economic activity Impacts to sensitive wildlife ecosystems Increased risk of desert (range) wildfire along urban fringe
Citizens or Businesses Affected	Totality of Las Vegas Valley population
Threat to Life	No
Mitigation and Prevention Measures	<ul style="list-style-type: none"> Scientific study, data collection, and sharing of drought conditions, hydrologic forecasts, snow studies Policy changes, negotiations, and agreements with other Colorado River Basin states Securing additional water supplies as described in SNWA’s Water Resources Plan SNWA water conservation strategies, including water use restrictions and regulations, tiered pricing for water consumption, incentives for turf reduction and water, and education
Adaptation Measures	<ul style="list-style-type: none"> Completion of third intake to provide redundancy and additional intake for water at lower elevation Construction of low lake level pumping station Incorporate “bulletproof” drought tolerant species into Title 19 zoning standards Addressing additional hazards that are exacerbated by drought, including flooding and wildfire
Immediate Response Actions	<ul style="list-style-type: none"> Long term conservation strategies, as adopted by SNWA and implemented by the City Increase public communication on drought risks and response
Recovery Measures	<ul style="list-style-type: none"> Implement strategies discussed in Water Goal

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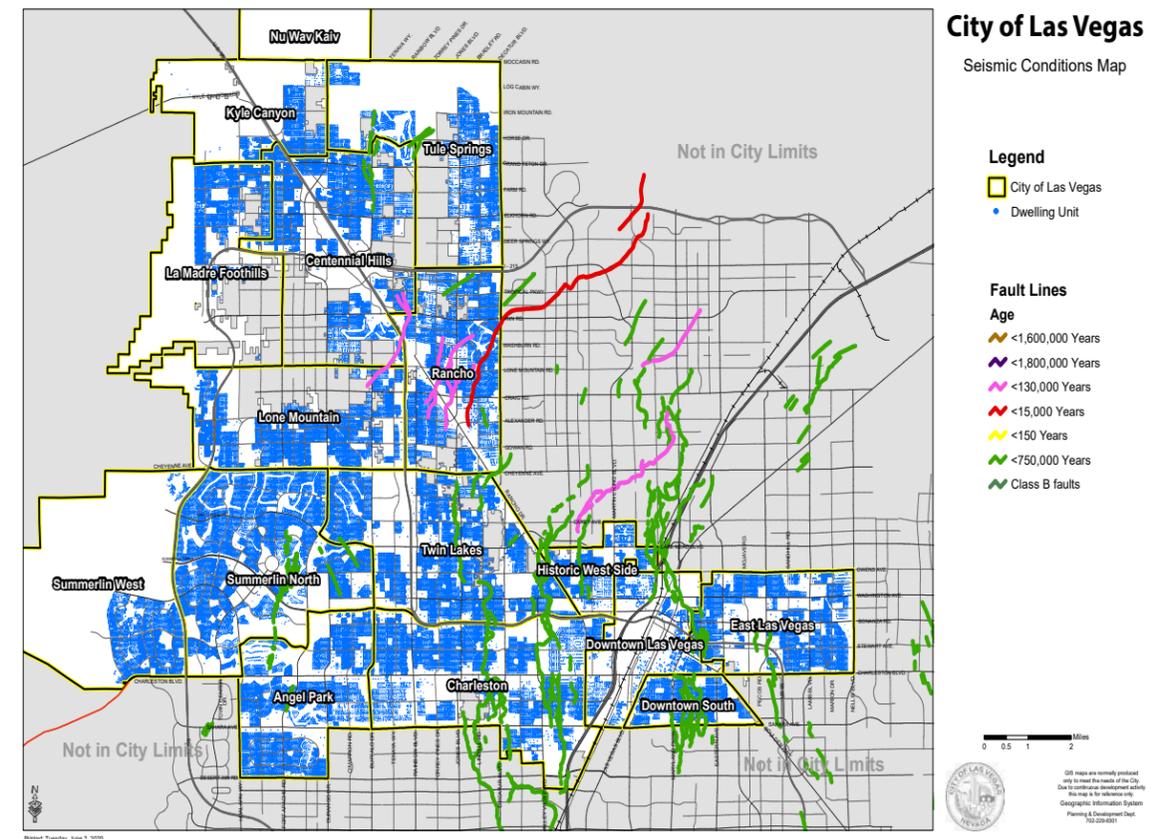
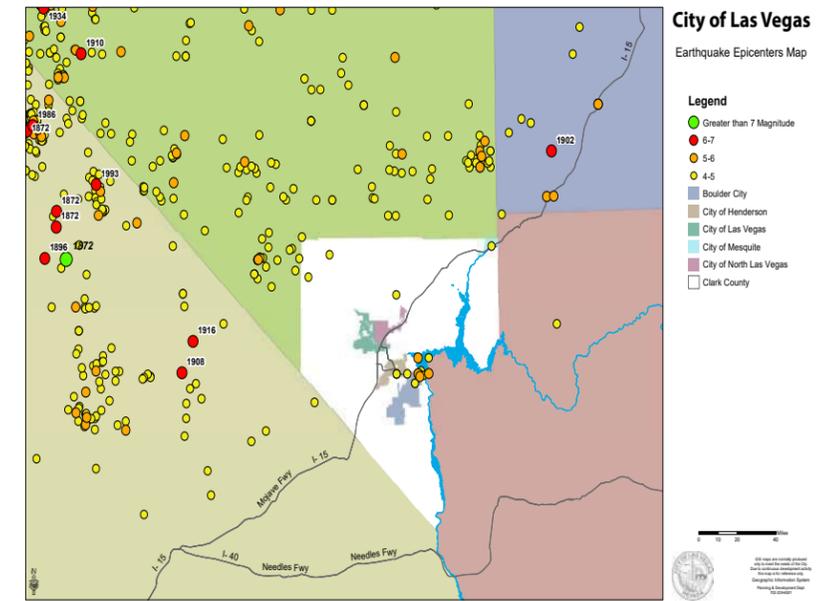
04. SYSTEMS & SERVICES

CLIMATE CHANGE: SEVERE STORMS AND FLASH FLOODING	
Overall Vulnerability and Risk based on assessed adaptive capacity and sensitivity	HIGH – Currently experiencing; Southern Nevada is projected to see an increase in the frequency and severity of storms that can cause flash flooding events, especially during summer monsoonal seasons. Most issues are related to disruptions to transportation, emergency response, minor property damage, and the impact of rapid flash flood events. Through mitigation over time, both the number and overall percentage of residential buildings and residents within the City located has decreased. Safety and loss of life tend to be greatest along flood control facilities and channels. <ul style="list-style-type: none"> Moderate adaptive capacity for most systems; flash flooding typically causes temporary nuisances that are being addressed through the Regional Flood Control District’s master plan Moderate sensitivity for most systems, with the impact to transportation and emergency response greatest; the impact of property damage and is greatest within high flood risk areas.
Likelihood or probability of occurrence	<ul style="list-style-type: none"> Frequent, Reoccurring and Ongoing Likely to see increase in frequency, intensity, and duration of monsoonal thunderstorms and flash flooding events
Critical function impacts	Improve critical functions: <ul style="list-style-type: none"> Increase storm drain capacity and necessary flood control infrastructure in flood-prone areas so surface streets and low-points on roadways clear rapidly and ponding is avoided
Citizens or Businesses Affected	Totality of Las Vegas Valley population <ul style="list-style-type: none"> Flash floods can occur miles away from actual storm occurrence and impact areas downstream or at spot locations Development may alter drainage patterns
Threat to Life	Yes: <ul style="list-style-type: none"> Distant storms may generate unpredictable flash flood conditions; homeless residents, or those that inadvisably use storm drains and flood control facilities as shelter are those at greatest risk. Safety risks may increase for anyone entering flooded areas
Mitigation and Prevention Measures	<ul style="list-style-type: none"> Continue the Regional Flood Control District’s communicating the threat of flash flooding, to stay out of flash flood water and the loss of property resulting from floods Eliminate high-hazard flood locations . Ensure neighborhoods within flood zones are provided flood control relief Develop and communicate flood risks and mapping. Clean and clear storm drains and other flood control facilities of debris
Adaptation Measures	<ul style="list-style-type: none"> Adopt flood control design regulations that apply to the 500-year flood Revise and implement development standards that impose higher flood resilience standards, including hydrologic, grading, and drainage studies for public and private critical infrastructure Provide detailed mapping to applicants for projects within flood zones Construct future and upgrade existing flood control facilities to higher flood capacity and resiliency standards
Immediate Response Actions	<ul style="list-style-type: none"> Activate warnings and communications when forecasted flooding is possible or occurs Monitor storm drains and flood control facilities for people Conduct swift water rescues, especially in known flooding locations
Recovery Measures	<ul style="list-style-type: none"> Implement strategies discussed in Flooding Goal Repair or replaced damaged infrastructure; clear flood facilities of debris

CIVIL DISOBEDIENCE, RIOTS, OR SOCIAL DISTURBANCES	
Overall Vulnerability and Risk based on assessed adaptive capacity and sensitivity	MODERATE - Civil and social disturbances or riots are typically not pre-meditated human caused acts but occur as a result of a catalytic event. Pursuant to the City Charter, the City Council is empowered to prevent riots and ensuring public order; however, should the situation arise, the Mayor can take action to suppress riots and disturbances, using the assistance of Las Vegas Metropolitan Police Department, or if necessary, the Nevada National Guard. <ul style="list-style-type: none"> High adaptive capacity for most systems; Most systems can be adaptive to rapidly changing circumstances, Protected buildings and infrastructure offer some levels of security and counter-measures to assure public safety Low sensitivity for most systems; public spaces and critical buildings and structures are dynamic. In addition, utility infrastructure and services, high stress could be placed on detention and enforcement capabilities, fire suppression efforts, and public health systems for injuries and deaths
Likelihood or probability of occurrence	<ul style="list-style-type: none"> Infrequent; Likely to depend on cause of civil unrest
Critical function impacts	Improve critical functions: <ul style="list-style-type: none"> Police, fire, and emergency response Utility infrastructure, especially energy Key city operational facilities All hospitals and health care facilities Other high profile public places, commercial, and tourism destinations
Citizens or Businesses Affected	Less than total City population
Threat to Life	Uncertain; potential for threat to life exists
Mitigation and Prevention Measures	<ul style="list-style-type: none"> Ensure lawful and peaceful assembly and protest to ensure the protection of Constitutional rights Communicate threats through a public warning system to avoid certain areas Create or install security barriers to prevent rioting during periods of known assembly Increase surveillance and protection of infrastructure and public spaces from civil disobedience, gun violence, and social unrest.
Adaptation Measures	<ul style="list-style-type: none"> Ensure policies of the City are equitable and do not discriminate To the extent practical, avoid or minimize political, social, or justice issues likely to spark unrest
Immediate Response Actions	<ul style="list-style-type: none"> Immediate law enforcement response Enact emergency ordinances, curfews, and disbursement tactics Request aid of LVMPD, Governor, and/or National Guard, as necessary Set up mobile field hospitals or treatment centers Potential evacuations of affected areas, or the issuance of shelter-in-place orders Assess buildings and structures for damage and/or habitability or usability
Recovery Measures	<ul style="list-style-type: none"> Repair or replace damaged infrastructure Repair or replace damaged residential or commercial buildings and structures Facilitate peaceful mediation of contrasting viewpoints Economic recovery

EARTHQUAKES AND SEISMIC ACTIVITY

<p>Overall Vulnerability and Risk based on assessed adaptive capacity and sensitivity</p>	<p>HIGH - As the third most seismically active state in the county, earthquakes and seismic activity Southern Nevada is susceptible to surface ruptures and ground failures from earthquake faulting and shaking, with the region located within “strong” to “very strong” shaking range for an earthquake. Most importantly, because earthquakes can be highly damaging and disruptive and because Southern Nevada is relatively isolated, ensuring accessibility for the movement of freight, especially food and supplies, must be a high priority. Tectonic faulting is found within the valley’s surrounding mountains and traverse the valley floor in a north-south trending series. While there have been few high magnitude earthquakes within Southern Nevada itself, tremors from seismic activity can be felt as a result of stronger earthquakes located throughout Central Nevada and Southern California. According to the University of Nevada’s Seismology Lab and Nevada Bureau of Mines and Geology, there is potential for moderate damage to buildings and structures valley-wide, including within the City. More than two-thirds of the land and 75 percent of the population within the City is at risk of “very strong” ground shaking from earthquakes and seismic events, while one third of the area and 25 percent of the population are at risk of “strong” ground shaking; another 15 percent of the area and a quarter of the population is at risk of liquefaction.</p> <ul style="list-style-type: none"> • Low adaptive capacity for most systems; newer buildings, structures, and infrastructure have greater adaptive capacity, but older structures will have the least capacity to adapt unless properly designed for seismic events. • High sensitivity for most systems; buildings and structures, especially those that are pre-code, have greatest sensitivities; all utility infrastructure, transportation, and critical operational facilities; immediate high stress could be placed on public health systems for injuries and deaths
<p>Likelihood or probability of occurrence</p>	<ul style="list-style-type: none"> • Small • Likely to depend on location and depth of epicenter and magnitude of temblor; most seismic activity within Southern Nevada is small, but any larger regional earthquake is likely to be felt
<p>Critical function impacts</p>	<p>Maintain critical functions:</p> <ul style="list-style-type: none"> • All hospitals and health care facilities • Key city operational facilities • All utility infrastructure, especially energy, water, and sewer • Ensure freight traffic on Interstate 15 from Southern California and by rail • Ensure operation of natural gas and fuel pipelines into Southern Nevada • Interstate 515 (Future I-11) through Downtown Las Vegas has high potential for failure until replaced • All bridges and structures • Older residential and commercial structures
<p>Citizens or Businesses Affected</p>	<p>Totality of Las Vegas Valley population</p>
<p>Threat to Life</p>	<p>Yes</p>



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04. SYSTEMS & SERVICES

EARTHQUAKES AND SEISMIC ACTIVITY (CONTINUED)

Mitigation and Prevention Measures	<ul style="list-style-type: none"> Maintain and periodically updates seismic safety maps that document areas of collapsible soils, subsidence, faulting, and fissuring Prohibit development and reclassify known areas unsuitable for development because of geologic conditions, pursuant to building code. Study, research, and develop partnerships to develop a regional seismic activity prediction and detection warning systems Conduct “shake-out” seismic safety drills Communicate and report seismic events with the public through a variety of means Continue to upgrade and enforce building standards based on IBC updates and USGS data; require shaking intensity, short and long-term ground acceleration and duration be considered and ensure safety and building functionality can largely be maintained following an earthquake, depending on its magnitude. Work with regional and statewide leaders to focus resources on strengthening key transportation routes and critical facilities so that the services necessary to maintain the social and economic structure of communities can be quickly and effectively returned after a seismic event. Assess and rate critical infrastructure for seismic risk, particularly water, wastewater, electrical, natural gas pipelines, bridges, transportation systems; health care facilities and emergency service providers; and significant employment generators in seismically active areas whether within the City, Southern Nevada, or elsewhere within Nevada, California, Utah, or Arizona.
Adaptation Measures	<ul style="list-style-type: none"> Led by the Department of Building and Safety and pursuant to NRS 278.580, continue adopting seismic provisions of the International Building Code as applicable, as well as standards for investigating seismic risks to buildings from surface ruptures and liquefaction, to ensure resilient building design Equip key City facilities and fire stations with solar powered energy storage systems; establish microgrids for redundancy if feasible Develop, fund, and support a retrofit program that can use best engineering standards for structures located in seismic zones. Design future buildings, public spaces, and infrastructure to accommodate seismic activity
Immediate Response Actions	<ul style="list-style-type: none"> Potential evacuations of affected areas Conduct search and rescue operations if necessary Open shelters for affected populations Assess buildings and structures for damage, habitability, or usability Shut down pipelines and utility infrastructure Conduct immediate clean ups of spills
Recovery Measures	<ul style="list-style-type: none"> Restore utility service Reopen closed transportation routes Demolish, upgrade, or repair damaged structures Repair or replace damaged infrastructure Engage in community clean up and restoration

HAZARDOUS MATERIALS

Overall Vulnerability and Risk based on assessed adaptive capacity and sensitivity	<p>HIGH - The City is vulnerable to both fixed and transportation-related hazardous material events. Because there are relatively few large-scale locations that manufacture or store hazardous materials within the City, most are likely to occur along a transportation facility (freeway, UPRR railroad, or along pipelines) and could be biological, chemical, radiological in nature. Hazardous material events can lead to secondary impacts leading to short or long-term transportation system closures, evacuations, or social disruption. An additional consideration is storage and transportation of high-level radioactive nuclear waste at the proposed Yucca Mountain repository within the Nevada Nation Security Site. The City’s long-standing opposition to the Yucca Mountain project led the City to declare itself a “Nuclear Free Zone.” The State of Nevada routinely opposes and litigates the project. The Nuclear Regulatory Commission has suspended the licensing process for the facility and is unfunded by Congress. Ending the project would require Congressional action.</p> <ul style="list-style-type: none"> Low adaptive capacity for most systems; spills, fires, releases, explosions or other accidents can lead to long-lasting economic, environmental, and public health harm. Most systems cannot adapt to human-caused accidents unless they are avoided or eliminated completely High sensitivity for most systems; most systems are highly sensitive to hazardous materials. The consequences of exposure have equally great issues.
Likelihood or probability of occurrence	<ul style="list-style-type: none"> Intermittent Likely to depend on location of incident
Critical function impacts	Maintain critical functions, depending on the type of hazardous materials incident: Police, fire, and emergency response, especially the City’s CBRN and HazMat unit Key city operational facilities, hospitals and health care facilities Utility infrastructure, especially energy, water, sewer, and fuel/gas into the region Ensure rail service and freight traffic on Interstate 15 from Southern California
Citizens or Businesses Affected	Less than total of City population
Threat to Life	Yes
Mitigation and Prevention Measures	<ul style="list-style-type: none"> Limit, regulate, and frequently inspect transportation routes for hazardous materials, especially pipelines and UPRR through Downtown Las Vegas Limit, regulate, and frequently inspect the distribution, storage, and disposal of hazardous materials through zoning; especially from poor or disadvantaged neighborhoods or vulnerable populations.
Adaptation Measures	<ul style="list-style-type: none"> Coordinate hazardous materials transportation with NDOT or NHP means to reroute or restrict transportation through the City or during peak travel periods. Conduct shelter-in-place safety drills Communicate hazardous materials incidents through a variety of means and provide immediate instructions
Immediate Response Actions	<ul style="list-style-type: none"> Potential evacuations of affected areas, or the issuance of shelter-in-place orders Conduct immediate clean ups of spills or abate areas containing gas Conduct search and rescue operations if necessary Open shelters for affected populations Assess buildings and structures for damage, habitability, or usability Shut down pipelines and utility infrastructure
Recovery Measures	<ul style="list-style-type: none"> Restore utility service and reopen closed transportation routes Demolish, upgrade, or repair damaged structures and infrastructure Engage in community clean up and restoration

INFECTIOUS DISEASE	
Overall Vulnerability and Risk based on assessed adaptive capacity and sensitivity	<p>HIGH - The City and Southern Nevada are susceptible to infectious diseases, particularly due to being an accessible transportation hub and convening location for events and tourism. Typically, those highest at risk for contracting an illness are children, the elderly, or health compromised individuals who currently experience respiratory or immune deficiencies. Because of the communicable nature of infectious diseases, tourism centers or areas with high population densities, such as the Las Vegas Strip, are considered more at risk. Infectious disease impacts are difficult to evaluate due to the wide variation in disease characteristics and the ability to mutate over time. However, infectious diseases can cause human illness and death, as well as economic disruptions at various levels, depending on the extent and severity of the pathogen.</p> <ul style="list-style-type: none"> • Low adaptive capacity for most systems; biological threats can lead to long-lasting economic and public health harm. Most systems can adapt based on the type of disease and its characteristics, unless vaccines and treatments are available and the avoided or eliminated completely • High sensitivity for most systems; most systems are highly sensitive to disease, leading to acute and chronic illness and death, especially for vulnerable populations. The consequences of exposure have equally great factors that can affect economic systems and supply chains.
Likelihood or probability of occurrence	<ul style="list-style-type: none"> • Intermittent • Likely to depend on type of infectious disease and communicability
Critical function impacts	<p>Maintain critical functions, depending on the type of infectious disease::</p> <p>All hospitals and health care facilities Key city operational facilities Ensure freight traffic on Interstate 15 from Southern California and by rail and air</p>
Citizens or Businesses Affected	Totality of Las Vegas Valley population (including visitors)
Threat to Life	Yes, depending on the type of infectious disease
Mitigation and Prevention Measures	<ul style="list-style-type: none"> • Ensure interdisciplinary teams of public health experts, physicians, community health workers, scientists, media, and communications professionals are in place to help build capacity to recognize and manage critical public health and issues, including outbreaks, immediately following detection and before resources can be mobilized • Activate a citywide or regional communications plan for consistent and timely public health information on the appropriate individual and business responses to disease outbreak. Set up mobile field hospitals or treatment centers • Increase investments in infrastructure and regulation to protect water and food sources and supplies from contamination and effectively remove disease-carrying vectors • Ensure that federal, state, and local plans are in place for managing pandemics, including the potential for economic disruption, widespread shelter-in-place orders, increasing hospital and health care system capacity, and an associated increase in fatalities. • Protect SNWA infrastructure from disease or contamination should water be a vector for exposure • Should pathogens or disease result from animal or insect origin, plants and vegetation, or vermin, abate pursuant to LVMC nuisance ordinances

INFECTIOUS DISEASE	
Adaptation Measures	<ul style="list-style-type: none"> • Ensure a recovery plan is in place to adapt to shutdowns or modified operation of public services, including school closures, business closures, public facilities, public transportation, and ensure the safe use of public space for the duration of the restrictions, unless quarantines are required • Prepare and stockpile necessary supplies, resources, medication or vaccines (if available) • Ensure strategic supply of personal protective medical equipment, disinfectant supplies, for city officials and health care providers
Immediate Response Actions	<ul style="list-style-type: none"> • Issue consistent guidance in coordination with the Centers for Disease Control, the State of Nevada's Division of Public and Behavioral Health, and Southern Nevada Health District • Potential evacuations of affected areas, or the issuance of shelter-in-place orders • Enact and enforce quarantines and closure ordinances or orders should communicable diseases prove to have especially high rates of communication, infection, health complications and/or mortality • Adopt additional public health and safety provisions • Set up mobile field hospitals or treatment centers • Ensure or make available personal protective equipment and disinfectant supplies for the public • Ensure supply chains are not disrupted
Recovery Measures	<ul style="list-style-type: none"> • Resume City operations • Lift quarantines, closures, or • Economic recovery • Notify and prepare public health officials and other appropriate subject matter experts for the after-effects of spread, if necessary



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TERRORISM	
Overall Vulnerability and Risk based on assessed adaptive capacity and sensitivity	<p>HIGH - Terrorism, whether foreign or domestic, is unpredictable and can take many forms. Las Vegas has been identified by the Federal government as “high-threat, high density,” with regard to acts of terrorism. In addition to Downtown Las Vegas and the Strip, a number of other high profile locations and key infrastructure exist throughout the region. Lessons learned from other terrorism events, including 9/11 and the October 1 shootings, have helped the City better prepare and secure public locations and events.</p> <ul style="list-style-type: none"> Moderate adaptive capacity for most systems; Most systems can be adaptive to rapidly changing circumstances, Protected buildings and infrastructure offer some levels of security and counter-measures to assure public safety High sensitivity for most systems; public spaces and critical buildings and structures are dynamic. Critical facilities and iconic locations may carry additional risk due to their importance. In addition, utility infrastructure and services, unless built with multiple redundancies, can be subject to fail if deliberately tampered with or destroyed; immediate high stress could be placed on public health systems for injuries and deaths
Likelihood or probability of occurrence	<ul style="list-style-type: none"> Intermittent Likely to depend on type and scale of incident
Critical function impacts	<p>Improve critical functions: Police, fire, and emergency response All utility infrastructure, especially energy (electric and gas), water, and sewer Key city operational facilities All hospitals and health care facilities Other high profile public places, commercial, and tourism destinations</p>
Citizens or Businesses Affected	Less than total City population
Threat to Life	Yes
Mitigation and Prevention Measures	<ul style="list-style-type: none"> Ensure Federal, local, and state laws allow for the lawful collection of surveillance and intelligence data while ensuring the balance and protection of Constitutional rights Require security plans for areas with gatherings or special events Communicate terrorism threats through a public warning system Coordinate security and prevention efforts with the Department of Homeland Security, the state, LVMPD, the National Guard, and other community security authorities on special events, plans and responses to minimize the threat to people and property Create or install security barriers in high pedestrian areas where necessary Increase surveillance and protection of infrastructure and public spaces from terrorist threats, gun violence, and cyberterrorism.
Adaptation Measures	<ul style="list-style-type: none"> Expand investments in cybersecurity systems to protect critical infrastructure. Increase the use of Crime Prevention Through Environmental Design (CPTED) approaches for areas that may have a high threat risk.
Immediate Response Actions	<ul style="list-style-type: none"> Immediate law enforcement response Enact emergency ordinances Set up mobile field hospitals or treatment centers Potential evacuations of affected areas, or the issuance of shelter-in-place orders Assess buildings and structures for damage and/or habitability or usability
Recovery Measures	<ul style="list-style-type: none"> Repair or replace damaged infrastructure Economic recovery

