

IN THE SUPREME COURT OF THE STATE OF NEVADA

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

Appellant,

vs.

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

Respondents.

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

Appellants/Cross-Respondents,

vs.

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

Respondent/Cross-Appellant.

No. 84345

Electronically Filed  
Aug 25 2022 02:32 p.m.  
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**JOINT APPENDIX,  
VOLUME NO. 72**

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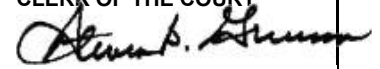
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15 **DISTRICT COURT**

16 **CLARK COUNTY, NEVADA**

17 180 LAND CO LLC, a Nevada limited liability  
18 company, FORE STARS, LTD., a Nevada  
19 limited liability company and SEVENTY  
20 ACRES, LLC, a Nevada limited liability  
21 company, DOE INDIVIDUALS I-X, DOE  
22 CORPORATIONS I-X, and DOE LIMITED  
23 LIABILITY COMPANIES I-X,

24 Plaintiffs,

25 v.

26 CITY OF LAS VEGAS, a political subdivision of  
27 the State of Nevada; ROE GOVERNMENT  
28 ENTITIES I-X; ROE CORPORATIONS I-X;  
29 ROE INDIVIDUALS I-X; ROE LIMITED-  
30 LIABILITY COMPANIES I-X; ROE QUASI-  
31 GOVERNMENTAL ENTITIES I-X,

32 Defendants.

CASE NO.: A-17-758528-J

DEPT. NO.: XVI

**APPENDIX OF EXHIBITS IN  
SUPPORT OF CITY'S OPPOSITION  
TO PLAINTIFF'S MOTION TO  
DETERMINE TAKE AND FOR  
SUMMARY JUDGMENT ON THE  
FIRST, THIRD, AND FOURTH  
CLAIMS FOR RELIEF AND  
COUNTERMOTION FOR SUMMARY  
JUDGMENT**

**VOLUME 13**

33 The City of Las Vegas ("City") submits this Appendix of Exhibits in Support of the City's  
34 Opposition to Plaintiff's Motion to Determine Take and For Summary Judgment on the First, Third,  
35 and Fourth Claims for Relief and its Countermotion for Summary Judgment.

Exhibit	Exhibit Description	Vol.	Bates No.
A	City records regarding Ordinance No. 2136 (Annexing 2,246 acres to the City of Las Vegas)	1	0001-0011
B	City records regarding Peccole Land Use Plan and Z-34-81 rezoning application	1	0012-0030

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Exhibit	Exhibit Description	Vol.	Bates No.
C	City records regarding Venetian Foothills Master Plan and Z-30-86 rezoning application	1	0031-0050
D	Excerpts of the 1985 City of Las Vegas General Plan	1	0051-0061
E	City records regarding Peccole Ranch Master Plan and Z-139-88 phase I rezoning application	1	0062-0106
F	City records regarding Z-40-89 rezoning application	1	0107-0113
G	Ordinance No. 3472 and related records	1	0114-0137
H	City records regarding Amendment to Peccole Ranch Master Plan and Z-17-90 phase II rezoning application	1	0138-0194
I	Excerpts of 1992 City of Las Vegas General Plan	2	0195-0248
J	City records related to Badlands Golf Course expansion	2	0249-0254
K	Excerpt of land use case files for GPA-24-98 and GPA-6199	2	0255-0257
L	Ordinance No. 5250 and Excerpts of Las Vegas 2020 Master Plan	2	0258-0273
M	Miscellaneous Southwest Sector Land Use Maps from 2002-2005	2	0274-0277
N	Ordinance No. 5787 and Excerpts of 2005 Land Use Element	2	0278-0291
O	Ordinance No. 6056 and Excerpts of 2009 Land Use & Rural Neighborhoods Preservation Element	2	0292-0301
P	Ordinance No. 6152 and Excerpts of 2012 Land Use & Rural Neighborhoods Preservation Element	2	0302-0317
Q	Ordinance No. 6622 and Excerpts of 2018 Land Use & Rural Neighborhoods Preservation Element	2	0318-0332
R	Ordinance No. 1582	2	0333-0339
S	Ordinance No. 4073 and Excerpt of the 1997 City of Las Vegas Zoning Code	2	0340-0341
T	Ordinance No. 5353	2	0342-0361
U	Ordinance No. 6135 and Excerpts of City of Las Vegas Unified Development Code adopted March 16, 2011	2	0362-0364
V	Deeds transferring ownership of the Badlands Golf Course	2	0365-0377
W	Third Revised Justification Letter regarding the Major Modification to the 1990 Conceptual Peccole Ranch Master Plan	2	0378-0381
X	Parcel maps recorded by the Developer subdividing the Badlands Golf Course	3	0382-0410
Y	EHB Companies promotional materials	3	0411-0445
Z	General Plan Amendment (GPA-62387), Rezoning (ZON-62392) and Site Development Plan Review (SDR-62393) applications	3	0446-0466
AA	Staff Report regarding 17-Acre Applications	3	0467-0482