IMPLEMENTATION STRATEGIES	
<ul style="list-style-type: none"> Develop and utilize a Hazard Prevention Framework that prepares for a wide range of hazards: <ul style="list-style-type: none"> Prepare and train for man-made and natural hazards <ul style="list-style-type: none"> Routinely evaluate and update the City's Emergency Operations Plan Conduct pre-disaster and operations-based preparedness exercises for identified hazards involve the public and emergency management personnel. Regularly conduct NIMS compliant resource inventories Increase in rainy-day funding reserve Expand interagency partnerships, collaboration, and mutual aid agreements Ensure emergency response considers provisions for evacuating or sheltering low-income, disabled, and other residents that may need assistance Led by the Departments of Building and Safety and Public Works, adopt updated codes and standards for buildings and infrastructure Engage public and private stakeholders and coordinate with agencies at all levels <ul style="list-style-type: none"> Participate in cross-department/agency mutual aid response systems Integrate departmental and jurisdictional interoperability into public safety communications systems Continue educating the public on the hazards the City faces and how to prepare for each <ul style="list-style-type: none"> Disseminate data on the magnitude, frequency, vulnerability risk, and locations the City's hazards. Continue offering Community Emergency Response Team (CERT) training Publish resources for residents and visitors to develop emergency kits and evacuation plans, and encourage businesses to develop emergency procedures and shelter-in-place plans 	<ul style="list-style-type: none"> Assemble or collect donated emergency kits and supplies to low-income and vulnerable residents Mitigate risks through policy changes, incentives, and capital improvements <ul style="list-style-type: none"> Continue infrastructure investments for the hazards with greatest vulnerability, especially drought, flooding, and seismic activity Implement the identified prevention and adaptation actions for each hazard For each identified hazard within the vulnerability assessment with high socio-economic and environmental costs: <ul style="list-style-type: none"> Continue evaluating each hazard's vulnerabilities, as well as potential mitigation, adaptation, response, and recovery efforts In the event of an emergency, protect the health and safety of residents and visitors, critical infrastructure, and property using a NIMS-based Immediate Response Framework: <ul style="list-style-type: none"> Bring together City leadership with the media and community stakeholders to communicate events and clear situational facts. Communicate and notify the public using a variety of notification and warning systems Implement the identified emergency response actions for each hazard To lessen economic severity of all types of hazards, develop a comprehensive recovery framework that's context sensitive and adaptable to a variety of hazard scenarios <ul style="list-style-type: none"> Immediately prioritize and restore critical infrastructure and essential services Rebuild for buildings and structures to higher, more resilient standards; relocate structures away from identified hazard prone areas, if possible Repair environmental damage and restore natural areas as buffers from the effects of future disasters Use green infrastructure and low impact development to restore environmental health

MINIMIZE FLOODING RISKS TO PREVENT DAMAGE TO PROPERTY AND INFRASTRUCTURE

As identified in the Hazard Mitigation goal, flooding has historically been one of the largest and costliest environmental hazards affecting Las Vegas. The overall vulnerability and risk remains high and flooding remains a seasonal occurrence, but the City has adapted well to the overall hazard. The Las Vegas Valley's Hydrographic Basin has only one drainage-way: the Las Vegas Wash, which empties to Lake Mead. Water must flow to the Wash through its tributaries or through storm drains and channels. Flooding usually results in disruptions to transportation, emergency response, minor property damage, and the impact of rapid flash flood events. Severe storms can also have the secondary effect of increasing traffic accidents, sometimes involving the rescue of motorists from flooded areas.



also reviews and approves drainage studies addressing the existing, interim and future hydrology for private developments greater than two acres or are located within a FEMA designated flood zone (which must also be approved by the RFCD and FEMA). Upon project completion FEMA requires a map revision (LOMR) to reflect the actual change to the flood zones.

Las Vegas also experiences severe summer thunderstorms when monsoonal moisture from the Gulf of California and Mexico is pushed northward, leading to intense rainfall during short time periods. Combined with the valleys topography and impervious desert soils and surfaces, storm water rapidly flows and collects at lower elevations of the urbanized valley, such as East Las Vegas. As the City has grown, so have the problems with flooding and their associated costs. Since 1960, Southern Nevada has experienced at least 12 floods totaling over \$1 million in damages each, 23 flash floods, and 33 deaths.

The RFCD's 2018 Las Vegas Valley Flood Control Master Plan Update is the guiding document for future flood control facilities, as required by NRS 543. The plan and its hydrologic analyses may be subject to further amendments and revisions in the future as more detailed analyses are completed for facilities during engineering design, and other activities that warrant modification. It encompasses 1,637 square miles over eleven watersheds. This plan, as well as all previous updates are based on future growth and development assumption to represent ultimate conditions. The city also develops its own neighborhood studies that work in conjunction with the RFCD's Master Plan and concentrate on localized and detailed hydrologic analysis, proposed drainage facilities and engineering for specific areas. Each are used as guidance by Public Works.

The Nevada Legislature created the Clark County Regional Flood Control District (RFCD) in 1985 to develop a coordinated and comprehensive Master Plan to address flooding, to plan, fund and coordinate construction of flood control infrastructure, to educate the public of flood dangers, and to monitor rainfall and flow data during storms. The RFCD is governed by a Board of Directors comprised of the same membership as the Regional Transportation Commission, including two members of the Las Vegas City Council. To finance regional flood control infrastructure, a quarter cent sales tax was approved by voters. In addition to major regional facilities, the City's Public Works Department designs minor and local facilities and infrastructure. These can be financed through the creation of Special Improvement Districts. Public Works

Finally, as addressed by the Waste and Environmental Justice Goals, the City and RFCD are co-permittees to the region's NPDES stormwater discharge permit that authorizes stormwater discharge to the Las Vegas Wash, provided monitoring best management practices efforts are taken to reduce pollutants. Facilities such as detention



PROPOSED NEW FLOOD CONTROL FACILITIES

- Detention Basins and Facilities
- Upgraded Meadows Basin
 - Arroyos within Summerlin West
 - Box Canyon Detention Basin
 - Grand Park Detention Basin (Summerlin West)
 - Upgraded Ann Road Detention Basin
 - Upgraded Kyle Canyon Detention Basin
 - Kyle Canyon Sediment Basin
 - Kyle Canyon channels
 - Upgraded ULVW Basin
 - Upgraded Gowan South Basin
- Channels and conveyance
- RCB: Charleston Blvd/Maryland Pkwy, West Charleston Blvd, Sahara, Rancho-Gowan
 - RCP: Box Canyon, Stewart-Bonanza

KEY ACTIONS

- Construct the recommended improvements contained within the RFCD's Master Plan to eliminate as much of the FEMA designated flood zone within the City as possible, thereby protecting residents and property.
- Determine the effect an increasingly active monsoonal season may have on storm water infrastructure.
- Increase the number of multi-use facilities and utilize low-impact development and other natural drainage techniques
- Continue coordinating with the RFCD and National Weather Service on early warning notifications and education on the risks of flooding

OUTCOMES

- By 2050, no residences, businesses, or critical infrastructure are located within flood zones
- No deaths attributable to flooding occur
- Maintain or exceed the City's Community Rating System (CRS) Class 5 status as part of the National Flood Insurance Program.

SEE ALSO:
RFCD Flood Control Master Plan

EQUITABLE	RESILIENT	HEALTHY	LIVABLE	INNOVATIVE
Address flooding problems in planning areas with higher rates of poverty and minority populations must be prioritized.	Addressing and adapting to flooding has made the City and region more resilient and better prepared for potential increases in frequency and intensity of storms.	Well-designed multi-Use flood control facilities provide opportunities for recreation and can be developed to improve the health of the natural environment.	Ensuring proper drainage and flood control protects property and ensures safe transportation and emergency response during storm events.	Low impact development and other natural flood control solutions may be just as effective at preventing flooding.

basins help extract pollutants and capture and remove sediments from stormwater inflow. All flood control design and construction projects should be consistent with NPDES permit requirements and incorporate design strategies that reduced stormwater pollutants. Similarly, construction sites must comply with stormwater permitting requirements and have a Stormwater Pollution Prevention Plan to be in compliance with the Clean Water Act.

THE REGIONAL FLOOD CONTROL DISTRICT’S PLANNING AND INFRASTRUCTURE EFFORTS HAVE SUCCESSFULLY HELPED MITIGATE FLOOD RISKS WITHIN THE CITY

Due to successful flood control and prevention efforts over the past three decades, there are now fewer FEMA designated Special Flood Hazard Areas within the City, fewer flooding incidences, and reduced impacts resulting from precipitation events. Special Flood Hazard Areas (SFHA) that currently exist are now mostly along the Las Vegas Wash and major storm drains including along the Rancho Dr and Washington Ave corridors. Two percent of the City’s land is within the 100-year floodplain and 2.5 percent is within the 500-year floodplain. Through mitigation over time, both the number and overall percentage of residential buildings and residents within the City located in the SFHA buildings have decreased. All subdivisions constructed after 1992 have been designed to protect against the 100-year flood (a 1 percent chance of a flood event occurring in a year). Safety and loss of life tend to be greatest along flood control facilities and channels.

Regional facilities safely convey and detain major flood flows with a minimum 100-year frequency flood event flow of 500 cubic-feet-per-second (cfs) or a minimum contributing drainage area of 1 square mile. Analyzing conditions have helped determine what areas may be prone to flooding and help prioritize future facility construction. “Category A” facilities are considered essential for the protection of existing development, and are given priority for the District funding. “Category B” facilities consist of planned flood control improvements that are not required to protect existing development and are typically located in undeveloped areas or may replace an existing facility which currently provides a level of flood protection, but cannot convey the entire 100-year peak flow.

FACILITY DESIGN PERIODS FOR 1” OF RAIN

The following flood types indicate how long it will take for an inch of precipitation to fall.

- 2 year: 20 hours
- 5 year: 2 hours
- 10 year: 30 minutes
- 25 year: 15 minutes
- 50 year: 12 minues
- 100 year: 10 minutes

- Detention basins provide temporary storage of floodwaters during flood events with high rates of inflow and slow discharge. Retention basins are similar, but typically don’t discharge water and hold larger volumes. In principle, each detention basin has a maximum area and associated volume to hold flood water, which allows it to drain without overwhelming downstream conveyance systems. Depending on the storm event, each will fill within five to six hours; spillways and outfalls allow floodwaters to pass through downstream.
- Storm drains (reinforce concrete box or pipe) and typically convey flood waters either underground or streets while open flow channels are used if right-of-way is available. Channels are typically less expensive than storm drains and easier flow.
- Many neighborhood surface streets in the Valley act as conveyance corridors for flood flows during major storm events. Local facilities help to decrease the volume of water conveyed to regional facilities via surface streets thereby lessening the impact of surface flow on adjacent properties and allowing for the safe passage of vehicular traffic during a major flood event.

The 2018 Regional Flood Master Plan calls for:

- 793 total miles of conveyance, 484 miles have been built with 309 unbuilt (180 miles are Category A, 129 Category B)
- 110 detention basins, of which, 78 have been built, 14 require expansion, and 32 basins are unbuilt (16 A / 16 B)

Three major watersheds of the Las Vegas Wash cover the City of Las Vegas, each of which require their own facilities based on future changes and development patterns.



INVESTMENT IN REGIONAL FLOOD CONTROL FACILITIES HAS HELPED REDUCE ADDITIONAL COSTS ON RESIDENTS AND BUSINESSES

Areas with new subdivisions, rural preservation areas, and locations with relatively underdeveloped flood control and drainage infrastructure are likely to be the locations that experience flooding impacts until new facilities are constructed. The RFCD’s Master Plan is updated every five years, while the 10-year capital improvement program is updated annually due to constantly changing hydrologic conditions. However, new facilities and infrastructure upgrades should be prioritized for the planning areas with higher rates of poverty and minority populations, which may need or require flood insurance. Because most of the City’s mapped flood zones fall within West Las Vegas, Downtown Las Vegas, and East Las Vegas, which have historically faced a greater share of flood damage and cost burden, mitigation and adaptation measures should be focused there to reduce overall threats to property damage and potential for loss of life.

However, these investments have helped mitigate flood damage losses for many residents and businesses. FEMA’s

Community Rating System recognizes community flood plan management activities that exceed FEMA requirements. The program rewards insured residents for their community’s continued involvement, while providing an incentive for new flood protection activities, including reducing flood losses, facilitating accurate insurance ratings, and promoting awareness of flood insurance. The City holds a rating as a Class 5 community translating into a 25 percent flood insurance rate reduction for city property owners within a flood zone.

SOUTHERN NEVADA IS LIKELY TO SEE AN INCREASE IN THE FREQUENCY AND SEVERITY OF STORMS THAT CAN CAUSE FLASH FLOODING EVENTS, ESPECIALLY DURING SUMMER MONSOONAL SEASONS; HOWEVER, UNCERTAINTY IN MODELING WILL LIKELY MAKE FLOOD EVENTS DIFFICULT TO PREDICT

Throughout the 20th Century, the amount of precipitation falling within the desert southwest has been below average, despite an overall increase throughout the remainder of the United States. However, climate research suggests the number of extreme high intensity rainfall events, in

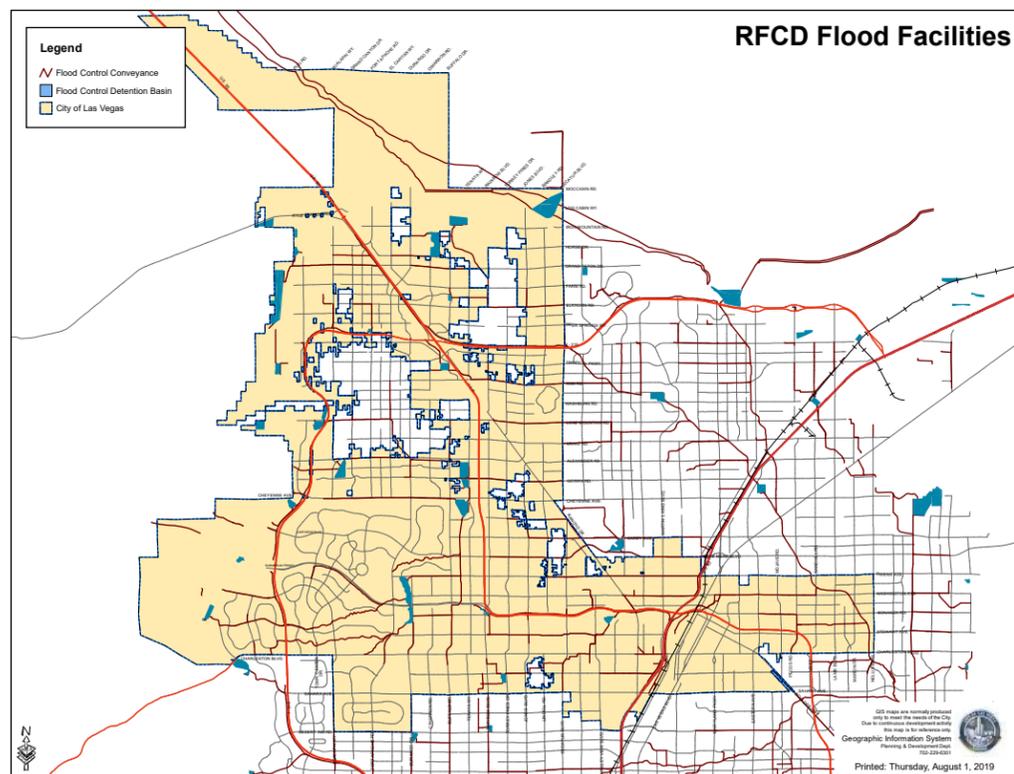
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UPPER NORTHERN LAS VEGAS WASH

- \$399 million invested in 8 detention basins and 44 miles conveyance
 - \$204 million Category A facilities proposed and \$160 million Category B facilities proposed
- This 629 square mile watershed covers the northwestern valley and much of the Nu Wav Kaiv, Kyle Canyon, Centennial Hills, and Tule Springs planning areas, much of which is undeveloped. Stormwater from Mount Charleston and the Sheep Range ultimately drain into the Upper Las Vegas Wash. Thus, the City of Las Vegas is responsible for programming flood control funds for the Upper Northern Las Vegas Wash Watershed. It contains two discharge points: the Upper Las Vegas Wash Detention Basin and a confluence at Ann Road and Ferrell Street. Since Tule Springs Fossil Bed National Monument was created and is a sensitive natural wash, the area will remain undisturbed, necessitating a number of changes and modifications to flood control facilities elsewhere in the watershed. Several future projects must be completed within the next decade to protect existing and future development:

- Expansion of Kyle Canyon Detention Basin
- Expansion of Upper Las Vegas Wash Detention Basin
- Construction of Moccasin Outfall 2
- Construction of Kyle Canyon Sediment Basin

A number of smaller storm drains and channels are proposed for addition or expansion to accommodate the growth within the watershed, most of which flow to detention basins or to other facilities. Within Skye Canyon, a Master Drainage Study recommends improvements as a part of the development.



CENTRAL

- \$570 million invested in 4 detention basins and 57 miles conveyance
 - \$519 million Category A facilities proposed and \$53 million Category B facilities proposed
- The 56 square mile Central Watershed, located in the middle of the Las Vegas Valley is completely developed. Three main discharge locations exist: the Las Vegas Wash, the Las Vegas Creek and Freeway channels that flow into the Lower Northern Las Vegas Wash Watershed, and a Boulder Highway facility draining into Flamingo Wash. With fewer detention basins, much of the watershed is interconnected by conveyance facilities leading to each respective discharge point. Much of the Central watershed contains FEMA identified flood zones; this requires major modifications and additions of facilities within West Las Vegas, Downtown Las Vegas, and East Las Vegas, including:

- Expansion of the Meadows Detention Basin
- Modify the Carey-Lake Mead Detention Basin to provide a second outlet and is categorized as a priority project
- The East Charleston-Boulder Hwy storm drains
- The West Charleston
- Sahara storm drain
- Stewart and Bonanza storm drains

These conveyance facility modifications are all required due to subsequent hydrology changes occurring elsewhere within the watershed, for which new volumes and flows will create more utilization of each facility. Changes to roadways resulting from freeway improvements such as those made by Project Neon, completely alter the drainage network, thus necessitating the downstream improvements. Additionally, modifications to minor facilities made through street improvements, infill development, and redevelopment all have associated effects on flow.

GOWAN

- \$448 million invested in 8 detention basins and 57 miles conveyance
 - \$127 million Category A facilities proposed and \$108 million Category B facilities proposed
- The 84 square mile Gowan watershed covers the western Valley and includes much of the rapidly growing La Madre Foothills, Lone Mountain, Rancho, Summerlin West, and Summerlin North planning areas. It is the major western tributary of the Las Vegas Wash, receiving runoff from the Spring Mountains and Red Rock Canyon. Because much of the northwest valley outside of the I-215 Beltway and within Summerlin West is undeveloped, new drainage and flood control facilities connected by conveyance facilities are required, as well as several major modifications and additions.

- Expansion of Gowan South Detention Basin to accommodate new development to the west
- Expansion of Ann Road Detention Basin to accommodate new development to the west
- Construction of Box Canyon Detention Basin to mitigate the Box Canyon flood hazard
- Alexander-Rancho storm drain system to mitigate surface flooding
- Construction of Grand Park Detention Basin as Summerlin West development occurs
- New Summerlin West flood control and conveyance facilities as new development occurs

which heavy precipitation occurs in short periods of time, is likely to increase. Since 1948, the frequency of storms in Southern Nevada with heavy precipitation have increased 30-45%. Academic reports, climate models, and studies seem to confirm the likelihood of more frequent, more intense flash flood seasons, even with a decrease in total annual precipitation. However, most models do not give an accurate prediction of a total increase in incidences or the

respective intensities of individual rainfall or flood events. As with other climate hazards impacting the City, it is clear that more research and study will be required to understand the potential increase in the hazard to the City and to what extent design standards for future RFCF facilities or existing flood control infrastructure may be required. Despite these unknowns, flood control infrastructure is currently suited well to the 100-year flood, but adapting flood control design

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regulations to greater designs may be warranted. Other adaptation measures, including more resilient development standards for local flood control and drainage, detailed mapping for applicants and developers, and the construction of future and existing flood control facilities to higher flood capacity standards may be warranted as more information is known about future precipitation and flood events.

FLOOD CONTROL FACILITIES HAVE BEEN CONSTRUCTED AT THE EXPENSE OF NATURAL DRAINAGE, LOW IMPACT DEVELOPMENT, AND GREEN INFRASTRUCTURE.

Flood control facilities are intended for safe detainment and conveyance of flood flows to protect property and public safety. In many cases the proper functioning of flood control facilities is paramount and sometimes cannot be compromised by other uses or functions. Concrete channels, dams, and detention basins convey and store flood water effectively and efficiently, require less maintenance and, when designed properly, eliminate the potential for erosion. However, the aesthetic value, creation of nuisance space, and loss of large areas from developable land and nuisance areas and environmental benefits of concrete detention facilities are minimal.

Multi-use opportunities exist with many master planned facilities. Detention basins and linear parks have been designed as joint-use detention facilities that include recreational, space, open space, and sports fields and trails, such as Buckskin Basin in Lone Mountain and Pueblo Park in Summerlin North. Therefore, in early planning stages, the City must work with the RFCD to identify and take advantage of multi-use opportunities afforded by flood control facilities included in the Master Plan.

Similarly, natural washes and arroyos help preserve some desert habitat and corridors and are preferable natural amenities over engineered concrete or earthen flood control infrastructure. Natural washes or other “soft linings” to convey flood flows can be done in a way that ensures a proper level of protection for adjacent properties and flow. While steep slopes and can create higher flow velocities, riprap, gabion, and limited use of lined channels can help preserve the desert environment. There are some areas within the City where remaining natural wash corridors be maintained. On the other hand, the potential of erosion



exists resulting in scour and downstream deposition that could potentially block or dam conventional downstream concrete culverts, grate inlets, and channels, rendering the flood control facility ineffective and damage other areas. Therefore, for facilities in which natural washes are used, the construction of sediment basins, over-sizing culverts, drains, and inlets may be required to account for debris and sediment clogging.

To improve the resiliency of Southern Nevada for increased storm intensities and frequencies, the City must integrate Mojave Desert oriented green infrastructure and Low Impact Development (LID) design standards, utilizing native and adaptive plant species, into Title 19 and other Public Works standards, including:

- Xeriscaped bioretention areas, including in amenity zones, buffer areas, parks, civic spaces, and parking lots
- Curb extensions and openings
- Permeable pavements
- Sediment basins

Using less concrete, revising drainage regulations for new development, and implementing LID green infrastructure techniques can decrease the expected increase in runoff. Ancillary benefits of implementing these techniques include improving air quality, providing shade, creating wildlife habitat, reducing the urban heat island effect, and more. These additional benefits increase the overall value of the flood control solutions to the residents. Because storms and flooding do not follow political jurisdictional boundaries, regional collaboration on LID between the City, RFCD, and other local agencies is critical in order to implement new approaches to mitigating the effects of flooding and improving resiliency.

WARNING THE PUBLIC OF IMPENDING FLOOD EVENTS REMAINS A PRIORITY TO PROTECT PUBLIC SAFETY

As the City and RFCD have constructed flood control infrastructure, deaths attributable to flooding have decreased, but the risk factor remains. As a hazard mitigation and prevention measure, communicating the threat of flash flooding and to stay out of flash flood water during or prior to a storm must continue as an immediate response action. The City must align with both RFCD and National Weather Service messaging during flash flood watches and warnings through social media and other messaging means. As flood events occur, early warning systems can be deployed not only in the areas, but in areas downstream from the flood. Throughout the flash flood season, motorists are warned to take precautions when driving during storms and to stay out of flooded roadways. In known areas of spot flooding, utilizing RTC’s FAST dynamic message signage can also help warn motorists to slow down and avoid any flooded areas. Safety is especially important along flood control facilities, the Las Vegas Wash, and its tributaries. Water flowing through channels and into detention basins can quickly rise and move as quickly as 30 miles per hour, can contain debris, and can be especially dangerous for children and animals. Tunnels, bridges, and culverts can be especially dangerous,

as they can injure or trap people; homeless individuals, who commonly use drainage areas as places of refuge, especially during hot summer monsoonal months are particularly susceptible; these areas should be monitored for people, especially ahead of possible flooding events.



IMPLEMENTATION STRATEGIES

- Construct the recommended improvements contained within the RFCD’s Master Plan within the Upper Las Vegas, Gown, and Central watersheds to eliminate as much of the FEMA designated flood zone within the City as possible, thereby protecting residents and property
 - Prioritize facilities within West Las Vegas, Downtown Las Vegas, and East Las Vegas planning areas
- Determine the effect an increasingly active monsoonal season may have on stormwater infrastructure
 - In conjunction with the RFCD, commission or request an academic report, model, or study to determine future frequencies and intensities of flash flood seasons.
 - Determine modifications to design standards for future RFCD facilities or existing flood control infrastructure
- Increase the number of multi-use facilities and utilize low-impact development and other natural drainage techniques
 - Provide a user-friendly document to guide staff, developers, and other entities through the MS4 permit process within the city of Las Vegas.
 - Identify natural drainage channels rather than concrete where feasible to convey stormwater through the region.
 - Amend Title 19 to permit and provide design guidelines for LID and green infrastructure
- Continue coordinating with the RFCD and NWS on early warning notifications and education on the risks of flooding
 - Monitor tunnels and culverts
 - Post additional warnings and signage
 - Construct new barriers to flood control facilities

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05. IMPLEMENTATION

The preceding chapters of this Master Plan describe existing conditions, establish outcomes for the future, and identify key actions and strategies that will aid the City in achieving outcomes over the next thirty years. To accomplish this, the plan must be executed in a thoughtful and deliberate way using a variety of tools, linking the plan to policy, making careful and transparent budget decisions, and incorporating partners internally and across the Southern Nevada region.

This plan serves as the policy guide for moving Las Vegas forward, guiding decisions about future physical and economic development. However, it is more than a plan of the City's Planning Department; maps to guide development decisions and establish a general plan for future land use are just one component of this plan's implementation. This Master Plan is the City's plan, and contains implementation strategies that also cover resource conservation, historic preservation, housing, public facilities and services, parks and recreation, public safety, transportation, and urban agriculture, as well as other publically identified focus areas like economic development, education, and homelessness. Transforming the plan's goals into reality will require a long-term commitment and political consensus. The plan is designed to be a road map for action, incorporating strategies, specific projects, and programs that will achieve the desired results.

This chapter synthesizes the many recommendations within this plan and identifies the actions and timing needed to transform the plan's vision into reality. Furthermore, the plan also describes a method for evaluating its progress and to determine how successful efforts have been over the course of time. By 2050, the future City Council should review how the City was shaped over the previous three decades. This plan anticipates that it will meet its vision, and that thirty years from now:

THE CITY OF LAS VEGAS IS A LEADER IN RESILIENT, HEALTHY CITIES - IT LEVERAGED THE PIONEERING INNOVATIVE SPIRIT OF ITS RESIDENTS TO PROVIDE EQUITABLE ACCESS TO SERVICES, EDUCATION, AND JOBS IN THE NEW ECONOMY.

TENETS OF SUCCESSFUL PLAN IMPLEMENTATION

How will this Master Plan translate to success, given the diversity and complexity of the many opportunities and challenges the City faces? There are a number of basic tenets for successful plan implementation, which either alone or taken together, will contribute to achieving the goal and accomplishing the outcomes.

CITYWIDE COMMITMENT

Successful plan implementation will be directly related to a committed city leadership. While elected and appointed officials will have a strong leadership role, many others - city department directors, staff, and leaders from the community's many institutions and organizations - are also instrumental in supporting the plan and effectuating it. However, commitment reaches beyond just these individuals and includes an array of partners and stakeholders. The input received through the plan's development process provided a foundation to help achieve the city's vision.

During the course of this plan, the people that make up the City - including its residents, City Council members, the Planning Commission, the City Manager and executive leadership, and staff will change over time. So too will specific priorities of the Council, as well as management styles. Other factors, whether socio-economic, demographic, environmental, or technological, may alter the trajectory of specific decision making. Community support and involvement in the plan, its vision, and its outcomes, will transcend these changes that will inevitably take place.

LINKING THE PLAN WITH POLICY AND DECISION MAKING

At its heart, drafting and developing this plan is the first step of a larger political and budgetary process that's intrinsically rooted in policy development and governance. The plan is designed for routine use and should be consistently employed during any process affecting the community's future. Private investment decisions by developers, corporations, and land owners should consider the plan's direction as it is the guide for economic growth and stability of the community and supports the goals and objectives of the overall master plan.

Because the plan enumerates specific outcomes for a wide range of topics, each with supportive Key Actions and Implementation Strategies, it can be used as a guide to weighing strengths, weaknesses, opportunities, and threats for the most appropriate decisions and course of action that will lead to the accomplishment of the desired outcome. This may include varying degrees of specificity, consideration of different alternatives, and alignment of budget resources available with the anticipated benefits.

USE STRATEGIC ACTION PLANNING

This plan recognizes that not everything will be accomplished immediately. Many outcomes are long-term and will require years of consistent work to accomplish them. For this reason, incremental short-term work will be necessary. Strategic action plans will help facilitate the work of the City over the short-term. The plan's longevity will also provide a resource to adapt longer term policy changes and make appropriate, guided choices for successful implementation over time.

MAKE THOUGHTFUL, STRATEGIC USE OF TOOLS AND STRATEGIES

City officials and departments should apply the recommended tools toward the Key Actions and Implementation Strategies to help shape annual budgets, strategic action plans, and capital improvements. For example, the City's engineering practices can support implementation through infrastructure improvements, streets, and storm systems designed consistent with plan policies and recommendations. Each department, staff person, and elected official should find it a benefit to reference the plan when making decisions and setting priorities.

EVALUATION AND MONITORING

This plan has been developed with a degree of flexibility, allowing nimble responses to emerging conditions, challenges, and opportunities. To help ensure the plan stays fresh and useful, periodic reviews, evaluations, and amendments may be required. This will ensure plan goals and recommendations reflect changing community needs, expectations, and financial realities.

ROLES FOR IMPLEMENTATION

PLANNING COMMISSION ROLE

The Planning Commission is the steward and caretaker of the Master Plan, and oversees its preparation and adoption. It is a required undertaking that must be done to address each of the subjects within the preceding chapters. As an advisory commission appointed by the City Council, the Commission is empowered to hear and approve land use, zoning, and subdivision changes, amendments to the general plan, specific plans, and other policies pursuant to Title 19 of Las Vegas Municipal Code. In this role, the Planning Commission is uniquely situated to advise the City Council, developers, and the public of how the plan is to be implemented and the status of various outcomes.

CITY COUNCIL ROLE

The City Council puts the Master Plan into effect. Some of the recommended strategies for implementation contained within this Chapter may require specific action by the Council, such as setting policy, adopting ordinances, or utilizing any of the enabled powers granted under the City's Charter or Nevada Revised Statutes. It will also be closely engaged in each 2-year strategic plan, budgeting, and council priorities process.

STAFF ROLE

This plan is not just the Planning Department's plan - it's every department's plan. Because the plan's horizon spans three decades, it's important the City's staff, from

department directors to front-line staff, understand their respective roles and relationship to it as part of regular City government. Before the plan is implemented, basic training on the plan's contents must be distributed, as well as during regular cycles prior to the City's budget and two-year plans. In addition, new employees should be oriented with the plan's contents, its purpose and functions, and how it can be a tool to address an issue and reach an outcome.

Employees within each of the City's departments are likely to play the most direct roles of plan implementation. Under the direction of the City Manager and Department Directors, specific projects, programs, policies, or partnerships are likely to be carried out at various levels and capacities. Many of these may be legacy functions that the City is already engaged in, but others may require further direction, development, and implementation from staff members.

It is important that throughout the plan's implementation, City staff has empowered leaders that understand specific issues and how they impact specific departments, agencies, or parts of the community. As such, an internal staff-level interdepartmental master plan implementation team should be formed and empowered to lead specific implementation activities or projects in a way that has a direct nexus with the plan itself, and the City's adopted Strategic Action Plan. These staff members must also be prepared for succession and have the ability to work together over time to advance the plan in such a way that multiple people are trained for issues in which longevity may be a factor.



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Tools to implement the Master Plan generally fall into five categories that align with Key Action identified throughout the plan and ultimately help achieve desired outcomes, provided that they are performed equitably and efficiently:

1. City policies and regulations
2. Capital improvements
3. Partnerships and Collaboration
4. Programs and Service Delivery
5. Legislative changes

Each tool has a different purpose toward plan implementation and may suggest specific immediate changes and others involve ongoing activities. Some tools are preparatory or anticipatory in nature and are foundational steps that the City can take to assess needs and trends, identify and make policy changes, or strengthen collaboration with other regional stakeholders. Other tools may require additional enabling legislation, policy changes, or the complete development of a new concept.

1. CITY POLICIES AND REGULATIONS

One of the primary tools for Plan implementation is zoning, which is included under LVMC Title 19, the Unified Development Code. The city also has several other codes and ordinances to ensure that activities remain compatible with the surrounding area, such as noise, blight and nuisance ordinances.

THE GENERAL PLAN AND ZONING REGULATIONS

The 2050 General Plan Zoning regulations control the intensity and arrangement of land development through standards on lot size or units per acre, setbacks from property lines, building dimensions and similar minimum requirements. Subdivision regulations control the manner in which property is subdivided in the city and the public improvements required to support the development. Various site design elements discussed in this plan are also

regulated in Title 19 and address landscaping, lighting, driveways, parking and circulation, pedestrian systems and signs.

Over time, changes to the zoning map should become more consistent with the land use pattern identified on the Place Type Framework Map and future General Plan amendments. In some cases, the city may wish to initiate certain rezonings as part of an overall zoning map amendment. Other changes to the zoning map can be made in response to requests by landowners or developers. In those cases, city officials will need to determine if the time is proper for a change. It is important that the Place Type Framework be understood as a long-range blueprint: Implementation is expected, but gradually in response to needs, conditions and availability of infrastructure. The Zoning Plan section of Chapter 2: Land Use, outlines how the Place Type Framework relates to current zoning.

A phased approach is recommended to implement the land use plan in which the City makes General Plan Amendment changes for entire Areas of the City in a timed and prioritized manner. As the phased area approach takes place, opportunity or catalytic sites identified in this plan or by the City's departments are formally designated for which applicants would enter into a development agreement.

To manage the cycle of general plan amendments, future development applications and approvals should conform with the plan's vision or with the Area plan for that location within the City. Projects that align with the plan's vision, the 2050 General Plan, and zoning could receive an expedited review and priority to change or approval, but for those that don't, the applicant would be subject to additional scrutiny.

LAS VEGAS MUNICIPAL CODE

The powers granted to City Council by the City Charter or enabled through NRS describe a wide range of implementable actions the City may take, ranging from animal control to zoning. When a recommendation from the plan requires a change in policy, Council action by ordinances for Las Vegas Municipal Code is the City's direct

regulatory mechanism, either by way of amendments to existing code, or through the creation of new laws.

Incentives and Requirements- Linked directly with zoning regulations, municipal code, and policies are incentives and requirements to move the needle of development or to achieve a desired product, outcome, or market response. With a "carrot and stick" approach, the City is enabled to use these typically for economic or land development purposes. Some of these, as discussed in Chapters 2 and 3 include:

- Tax Increment Financing (TIF)
- Direct grants
- Expedited permitting
- Fee waivers
- Development bonuses

Finally, specific requirements may be imposed or conditioned for the purposes of implementing the plan.

- Discretionary Developer Impact fees
- Exactions
- Conditional use or purpose requirements, such as for open space, affordable housing, building types, architecture, signage, parking, or other useful features

Enforcement- As a means of lawfully implementing the plan, the City has the power to directly ensure the plan and corresponding statutes of NRS, the City's laws and codes, or other implementation actions are put into effect. This is done to attain a desired course of action, ensure compliance with the State, City Council's intent, or to ensure the protection of public health, safety, and general welfare. Enforcement may be in the form of:

- Direct enforcement of the City's laws and codes by LVMPD, the Las Vegas City Marshals, or the City's Code Enforcement/license compliance divisions.
- Enforcement of the Building Code, Fire Code, Zoning Code, or other regulatory codes intended to protect health and safety.
- Ensuring licensed businesses of the City adhere to adopted operating regulations
- Compliance with environmental regulations

Enforcement may also extend to denials by City Council or from the City itself, license or permit revocation, civil penalties, or other fines and penalties.

POLICIES AND POLICY STATEMENTS

Both the City Council and City Manager can express or set policy. The City Council sometimes establishes policies through resolution. While sometime non-binding, resolutions express the intent of City Council and give direction to the City Manager and staff on how an action should be implemented. This Master Plan similarly contains such expressions of policy.

The City Manager also sets and keeps policies, rules, and procedures, as do each of the departments of the City. From a management perspective, this allows the City to specify how Council actions, plan recommendations, or other matters under the purview of the City are to be specifically handled. The City Manager and the City's Departments, will keep, maintain and update all of the policies and policy statements of the City and when applicable, do so in coordination with the Master Plan.

AREA PLANS, SUB-PLANS, INVENTORIES, ASSESSMENTS, AND SURVEYS

When specific planning requires more detail and information, the City may elect to conduct additional sub-plans, inventories, assessments, or surveys to gain community input, determine conditions, test hypotheses, or validate assumptions. These studies, whether previously adopted, currently ongoing, or done in the future, should be conducted with the Master Plan as an overall guide, but also give specificity to subject matter. Examples include:

- Vision 2045 Downtown Masterplan and other subplans for each Area of the City, as recommended in Chapter 2
- Sewer Collection Master Plan
- Parks System plan
- Mobility Master Plan
- Infrastructure, transportation, or traffic studies, such as corridor analyses

TOOLKIT DEVELOPMENT

Finally, if any portion of the plan lacks specific details or requires a compendium of strategies to help implement the plan or achieve a desired outcome, the identified department may elect to develop or refine a toolkit that is consistent with the plan's recommendations. Chapters 2 and 3 describe different toolkits for various types of land, housing, and economic development tools; these may need further refinement or departmental action, then developed into a formal policy, program, regulation or incentive.

2. CAPITAL IMPROVEMENTS

The Capital Improvement Plan (CIP) serves as the city's multi-year planning instrument used to identify needs and financing sources for public infrastructure improvements. The City of Las Vegas's CIP will recommended capital projects, timing, estimated costs and funding for public infrastructure (streets, bikeways, sidewalks, sanitary sewers, waterlines, storm sewers and drainage) and community facilities (public buildings, fire, police and parks). Capital projects identified help support and promote desired development, and to meet the needs of residents and businesses in the city. The number of projects and project timing are influenced by several factors, in particular, the cost, need for environmental clearance or approval by other agencies, and funds available.

The CIP process precedes the budget process and is used by City Council when developing the annual budget. Recommending approval of the CIP by the Council does not mean that they grant final approval of all projects contained within the plan. Rather by recommending approval of the CIP, the Council acknowledges that these projects represent a reasonable interpretation of the upcoming needs for the community and that projects contained in the first year of the plan are suitable for inclusion in the upcoming budget, if funding is available.

PUBLIC INFRASTRUCTURE STANDARDS

Public infrastructure refers to the basic facilities and services needed for the functioning of the city such as city streets, water, sanitary sewer, storm sewer, among others. Standards to ensure consistency and uniformity have been

adopted so that each facility is designed and constructed to support existing and future development.

PROPERTY ACQUISITION

Like all municipalities, the City of Las Vegas has the authority to acquire private property for a public purpose. This may include outright purchase acceptance of land donated by another party or acquisition through eminent domain. In addition to the ability to acquire private property for public infrastructure or facilities such as roads, sewers, public buildings and parks, the city may acquire private property to facilitate redevelopment and to eliminate nonconforming uses or structures.

3. PARTNERSHIPS AND COLLABORATION

To implement the Master Plan, the City must forge an array of partnerships with the public and private sector. As detailed further in Section II of this chapter, cooperation through alliances and partnerships will be necessary for the benefit of both the City and those in the region. Partnerships and collaboration can be both formal or informal and take the form of working directly with other organizations on planning, education, funding, or delivery of cost-efficient services and programs.

INTERLOCALS AND COOPERATIVE AGREEMENTS

The City can organize groups of agencies to partner with to achieve either local or community-wide outcomes. This is an important effort because many of the recommendations from the Master Plan may have an impact on other parts of the region.

Under NRS 277, cooperative agreements can be formed between multiple municipalities and political subdivisions of the state. Typically, such an agreement is made for the performance of government functions, infrastructure, or other public purposes. They can also be used to finance public facilities. Similarly, interlocal agreements can be formed to assist with supplementing or consolidating services or for the joint exercise of powers. These agreements have the benefit of maximizing the efficiency of the signatory organizations to help implement the plan.

EDUCATION AND OUTREACH

The City and its Office of Communications do a wide range of award winning educational and outreach activities for the public businesses, including print media, social media, media and press information, and programming through the City's television station KCLV Channel 2. This can be in the form of community events, information campaigns, direct marketing, or work with the local media. Should information need to be communicated as part of implementing the plan, developing strategic messaging campaigns must be carefully crafted to meet the intent of carrying out the action and raising awareness with the intended audience.

4. PROGRAM AND SERVICE DELIVERY

Providing specific programs and service delivery is another core feature of plan implementation. Carrying out existing City programs or developing new ones will be required over the next thirty years, provided that they are authorized from the Plan itself, a strategic action plan, through the City Manager, a state or Federal grant, or Nevada Revised Statutes (NRS).

Some of the plan's recommendations may be funded locally, through outside funds, or through a combination of sources. The City monitors new federal and state funding programs that may be available to assist in implementation. In addition, foundations and other organizations may provide contributions.

A variety of housing, economic development, informational and other programs may be used by the City to assist with implementation of recommendations in this Plan. Transportation and Housing projects, and those funded through a pass-through organization from a Federal agency can direct specific funding toward a Key Action.

5. LEGISLATIVE CHANGES

The City's Government Affairs team has been effective at collaborating and working with state and Federal legislators to make necessary changes for the benefit of the City. Over the years, it has had a number of successes, including the creation and implementation of SNPLMA, the creation of the Tule Springs National Monument, advocacy to stop the proposed Yucca Mountain nuclear waste repository, and obtaining funds for numerous Federally funded infrastructure projects. However, because the state and Federal policy landscape is complex and ever-changing, it is vitally important that the City Council be aware of necessary legislative activity that could be an opportunity or a threat to the City. Government Affairs can be an ally and resource for the City and its departments in this respect.

Nevada is a "Dillon's Rule" state, meaning a municipality is granted only those powers expressly authorized by the Nevada Legislature. Only the provisions contained within NRS or to the City's Charter, can be used to legislatively implement the plan. Limited functional home-rule is provided to address matters of local concern, however, its provisions provide a narrow and do not allow for broader changes, such as the imposition or increase of new revenue sources, fees, or taxes. As a result, the City may need to advocate, in partnership with other local governments, for specific changes and requests when the Legislature convenes in Carson City. Prior to those changes occurring, the City must self-assess during legislative interims and determine what changes or resources are needed, as that may be necessary for successful plan implementation.

Finally, the City must work with its Congressional delegation on Federal policy. Many of the "alphabet" Federal agencies that impact the City and state, including BLM, HUD, or DOT require a close coordination for changes in Federal policy, as well as for grants, appropriations, and rulemaking.

II PARTNERS

This master plan is for the entire city – not just for government operations or individual departments, but for the entire community at large. While the City can coordinate many of the plan’s implementation tasks, responsibility should not solely rest on the government. Instead, the vast array of stakeholders having key roles in either the City or region should all participate. Partnerships with the public and private sector, including CCSD, Clark County, Chamber of Commerce, SNWA, RTC, regional recreation and tourism organizations, neighboring municipalities, local businesses, and large land owners will also lead to success implementing the plan’s initiatives. Partnerships may range from sharing information to funding and shared promotions or services. The spirit of cooperation through alliances and partnerships will be sustained to benefit everyone in the region. City government cannot and should not do it all. Only through public/private collaboration can the plan’s vision be realized. Below are the partners that have been identified as likely participants or leaders for each goal area from each of the preceding chapters. As the City is currently structured, there are several groups of important departments that can naturally facilitate plan implementation:

- Mayor and City Council: The City Council is the Legislative Department of the City and is empowered by the City Charter to develop regulations and laws by ordinance, programs and policies, capital projects, and support partners by interlocal and resolution. Directly supporting the Council is the City Manager, City Attorney, and City Auditor – the three direct reporting staff that work independently and collaboratively on behalf of the Council.
- City Manager: As part of the Council-Manager system, the City Manager serves as the Chief Administrative Officer of the City and heads the Executive department. The City Manager oversees the efficient and proper administration of the City’s affairs, provides information on the state of matters affecting the City, submits the annual budget, advises the Council on the adoption of measures, and ensures general laws and ordinances are carried out. Other officers manage and oversee the operations of three or four departments for each of the core structural components of the City.
- Community and Development Services: the development services functions are made up of

the Building and Safety, Public Works, and Planning Departments. Each serve to provide streamlined services for projects, including entitlements, permitting, inspections, and business licensing

- Operations and Development: Parks and Recreation and Economic and Urban Development provide direct services to the public, including active recreation and aquatics, special events, business development and redevelopment, and parking. Operations and Maintenance directly maintains the City parks, buildings, and facilities.
- Community Services: Each of the community services departments provide public facing services. The Office of Community Services provides direct affordable housing, revitalization, and homelessness services, while Youth Development and Social Innovation coordinates and provides educational programming. Cultural Affairs provides public art and events.
- Public Safety Services: Including Fire and Rescue, Public Safety and Marshals, and supported by Emergency Management, these departments ensure crime rates are low and emergencies are adequately responded to. The Municipal Court, the independent Judicial Department of the City, ensures equitable justice and includes collaboration between law enforcement and the City’s attorneys.
- Internal Services: Consisting of the City Clerk, Finance, Human Resources, and Information Technologies Departments, these departments provide operational support and accounting for the City and its employees

In some cases, more than one partner may be a lead collaborator, which may be the result of varying issues embedded in each goal. In others, there may be an opportunity for a lead City department that jointly works with a regional stakeholder, or must convene in the future to resolve issues. While this is not an exhaustive breakdown, and while other partner entities can (and should) work together to achieve goals and outcomes through the implementation of key actions, this framework provides a guide for which entity, department, or agency takes the lead.

Partner Entities, CLV

Departments, and Agencies

Partner Entities, CLV Departments, and Agencies	Goals	CHAPTER 2: LAND USE AND ENVIRONMENT										CHAPTER 3: ECONOMY AND WORKFORCE							CHAPTER 4: SYSTEMS AND SERVICES											
		Land Use	Historic Preservation	Environment	Natural Features	Urban Forestry	Parks	Park Connectivity	Urban Agriculture	Environmental Justice	Equitable Education	School Facilities	Economic and Workforce Development	Redevelopment	Public Finance	Housing	Homelessness	Complete Streets	Transit	Smart Systems	Water	Energy	Waste	GHG Emissions	Public Facilities	Public Health and Social Services	Public Safety	Hazards	Flooding	Implementation
General Public		x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	
Private Sector / Business community		x	x			x				x		x	x	x	x	x		x	x		x	x								x
Chambers of Commerce										x	x	x	x	x																o
Homebuilders and Developers		x				x	x	x		x	x	x	x	x	x	x				x	x							x	x	x
Mayor & City Council																														x
City Manager																														x
Building & Safety		x	x																											x
City Attorney																														x
City Auditor																														x
City Clerk																														x
Communications			x																											x
Community Services																														x
Cultural Affairs																														x
Economic and Urban Development																														x
Finance																														x
Fire and Rescue																														x
Human Resources																														x
Information Technologies																														x
Government and Community Affairs																														x
Municipal Court																														x
Operations and Maintenance																														x
Parks and Recreation																														x
Planning																														x
Public Safety																														x
Public Works																														x
Youth Development & Social Innovation																														x
Clark County (Depts / agencies)																														x
CCSD																														x
SNWA / LVVWD																														x
NV Energy / SW Gas																														x
Telecommunications																														x
Republic Services																														x
State of Nevada (Depts / agencies)																														x
LVGEA																														x
Federal agencies																														x
NSHE																														x
RTC																														x
CCRFCD																														x
SNHD																														x
SNRHA																														x
LVMPD																														x

OUTCOMES AND PLAN EVALUATION

Prior to development of the City’s Master Plan, the City participated in the STAR Communities program, an effort that provided a comprehensive tracking and rating system for a wide range of sustainability metrics. The City achieved a 4-STAR rating in 2015. The City’s intent was to utilize the program to conduct a baseline assessment. A recertification effort began concurrently as the Master Plan began development; at about that time, the US Green Building Council and STAR Communities merged to form the LEED for Cities and Communities program which incorporated many of the elements from STAR into the LEED rating system. The data-driven, performance-based platform provided the City a way to incorporate many of the metrics from the system as outcomes for each goal of this master plan.