Exhibit	Exhibit Description	Vol.	Bates No.
BB	Major Modification (MOD-63600), Rezoning (ZON-63601), General Plan Amendment (GPA-63599), and Development Agreement (DIR-63602) applications	3	0483-0582
CC	Letter requesting withdrawal of MOD-63600, GPA-63599, ZON-63601, DIR-63602 applications	4	0583
DD	Transcript of February 15, 2017 City Council meeting	4	0584-0597
EE	Judge Crockett's March 5, 2018 order granting Queensridge homeowners' petition for judicial review, Case No. A-17-752344-J	4	0598-0611
FF	Docket for NSC Case No. 75481	4	0612-0623
GG	Complaint filed by Fore Stars Ltd. and Seventy Acres LLC, Case No. A-18-773268-C	4	0624-0643
HH	General Plan Amendment (GPA-68385), Site Development Plan Review (SDR-68481), Tentative Map (TMP-68482), and Waiver (68480) applications	4	0644-0671
II	June 21, 2017 City Council meeting minutes and transcript excerpt regarding GPA-68385, SDR-68481, TMP-68482, and 68480.	4	0672-0679
JJ	Docket for Case No. A-17-758528-J	4	0680-0768
KK	Judge Williams' Findings of Fact and Conclusions of Law, Case No. A-17-758528-J	5	0769-0793
LL	Development Agreement (DIR-70539) application	5	0794-0879
MM	August 2, 2017 City Council minutes regarding DIR-70539	5	0880-0882
NN	Judge Sturman's February 15, 2019 minute order granting City's motion to dismiss, Case No. A-18-775804-J	5	0883
OO	Excerpts of August 2, 2017 City Council meeting transcript	5	0884-0932
PP	Final maps for Amended Peccole West and Peccole West Lot 10	5	0933-0941
QQ	Excerpt of the 1983 Edition of the Las Vegas Municipal Code	5	0942-0951
RR	Ordinance No. 2185	5	0952-0956
SS	1990 aerial photograph identifying Phase I and Phase II boundaries, produced by the City's Planning & Development Department, Office of Geographic Information Systems (GIS)	5	0957
TT	1996 aerial photograph identifying Phase I and Phase II boundaries, produced by the City's Planning & Development Department, Office of Geographic Information Systems (GIS)	5	0958
UU	1998 aerial photograph identifying Phase I and Phase II boundaries, produced by the City's Planning & Development Department, Office of Geographic Information Systems (GIS)	5	0959

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Exhibit	Exhibit Description	Vol.	Bates No.
VV	2015 aerial photograph identifying Phase I and Phase II boundaries, retail development, hotel/casino, and Developer projects, produced by the City's Planning & Development Department, Office of Geographic Information Systems (GIS)	5	0960
WW	2015 aerial photograph identifying Phase I and Phase II boundaries, produced by the City's Planning & Development Department, Office of Geographic Information Systems (GIS)	5	0961
XX	2019 aerial photograph identifying Phase I and Phase II boundaries, and current assessor parcel numbers for the Badlands property, produced by the City's Planning & Development Department, Office of Geographic Information Systems (GIS)	5	0962
YY	2019 aerial photograph identifying Phase I and Phase II boundaries, and areas subject to inverse condemnation litigation, produced by the City's Planning & Development Department, Office of Geographic Information Systems (GIS)	5	0963
ZZ	2019 aerial photograph identifying areas subject to proposed development agreement (DIR-70539), produced by the City's Planning & Development Department, Office of Geographic Information Systems (GIS)	5	0964
AAA	Membership Interest Purchase and Sale Agreement	6	0965-0981
BBB	Transcript of May 16, 2018 City Council meeting	6	0982-0998
CCC	City of Las Vegas' Amicus Curiae Brief, <i>Seventy Acres, LLC v. Binion</i> , Nevada Supreme Court Case No. 75481	6	0999-1009
DDD	Nevada Supreme Court March 5, 2020 Order of Reversal, <i>Seventy Acres, LLC v. Binion</i> , Nevada Supreme Court Case No. 75481	6	1010-1016
EEE	Nevada Supreme Court August 24, 2020 Remittitur, <i>Seventy Acres, LLC v. Binion</i> , Nevada Supreme Court Case No. 75481	6	1017-1018
FFF	March 26, 2020 Letter from City of Las Vegas Office of the City Attorney to Counsel for the Developer Re: Entitlements on 17 Acres	6	1019-1020
GGG	September 1, 2020 Letter from City of Las Vegas Office of the City Attorney to Counsel for the Developer Re: Final Entitlements for 435-Unit Housing Development Project in Badlands	6	1021-1026
HHH	Complaint Pursuant to 42 U.S.C. § 1983, <i>180 Land Co. LLC et al. v. City of Las Vegas, et al.</i> , 18-cv-00547 (2018)	6	1027-1122
III	9th Circuit Order in <i>180 Land Co. LLC; et al v. City of Las Vegas, et al.</i> , 18-cv-0547 (Oct. 19, 2020)	6	1123-1127
JJJ	Plaintiff Landowners' Second Supplement to Initial Disclosures Pursuant to NRCP 16.1 in 65-Acre case	6	1128-1137
LLL	Bill No. 2019-48: Ordinance No. 6720	7	1138-1142