Each goal has reasonable measurable outcomes. It is the intent of this plan to not only utilize specific, consensus outcomes developed by STAR and LEED that are tailored to the City, but to also closely align with the goals, objectives, and strategies outlined within the Southern Nevada Strong Regional Plan.

In order for the plan’s progress to be assessed throughout this plan’s thirty year horizon, an evaluation process is recommended. Evaluation criteria enables a real judgment of planning effectiveness and can measure and provide information on how well the plan is performing. Based on this premise, assessments and evaluations of plans are prudent and necessary:

- After development of the Plan, the City must understand how well it is working, whether outcomes are being met and goals are being achieved and answer to each: why or why not? Knowing which strategies have made an impact toward the desired outcome and which goals were achieved can help shape future planning and decision-making. City officials and members of the public must know whether it is being followed.

- If there are deviations from the plan, or outcomes that perform lesser than expected or anticipated, what happens? Even though this plan is not absolute and shifts and deviations may occur, reasonable degrees of flexibility can be established; a plan too rigid may be too difficult to implement. Good plans take into account a certain degree of evolution in standards on which it was originally based, especially since assumptions change and errors in projections can occur.
- Since conditions may change, periodic updates are recommended to be made—but not at the cost of radically changing goals or to see how the plan as originally adopted performed. If an update is needed, goals that don’t perform as well can be examined and, if necessary, undergo adjustment.

Contained within the plan are “Fifty by ‘50” – the most important outcomes within this plan that the City looks to measure. These outcomes are largely the basis for determining achievement of the plan’s goals. For transparent communication of the plan’s outcomes and performance, the City will publish a prepared annual report submitted jointly to the Planning Commission and City Council, pursuant to NRS 278.190. This report, jointly developed by the City Manager’s Office / Strategic Services and Planning Department, with input from other Departments, will be reviewed by the Citizens Advisory Committee to evaluate and discuss annual progress and implementation of the plan, progress of the “Fifty by ‘50” outcomes and others highlighted for each goal, recommendations for plan improvement, CIP requests, and overall progress on goal achievement. The annual report will also be made available for public review on the City’s website and will be an initial step in a coordinated process of developing City Council priorities, a two-year Strategic Action Plan (when needed), the Mayor’s State of the City address, the annual budget, and the CIP.

CHAPTER 2: LAND USE AND ENVIRONMENT		
I.B	Land Use	The percentage of all development that occurs within this plan’s Regional Centers, Mixed-Use Centers, Corridor Mixed-Use, or Neighborhood Center Mixed-Use place types increases over time.
I.C	Historic Preservation	1 local historic district per 100,000 residents
II. B	Environment	The number of endangered species identified by the Clark County MSHCP is reduced
II. C	Urban Forestry	Plant and maintain 60,000 diverse and high quality native and adaptive trees on public and private property by 2050.
II. C	Urban Forestry	The City’s tree canopy increases to 20% by 2035 and 25% by 2050 utilizing native and adaptive drought tolerant tree species.
II. D	Parks	The City will provide 7 acres of parkland / 1,000 (by 2050)
II. E	Park Connectivity	85% of housing units are within ½ mile of public parks (by 2050)
II. F	Food & Urban Agriculture	No food deserts exist in the City by 2050.
II. F	Food & Urban Agriculture	The percentage of residents within ¼ mile of a food hub, healthy food retail outlet, or grocery store increases over time
II. G	Environmental Justice	By 2050, no brownfields are found within the City.
II. G	Environmental Justice	The annual number of days in which the Air Quality Index (AQI) exceeds 100 decreases over time
III	Planning Areas	With community support, adopt a specific plan for each area of the city.
CHAPTER 3: ECONOMY AND WORKFORCE		
I. A	Equitable Education	95% of adult population has attained a high school diploma by 2050.
I. A	Equitable Education	90% 4-year cohort high school graduation rate for all public schools in the City from each race/ethnicity, special education, ELL students, and low-income subgroup of students (2050)
I. B	School Sites	No school within the City of Las Vegas will be greater than 125% of its designed capacity by 2025, and no school will be greater than 110% of its designed capacity by 2030.
II. A	Economic Development	The number of businesses and the total employment related to each targeted industry sectors as identified in the Comprehensive Economic Development Strategy increases over time
II. A	Economic Development	Local and regional economic and business indicators improve, maintain positive trends or increases over time
II. A	Economic Development	The City’s unemployment rate maintains a negative trend over time and is less than or equal to the national unemployment rate
II. A	Economic Development	Equity indicators improve over time:
II. A	Economic Development	Wages and personal economic indicators improve, maintain positive trends, or increase over time
II. B	Redevelopment	By 2050, all assessed blighted and deteriorating areas within RDA-1, RDA-2, and other designated infill or redevelopment areas will have been successfully ameliorated
II. C	Public Finance	Maintain a fiscal reserve of at least 20% of operating costs with sufficient ending cash balances of 10% or prior year’s expenditures for operations, 20% for benefits, and 25% for capital projects
II. C	Public Finance	Develop at least one new consensus-based revenue stream
III. A	Housing	80% of City residents spend less than 45% of AMI on housing and transportation costs combined by 2050
III. A	Housing	Beginning in 2021, the City and SNRHA develop affordable housing produced at a rate of 5% annually
III. A	Housing	33% of total housing available is affordable housing, divided into affordability rates at 80% AMI, 50% AMI, and 30% and below AMI

III. B	Homelessness	The total unsheltered homeless population is reduced 50% by 2035, with functional-zero homelessness by 2050
III. B	Homelessness	The percentage of total residents and household living below the poverty line decreases by 25% by 2030 and those extremely low income households living at 30% of AMI decreases 50% by 2030
CHAPTER 4: SYSTEMS AND SERVICES		
I. A	Complete Streets	By 2050, the mode split for Drive Alone is 40%, 20% for transit, and 5% for Walking and Biking.
I. A	Complete Streets	By 2050, the Jobs-Housing balance index is 1.25.
I. A	Complete Streets	By 2050, the number of pedestrian, bicyclist, and vehicular fatalities caused by road crashes is zero.
I. B	Transit	75% of the region's residents are within a 1/2 mile of bus service, and 100% of the region will have access to some type of public transportation service by 2050.
I. B	Transit	By 2050, the population density along high capacity transit routes is at least 30 dwelling units per acre for BRT routes and 40 dwelling units per acre for LRT routes.
I. C	Smart Systems	Citywide implementation of a fiber-optic network for IoT devices by 2050
II. A	Water	Community water consumption will be reduced to 105 GPCD by 2035 and 90 GPCD by 2050, consistent with SNWA's Water Resource Plan
II. A	Water	LVVWD incurs no violation of Safe Drinking Water Act/EPA drinking water rules for chemical and microbial contaminants and turbidity
II. A	Water	The City remains in compliance with its NPDES permit with no violations of Clean Water Act effluent and reporting guidelines for all treated wastewater
II. B	Energy	80% of region's energy consumption at residential and commercial buildings is reduced through energy efficiency measures by 2050
II. B	Energy	50% of both municipal and community energy supply is from renewable sources by 2030, consistent with the Nevada RPS; and 100% by 2050
II. C	Waste	80% of the region's waste disposed of by landfill is reduced by 2050 and a recycling rate of at least 40% is achieved
II. D	GHG Emissions	28% of community greenhouse gas emissions are reduced by 2025 and 80% of community greenhouse gas emissions are reduced by 2050 from all major sectors
III. A	Public Facilities	To provide equitable access to all public buildings, facilities, and services, ensure that by 2050, 75% of residents live within 2 miles of a recreation or community center, library, or cultural center.
III. B	Public Health	By 2030, the City increases the number of hospital beds to 25 beds per 10,000 residents and maintains the number of ICU beds above 4 per 10,000 residents
III. B	Public Health	By 2030, the region increases the number of physicians to above 400 per 100,000 residents
III. B	Public Health	Personal health indicator trends improve over time
IV. A	Public Safety	Maintain Fire and Rescue Department's ISO Class 1 rating and CFAI accreditations.
IV. A	Public Safety	LVMPD maintains a ratio of 2 officers per 1,000 residents or better.
IV. A	Public Safety	Overall violent crime rates improve to a minimum of 5.5 homicides, 400 aggravated assaults, 70 forcible rapes, and 2,500 property crimes per 100,000 residents annually.
IV. B	Hazards	By 2050, no homes or critical infrastructure are located in high-risk hazard prone areas, unless appropriate mitigation, prevention, or adaptation measures are taken.
IV. C	Flooding	By 2050, no residences, businesses, or critical infrastructure are located within flood zones

OUTCOMES BY CHAPTER SUMMARY

✓ Indicates a Fifty by '50 outcome (pages 5-11 and 5-12)

CHAPTER 2: LAND USE AND ENVIRONMENT			FIFTY BY '50
I.B	Land Use	Each TOD placetype achieves a minimum score of 70 using the EPA's Smart Location Calculator by 2050	
I.B	Land Use	The percentage of all development that occurs within this plan's Regional Centers, Mixed-Use Centers, Corridor Mixed-Use, or Neighborhood Center Mixed-Use place types increases over time.	✓
I.B	Land Use	Total Index Score of 60 or greater on the Livability Index	
I.C	Historic Preservation	1 local historic district per 100,000 residents	✓
I.C	Historic Preservation	Increase of eligible historic landmarks by 20% by 2050	
I.C	Historic Preservation	The number of designated historic districts and neighborhoods increases	
I.C	Historic Preservation	The number of eligible structures and sites designated as local historic landmarks, added to local historic districts, and/or rehabilitated, restored, or converted through adaptive reuse increases annually	
I.C	Catalytic Sites	At least 60% of new residential and non-residential development occurs in designated placetypes, infill, and redevelopment areas by 2050	
II. B	Environment	The number of threatened species identified by the Clark County MSHCP is reduced	
II. B	Environment	The number of endangered species identified by the Clark County MSHCP is reduced	✓
II. B	Environment	No net loss of identified habitat areas of threatened or endangered species	
II. B	Environment	No net loss of identified wetlands or desert areas	
II. B	Environment	Identified natural areas and arroyos have been restored	
II. B	Environment	Existing and new identified invasive species have been eradicated or contained to prevent population growth and expansion	
II. C	Urban Forestry	Plant and maintain 60,000 diverse and high quality native and adaptive trees on public and private property by 2050.	✓
II. C	Urban Forestry	The City's tree canopy increases to 20% by 2035 and 25% by 2050 utilizing native and adaptive drought tolerant tree species.	✓
II. C	Urban Forestry	85% of the City's population lives within a 1/3 mile from green infrastructure features that provide localized cooling through park space, tree canopy cover, or vegetative surfaces.	
II. D	Parks	The City will provide 7 acres of parkland / 1,000 (by 2050)	✓
II. E	Park Connectivity	85% of housing units are within 1/2 mile of public parks (by 2050)	✓
II. E	Park Connectivity	90% of housing units are within 3 miles of trail (by 2050)	
II. F	Food & Urban Agriculture	At least one City-owned, operated, or leased community garden or urban agricultural site within each planning area by 2030.	
II. F	Food & Urban Agriculture	No food deserts exist in the City by 2050.	✓
II. F	Food & Urban Agriculture	The percentage of residents within 1/4 mile of a food hub, healthy food retail outlet, or grocery store increases over time	✓
II. F	Food & Urban Agriculture	The percentage of residents that are food insecure and utilizing SNAP decreases over time	

CHAPTER 2: LAND USE AND ENVIRONMENT			FIFTY BY '50
II. F	Food & Urban Agriculture	The percentage of children, seniors, and other identified vulnerable population that are food insecure decreases over time	
II. G	Environmental Justice	Achieve attainment or maintenance status for all measured criteria pollutants	
II. G	Environmental Justice	For any non-attainment pollutants, a decrease in the annual concentration	
II. G	Environmental Justice	By 2050, no brownfields are found within the City.	✓
II. G	Environmental Justice	The annual number of days in which the Air Quality Index (AQI) exceeds 100 decreases over time	✓
II. G	Environmental Justice	For each identified planning area, priority environmental justice conditions, risks, and exposure are reduced	
III	Planning Areas	With community support, adopt a specific plan for each area of the city.	✓

CHAPTER 3: ECONOMY AND WORKFORCE			FIFTY BY '50
I. A	Equitable Education	95% post-secondary attainment including high-quality credentials and associate, bachelor and graduate/professional degrees by 2050	✓
I. A	Equitable Education	33% of adult population has attained at least a Bachelor's degree by 2030 and 40% by 2050	
I. A	Equitable Education	90% 4-year cohort high school graduation rate for all public schools in the City from each race/ethnicity, special education, ELL students, and low-income subgroup of students (2050)	✓
I. A	Equitable Education	Literacy and subject matter proficiency rates improve over time for elementary, middle and high school students.	
I. A	Equitable Education	CCSD graduation rates increase to 95% by 2050	
I. A	Equitable Education	All schools within the City will be rated three stars or higher on the Nevada School Performance Framework.	
I. A	Equitable Education	Per pupil funding rates are greater than the national average.	
I. B	School Sites	No school within the City of Las Vegas will be greater than 125% of its designed capacity by 2025, and no school will be greater than 110% of its designed capacity by 2030.	✓
I. B	School Sites	The City will work with CCSD to site, permit, and/or construct at least 18 new elementary schools, 3 new middle schools, and 3 new high schools as population increases and space by 2050.	
I. B	School Sites	Percentage of schools within City of Las Vegas meeting the State of Nevada class-size requirements will increase by 50%.	
II. A	Economic Development	The number of businesses and the total employment related to each targeted industry sectors as identified in the Comprehensive Economic Development Strategy increases over time	✓
II. A	Economic Development	Local and regional economic and business indicators improve, maintain positive trends or increases over time	✓

CHAPTER 3: ECONOMY AND WORKFORCE			FIFTY BY '50
II. A	Economic Development	The City's unemployment rate maintains a negative trend over time and is less than or equal to the national unemployment rate	✓
II. A	Economic Development	Equity indicators improve over time	✓
II. A	Economic Development	Wages and personal economic indicators improve, maintain positive trends, or increase over time	✓
II. B	Redevelopment	By 2050, all assessed blighted and deteriorating areas within RDA-1, RDA-2, and other designated infill or redevelopment areas will have been successfully ameliorated	✓
II. B	Redevelopment	Over time, an increase of the percentage of all new commercial, residential, mixed-use that occur within RDA-1, RDA-2, and other designated infill or redevelopment areas.	
II. B	Redevelopment	The RDA's tax increment increases over time	
II. C	Public Finance	Maintain a fiscal reserve of at least 20% of operating costs with sufficient ending cash balances of 10% or prior year's expenditures for operations, 20% for benefits, and 25% for capital projects	✓
II. C	Public Finance	Develop at least one new consensus-based revenue stream	✓
II. C	Public Finance	The per capita amount of competitive Federal grant awards to the City increase over time	
III. A	Housing Choices	The percentage of new residential development that occurs within this plan's Regional Centers, Mixed-Use Centers, Corridor Mixed-Use, or Neighborhood Center Mixed-Use place types increases over time.	
III. A	Housing Choices	80% of City residents spend less than 45% of AMI on housing and transportation costs combined by 2050	✓
III. A	Housing Choices	Beginning in 2021, the City and SNRHA develop affordable housing is produced at a rate of 5% annually	✓
III. A	Housing Choices	Beginning in 2023, and annually thereafter, there is no net loss of subsidized affordable units	
III. A	Housing Choices	33% of total housing available is affordable housing, divided into affordability rates at 80% AMI, 50% AMI, and 30% and below AMI	✓
III. B	Homelessness	The total unsheltered homeless population is reduced 50% by 2035, with functional-zero homelessness by 2050	✓
III. B	Homelessness	The percentage of total residents and households living below the poverty line decreases by 25% by 2030 and those extremely low income households living at 30% of AMI decreases 50% by 2030	✓
III. B	Homelessness	The number and percentage of families, women, youth, LGBTQ, and additional homeless subpopulations that are homeless or living below the poverty line decreases over time	
III. B	Homelessness	The total unit count of bridge, transitional, and rapid-rehousing unit types increases to meet or exceed demand	

CHAPTER 4: SYSTEMS AND SERVICES			FIFTY BY '50
I. A	Complete Streets	Beginning in 2025, vehicle miles traveled (VMT) within the City is reduced 0.5% annually.	
I. A	Complete Streets	By 2050, the mode split for Drive Alone is 40%, 20% for transit, and 5% for Walking and Biking.	✓
I. A	Complete Streets	By 2050, the Jobs-Housing balance index is 1.25.	✓
I. A	Complete Streets	By 2050, the number of pedestrian, bicyclist, and vehicular fatalities caused by road crashes is zero.	✓
I. A	Complete Streets	By 2050, 100% of identified sidewalks are PROWAG compliant, 70% of identified crosswalks are marked and if on street parking is present, have curb extensions.	
I. A	Complete Streets	Maintain a minimum "Silver" level Bicycle Friendly Community designation from the League of American Bicyclists.	
I. B	Transit	By 2050, the mode split is 20% for transit.	
I. B	Transit	75% of the region's residents are within a 1/2 mile of bus service, and 100% of the region will have access to some type of public transportation service by 2050.	✓
I. B	Transit	The number of dwelling units within ¼ mile of a public transit route increases over time.	
I. B	Transit	The number of dwelling units within ½ mile of a station of a high capacity transit route, transit center, park 'n' ride, or mobility hub increases over time.	
I. B	Transit	By 2050, 50% of homes are within ½ mile of a public transit route or are served by a call 'n' ride or microtransit service areas.	
I. B	Transit	By 2050, the population density along high capacity transit routes is at least 30 dwelling units per acre for BRT routes and 40 dwelling units per acre for LRT routes.	✓
I. C	Smart Systems	Implementation and support of identified "Smart Cities" demonstration projects occurring within the City's Innovation District pursuant to the framework identified in the Smart Plan	
I. C	Smart Systems	Debut annual "Emerging Technology" deployments.	
I. C	Smart Systems	Ongoing deployment of coordinated FAST smart mobility TSM/ITS and V2I technologies for use and application by connected and autonomous vehicles	
I. C	Smart Systems	Citywide implementation of a fiber-optic network for IoT devices by 2050	✓
I. C	Smart Systems	Number of public EV charging stations increases to 1.07 per 10,000 residents	
I. C	Smart Systems	EV registrations increases over time	
I. C	Smart Systems	Creation of "Smart City" analytic dashboard	
II. A	Water	Community water consumption will be reduced to 105 GPCD by 2035 and 90 GPCD by 2050, consistent with SNWA's Water Resource Plan	✓
II. A	Water	CLV municipal operations shall reduce total water consumption 2% annually, covering the sectors of buildings and facilities, park and landscaping, and wastewater treatment	
II. A	Water	LVVWD incurs no violation of Safe Drinking Water Act/EPA drinking water rules for chemical and microbial contaminants and turbidity	✓
II. A	Water	The City remains in compliance with its NPDES permit with no violations of Clean Water Act effluent and reporting guidelines for all treated wastewater	✓
II. A	Water	The City incurs no major NPDES violations on its MS4 permit for stormwater quality	

CHAPTER 4: SYSTEMS AND SERVICES			FIFTY BY '50
II. B	Energy	80% of region's energy consumption at residential and commercial buildings is reduced through energy efficiency measures by 2050	✓
II. B	Energy	50% of both municipal and community energy supply is from renewable sources by 2030, consistent with the Nevada RPS; and 100% by 2050	✓
II. B	Energy	Municipal operations shall reduce total energy consumption 2% annually, covering the sectors of buildings and facilities, streetlighting, and wastewater treatment	
II. C	Waste	80% of the region's waste disposed of by landfill is reduced by 2050 and a recycling rate of at least 40% is achieved	✓
II. C	Waste	Eliminate landfill-based emissions by 2050	
II. C	Waste	CLV municipal operations shall reduce waste stream 2% annually	
II. D	GHG Emissions	Achieve carbon neutrality for City of Las Vegas municipal operations by 2050	
II. D	GHG Emissions	28% of community greenhouse gas emissions are reduced by 2025 and 80% of community greenhouse gas emissions are reduced by 2050 from all major sectors	✓
III. A	Public Facilities	To provide equitable access to all public buildings, facilities, and services, ensure that by 2050, 75% of residents live within 2 miles of a recreation or community center, library, or cultural center.	✓
III. A	Public Facilities	Maintain a facility service standard of 3.6 City employees (non-public safety) per 1,000 residents and 321 square feet per employee	
III. B	Public Health	By 2030, the City increases the number of hospital beds to 25 beds per 10,000 residents and maintains the number of ICU beds above 4 per 10,000 residents	✓
III. B	Public Health	By 2030, the region increases the number of physicians to above 400 per 100,000 residents	✓
III. B	Public Health	Personal health indicator trends improve over time	✓
III. B	Public Health	The number of adults and children with insurance increase to above 95%	
III. B	Public Health	Designated Health Professional Shortage Area designations are removed within the City	
IV. A	Public Safety	Maintain Fire and Rescue Department's ISO Class 1 rating and CFAI accreditations.	✓
IV. A	Public Safety	90% of response times are in compliance with NFPA standards from dispatch to first response.	
IV. A	Public Safety	LVMPD maintains a ratio of 2 officers per 1,000 residents or better.	✓
IV. A	Public Safety	LVMPD and Las Vegas City Marshals achieve and maintain CALEA accreditation.	
IV. A	Public Safety	Overall violent crime rates improve to a minimum of 5.5 homicides, 400 aggravated assaults, 70 forcible rapes, and 2,500 property crimes per 100,000 residents annually.	✓
IV. B	Hazards	By 2050, no homes or critical infrastructure are located in high-risk hazard prone areas, unless appropriate mitigation, prevention, or adaptation measures are taken.	✓
IV. B	Hazards	Earn accreditation by the Emergency Management Accreditation Program (EMAP) by 2025.	
IV. B	Hazards	Percentage of residents living in high risk areas reduced over time.	
IV. C	Flooding	By 2050, no residences, businesses, or critical infrastructure are located within flood zones	✓
IV. C	Flooding	No deaths attributable to flooding occur	
IV. C	Flooding	Maintain or exceed the City's Community Rating System (CRS) Class 5 status as part of the National Flood Insurance Program.	

On their own, long-range master plans often do not produce results without short-term, time-based implementation plans paired with them. The master plan is absolutely necessary to establish vision, guide beyond political timeframes, and start to plan the funding streams that need to be established over a 30-year horizon to meet outcomes. Often what is lacking is the breaking down of a plan into manageable and implementable steps. For this reason, it is recommended that the City Council and city management adopt 2-year strategic action plans. Two years accounts for political leadership, the election cycle, the annual budget and CIP cycle, and is a commitment that is realistic to keep to the public and stakeholders. It forces accountability internally and externally.

A 2-year strategic action plan is developed through direct consultation with this Master Plan, its overall vision, goals, the Fifty by Fifty outcomes, and key actions. These must align with direct input from:

- The general public and CAC
- The Mayor and City Council
- City leadership
- City departments
- The private sector

In developing each year's strategic action plans, several important points must be adhered to, as recommended in the Public Finance goal:

- The priorities of the City Council, each of the City's strategic action plans, and department level strategic business plans must be aligned with the plan's outcomes, the budget process, and the CIP. While there are several ways to adjust and accommodate this, once Council priorities are determined, any discretionary funds available should be dedicated toward the outcome first; otherwise, other operational and short-term projects won't move the City toward a desired

outcome. The CIP is a compilation and analysis of the capital needs anticipated during the short, mid, or long-term. Recommended capital improvements shall conform with this plan, pursuant to NRS 278.0226, to help in achieving its goals and outcomes. Therefore, any new CIP requests that are made must be reviewed for conformance with the Master Plan.

- During each strategic planning and budgeting process, ideas must be clearly communicated throughout the City. The City Council and executives must communicate the desired outcomes, goals, and priorities to the directors and managers, especially to the Finance Department and Public Works Departments as they prepare the annual budget and CIP so that resources are appropriately applied. The City already reports the results of the facilitations and strategic priorities transparently, as well as the City's budget and spending, and should continue to do.
- Measure and Evaluate – As described below/next, with defined goals and outcomes, the City must measure and evaluate progress to ensure resources are spent accordingly and worth the investments made. Regular budget , deviations from the original budget can be made quickly, keeping the organization agile while still reaching its goals.

Fortunately, the City has taken steps to do this. Previous facilitated annual retreats have been held with City leadership and the City Council to develop strategic priorities. The process should therefore be no different than the ones previously undertaken, only done so framed with the Master Plan and its "Fifty by '50" outcomes as a guide. Given that, the City should align the cycle of development of these Strategic Action Plans and would typically follow a schedule as suggested on the next page.

SAMPLE TWO-YEAR ACTION PLAN

YEAR 1 (ODD FISCAL YEARS)

July 1: Begin fiscal year – Collect prior year data, report development

Quarter 1:

- Annual report delivered at a joint Planning Commission-City Council workshop
- Council priority development for Years 1-2
- Facilitated meetings with departments
- Prepare 2-Year Strategic Action Plan and departmental strategic business plans
- Consideration and adoption of two-year Strategic Action Plan, conforming departmental strategic business plans

Quarter 2: Year 2 Budget/CIP development process

January: State of the City – deliver update on Year 1 progress, recommendations and outlook for Year 2

Quarters 3-4: Submit Year 2 tentative and final budgets and CIP for Council approval; approval by State

YEAR 2 (EVEN FISCAL YEARS)

July 1: Begin fiscal year - Collect prior year data, report development

Quarter 1:

- Annual report delivered at a joint Planning Commission-City Council workshop
- Approve bill draft requests and legislative priorities for odd-year legislative session

Quarter 2: Year 3 Budget/CIP development process

November Election

January: State of the City – deliver update on Year 2 progress, recommendations and outlook for Year 3 and newly seated council

February – June: State legislative session

Quarters 3-4: Submit Year 3 tentative and final budgets and CIP for Council approval; approval by State

CYCLE REPEATS

RECOMMENDATIONS FOR CONSIDERATION

Implementation of this master plan may require some additional recommendations to ensure they are long-lasting and accountable. While some are bold and innovative, they remain advisory and should be carefully reviewed and studied to determine their ultimate impact on meeting the long-term goals of the plan and direction of the City Council

CITIZENS ADVISORY COMMITTEE (CAC)

Upon adoption of the plan, it is recommended that the City Council form a CAC to oversee implementation of the master plan and specific advisory opinions and recommendations for the City Council or Planning Commission's consideration. This should be a formally created board with equitably appointed representatives from each of the sixteen areas of the City and comprised of members that reflect the demographic makeup of the City. The CAC should also include representation from:

- The private sector and developers
- Seniors
- Youth
- LGBTQ+
- Law enforcement
- Educators
- Homeless

Subject to the Open Meeting law, the CAC's primary purpose would be to routinely discuss municipal and community matters of the City in an open forum and advise Council members on measures necessary for the implementation of the Master Plan. The CAC should be well supported and guided by designated staff members from relevant or applicable city departments. Doing so will fulfill the intent of NRS 278.190, which requires promotion of the plan with members of the public.

CONSOLIDATION OF BOARDS AND COMMISSIONS

With creation of a CAC, an opportunity exists for the City to consider compressing the City's numerous other Boards and Commissions that meet infrequently and do not have any other requirement to convene pursuant to the City Charter or NRS. While some have a specific purpose and actively or regularly meet to carry out specific duties, including the Planning Commission, Historic Preservation Commission, Arts Commission, and Civil Service Board, others do not. The City Council should carefully weigh such an action to consolidate these groups so as to not limit opportunities for civic participation or discussion of specific topics.

COMPREHENSIVE REVISION OF LVMC

Repeal and amend such portions of code that may no longer be applicable or of use can help streamline the efficiency and effectiveness of the City's government. An effective review of the laws and policies of the City is also necessary for good governance. Las Vegas Municipal Code contains many provisions that are outdated, no longer used, or ineffective.

"GUIDING PRINCIPLES OFFICIALS"

The City has already had success in forming different offices and creating positions that reflect the guiding principles of this plan, including a Chief Sustainability and Resilience Officer and Office of Sustainability, and a Chief Innovation Officer and Office of Innovation. Therefore, the Plan recommends hiring of additional officials within the City Manager's Office, Organizational Development, Human Resources, or other appropriate departments covering other guiding principles of this plan, including:

- A Chief Livability Officer that may coordinate and oversee regional issues relating to overall city and community quality of life.
- A Chief Health Officer that may coordinate between SNHD and other departments on workplace health and safety, public health, and Health-in-All policies

- A Chief Equity Officer that may oversee organizational diversity and community human and civil rights. A dedicated environmental justice staff member is recommended.

INTER-DEPARTMENTAL ORGANIZATION

With the development of specific plans for each area of the City, an opportunity exists to create specialty teams, interdepartmental working groups, or cross-department integration. Specific divisions of departments and staff could be dedicated to focused areas to handle all concerns of the City from the public, developers or businesses. As an example, one area (or small groups of multiple areas) of the City could have a dedicated team comprised of a staff member (or members) that know and understand the area's respective geography and neighborhoods and work exclusively on projects or issues within those boundaries:

- Long Range Planning: to provide project review and facilitate specific questions or concerns arisen from the special area plan, as well as coordinate directly with the CAC.
- Public Planning: to handle specific questions from the public and to provide initial resources on zoning, permitting, special exceptions, and information to the public and developers
- Case Planning: to handle specific planning cases and entitlements that appear before the Planning Commission (and City Council, if necessary)
- Economic and Urban Development: to address business and workforce development
- Business licensing: to handle any issues from businesses
- Youth Development and Social Innovation: to coordinate school and education issues between the City and CCSD.
- Code Enforcement: to address both proactive and initiated enforcement and public safety concerns

- Parks and Recreation: to handle special events and any issue related to parks or facilities
- Community Services: to handle matters relating to housing, affordability, and homelessness.
- Public Works: to coordinate capital projects, traffic, transit, transportation, or parking concerns and provide project review

EXPANSION OF THE NUMBER OF SEATS ON LAS VEGAS CITY COUNCIL

Currently there are six wards of the Council serving approximately 112,000 residents each. The ratio of members to residents will only continue to increase over time; if the number of councilmembers were to remain fixed, by 2050, Councilmembers would be representing more than 160,000. While smaller in size, the City of Reno's City Council is also composed of a Mayor and six members. And due to changes made during the 2019 legislative session, the Clark County Commission will expand to 9 members beginning in 2022. While there is no direct formula for size, for other cities about the same size as Las Vegas,

- **Boston, MA:** Mayor-Council – 13 total: 9 councilmembers by district, plus 4 elected at large
- **Detroit, MI:** Mayor-Council – 9 total: 7 councilmembers by district, plus 2 elected at large
- **Memphis, TN:** Mayor-Council – 13 councilmembers by district
- **Oklahoma City, OK:** Council-Manager – 9 total: 8 councilmembers by district, plus Mayor elected at large
- **El Paso, TX:** Council-Manager – 9 total: 8 councilmembers by district, plus Mayor elected at large

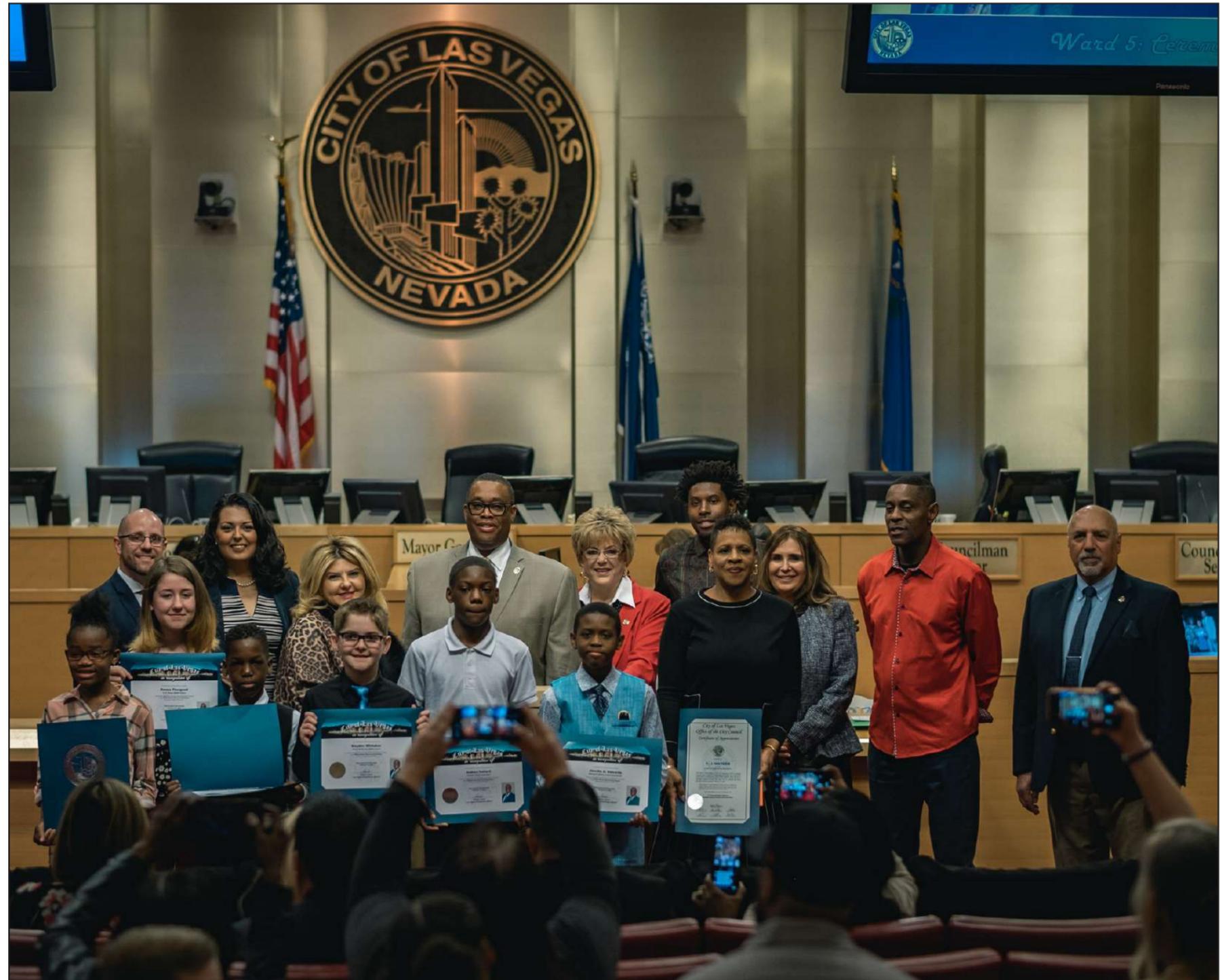
Should the City consider an increase in Council size, it may add to administrative costs, but will also increase public access, responsiveness, and the share of representation. A similar expansion of the municipal judiciary may also be needed, but the City is already empowered to create such additional Municipal Court departments as needed.

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AN UPDATED CITY CHARTER FOR THE 21ST CENTURY

Article VIII of the Nevada Constitution grants the Legislature the power to form municipal governments through general law or by Special Act. The City's current Charter was established in 1983, and periodically amended by the Legislature. This Master Plan suggests many topics in which the City is not otherwise empowered to act and may require enabling powers for the Council to act. Limited "functional" home rule authority for matters of local concern are described in NRS Chapter 268 – powers and duties common to general law and chartered cities, but there are limitations on exercising those powers. Additional powers are also enumerated under NRS 268, but the City Council may need additional enumerated capabilities for them to explicitly perform expanded duties to accomplish the outcomes of the plan, whether within the Charter itself or within statute. While a wholesale revision of this foundational document may not be required, at nearly forty years of age, some of the recommendations within this Plan may give the City Council and its management pause to consider future amendments to allow for more efficient self-governance and limited home rule. Some of those provisions could include:

- Inclusion of enabling provisions for specific issues.
- Voter approved amending provisions.
- The ability to form or establish other committees or subcommittees to transparently discuss specific matters in a formal setting prior to consideration by the full Council.
- Additional revenue enabling authority.
- Utilization of the hybrid strong mayor-city manager system that includes traditionally defined executive-legislative powers common in other Nevada general law cities and some chartered cities. Executive functions are overseen by a trained city manager and coordinated with an official Mayoral executive position that reserves the right to veto items passed by the City Council, subject to a supermajority override.



VI ACTION PLAN

The implementation tools outlined in this Chapter should be used to achieve the goals and objectives of the Master Plan. Comprehensive implementation actions have been developed to organize and apply these tools. Under each topic, specific actions, tools, and a timeframe for implementation are identified. The details of the strategies to implement the Master Plan are specified in the table below.

TIMEFRAME

- Ongoing: annually
- Short-Term: 1-5 years
- Mid-Term: 1-10 years
- Long-Term: 10-30 years

RESPONSIBLE PARTY

- PLAN: Planning Department
- EUD: Economic and Urban Development
- CMO: City Manager's Office
- FIN: Finance
- OCS: Office of Community Services
- OM: Operations and Maintenance
- PR: Parks and Recreation
- PS: Public Safety
- OEM: Office of Emergency Management
- CA: Cultural Affairs
- PW: Public Works
- YDSI: Youth Development and Social Innovation
- RDA: Redevelopment Authority

PARTNERS

- BLM: Bureau of Land Management
- CC: Clark County
- CoC: Las Vegas Metro Chamber of Commerce
- DEV: Developers
- LVCCLD: Las Vegas-Clark County Library District
- LVMPD: Las Vegas Metropolitan Police Department
- NPS: National Park Service
- NSHE: Nevada System of Higher Education
- REP: State Representative
- RFCD: Regional Flood Control District

- RTC: Regional Transportation Commission of Southern Nevada
- SNHD: Southern Nevada Health District
- TEL: Telecommunications providers
- UNCE: University of Nevada Cooperative Extension
- UNLV: University of Nevada, Las Vegas
- UTIL: Utilities

TOOL

- CIP: Capital Improvement
- LEG: Federal/State Legislative changes
- PAR: Partnership
- POL: Local policy or regulation (PC/CC)
- PRG: CLV Program

COST

- \$ = Primarily internal staff time
- \$\$ = outside consulting services expected; \$25,000 < cost < \$100,000
- \$\$\$ = \$100,000 < Capital improvements < \$1,000,000
- \$\$\$\$ = 1 million - 10 million
- \$\$\$\$\$ = 10 million+

EASE OF IMPLEMENTATION

- Grade scale of A to D (A being easiest to implement) based on anticipated level of effort and cost

Sec.	Topic	Key Action	Prime Guiding Principle	Timing	Lead Dept.	Partner	Tool	Cost	Ease
CHAPTER 2: LAND USE AND ENVIRONMENT									
I.A	Land Use	Transform zoning regulations for corridors and nodes to encourage a greater mixture of uses and densities to support transit.	Livable	SHORT	PLAN	Dev	POL	\$\$	B
I.A	Land Use	Create subarea plans for each planning area	Livable	SHORT	PLAN	Public	POL	\$\$	B
I.A	Land Use	Prioritize catalytic redevelopment sites	Livable	SHORT	EUD	Dev	INC	\$\$	B
I.A	Land Use	Require new subdivisions to be built with greater emphasis on traditional neighborhood design principles.	Livable	SHORT	PLAN	Dev	POL	\$\$	C
I.A	Land Use	Incentivize new development types by streamlining the development review process.	Livable	SHORT	PLAN	Dev	INC	\$\$	C
I.A	Land Use	Develop a strategy for integrating "missing middle" housing types into existing neighborhoods.	Livable	MID	OCS	Dev	POL	\$	C
I.A	Land Use	Strengthen neighborhood identity and pride by planning area.	Livable	SHORT	PLAN	Public	PRG	\$	C
I.B	Historic Preservation	Promote and expand awareness of historic preservation and embed into development decisionmaking.	Livable	ON	PLAN	Public	PRG	\$	A
I.B	Historic Preservation	Continue to strengthen the City's Historic Preservation Office and Commission	Livable	ON	PLAN	Public	PRG	\$\$\$	B
I.B	Historic Preservation	Conduct proactive historic surveys for different locations and resource types	Livable	ON	PLAN	Public	PRG	\$\$	C
I.B	Historic Preservation	Prioritize education about value of historic preservation resources available, celebrating cultural heritage	Livable	ON	PLAN	Public	PRG	\$\$	B
I.B	Historic Preservation	Balance redevelopment pressures with preservation efforts to preserve key resources while encouraging adaptive reuse and sensitive infill development	Livable	LONG	PLAN	Dev	PRG	\$\$	D
I.C	Catalytic Sites	Amend zoning for corridor and mixed-use place types to incorporate stronger design standards and a more flexible mixture of uses.	Livable	ON	PLAN	Dev	POL	\$\$	C
I.C	Catalytic Sites	Develop a set of incentives for sites outside the RDA to help finance redevelopment.	Livable	SHORT	EUD	Dev	INC	\$	C
I.C	Catalytic Sites	Work with property owners of catalytic sites to encourage packaging their sites for redevelopment by marketing them via requests for proposals or qualifications.	Livable	ON	EUD	Private	PRG	\$	D
I.C	Catalytic Sites	Host investor tours, developer matchmaking events to spark interest in key redevelopment sites.	Livable	ON	EUD	Dev	PRG	\$	B
I.C	Catalytic Sites	Streamline the development review process and entitlements for priority redevelopment sites.	Livable	SHORT	PLAN	Dev	PRG	\$\$	B

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Sec.	Topic	Key Action	Prime Guiding Principle	Timing	Lead Dept.	Partner	Tool	Cost	Ease
CHAPTER 2: LAND USE AND ENVIRONMENT									
III. B	Environment	SNPLMA must continue to be supported as it has been an effective tool for concentrating urban growth, while providing funding for open space	Livable	ON	PW	BLM	PRG	\$	B
III. B	Environment	Utilize Tule Springs National Monument to its potential as a valuable open space asset for the City	Resilient	ON	PR	NPS	PRG	\$\$	C
III. B	Environment	Preserve and maintain open space as a balance to man-made development.	Resilient	LONG	PLAN	BLM	PRG	\$\$	D
III. B	Environment	Preserve and protect areas of important environmental/ecological consideration, and incorporate such areas into the park and recreation system.	Resilient	LONG	PLAN	BLM	PRG	\$\$\$\$	D
III. B	Environment	Preserve and maintain our natural resources for ourselves and future generations.	Resilient	LONG	PLAN	BLM	PRG	\$\$\$\$	C
III. B	Environment	Use native plants to meet environmental objectives and reduce maintenance requirements; use native plants to reduce watering, fertilizing, and mowing.	Resilient	ON	PLAN	Dev	POL	\$	B
III. B	Environment	Be a model for stewardship through city practices, maintenance, operations, land management, and facilities.	Resilient	ON	PLAN	Dev	POL	\$\$	C
III. B	Environment	Continue to partner with agencies, organizations, and businesses to enhance natural resource access and management.	Resilient	ON	PLAN	BLM	PAR	\$	A
III. B	Environment	Develop and implement sustainable practices.	Resilient	ON	PLAN	Private	PRG	\$	C
III. B	Environment	Reclaim areas of environmental/ecological deterioration using available resources from the public, quasi-public and private sectors.	Resilient	LONG	PLAN	Private	PRG	\$\$\$\$	D
III. B	Environment	Adopt a policy to further enable the use of conservation easements and the transfer of development rights program pursuant to NRS 111 for open space and sensitive lands that warrant protection	Livable	SHORT	PLAN	Private	POL	\$\$	D
III. B	Environment	Protect historical sites by the inclusion of them into an open space park system	Livable	MID	PLAN	SHPO	POL	\$\$\$\$	C
III. C	Urban Forestry	Within each area of the city, especially those with vulnerable populations, and when temperatures exceed 100 degrees, prepare an adequate extreme heat response	Equitable	ON	OCS	SNHD	PRG	\$\$\$\$	B
III. C	Urban Forestry	Institute resilient best management urban design practices to ensure high quality landscape architecture for public facilities and private developments	Resilient	MID	PLAN	Private	CIP	\$\$	C
III. C	Urban Forestry	Increase outreach and education on trees and landscaping	Livable	ON	PLAN	Public	PRG	\$\$\$	B
III. C	Urban Forestry	In keeping with Tree City USA and urban forestry commitments, plant 60,000 high quality trees composed of a diverse list of native and adaptive species on public and private property that are tolerant of heat, cold, and wind; water efficient; low maintenance; non-invasive, and pest and disease resistant.	Resilient	ON	PR	Private	PRG	\$\$\$\$	C

Sec.	Topic	Key Action	Prime Guiding Principle	Timing	Lead Dept.	Partner	Tool	Cost	Ease
CHAPTER 2: LAND USE AND ENVIRONMENT									
III. D	Parks	Increase the amount of park and open space acreage	Equitable	ON	PW	Private	CIP	\$\$\$\$	A
III. D	Parks	Continue to integrate education, arts, and culture into community centers	Livable	ON	PR	Public	PRG	\$\$\$\$	C
III. D	Parks	Ensure safe, accessible park design	Livable	SHORT	PW	Private	PRG	\$	A
III. D	Parks	Develop innovative park typologies as part of redevelopment	Innovative	SHORT	PLAN	Private	PRG	\$\$	B
III. E	Park Connectivity	Work with appropriate agencies and stakeholders to implement the region's non-motorized loop.	Healthy	SHORT	PR	RTC	CIP	\$\$\$\$	C
III. E	Park Connectivity	Continue to improve bicycle and pedestrian access along major roads and increase safety of alternative transportation.	Healthy	ON	PW	RTC	CIP	\$\$\$\$	C
III. E	Park Connectivity	Revise residential zoning to require a greenway along corridors and limit the use of walls	Healthy	SHORT	PLAN	Private	POL	\$\$	C
III. E	Park Connectivity	Explore public-private partnerships to formalize public access to privately-held open spaces	Innovative	ON	PR	Private	PAR	\$\$	B
III. F	Food & Urban Agriculture	Decrease food deserts and reduce food swamps in low-income, food insecure planning areas, further incentivize the establishment of grocery stores and healthy food retail outlets.	Healthy	MID	PLAN	UNCE	POL	\$\$	D
III. F	Food & Urban Agriculture	Provide at least one accessible community garden for urban agriculture activity in each planning area.	Livable	SHORT	PLAN	UNCE	POL	\$\$	B
III. F	Food & Urban Agriculture	Work closely with the Southern Nevada Food Council, CCSD, the University of Nevada Cooperation Extension, Three Square Food Bank, and other stakeholders to address food insecurity, hunger, and access issues for city residents.	Healthy	LONG	PLAN	UNCE	PAR	\$	B
III. F	Food & Urban Agriculture	Further expand allowable agricultural uses and activities within the community.	Livable	SHORT	PLAN	Private	POL	\$	B
III. G	Environmental Justice	Hire a staff member within the City that has experience with environmental justice.	Equitable	SHORT	PW	CC	PRG	\$	B
III. G	Environmental Justice	Implement the actions from the Land Use Chapter that reduce or eliminate brownfield and greyfield locations.	Healthy	ON	EUD	NDEP	CIP	\$\$\$\$	C
III. G	Environmental Justice	Implement projects and actions from other parts of this plan that improve air and water quality	Healthy	ON	PW	CC	CIP	\$\$\$\$	D
III. G	Environmental Justice	Incorporate environmental justice criteria and priorities into LVMC and continue to enforce environmental regulations and permitting to ensure clean air and water.	Healthy	SHORT	PLAN	CC	POL	\$\$	C

Sec.	Topic	Key Action	Prime Guiding Principle	Timing	Lead Dept.	Partner	Tool	Cost	Ease
CHAPTER 3: ECONOMY AND WORKFORCE									
I. A	Equitable Education	Expand the role and scope of the Department of Youth Development and Social Innovation as a partner to educate City youth	Livable	SHORT	YDSI	CCSD	PRG	\$\$\$\$	B
I. A	Equitable Education	Continue offering and expand supplemental before and after school programs and partnerships to achieve better K-12 educational outcomes	Livable	ON	YDSI	CCSD	PRG	\$\$\$\$	B
I. A	Equitable Education	Develop an educational support program with underperforming CCSD schools to provide additional resources for students and parents	Innovative	SHORT	YDSI	CCSD	PRG	\$\$\$\$	C
I. A	Equitable Education	Resolve to support continuing education, workforce development, and collegiate program to improve post high school educational outcomes	Innovative	MID	YDSI	NDEP	PAR	\$	C
I. A	Equitable Education	Partner with NSHE to expand UNLV and CSN campuses and siting and development of a new state college campus tailored to City of Las Vegas residents with a dedicated focus on granting targeted and specialized 2 and 4 year degrees to further add teacher capacity.	Livable	LONG	YDSI	NSHE	LEG	\$\$\$\$	D
I. B	School Sites	Coordinate with CCSD on future school and facility needs to better integrate school siting, future student growth, and facility needs in city capital improvement programming	Livable	ON	PLAN	CCSD	PAR	\$	C
I. B	School Sites	Resolve to support future bond measures for capital improvement plans that alleviate overcrowding, add classrooms, and eliminate portables	Livable	SHORT	CMO	CCSD	POL	\$	B
I. B	School Sites	For future CCSD school facilities, additions, and expansions, partner with CCSD to acquire land or property for schools where overcrowding exists, expedite permitting and construction and ensure optimal locations of schools within master planned communities	Equitable	SHORT	PLAN	CCSD	PAR	\$	C
I. B	School Sites	Continue working with CCSD on Safe Routes to School for existing and future schools	Healthy	ON	PW	CCSD	PRG	\$	A
I. B	School Sites	As part of a larger legislative request, coordinate with CCSD to enable additional development funding for school construction	Equitable	SHORT	CMO	CCSD	LEG	\$	D
I. B	School Sites	Work with CCSD to ensure dedicated magnet schools and academies and special and alternative schools are built and equitably distributed so additional seats are available	Equitable	SHORT	YDSI	CCSD	PAR	\$	C
I. B	School Sites	Better assess new charter and private school development, while accommodating their construction	Equitable	ON	PLAN	Private	POL	\$	B
II. A	Econ. Dev't	Participate in the drafting of future iterations of the Comprehensive Economic Development Strategy (CEDs) and develop a strategic plan that specifically aligns and implements the strategy	Innovative	ON	EUD	LVGEA	POL	\$	B
II. A	Econ. Dev't	Partner with regional organizations to incentivize and attract new businesses with well-paying jobs to targeted sectors	Innovative	ON	EUD	LVGEA	INC	\$	C
II. A	Econ. Dev't	Foster a low cost and responsibly regulated business environment where small businesses can grow and thrive	Livable	ON	PLAN	LVGEA	POL	\$	B

Sec.	Topic	Key Action	Prime Guiding Principle	Timing	Lead Dept.	Partner	Tool	Cost	Ease
CHAPTER 3: ECONOMY AND WORKFORCE									
II. A	Econ. Dev't	Collaborate, expand, and contribute to regional workforce development efforts with key education stakeholders and providers	Livable	ON	EUD	NSHE	PAR	\$\$\$\$	D
II. B	Redev't	Update and adopt a Redevelopment Plan for both RDA-1 and RDA-2 in alignment with this plan and the Vision 2045 Downtown Las Vegas Masterplan	Livable	SHORT	RDA	Private	POL	\$	C
II. B	Redev't	Modify the RDA's TIF program for specific identified purposes and to capture added value.	Livable	SHORT	RDA	Private	POL	\$	C
II. B	Redev't	Consider selective expansion of redevelopment areas consistent with Land Use goals and the 2050 General Plan to ensure redevelopment, small business development, and the ability to attract major large employers that are aligned with the Comprehensive Economic Development Strategy (CEDs)	Innovative	MID	RDA	Private	INC	\$	D
II. C	Public Finance	Work to attain reasonable legislative changes that permit flexibility in revenue generation.	Equitable	SHORT	CMO	NV	LEG	\$	D
II. C	Public Finance	Adopt budget savings and government efficiency measures.	Equitable	SHORT	FIN	Private	PRG	\$	C
II. C	Public Finance	Maintain accessible and transparent budgets, audits, and reviews of City expenditures.	Equitable	ON	CMO	Private	PRG	\$	A
II. C	Public Finance	Resolve to align the annual budget and capital improvement projects to achieve outcomes of the master plan.	Livable	ON	CMO	Private	POL	\$	B
III. A	Housing Choices	Diversify and improve housing stock to include a range of building types and "missing middle" housing appropriate for transit-oriented developments	Livable	MID	PLAN	Private	PRG	\$	C
III. A	Housing Choices	Integrate affordable housing into the place types identified in the Land Use Chapter through the use of zoning regulations and other enabled policies	Livable	SHORT	PLAN	Private	POL	\$	C
III. A	Housing Choices	Amend LVMC Title 19 to remove affordability barriers and to allow more mixed residential dwelling unit types in areas of transformation and enhancement, including accessory dwelling units, garage conversions, casitas, or granny flats, with selective applications in areas of preservation	Livable	SHORT	PLAN	Private	POL	\$	B
III. A	Housing Choices	Accommodate a population increase of approximately 309,000 new residents by constructing approximately 110,000 new dwelling units, of which 121,000 of the City's total 366,535 projected units must be affordable or meet HUD's affordability criteria	Equitable	LONG	PLAN	SNRHA	PRG	\$	C
III. B	Homeless	Adopt and annually evaluate the City's Homeless Strategic Plan designed to guarantee that basic needs are met in the community and ensure it is in alignment with Help Hope Home, the Southern Nevada Continuum of Care and other regional efforts	Livable	SHORT	OCS	CoC	PRG	\$	A
III. B	Homeless	Employ direct homelessness prevention measures and a "Housing First" strategy to quickly and efficiently serve at-risk or homeless individuals	Livable	ON	OCS	CoC	PRG	\$\$\$\$	D
III. B	Homeless	Provide intervention services, to serve as a basic temporary resource and provide a pathway out of homelessness	Livable	ON	OCS	CoC	PRG	\$\$\$\$	B

Sec.	Topic	Key Action	Prime Guiding Principle	Timing	Lead Dept.	Partner	Tool	Cost	Ease
CHAPTER 3: ECONOMY AND WORKFORCE									
III. B	Homeless	Develop sustainable funding streams and resources that can be leveraged and applied to combatting homelessness	Equitable	SHORT	CMO	CoC	PAR	\$\$\$\$	C
III. B	Homeless	Educate the community and homeless individuals and families on homelessness issues while thoughtfully mitigating impacts of homelessness on the community	Livable	SHORT	CMO	CoC	PRG	\$\$\$	A

Sec.	Topic	Key Action	Prime Guiding Principle	Timing	Lead Dept.	Partner	Tool	Cost	Ease
CHAPTER 4: SYSTEMS AND SERVICES									
I. A	Complete Streets	To reduce VMT and diversify the City's modal split, adopt the "Layered Complete Street Network" as part of the Master Plan for Streets and Highways, and construct the recommended improvements essential for traffic management, safety, and regional economic development.	Livable	ON	PW	RTC	CIP	\$\$\$\$\$	B
I. A	Complete Streets	Achieve a jobs-housing balance through the adoption of TOD placetypes	Livable	SHORT	PLAN	RTC	POL	\$\$	B
I. A	Complete Streets	Infrastructure must be well maintained by properly allocating funding and resources	Livable	ON	OM	RTC	CIP	\$\$\$\$\$	C
I. A	Complete Streets	Further reduce VMT, congestion, wasted time, and emissions by working with regional partners to embrace transit, TDM, TSM, carpooling, ridesharing, and other transportation solutions.	Resilient	ON	PW	RTC	PAR	\$\$\$	B
I. B	Transit	Working with RTC, resolve to build and implement the key recommendations of the On Board Mobility Plan	Livable	MID	PW	RTC	PAR	\$\$\$\$\$	D
I. B	Transit	Implement the placetypes recommended in the Land Use chapter to facilitate mixed-use TOD, infill, and redevelopment within proximity of quality public transportation.	Livable	SHORT	PLAN	RTC	POL	\$\$	B
I. B	Transit	Work with RTC to ensure equitable transit funding.	Equitable	MID	PW	RTC	LEG	\$\$\$\$	D
I. C	Smart Systems	Construct a citywide fiber network to support the development of IoT, mobility, public safety, and other applications	Innovative	SHORT	IT	TEL	CIP	\$\$\$\$\$	C
I. C	Smart Systems	Fully leverage Downtown Las Vegas and Nu Wav Kaiv as innovation centers for future smart infrastructure where opportunities to leverage light manufacturing and aerospace, UAV, autonomous technologies, and supportive military or defense activities can exist.	Innovative	SHORT	EUD	LVPT	INC	\$\$\$	C
I. C	Smart Systems	Further enable the electrification of transportation by continuing to develop vehicle charging infrastructure	Innovative	ON	PLAN	UTIL	CIP	\$\$\$\$	B
II. A	Water	Collaborate with SNWA on updates to the Water Resources and Conservation Plans, specifically as it relates to development trends and projections, land use, and conservation best-practices.	Resilient	ON	PLAN	SNWA	PAR	\$\$\$\$	B
II. A	Water	Engage LVVWD and/or SNWA to develop programs and participate in the development design review processes to ensure projects meet or exceed minimum expectations for water efficiency.	Resilient	ON	PLAN	SNWA	PRG	\$\$\$\$	B

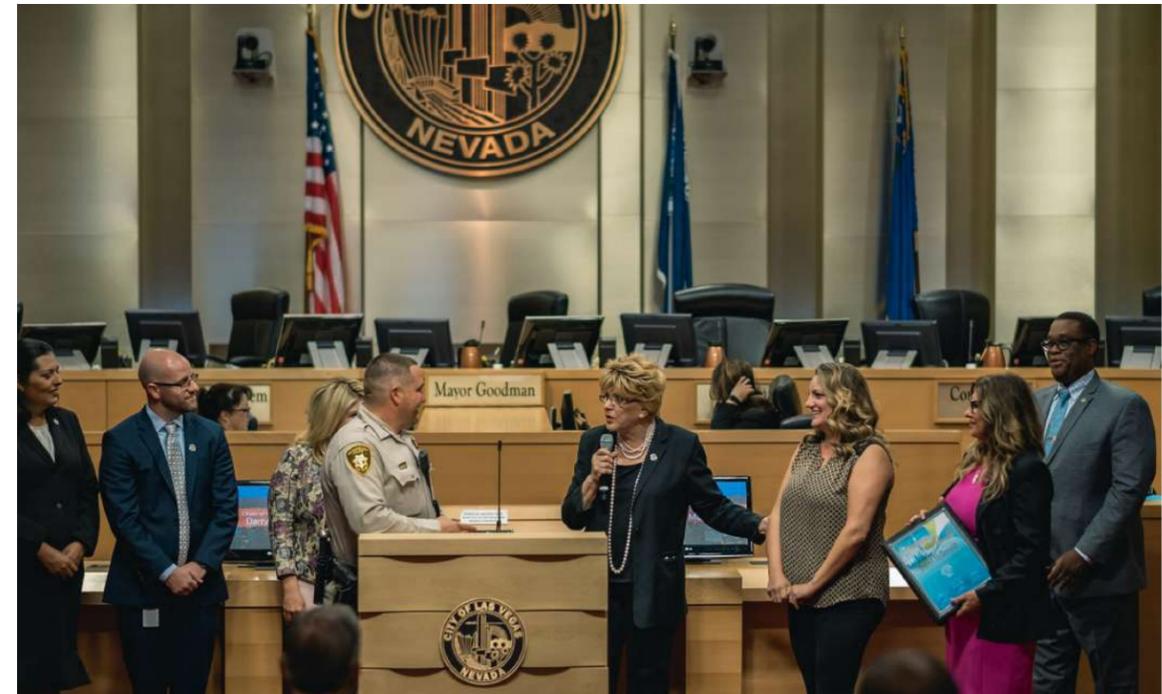
Sec.	Topic	Key Action	Prime Guiding Principle	Timing	Lead Dept.	Partner	Tool	Cost	Ease
CHAPTER 4: SYSTEMS AND SERVICES									
II. A	Water	Ensure a continued commitment to water efficiency and water reduction for municipal operations	Healthy	ON	OM	LVVWD	CIP	\$\$\$\$	B
II. A	Water	Collaborate to clean up sensitive areas that flow to Lake Mead to prevent stormwater pollution, and comply with the NPDES MS4 permit.	Healthy	ON	PW	RFCD	CIP	\$\$\$	B
II. A	Water	Manage, maintain, and upgrade water and wastewater treatment infrastructure to reduce leaks in the system and eliminate contamination, ensuring clean water returns to Lake Mead for return-flow credits.	Resilient	ON	PW	SNWA	CIP	\$\$\$\$\$	B
II. B	Energy	Continue leading municipal clean energy efforts	Resilient	ON	PLAN	UTIL	CIP	\$\$\$\$	B
II. B	Energy	Expand community renewable energy, energy conservation, storage, and green building efforts	Resilient	SHORT	PLAN	UTIL	CIP	\$\$\$\$\$	B
II. B	Energy	Study, determine the feasibility, and/or implement City energy programs in partnership with the region's utilities	Resilient	SHORT	CMO	UTIL	PAR	\$\$	B
II. B	Energy	Electrify transportation by developing a robust EV charging network	Resilient	ON	PW	UTIL	CIP	\$\$\$\$	B
II. C	Waste	Work collaboratively to educate the public on proper recycling, determine additional opportunities to increase waste diversion rates, and address special waste streams while ensuring waste costs are kept low	Resilient	SHORT	PLAN	REP	PAR	\$\$	A
II. C	Waste	Continue working with public agencies, non-profits, and members of the public to collaborate on waste clean-up events/programs	Healthy	SHORT	OCS	Public	PAR	\$	B
II. C	Waste	Ensure a continued commitment to waste reduction and recycling for municipal operations	Resilient	SHORT	OM	REP	PRG	\$\$\$	C
II. C	Waste	Require the provision of single-stream recycling service at multi-family and commercial properties	Livable	SHORT	PLAN	REP	POL	\$	D
II. D	GHG Emissions	Emerge as a carbon neutral municipality	Resilient	LONG	PLAN	UTIL	PRG	\$\$\$\$\$	D
II. D	GHG Emissions	Continue implementing community-wide energy efficiency and renewable energy programs for power generation and residential, commercial, and industrial sectors, while increasing waste diversion rates	Resilient	ON	PLAN	UTIL	PAR	\$\$\$\$\$	B
II. D	GHG Emissions	Focus efforts to improve transportation-based emissions through vehicle miles traveled (VMT) reduction and modal shifts, transit-oriented development (TOD), infill, and redevelopment, and transportation electrification	Resilient	LONG	PLN	RTC	PRG	\$\$\$\$\$	D
III. A	Public Facilities	During future CIP planning, strategically identify priority facility and service needs and resources, whether provided by City, County, regional, state, or Federal providers, including the needs of priority populations and priority planning areas for evaluation to ensure adequate and equitable access to public resources.	Equitable	LONG	PW	Private	CIP	\$\$\$\$\$	C
III. A	Public Facilities	Implement the City's Sewer Facilities Plan to ensure wastewater treatment needs are met, especially in areas anticipated for infill and redevelopment.	Livable	MID	PW	Private	CIP	\$\$\$\$\$	C

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Sec.	Topic	Key Action	Prime Guiding Principle	Timing	Lead Dept.	Partner	Tool	Cost	Ease
CHAPTER 4: SYSTEMS AND SERVICES									
III. A	Public Facilities	Continue proactive coordination with above ground and underground wet and dry utilities to ensure infrastructure is in place, the development process is smooth, and disturbances to pedestrian, bicycle, and vehicular rights of way are minimized.	Livable	ON	PLAN	UTIL	PAR	\$\$	C
III. A	Public Facilities	Collaborate with the Las Vegas-Clark County Library District to site and locate additional facilities in underserved and future growth areas.	Equitable	SHORT	PLAN	LVCC-LD	CIP	\$	B
III. A	Public Facilities	Dedicate more places and spaces for the arts.	Livable	ON	CA	Private	CIP	\$\$\$	B
III. B	Public Health	Adopt a Health-in-all-Policies statement and commit to increased partnerships with the Southern Nevada Health District and health care providers to improve key population health care indicators	Healthy	SHORT	CMO	SNHD	PAR	\$	B
III. B	Public Health	Complete the build-out of the UNLV School of Medicine and leverage the Las Vegas Medical District to ensure training, recruitment, and retention of doctors and nurses to overcome shortages	Innovative	MID	EUD	UNLV	PAR	\$\$\$\$\$	C
III. B	Public Health	Develop a City-specific Community Health Needs and Public Health System Assessment addressing personal health Indicators and health care facilities citywide and their accessibility.	Healthy	SHORT	OCS	SNHD	PRG	\$\$	B
IV. A	Public Safety	Continue to adequately train, equip, and fund public safety personnel and officers to remain a trusted resource that quickly responds to calls for service.	Healthy	ON	PS	FR	PRG	\$\$\$\$\$	A
IV. A	Public Safety	Construct the recommended public safety capital projects to provide adequate police and fire protection coverage when need is warranted .	Livable	ON	PS	LVMPD	CIP	\$\$\$\$\$	C
IV. A	Public Safety	Improve built environment safety and adopt a safe communities strategic plan with an approach that balances property and violent crime prevention with community needs.	Livable	SHORT	PS	LVMPD	PRG	\$\$	C
IV. A	Public Safety	Increase fire prevention and emergency response efforts.	Healthy	ON	FR	Public	PRG	\$	A
IV. A	Public Safety	Develop Safe Communities strategies for planning areas to facilitate an understanding of public safety concerns.	Livable	SHORT	PS	LVMPD	PAR	\$\$	C
IV. B	Hazards	Develop hazard prevention, mitigation, vulnerability and recovery frameworks that apply to hazards	Resilient	SHORT	OEM	CC	PRG	\$	A
IV. B	Hazards	Continue infrastructure investments for natural hazards with greatest vulnerability, especially drought, flooding, and seismic activity.	Resilient	ON	PW	MULTI	CIP	\$\$\$\$\$	C
IV. B	Hazards	Prepare for long-term, seasonal hazards such as extreme heat by investing in cooling infrastructure and developing urban design standards that mitigate the urban heat island effect.	Resilient	SHORT	PLAN	DEV	PAR	\$\$\$\$	B
IV. B	Hazards	To lessen economic severity of all types of hazards, develop a comprehensive economic recovery framework that's context sensitive and adaptable to a variety of hazard scenarios.	Resilient	SHORT	EUD	LVGEA	PRG	\$	B

Sec.	Topic	Key Action	Prime Guiding Principle	Timing	Lead Dept.	Partner	Tool	Cost	Ease
CHAPTER 4: SYSTEMS AND SERVICES									
IV. B	Hazards	Increase funding reserves and rainy-day funding to ensure adequate resources are available for emergency operations, preparedness, and response.	Resilient	ON	FIN	NV	LEG	\$\$\$\$\$	B
IV. C	Flooding	Construct the recommended improvements contained within the RFCD's Master Plan to eliminate as much of the FEMA designated flood zone within the City as possible, thereby protecting residents and property.	Resilient	LONG	PW	RFCD	CIP	\$\$\$\$	C
IV. C	Flooding	Determine the effect an increasingly active monsoonal season may have on storm water infrastructure.	Resilient	SHORT	PW	RFCD	CIP	\$	B
IV. C	Flooding	Increase the number of multi-use facilities and utilize low-impact development and other natural drainage techniques	Livable	LONG	PW	RFCD	CIP	\$\$\$	C
IV.C	Flooding	Continue coordinating with the RFCD and National Weather Service on early warning notifications and education on the risks of flooding	Resilient	ON	PW	RFCD	PAR	\$\$	A



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Regional Center (See Page 2-22 - 2-23)

FBC - Form-Based Code

- Implements the vision of the 2045 Downtown Las Vegas Masterplan, serving as a primary regional center of the metro area.
- Diverse, human-scale, walkable mixed use built environments, accessible throughout Downtown Las Vegas.
- Intensity and design vary by Downtown districts, ranging from an intense casino center and entertainment district to civic and business uses to diverse residential neighborhoods.
- Targeted use types, including medical, gaming and tourist activities, entertainment, maker, live/work, and industrial; includes housing ranging from high density residential mixed-use development, to walkable urban neighborhoods.
- Zoning classified using transect zones, ranging between high intensity mixed -use to low intensity neighborhoods.
- **Density:** Ranges from 5.5 - 50 dwelling units per acre.
- **Applicable Special Areas:** DTLV - See LVMC Title 19.09 - Form Based Code
- **Compatible Zoning Districts:** T6-UC, T6-UG, T5-C, T5-M, T5-MS, T5-N, T4-C, T4-MS, T4-N, T3-N



TC - Town Center

- Implements the Centennial Centre Town Center plan; future Centennial Hills special area plan.
- High intensity, high density, regional center located around US 95 and I-215 in the northwestern valley, with integrated suburban commercial, offices, and residential, built at a scale that allows for multiple modes of transportation.
- **Density:** Up to 25 dwelling units per acre (as noted)
- **Applicable Special Areas:** TC - See Town Center Development Standards as adopted and amended; MTC (partial)
- **Compatible Zoning Districts:** T-C (includes subdesignations of L, M, ML, MLA, SC, GC, MS, SX, UC, EC, PC, PF), similar in form and character as other general plan categories.
- Residential: L- Low (< 5.5 d.u./acre); ML- Medium Low (5.6 - 8 d.u./acre); MLA- Medium Low Attached (8.1-12 d.u./acre); M- Medium (12.1-25 d.u./acre)
- Commercial: SC- Service Commercial; GC- General Commercial; MS- Main Street Mixed Use ; SX- Suburban Mixed Use (similar to SC, allows M); UC- Urban Center Mixed Use (multi-story mixed-use, office, residential, retail, and complimentary supportive uses); EC- Employment Center Mixed Use (mixed-use business parks, commercial, offices)
- Other: PF - Public Facilities

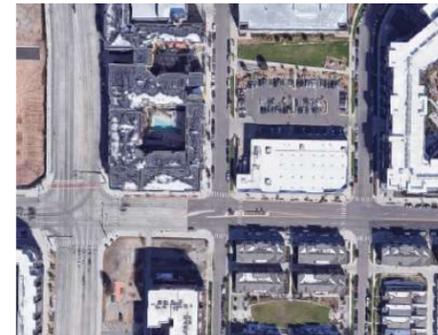


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Mixed Use Center (See Page 2-24 - 2-25)

TOD-1 - Transit Oriented Development 1 (High)

- Higher intensity, mixed use, transit oriented development, suitable for future light rail transit corridors.
- Located near hubs of areas of the city at major intersections of transit corridors.
- Incorporates shopping, services, dining, employment, residential and office uses (especially on upper floors), and civic uses.
- There is a walkable, multi-modal emphasis that re-establishes grid layout.
- Storefronts have direct sidewalk access and face the street.
- Pocket parks, squares, and neighborhood parks are incorporated into the development.
- Surface parking is substantially reduced.
- **Density:** Up to 40 dwelling units per acre
- **Applicable Special Areas:**
- **Compatible Zoning Districts:** All existing zoning shall continue to be temporarily allowed, but will phase into another zoning category after action is taken by Planning Commission or City Council.



TOD-2 - Transit Oriented Development 2 (Low)

- Moderate intensity, mixed use, transit oriented development, suitable for current and future bus rapid transit corridors.
- Located near hubs of areas of the city at major intersections of transit corridors.
- Incorporates shopping, services, dining, employment, residential and office uses (especially on upper floors), and civic uses.
- There is a walkable, multi-modal emphasis that re-establishes grid layout.
- Storefronts have direct sidewalk access and face the street.
- Pocket parks, squares, and neighborhood parks are incorporated into the development.
- Surface parking is substantially reduced.
- **Density:** Up to 30 dwelling units per acre
- **Applicable Special Areas:**
- **Compatible Zoning Districts:** All existing zoning shall continue to be temporarily allowed, but will phase into another zoning category after action is taken by Planning Commission or City Council.

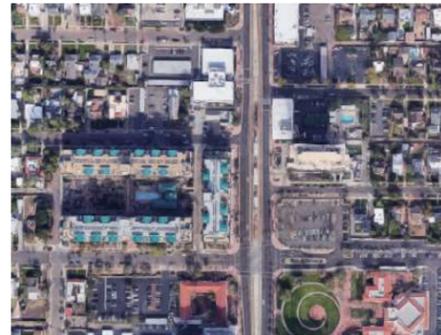


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Corridor Mixed Use (See Page 2-26 - 2-27)

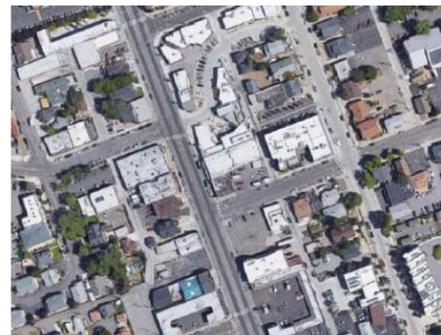
TOC-1 - Transit Oriented Corridor 1 (High)

- Higher intensity, linear corridor mixed use, suitable for future light rail transit corridors.
- Incorporates shopping, services, dining, employment, residential and office uses (especially on upper floors), and civic uses. Building heights and residential densities may be greater, depending on the context and location.
- There is a walkable, green streetscape with multi-modal emphasis and greater flexibility; access from the street is managed.
- Storefronts have direct sidewalk access and face the street, with limited parking allowed.
- Neighborhood parks and greenways are integrated along the corridor.
- Surface parking is substantially reduced and to the rear, but some drive-thrus and auto-oriented uses are acceptable.
- **Density:** Up to 40 dwelling units per acre
- **Applicable Special Areas:**
- **Compatible Zoning Districts:** All existing zoning shall continue to be temporarily allowed, but will phase into another zoning category after action is taken by Planning Commission or City Council.



TOC-2 - Transit Oriented Corridor 2 (Low)

- Lower intensity, linear corridor mixed use, suitable for future bus rapid transit corridors.
- Incorporates shopping, services, dining, employment, residential and office uses (especially on upper floors), and civic uses. Building heights and residential densities may be lower, depending on the context and location.
- There is a walkable, green streetscape with multi-modal emphasis and greater flexibility; access from the street is managed.
- Storefronts have direct sidewalk access and face the street, with limited parking allowed.
- Neighborhood parks and greenways are integrated along the corridor.
- Surface parking is substantially reduced and to the rear, but some drive-thrus and auto-oriented uses are acceptable.
- **Density:** Up to 30 dwelling units per acre
- **Applicable Special Areas:**
- **Compatible Zoning Districts:** All existing zoning shall continue to be temporarily allowed, but will phase into another zoning category after action is taken by Planning Commission or City Council.

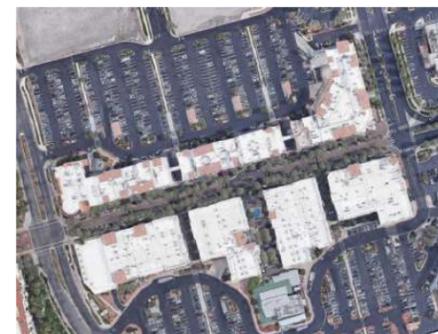


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Neighborhood Mixed Use Center (See Page 2-28 - 2-29)

NMXU - Neighborhood Mixed Use Center

- Moderate intensity, mixed use, "micro" transit oriented development, suitable for bus rapid transit, rapid bus, or fixed route transit corridors. May also occur as a neighborhood serving town or village center for an Area of the City.
- A walkable node that may be near major intersections of transit or transportation corridors.
- A "main street" feel is emphasized.
- Incorporates neighborhood serving retail, shopping, services, dining, employment, residential and office uses (especially on upper floors), and civic uses.
- Buildings are mid-rise or low-rise; may include townhomes, flats, condos, or apartments. Live/work units may be present.
- May include a conversion of a former strip mall or shopping center.
- There is a walkable, multi-modal emphasis that may establish a grid layout. In suburban areas, may serve as a mobility hub that incorporates a park 'n' ride, kiss 'n' ride, microtransit, TNC and delivery service, or carpooling.
- Storefronts have direct sidewalk access and face the street. Entrances are connected to the sidewalk surrounding the center.
- Strong emphasis on placemaking and character of the neighborhood.
- Pocket parks, squares, and neighborhood parks are incorporated into the development; schools may be present.
- Surface parking is substantially reduced.
- **Density:** Variable - Up to 25 dwelling units per acre
- **Applicable Special Areas:**
- **Compatible Zoning Districts:** All existing zoning is allowed



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Low Density Residential

L - Low

- Single family detached homes, manufactured homes on individual lots, home occupations, and family child care.
- **Density:** Up to 5.5 dwelling units per acre
- **Applicable Special Areas:** CE, GTV, IMR, LM
- **Compatible Zoning Districts:** U, R-E, R-D, R-1, R-SL, R-MH, PD*



ML - Medium Low

- Single family detached homes, including compact lots and zero lot lines, mobile home parks and two-family dwellings.
- **Density:** Up to 8.5 dwelling units per acre
- **Applicable Special Areas:** CE, GCV, GTV, LM
- **Compatible Zoning Districts:** U, R-E, R-1, R-SL, R-CL, R-2, R-MH, PD*



MLA - Medium Low Attached

- Multi-family attached units including plexes, townhouses, condominiums, and low-density apartments.
- **Density:** Up to 12.5 dwelling units per acre
- **Applicable Special Areas:** GTV, LM
- **Compatible Zoning Districts:** R-TH, R-2, R-MH, PD*



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Low Density Residential

SF1 - Single Family Detached 1

- Single family detached homes
- **Density:** Up to 3.5 dwelling units per acre
- **Applicable Special Areas:** SUM
- **Compatible Zoning Districts:** P-C



SF2 - Single Family Detached 2

- Single family detached homes
- **Density:** Up to 6 dwelling units per acre
- **Applicable Special Areas:** SUM
- **Compatible Zoning Districts:** P-C



SF3 - Single Family Detached 3

- Single family detached homes
- **Density:** Up to 10 dwelling units per acre
- **Applicable Special Areas:** SUM
- **Compatible Zoning Districts:** P-C



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Low Density Residential

SFZL - Single-Family Zero Lot Line

- Single family attached and detached homes, allowing for a zero lot line.
- **Density:** Up to 12 dwelling units per acre
- **Applicable Special Areas:** SUM
- **Compatible Zoning Districts:** P-C



PCD - Planned Community Development

- A mix of residential uses, depending upon compatibility with adjacent uses.
- **Density:** Up to 8 dwelling units per acre
- **Applicable Special Areas:**
- **Compatible Zoning Districts:** PD



TND - Traditional Neighborhood Development

- Mixed-use neighborhood developments that allows for a balanced, integrated mix of housing, commercial, and civic uses.
- **Density:** Variable
- **Applicable Special Areas:**
- **Compatible Zoning Districts:** R-E, R-1, R-2, R-3, R-4, O, C-1, C-2



LAND USE DESCRIPTIONS - (CHAPTER 2 / I) - LVMC TITLE 19.00.030 - 19.00.050

Medium Density Residential

M - Medium

- Multi-family units such as plexes, townhouses, and low-density apartments.
- **Density:** Up to 25.5 dwelling units per acre
- **Applicable Special Areas:**
- **Compatible Zoning Districts:** R-TH, R-2, R-3, PD*



MF1 - Multi Family Low Density

- Low-density multi-family development, including multi-family housing, apartments, townhomes, and plexes.
- **Density:** Up to 14 dwelling units per acre
- **Applicable Special Areas:** SUM
- **Compatible Zoning Districts:** P-C



MF2 - Multi Family Medium Density

- Medium-density multi-family development, including multi-family housing, apartments, townhomes, and plexes.
- **Density:** Up to 21 dwelling units per acre
- **Applicable Special Areas:** SUM
- **Compatible Zoning Districts:** P-C



LAND USE DESCRIPTIONS - (CHAPTER 2 / I) - LVMC TITLE 19.00.030 - 19.00.050

Medium Density Residential

SFA - Single Family Attached

- Attached single-family housing.
- **Density:** Up to 18 dwelling units per acre
- **Applicable Special Areas:** SUM
- **Compatible Zoning Districts:** P-C



SFSD - Single Family Special Lot

- Single family housing.
- **Density:** Up to 18 dwelling units per acre
- **Applicable Special Areas:** SUM
- **Compatible Zoning Districts:** P-C



RSL - Residential Small Lot

- Higher density detached and attached single-family homes, including duplexes, compact lots, townhomes, and apartments.
- **Density:** Up to 15 dwelling units per acre
- **Applicable Special Areas:** CE
- **Compatible Zoning Districts:** PD



LAND USE DESCRIPTIONS - (CHAPTER 2 / I) - LVMC TITLE 19.00.030 - 19.00.050

Medium Density Residential

MFM - Multi-Family Medium

- Higher density variety of multi-family units such as condominiums, low-density multi-family, and residential buildings.
- **Density:** Between 15-25 dwelling units per acre
- **Applicable Special Areas:** GCV, GTV, LM
- **Compatible Zoning Districts:** PD



High Density Residential

H - High Density

- High-density multi-family development, including large apartments, condominiums, and other multi-family dwellings
- **Density:** Greater than 25.5 dwelling units per acre
- **Applicable Special Areas:**
- **Compatible Zoning Districts:** R-TH, R-2, R-3, R-4



MF3 - High Density Multi-Family

- Multi-family attached units including plexes, townhouses, condominiums, and high-density apartments.
- **Density:** No maximum density
- **Applicable Special Areas:** SUM
- **Compatible Zoning Districts:** P-C



LAND USE DESCRIPTIONS - (CHAPTER 2 / I) - LVMC TITLE 19.00.030 - 19.00.050

Commercial

GC - General Commercial

- Higher intensity retail, service, wholesale, office, and other general business uses.
- **Applicable Special Areas:**
- **Compatible Zoning Districts:** P-O, O, C-1, C-2



SC - Service Commercial

- Medium intensity retail, office, or other commercial uses serving local patrons, and do not include intense commercial uses.
- **Applicable Special Areas:**
- **Compatible Zoning Districts:** P-O, O, C-1



O - Office

- Allows small lot office conversions as a transition from residential and commercial uses and for large planned offices.
- **Applicable Special Areas:**
- **Compatible Zoning Districts:** P-O, O



LAND USE DESCRIPTIONS - (CHAPTER 2 / I) - LVMC TITLE 19.00.030 - 19.00.050

Commercial

CC - Community Commercial

- Low to medium intensity retail, office or other commercial uses and serves as an employment center;
- **Applicable Special Areas:** GCV
- **Compatible Zoning Districts:** U, R-E, R-D, R-1, R-SL, R-MH, PD*



VC - Village Commercial

- Medium intensity mix of neighborhood-oriented offices, business, and retail
- **Applicable Special Areas:** CE, LM, SUM
- **Compatible Zoning Districts:** P-C, PD*



TC - Town Center*

- Large commercial, community complexes that become a primary business center for Summerlin, including regional shopping, mid and high-rise structures, high density residential, cultural, and community and recreational facilities.
- **Applicable Special Areas:** SUM
- **Compatible Zoning Districts:** P-C



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LAND USE DESCRIPTIONS - (CHAPTER 2 / I) - LVMC TITLE 19.00.030 - 19.00.050

Commercial

EC - Employment Center

- Office, light industry, business and support commercial services, and higher density multi-family residential
- **Applicable Special Areas:** SUM
- **Compatible Zoning Districts:** P-C



NF - Neighborhood Focus

- Low intensity, neighborhood oriented retail, offices, services, and recreational amenities
- **Applicable Special Areas:** SUM
- **Compatible Zoning Districts:** P-C



NC - Neighborhood Commercial

- Low intensity, neighborhood-oriented retail and services
- **Applicable Special Areas:** LM
- **Compatible Zoning Districts:** PD



LAND USE DESCRIPTIONS - (CHAPTER 2 / I) - LVMC TITLE 19.00.030 - 19.00.050

Industrial

LI-R - Light Industrial and Research

- Medium to low intensity industrial activities, light assembly, commercial, business parks
- **Applicable Special Areas:**
- **Compatible Zoning Districts:** P-O, O, C-1, C-2, C-M, M



Parks and Open Space

PR-OS - Parks, Recreation, and Open Space

- Parks, recreational facilities, public and private golf courses, trails, and open spaces.
- **Applicable Special Areas:** All
- **Compatible Zoning Districts:** C-V



COS - Community Open Space

- Public and semi-public parks, recreational facilities, golf courses, open spaces, trails, and civic spaces.
- **Applicable Special Areas:** SUM
- **Compatible Zoning Districts:** P-C



LAND USE DESCRIPTIONS - (CHAPTER 2 / I) - LVMC TITLE 19.00.030 - 19.00.050

Public Facilities

PF - Public Facility

- Public and semi-public buildings and facilities, civic uses and spaces, infrastructure, and utilities.
- **Applicable Special Areas:** CE, GTV, IMR, LM
- **Compatible Zoning Districts:** C-V, P-C, PD



Rural Preservation

RNP - Rural Neighborhood Preservation

- Large lot, single family estates and ranches, typically in suburban areas designated for preservation.
- **Density:** Up to 2 dwelling units per acre
- **Applicable Special Areas:**
- **Compatible Zoning Districts:** U, R-E, (RP-O Rural Preservation Overlay)



DR - Desert Rural

- Large lot, single family estates, ranches, typically in suburban or peripheral rural areas, allowing for agricultural use
- **Density:** Up to 2.5 dwelling units per acre
- **Applicable Special Areas:** IMR
- **Compatible Zoning Districts:** U, R-E



LAND USE DESCRIPTIONS - (CHAPTER 2 / I) - LVMC TITLE 19.00.030 - 19.00.050

Rural Preservation

R - Rural

- Medium large lot, single family estates, ranches, typically in suburban or peripheral rural areas, allowing for agricultural use
- **Density:** Up to 3.6 dwelling units per acre
- **Applicable Special Areas:** IMR
- **Compatible Zoning Districts:** U, R-E, R-D, R-1



ER - Estate Residential

- Large lot, suburban single family estates.
- **Density:** Up to 2 dwelling units per acre
- **Applicable Special Areas:** SUM
- **Compatible Zoning Districts:** P-C



EQR - Equestrian Residential

- Large lot, suburban single family estates.
- **Density:** Up to 2 dwelling units per acre
- **Applicable Special Areas:** SUM
- **Compatible Zoning Districts:** P-C



LAND USE DESCRIPTIONS - (CHAPTER 2 / I) - LVMC TITLE 19.00.030 - 19.00.050

Zoning (LVMC Title 19) - <http://online.encodeplus.com/regs/lasvegas-nv/index.aspx>

- U: Undeveloped - 19.06.050
- R-E: Residential Estate - 19.06.060
- R-D: Single Family Residential - Restricted - 19.06.065
- R-1: Single Family Residential - 19.06.070
- R-SL: Single Family Small Lot Residential - 19.06.075
- R-CL: Single Family Compact Lot - 19.06.080
- R-TH: Single Family Attached - 19.06.090
- R-2: Medium-Low Density Residential - 19.06.100
- R-3: Medium Density Residential - 19.06.110
- R-4: High Density Residential - 19.06.120
- R-MH: Mobile/Manufactured Home - 19.06.130
- P-O: Professional Office - 19.08.050
- O: Office - 19.08.060
- C-D: Design Commercial - 19.08.065
- C-1: Limited Commercial - 19.08.070
- C-2: General Commercial - 19.08.080
- C-PB: Planned Business Park - 19.08.085
- C-M: Commercial / Industrial - 19.08.090
- M: Industrial - 19.08.100
- C-V: Civic - 19.10.020
- P-C: Planned Community - 19.10.030
- PD: Planned Development - 19.10.040
- R-PD - Residential Planned Development (Not available) - 19.10.050
- T-C: Town Center - 19.10.060
- T-D: Traditional Development - 19.10.070
- T6-UC: Urban Core - 19.09.050.E.004
- T6-UG: Urban General - 19.09.050.E.008
- T5-M: Maker - 19.09.050.E.012
- T5-C: Corridor - 19.09.050.E.016
- T5-MS: Main Street - 19.09.050.E.020
- T5-N: Neighborhood - 19.09.050.E.024
- T4-M: Maker - 19.09.050.E.026
- T4-C: Corridor - 19.09.050.E.028
- T4-N: Neighborhood - 19.09.050.E.036
- T3-N: Neighborhood - 19.09.050.E.040
- TO-x-x: Transit Oriented Zoning types - Title 19.07 (Under development)

LAND USE DESCRIPTIONS - (CHAPTER 2 / I) - LVMC TITLE 19.00.030 - 19.00.050

Overlays

- A-O: Airport Overlay - 19.10.080 - Height limitations from North Las Vegas Airport and McCarran International Airport
- CD-O: Designed Commercial Overlay - 19.10.090 - Development standards along Charleston Blvd (Valley View to Rancho)
- DC-O: Designed Commercial Overlay - 19.10.100 - Downtown casino signage standards
- DTLV-O: Downtown Las Vegas Overlay - 19.10.110 - Interim development standards for Downtown Las Vegas
- DE-O: Downtown Entertainment Overlay - 19.10.120 - Special standards for Fremont East (Las Vegas Blvd to 8th)
- G-O: Gaming Enterprise Overlay - 19.10.130 - Gaming enterprise districts pursuant to LVMC 6.40 / NRS 463.0158
- HS-O: Hillside Overlay - 19.10.140 - Protects foothill areas and slopes of 15% or greater
- HD-O: Historic Designation Overlay - 19.10.150 - Protects historically designated properties, sites, objects (see Chapter 2 / I.D)
- SB-O: Las Vegas Blvd Scenic Byway - 19.10.160 - Signage standards for property along Las Vegas Blvd (Sahara to Washington)
- LW-O: Live/Work Overlay - 19.10.170 - Allows live/work units in specified districts of Downtown Las Vegas
- RP-O: Rural Preservation Overlay - 19.10.180 - Protects properties and neighborhoods in rural settings (see Chapter 2 / I.B)

Redevelopment Area Categories

The following designations are legacy general plan categories within the City's Redevelopment Areas (RDA-1 and RDA-2). These categories and their corresponding compatible zoning continue to exist, but may phase into another category, including FBC, TOD-1, TOD-2, TOC-1, TOC-2, or NMXU, after action is taken by Planning Commission or City Council.

- C - Commercial: corresponds with O, SC, GC general plan categories (O, P-O, C-1, C-2 zoning districts)
- MXU - Mixed Use: corresponds with L, ML, M, H, O, SC, GC general plan categories (R-E, R-MH, R-1, R-2, R-3, R-4, R-TH, O, P-O, C-1, C-2 zoning districts)

Special Areas, Master Planned Communities, and Development Agreements

- CE: Cliff's Edge - Providence
- DTLV: Downtown Las Vegas
- GCV: Grand Canyon Village
- GTV: Grand Teton Village
- IMR: Iron Mountain Ranch
- LM: Lone Mountain / Lone Mountain West
- MTC: Montecito Town Center
- SUM: Summerlin North / Summerlin West
- SKYE: Skye Canyon
- TC: Town Center
- ULVW: Upper Las Vegas Wash (Future)

Project	Area
IDENTIFIED CAPITAL IMPROVEMENTS - ENVIRONMENT, PARKS (CHAPTER 2 / III)	
Urban Foresty tree plantings and green infrastructure (60,000 trees)	Citywide
Parks System Plan - Additional identified parks (Imagine LV Parks)	Citywide
Brownfield remediation	Downtown Las Vegas
Environmental Justice projects - improve conditions to highly impacted areas	Citywide
Civic Plaza	Downtown Las Vegas
Downtown Central Park	Downtown Las Vegas
James Gay Park upgrades and urban agriculture	Downtown Las Vegas
Cashman Community Park	Downtown Las Vegas
Gateway Neighborhood Park	Downtown Las Vegas
Fremont Neighborhood Park	Downtown Las Vegas
I-515 Cover Park	Downtown Las Vegas
East Las Vegas Infill Parks (70 acres)	East Las Vegas
West Las Vegas Infill Parks (50 acres)	West Las Vegas
Downtown South Infill Parks (25 acres)	Downtown South
Charleston Infill Parks (76 acres)	Charleston
Twin Lakes Infill Parks (90 acres)	Twin Lakes
Angel Park Infill Parks (47 acres)	Angel Park
Summerlin West Parks and Open Space (694 acres)	Summerlin West
Lone Mountain Parks and Open Space (266 acres)	Lone Mountain
Rancho Infill Parks (127 acres)	Rancho
Centennial Hills Infill Parks (111 acres)	Centennial Hills
La Madre Foothills Parks and Open Space (1,141 acres)	La Madre Foothills
Box Canyon Park and Open Space	La Madre Foothills
Kyle Canyon Parks and Open Space (544 acres)	Kyle Canyon
Tule Springs Parks and Open Space (127 acres)	Tule Springs
Floyd Lamb Park improvements and expansion	Tule Springs
Northwest Regional Park	Kyle Canyon
Mirabelli Community Center Improvements	Charleston
East Las Vegas Community Center Improvements	East Las Vegas
Doolittle Community Center Improvements	West Las Vegas
Neighborhood community centers	Citywide
Chuck Minker Sports Complex replacement	East Las Vegas
Pickleball complex - Wayne Bunker Park	Lone Mountain
Regional aquatics complex - Pavilion Pool	Summerlin North
Regional community sports complex -	Summerlin West
Grand Park (Summerlin West)*	Summerlin West
Little Red Rocks Park and Open Space preservation*	Summerlin West
Summerlin West arroyos*	Summerlin West
Children's exploration park	Future
Regional amphitheater	Future
Demonstration / botanical garden	Future

Project (From Mobility Master Plan)	Street rehab	Bicycle	Pedestrian	Transit	Mobility	Timing
IDENTIFIED CAPITAL IMPROVEMENTS - TRANSPORTATION (CHAPTER 4 / I.A - I.B)						
4th St - Las Vegas Blvd to Bridger Cycletrack	x	x	x	x		MID
7th St - Bridger to Stewart Complete Street	x		x			SHORT
8th St - Bridger to Stewart Complete Street	x		x			SHORT
9th St - Fremont to Stewart Complete Street	x		x			SHORT
Adcock and Garside Safe Routes to School Improvements			x			SHORT
Alexander Rd - Hualapai to Cimarron Street Rehab and Buffered Bike Lanes / Trail	x	x	x			MID
Alexander Rd - Hualapai to Cliff Shadows Street Rehab and Buffered Bike Lanes / Trail	x	x	x			SHORT
Alta Dr - Desert Foothills to Durango Street Rehab and Enhanced Bike Lanes / Trail	x	x	x			MID
Alta Dr - Durango to Rainbow Street Rehab and Buffered Bike Lanes	x	x	x			SHORT
Arterial / Collector Rehab (corridors to be determined)	x					MID
Bonanza Rd - "Grand Paseo" Complete Street - Maryland to Nellis	x	x	x	x		SHORT
Bonanza Rd - MLK to Main Streetscape and Bike Lane/Trail Retrofit		x	x			SHORT
Bonanza Rd - Rancho to Nellis Bus Turnouts and Shelter Relocations				x	x	SHORT
Bonanza Trail - Pedestrian/Bike Enhancement at US 95/Jones		x	x			SHORT
Bottleneck Improvement - Ann / Centennial Center					x	SHORT
Bottleneck Improvement - Charleston / Nellis					x	SHORT
Bottleneck Improvement - Charleston/CC-215 Interchange					x	SHORT
Bottleneck Improvement - US 95 / Decatur southbound off ramp					x	SHORT
Boulder Ave - 1st to Art Way Complete Street			x			SHORT
Bradley Rd - Ann to Grand Teton Road Diet / Buffered Bike Lanes	x	x	x		x	MID
Buffalo Rd - Cheyenne to Charleston Bus Turnouts and Shelter Relocations			x	x	x	SHORT
Buffalo Rd - Lake Mead to Cheyenne Street Rehab and Bike Lane Retrofit	x	x				SHORT
Buffalo Rd - Sahara to Charleston Street Rehab, Buffered Bike Lanes, and Enhanced Median	x	x	x			SHORT
California Ave - Commerce to 3rd Complete Street	x		x			SHORT
CC-215 Beltway Trail - Tenaya to Centennial Pkwy		x	x			SHORT
CC-215 Beltway Trail Bridges (Lake Mead, Grand Canyon, Torrey Pines)		x	x			MID
Centennial Center - Ann to Grand Montecito Traffic Calming / Trail		x	x		x	SHORT
Centennial Hills Sawtooth Infill / Trail improvements (Various Locations)					x	SHORT
Charleston / US 95 Interchange Safety and Capacity Improvements					x	SHORT
Charleston Blvd - Rancho to MLK Sidewalk / Streetscape Improvement			x			SHORT
Charleston Blvd LRT		x	x	x		MID
Cheyenne Ave - 215 to Decatur Bus Turnouts / Shelter Relocations				x	x	MID
Cheyenne Ave - CC-215 to Hualapai Street Rehab	x					SHORT
Cheyenne Trail - CC-215 to Ronemus		x	x			MID
Cheyenne Trail - CC-215 to Ronemus		x	x			LONG
Cimarron Rd - Oakey to Vegas Buffered Bike Lanes, Traffic Calming and Street Rehab	x	x	x			SHORT
Cimarron Rd / Summerlin Pkwy Ped/Bike Bridge		x	x			SHORT
Cimarron Road - Oakey to Vegas Buffered Bike Lanes, Traffic Calming, and Street Rehab	x	x	x			SHORT
City Pkwy - Bonanza to Grand Central Capacity and Complete Street	x	x	x	x	x	SHORT

Project (From Mobility Master Plan)	Street rehab	Bicycle	Pedestrian	Transit	Mobility	Timing
IDENTIFIED CAPITAL IMPROVEMENTS - TRANSPORTATION (CHAPTER 4 / I.A - I.B)						
City Pkwy / US 95 Interchange					x	SHORT
Clark High School Safe Routes to School Improvement - Arville between Sirius and Sahara	x	x	x			SHORT
Clark High School Safe Routes to School Improvement - Pennwood between Decatur and Valley View	x	x	x			SHORT
Cliff Shadows Pkwy / Shaumber Rd Connector - Lone Mountain to Washburn					x	LONG
Colorado St - Commerce to 3rd Complete Street	x		x			SHORT
Craig Rd - Decatur to Rancho Bus Turnouts and Shelter Relocations				x	x	MID
Decatur Blvd - Farm to Elkhorn Street Rehab and Bike Lane Retrofit	x	x				SHORT
Decatur Blvd - Lone Mountain to CC-215 Street Rehab and Bike Lane Retrofit	x	x				MID
Decatur Blvd - US 95 to Elkhorn Bus Turnouts and Shelter Relocations				x	x	SHORT
Decatur Blvd - Washburn to Tropical Street Rehab	x					SHORT
Decatur Blvd LRT		x	x	x	x	MID
Deer Springs - Hualapai to Durango Street Rehab and Bike Lane Retrofit	x	x				MID
Desert Inn Rd - Fort Apache to Hualapai Street Rehab and Bike Lane Retrofit	x	x				SHORT
Durango Dr - Brent to Moccassin Street Rehab and Buffered Bike Lanes	x	x	x			MID
Durango Dr - Centennial to US 95 Street Rehab and Bike Lane Retrofit	x	x	x			MID
Durango Dr - Sahara to Charleston Street Rehab and Bike Lane Retrofit	x	x	x			SHORT
Durango Dr - Farm to Brent Lane Street Rehab and Buffered Bike Lanes	x	x				SHORT
Durango/Westcliff/Buffalo - Route 121 Bus Turnouts and Shelter Relocations			x	x	x	SHORT
Eastern Ave - Cedar to Owens Complete Street	x	x	x	x	x	SHORT
Eastern Ave - Cedar to Sahara Bus Turnouts and Shelter Relocations				x	x	SHORT
Egan Crest - Dorell to Grand Teton Bike Lane Retrofit	x	x				MID
Elkhorn Rd - Grand Canyon to Durango Street Rehab and Buffered Bike Lanes	x	x				MID
Elkhorn Rd - Jones to Decatur Street Rehab and Buffered Bike Lanes	x	x				MID
Farm Rd - Shaumber to Oso Blanca Bike Lane Retrofit	x	x				MID
Farm Rd - Tenaya to Durango Street Rehab and Enhanced Bike Lanes	x	x				SHORT
Fort Apache / Rampart - Route 120 Bus Turnouts and Shelter Relocations			x	x	x	SHORT
Fort Apache / Rampart / Durango Trail - Desert Inn to Cheyenne		x	x			SHORT
Fort Apache Rd - Deer Springs to Grand Teton Street Rehab and Buffered Bike Lanes	x	x				MID
Fremont St - 8th to Maryland Pedestrian Enhancements / Streetscape			x			SHORT
Gowan Rd - Hualapai to Buffalo Road Diet / Buffered Bike Lanes / Traffic Calming Medians	x	x	x			SHORT
Grand Canyon Dr - Cheyenne to Alexander Street Rehab and Buffered Bike Lanes	x	x				SHORT
Grand Canyon Dr - Deer Springs to Grand Teton Street Rehab and Enhanced Bike Lanes	x	x				MID
Grand Central / Industrial Connector over UPRR					x	SHORT
Grand Central Street Rehab - Iron Horse to City Parkway	x					SHORT
Grand Montecito Pkwy - Centennial to Oso Blanca Street Rehab and Enhanced Bike Lanes	x	x				MID

Project (From Mobility Master Plan)	Street rehab	Bicycle	Pedestrian	Transit	Mobility	Timing
IDENTIFIED CAPITAL IMPROVEMENTS - TRANSPORTATION (CHAPTER 4 / I.A - I.B)						
Grand Teton / US 95 Overpass		x	x		x	MID
Grand Teton Dr - Durango to Buffalo Street Rehab and Buffered Bike Lanes	x	x				SHORT
Grand Teton Dr - Jones to Decatur Street Rehab and Buffered Bike Lanes	x	x				MID
Grand Teton Dr - Puli to Oso Blanca Street Rehab and Buffered Bike Lanes	x	x				MID
Grand Teton Dr - Sky Pointe to Durango Street Rehab and Buffered Bike Lanes	x	x				SHORT
Hancock Elementary School Safe Routes to School Improvement - Lindelle Between Charleston and Oakey			x			SHORT
Harris Avenue Safe Routes to School Upgrades - Bruce to Wardelle	x	x	x		x	SHORT
Hillpointe Dr - Lake Mead to Rampart Traffic Calming / Buffered Bike Lane Retrofit	x	x	x			SHORT
Hillpointe Dr - Lake Mead to Rampart Traffic Calming / Buffered Bike Lane Retrofit		x	x			SHORT
Horse Dr - Jones to Decatur Street Rehab and Buffered Bike Lanes	x	x				MID
Hualapai Wy - Charleston to Sahara Street Rehab and Bike Lane Retrofit	x	x				SHORT
Hualapai Wy - Cheyenne to Alexander Street Rehab and Buffered Bike Lanes	x	x				MID
I-15 / Meade Ave HOV Interchange					x	MID
I-15 Frontage Road - Washington to Lake Mead					x	SHORT
I-515 / Downtown Access Project					x	MID
Jackson Avenue - "H" to "C" Complete Street Improvements	x	x	x			SHORT
John Herbert / CC-215 Interchange / Frontage Road to Oso Blanca / Oso Blanca Underpass		x	x	x	x	SHORT
Jones Blvd - Ann to CC-215 Street Rehab and Buffered Bike Lanes	x	x			x	MID
Jones Blvd - Ann to CC-215 Street Rehab and Buffered Bike Lanes	x	x			x	MID
Jones Blvd - CC-215 to Elkhorn Street Rehab and Buffered Bike Lanes	x	x				MID
Jones Blvd - Elkhorn to Horse Street Rehab and Enhanced Bike Lanes	x	x			x	MID
Jones Blvd - Lone Mountain to Rancho Street Rehab and Buffered Bike Lanes	x	x			x	SHORT
Lake Mead / Hills Center / Town Center - Route 210 Bus Turnouts and Shelter Relocations			x	x	x	SHORT
Lake Mead Blvd - Hills Center to Anasazi Street Rehab and Bike Lane Retrofit	x	x				SHORT
Lake Mead Blvd - Losee to Tonopah Complete Street	x	x	x	x	x	SHORT
Lamb Blvd - Stewart to Owens Complete Street	x	x	x	x	x	SHORT
Las Vegas Blvd - Charleston to Sahara Complete Street			x			SHORT
Las Vegas Blvd - Stewart to Charleston Complete Street			x			SHORT
Las Vegas Blvd - Stewart to Owens Complete Street / Bike Lane Retrofit		x	x			SHORT
Lone Mountain Trail extension and area connecting trails		x	x			
Losee Rd Extension - Lake Mead to Owens					x	SHORT
Main St - US 95 to Owens Complete Street	x	x	x	x	x	MID
Marion Dr - Charleston to Owens Traffic Calming and Overpass at Las Vegas Wash		x	x		x	MID
Maryland Pkwy - Stewart to Bruce Street Rehab and Bike Lane Retrofit	x	x	x	x	x	SHORT

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Project (From Mobility Master Plan)	Street rehab	Bicycle	Pedestrian	Transit	Mobility	Timing
IDENTIFIED CAPITAL IMPROVEMENTS - TRANSPORTATION (CHAPTER 4 / I.A - I.B)						
Maryland Pkwy / I-515 HOV Interchange					x	MID
Maryland Pkwy BRT	x	x	x	x	x	MID
Michael Wy - Lake Mead to Rancho Enhanced Bike Lanes / Trail	x	x	x		x	MID
Michael Wy - Meadows to Rancho Enhanced Bike Lanes / Trail		x	x		x	MID
Michael Wy / US 95 Bike / Ped Bridge		x	x			MID
MLK Blvd - Alta to Carey Bus Turnouts and Shelter Relocations				x	x	SHORT
MLK Blvd - Oakey to Teddy Extension, Widening of Rancho Drive, and Direct Connect to D.I. Overpass	x	x	x	x	x	MID
Nellis Ave - Owens to Charleston Bus Turnouts and Shelter Relocations				x	x	SHORT
Nu Wav Kaiv roadways (Phase 1 - Upper Las Vegas Wash)					x	SHORT
Nu Wav Kaiv roadways (Phase 2 - Job Creation Zone, LVPT)					x	MID
Oakey Blvd - Buffalo to Rainbow Street Rehab and Enhanced Bike Lanes	x	x	x			MID
Oakey Blvd - Durango to Buffalo Street Rehab and Enhanced Bike Lanes	x	x	x			MID
Oakey Blvd - Valley View to Western Street Rehab and Bike Lane Retrofit	x	x	x			SHORT
Ogden Ave - Las Vegas Blvd to 13th Complete Street			x			SHORT
Owens Ave - H to UPRR Crossing Complete Street	x	x	x	x	x	SHORT
Owens Ave - Las Vegas Blvd to Nellis Street Rehab and Bike Lane Retrofit	x	x				MID
Owens Ave - MLK to H Street Rehab and Enhanced Bike Lanes	x	x				MID
Owens Ave - UPRR to Las Vegas Blvd Street Rehab and Pedestrian Safety Countermeasures	x		x			MID
Paradise Rd - Sahara to St Louis Complete Street/Gateway Conversion	x		x	x		SHORT
Peak Trail - Tenaya to Rancho with Ped / Bike Bridge over US 95		x	x			MID
Peak Trail - Tenaya to Rancho with Ped / Bike Bridge over US 95		x	x			LONG
Pioneer Trail extension		x	x			SHORT
Rainbow Blvd - US 95 to Lone Mountain Bus Turnouts and Shelter Relocations				x	x	MID
Rainbow Blvd - US 95 to Smoke Ranch Street Rehab and Bike Lane Retrofit	x	x				MID
Rainbow Blvd - Westcliff to Sahara Complete Street	x	x	x	x	x	SHORT
Rampart Blvd - Charleston to Summerlin Pkwy Auxiliary Lanes					x	LONG
Rancho Dr - Alta to Charleston Street Rehab and Sidewalk Widening/ Street Trees - Alta to Charleston	x		x			SHORT
Rancho Dr - Charleston to Sahara Street Rehab	x					MID
Sahara Ave / Las Vegas Blvd Circular Pedestrian Bridge			x			MID
Sahara Ave BRT upgrades				x		MID
Sandhill Rd - Owens to Washington Traffic Calming and Overpass at Las Vegas Wash		x	x		x	MID
Shaumber Rd - Grand Teton to Centennial Street Rehab and Bike Lane Retrofit	x	x				MID
Sheep Mountain Pkwy - CC-215 to Grand Teton With Direct Ramps to/ from CC-215, including multi-use trail		x	x		x	MID
Sheep Mountain Pkwy - Grand Teton to US 95 including multi-use trail		x	x		x	LONG
Smoke Ranch Rd - Rainbow to Buffalo Street Rehab and Buffered Bike Lanes	x	x				SHORT
Spencer Greenway- Charleston to Sahara		x	x			SHORT
St Louis - Paradise to Boulder Hwy Street Rehab, Enhanced Bike Lanes, and Decorative Medians - Trail upgrades	x	x	x			MID

Project (From Mobility Master Plan)	Street rehab	Bicycle	Pedestrian	Transit	Mobility	Timing
IDENTIFIED CAPITAL IMPROVEMENTS - TRANSPORTATION (CHAPTER 4 / I.A - I.B)						
Summerlin Area Traffic Signalization Project (Far Hills/Carriage Hills, Far Hills/Sageberry, Far Hills/Laurelglen, Hualapai/Crestdale, Alta/Desert Foothills, Desert Foothills/Desert Sunrise)					x	SHORT
Summerlin Pkwy HOV Interchange (Durango)					x	LONG
Summerlin Pkwy Overlay - CC-215 to Buffalo	x				x	SHORT
Summerlin Pkwy Trail - Rampart to CC-215		x	x			SHORT
Summerlin Pkwy Ultimate Improvements - CC-215 to US 95					x	MID
Symphony Park Ave - Main to Grand Central Extension with Bridge over UPRR		x	x	x	x	SHORT
Symphony Park Pedestrian Bridge (Bridger)		x	x			SHORT
Symphony Park Pedestrian Bridge (Hoover)		x	x			SHORT
Symphony Park Roadway Infrastructure			x		x	SHORT
Tenaya Wy - Alexander to Smoke Ranch Street Rehab and Enhanced Bike Lanes	x	x				SHORT
Tenaya Wy - Cheyenne to Smoke Ranch Bus Turnouts, Shelter Relocations, Median Retrofit	x	x	x	x	x	SHORT
Tenaya Wy - Lake Mead to Washington Street Rehab and Enhanced Bike Lanes	x	x				SHORT
Tenaya Wy - Smoke Ranch to Lake Mead Street Rehab and Enhanced Bike Lanes	x	x				SHORT
Tenaya Wy - Smoke Ranch to Lake Mead Street Rehab and Enhanced Bike Lanes	x	x				SHORT
Torrey Pines Dr - Sahara to US 95 Street Rehab and Enhanced Bike Lanes	x	x	x			MID
Town Center Dr - ADA Upgrade at Hualapai and Canyon Run roundabouts					x	MID
Tropical Pkwy - Decatur to Jones Street Rehab and Enhanced Bike Lanes	x	x				SHORT
Upper Las Vegas Wash Trail - Decatur to Moccasin		x	x			MID
US 95 / Alexander Road - Overpass Completion and Bike Lane Extension	x	x	x		x	SHORT
US 95 / Smoke Ranch HOV interchange					x	LONG
US 95 / Vegas Drive Overpass Completion	x	x	x	x	x	SHORT
Various Intersection Improvements Citywide For Bike Lane Pinch Points (Sahara/Durango, Charleston/Durango, Tenaya/Cheyenne, Tenaya/Lake Mead, Tenaya/Azure, and Washington/Buffalo)		x			x	SHORT
Various Intersection Improvements Citywide For Capacity and Safety (Lake Mead/Jones, Charleston/Torrey Pines, Cheyenne/Rainbow, Sahara/Rancho, Charleston/Merialdo, Cheyenne/Jones, Charleston/Community College, Sahara/Las Vegas Boulevard)				x	x	SHORT
Vegas Dr - Decatur to Rancho Street Rehab and Enhanced Bike Lanes	x	x				MID
Vegas Dr - Jones to Decatur Street Rehab and Enhanced Bike Lane	x	x				MID
Vegas Dr - Rainbow to Jones Street Rehab and Enhanced Bike Lanes	x	x				MID
Vegas Dr - Rampart to Buffalo Street Rehab and Enhanced Bike Lanes	x	x				SHORT
Vegas Dr - Rancho to MLK Street Rehab and Enhanced Bike Lanes	x	x				MID
Washburn Rd - Durango to Tenaya Sawtooth Infill and Traffic Calming			x		x	SHORT
Washington Ave - Bruce to Nellis Street Rehab and Buffered Bike Lanes		x	x			SHORT
Washington Ave - Jones to Decatur Street Rehab and Bike Lane Retrofit	x	x				SHORT
Washington Ave - Jones to Rainbow Street Rehab and Bike Lane Retrofit	x	x				SHORT

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Project (From Mobility Master Plan)	Street rehab	Bicycle	Pedestrian	Transit	Mobility	Timing
IDENTIFIED CAPITAL IMPROVEMENTS - TRANSPORTATION (CHAPTER 4 / I.A - I.B)						
Washington Ave - Las Vegas Blvd to Bruce Street Rehab and Bike Lane Retrofit / Trail	x	x	x			SHORT
Washington Ave - MLK to Main Bike Lane Retrofit/Streetscape / Trail		x	x			SHORT
Washington Ave - Rainbow to Durango Street Rehab and Enhanced Bike Lanes / Trail	x	x	x			SHORT
Wyoming - Industrial to Las Vegas Blvd, Capacity Improvements and Complete Street	x	x	x	x	x	SHORT

Projects listed within this table are derived from the Mobility Master Plan, some of which may be under construction.

Project	Area
IDENTIFIED CAPITAL IMPROVEMENTS - SMART SYSTEMS (CHAPTER 4 / I.C)	
Fiber-Optic Infrastructure Network	Citywide
LED Streetlights	Citywide
LED Park and field area lighting improvements	Citywide
Electric Vehicle Charging Infrastructure	Citywide
Advanced Smart City innovation and mobility program	Downtown Las Vegas
GoMED Autonomous shuttle circulator / microtransit	Downtown Las Vegas
Smart metering, IoT sensors, and building management systems	Citywide
Arterial / intersection ITS, DSRC / V2x infrastructure	Citywide
Nevada Electric Highway (DC fast charge, EV charging)	Nu Wav Kaiv
Cybersecurity upgrades	Citywide

Project	Area
IDENTIFIED CAPITAL IMPROVEMENTS - FLOODING (CHAPTER 4 / IV)	
Meadows Basin upgrades	Charleston
Arroyos / natural channels	Summerlin West
Box Canyon Detention Basin	La Madre Foothills
Grand Park Detention Basin	Summerlin West
Ann Road Detention Basin upgrades	La Madre Foothills
Kyle Canyon Detention Basin upgrades	La Madre Foothills
Kyle Canyon Sediment Basin	Kyle Canyon
Kyle Canyon channels	Kyle Canyon
Upper Las Vegas Wash Detention Basin upgrades	Tule Springs
Gowan South Basin upgrades	Twin Lakes
Charleston / Maryland Pkwy RCB	Downtown Las Vegas
West Charleston Blvd RCB	Charleston
Sahara Ave RCB	Downtown South
Rancho-Gowan RCB	Rancho
Box Canyon RCP	La Madre Foothills
Stewart-Bonanza RCP	East Las Vegas

Project	Area
IDENTIFIED CAPITAL IMPROVEMENTS - PUBLIC FACILITIES (CHAPTER 4 / II - III)	
Fire Station 1 - (I-515 Downtown Access Project impacts)	Downtown Las Vegas
Fire Station 46 (I-11 / Skye Canyon Park)	Kyle Canyon
Fire Station 49 (Skye Canyon Park / Moccasin)	Kyle Canyon
Fire Station 109 (Jones / Ann)	Rancho
Fire Station 142 (Hualapai / Grand Teton)	La Madre Foothills
Fire Station 145 (Cliff Shadows / Alexander)	Lone Mountain
Fire Station 147 (Lake Mead / Desert Foothills)	Summerlin West
Fire Station 148 (Durango / Tropical)	Centennial Hills
Fire Station 149 (Jones / Iron Mountain)	Tule Springs
Fire Station I (Kyle Canyon / Witch Mountain)	Kyle Canyon
Future Fire Station	Nu Wav Kaiv
Future Fire Station	Summerlin West
Regional Public Safety Complex	La Madre Foothills
Civic Center Plaza	Downtown Las Vegas
Health & Wellness Center (Main St)	Downtown Las Vegas
Health & Wellness Center (Jackson Ave)	Downtown Las Vegas
New Area Command (LVMPD)	Kyle Canyon
Detention Center upgrades	East Las Vegas
Strong Start Academy (Wardelle)	East Las Vegas
Employment-Training Center (Historic Westside)	Downtown Las Vegas
Public Arts Program	Citywide
Future satellite government center facilities	Summerlin West
Downtown beautification program	Downtown Las Vegas
Corridor of Hope family shelter	Downtown Las Vegas
City museums	Citywide
Greenlink West transmission line (NV Energy)	Nu Wav Kaiv
Utility corridor / transmission improvements	Citywide
Sanitary sewer upgrades / Wastewater Collection System Master Plan	Citywide
WPCF upgrades; future expansion	Clark County

Exhibit 14

CITY OF LAS VEGAS, NEVADA

SNPLMA SPECIAL ACCOUNT NOMINATIONS – Round 8 Parks, Trails and Natural Areas

The Southern Nevada Public Lands Management Act (SNPLMA) of 1998 provides for BLM land to be sold "for the development of parks, trails, and natural areas in Clark County" and for other purposes identified in the Act. BLM officials have outlined the procedures for nominating projects eligible for funding with the proceeds from the sales. Since these procedures require that the City submit a list of its projects each year for funding, a list is being presented for the City Council's consideration.

The City's projects are combined with those proposed by Clark County, Henderson, North Las Vegas, and regional governmental entities, including the Southern Nevada Water Authority, the Regional Flood Control District, and the Clark County Sanitation District. The projects are then evaluated and ranked by the Partners Working Group and the Federal Partners Executive Committee according to established criteria set forth in the Implementation Agreement. The actual priority ranking of the City's projects will not be known until after the Executive Committee ranks the projects and the Secretary of the Department of Interior approves the priority list sometime next year.

The list below is composed of projects recommended by the staffs of various departments involved in the process. The list is based on the current availability of land for the projects and on the opportunity to develop the projects in the immediate future. Funding that becomes available to the City for the projects selected will be programmed for construction/development within the next two to three years. A map is included with this agenda item to identify the location of specific projects.

SNPLMA PROJECT NOMINATIONS:

1. Las Vegas Wash Trailhead Bridge	\$2-4 million
2. Rotary Park	\$6-8 million
3. Floyd Lamb Park Trails	\$6-8 million
4. Detention Basin Trail Gaps ➤ 4A – Gowan South ➤ 4B - Rancho	\$4-6 million
5. Fort Apache Trailhead Park	\$4-6 million
6. Desert Preserve Trail	\$4-6 million
7. Tropical/Durango Park	\$10-11 million
8. Northern Beltway Trail - Hualapai to Durango	\$6-8 million
9. Durango Trail – Centennial to Tropical	\$4-6 million
10. Lone Mountain Area Trail Pedestrian Bridge	\$4-6 million
Total	\$50-69 million

PROJECT DESCRIPTIONS:

1. LAS VEGAS WASH TRAILHEAD BRIDGE

Amount Requested: \$2-4 million

A pedestrian bridge is proposed to connect two SNPLMA projects approved in Round 6, Sandhill/Owens Park & Trailhead - Private Land and City Owned Land. These trailheads are located across from each other on opposite sides of the Las Vegas Wash and along the Las Vegas Wash Trail Phase 1 approved in Round 3. The bridge will provide a pedestrian connection for the Sandhill/Owens Private Land parcel and the residents on that side of the channel to reach the Las Vegas Wash Trail. The bridge is anticipated to be at least a 200 foot span in order to keep the bridge footings out of the channel flood level waters.

2. ROTARY PARK

Amount Requested: \$6-8 million

Rotary Park is in need of an upgrade to make the highest and best use of the high demand for limited park facilities in this mature area of the valley. It is proposed to respond to the need for reserved group picnic usage by constructing two new group picnic shelters to the existing play equipment and modern restroom. To complement this group picnic usage the parking lot would be expanded, the play equipment expanded and shaded, new shaded seating added, a perimeter walking path added, replacement of the antiquated lighting to allow for night use of the park, and the addition of a small splashpad to mitigate the end of the useful life of nearby Cragin Pool at Hyde Park Middle School. The park is approximately 3.4 acres in size near Charleston and Hinson.

3. FLOYD LAMB PARK TRAILS

Amount Requested: \$6-8 million

SNPLMA funds are requested to design and construct proposed approximately four miles of multi-use trails around and within the proposed detention basins at Floyd Lamb State Park. The detention basins are earmarked for construction within the next two years. The trails are part of the City of Las Vegas Master Plan and the Northwest Open Space plan.

4. DETENTION BASIN TRAIL GAPS

Amount Requested: \$4-6 million

Two detention basin (D.B.) trails are targeted in this project. The basins and the proposed work are as follows:

- B. 4A - Gowan South D.B. - concrete paving of an existing gravel trail along the north, east and south sides of the basin (approx. 4400 lf) – also branching off of the SNPLMA project Lone Mountain Trail. Landscaping exists adjacent to the trail along the south and east reaches.
- C. 4B - Rancho D.B. – construction of a concrete trail (approx. 1200 lf) along the north basin boundary connecting an existing trail to the west and existing sidewalk on the east side adjacent to Centennial Center.

5. FORT APACHE TRAILHEAD PARK

Amount Requested: \$4-6 million

A trailhead park and concrete trail (approx. 3000 lf) is proposed around the basin boundary of the Fort Apache Detention Basin. The east reach connects an existing trail in Fort Apache to the proposed Northern Beltway Trail.

6. DESERT PRESERVE TRAIL

Amount Requested: \$4-6 million

A trail extension (approx. 1.5 miles) is proposed from the approved SNPLMA Round 7 Open Space Desert Preserve Trail at Alta and Hualapai (aka Desert Preserve Park) meandering through open space land between golf courses to existing Summerlin trails.

7. TROPICAL/ DURANGO PARK

Amount Requested: \$10-11 million

This proposed park is located on the northwest corner of Tropical and Durango and is approximately 8.7 acres in size. This passive park contains on-site parking, a restroom, drinking fountain, shaded play equipment, splashpad, and shaded seating. The park is within walking distance for both city and county residents and will provide a pedestrian connection between additional future athletic field projects to the east and northwest.

8. NORTHERN BELTWAY TRAIL – HUALAPAI TO DURANGO

Amount Requested: \$6-8 million

A multi-use non-equestrian trail is proposed along the north side of CC-215 from Hualapai to Durango. The trail will connect existing trails in Fort Apache as well as proposed trails in Hualapai, Grand Canyon and Durango to the Beltway Trail System.

9. DURANGO TRAIL – CENTENNIAL TO TROPICAL

Amount Requested: \$4-6 million

A multi-use non-equestrian trail is proposed along the west side of Durango from Centennial to Tropical. The trail will be an integral link in the trail system proposed in the developing area. Along the southern end of the project will be two parks – Durango Riley Park and Tropical./Durango Park (#7 of this list).

10. LONE MOUNTAIN AREA TRAIL PEDESTRIAN BRIDGE

Amount Requested: \$4-6 million

A number of trails and parks converge in the area around Alexander Road and Hualapai Way. This project will construct a pedestrian overpass connecting the Gilmore Channel trail to the softball complex currently under construction. The bridge will provide safe access over Hualapai Way, which is projected to be heavily traveled once the Clark County regional park and the softball complex are in place.