Exhibit	Exhibit Description	Vol.	Bates No.
MMM	Bill No. 2019-51: Ordinance No. 6722	7	1143-1150
NNN	March 26, 2020 Letter from City of Las Vegas Office of the City Attorney to Counsel for the Developer Re: Entitlement Requests for 65 Acres	7	1151-1152
OOO	March 26, 2020 Letter from City of Las Vegas Office of the City Attorney to Counsel for the Developer Re: Entitlement Requests for 133 Acres	7	1153-1155
PPP	April 15, 2020 Letter from City of Las Vegas Office of the City Attorney to Counsel for the Developer Re: Entitlement Requests for 35 Acres	7	1156-1157
QQQ	Valbridge Property Advisors, Lubawy & Associates Inc., Appraisal Report (Aug. 26, 2015)	7	1158-1247
RRR	Notice of Entry of Order Adopting the Order of the Nevada Supreme Court and Denying Petition for Judicial Review	7	1248-1281
SSS	Letters from City of Las Vegas Approval Letters for 17-Acre Property (Feb. 16, 2017)	8	1282-1287
TTT	Reply Brief of Appellants 180 Land Co. LLC, Fore Stars, LTD, Seventy Acres LLC, and Yohan Lowie in <i>180 Land Co LLC et al v. City of Las Vegas</i> , Court of Appeals for the Ninth Circuit Case No. 19-16114 (June 23, 2020)	8	1288-1294
UUU	Excerpt of Reporter's Transcript of Hearing on City of Las Vegas' Motion to Compel Discovery Responses, Documents and Damages Calculation and Related Documents on Order Shortening Time in <i>180 Land Co. LLC v. City of Las Vegas</i> , Eighth Judicial District Court Case No. A-17-758528-J (Nov. 17, 2020)	8	1295-1306
VVV	Plaintiff Landowners' Sixteenth Supplement to Initial Disclosures in <i>180 Land Co., LLC v. City of Las Vegas</i> , Eighth Judicial District Court Case No. A-17-758528-J (Nov. 10, 2020)	8	1307-1321
WWW	Excerpt of Transcript of Las Vegas City Council Meeting (Aug. 2, 2017)	8	1322-1371
XXX	Notice of Entry of Findings of Facts and Conclusions of Law on Petition for Judicial Review in <i>180 Land Co. LLC v. City of Las Vegas</i> , Eighth Judicial District Court Case No. A-17-758528-J (Nov. 26, 2018)	8	1372-1399
YYY	Notice of Entry of Order <i>Nunc Pro Tunc</i> Regarding Findings of Fact and Conclusion of Law Entered November 21, 2019 in <i>180 Land Co. LLC v. City of Las Vegas</i> , Eighth Judicial District Court Case No. A-17-758528 (Feb. 6, 2019)	8	1400-1405
ZZZ	City of Las Vegas Agenda Memo – Planning, for City Council Meeting June 21, 2017, Re: GPA-68385, WVR-68480, SDR-68481, and TMP-68482 [PRJ-67184]	8	1406-1432

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Exhibit	Exhibit Description	Vol.	Bates No.
AAAA	Excerpts from the Land Use and Rural Neighborhoods Preservation Element of the City's 2020 Master Plan adopted by the City Council of the City on September 2, 2009	8	1433-1439
BBBB	Summons and Complaint for Declaratory Relief and Injunctive Relief, and Verified Claims in Inverse Condemnation in <i>180 Land Co. LLC v. City of Las Vegas</i> , Eighth Judicial District Court Case No.A-18-780184-C	8	1440-1477
CCCC	Notice of Entry of Findings of Fact and Conclusions of Law Granting City of Las Vegas' Motion for Summary Judgment in <i>180 Land Co. LLC v. City of Las Vegas</i> , Eighth Judicial District Court Case No.A-18-780184-C (Dec. 30, 2020)	8	1478-1515
DDDD	Peter Lowenstein Declaration	9	1516-1522
DDDD-1	Exhibit 1 to Peter Lowenstein Declaration: Diagram of Existing Access Points	9	1523-1526
DDDD-2	Exhibit 2 to Peter Lowenstein Declaration: July 5, 2017 Email from Mark Colloton	9	1527-1531
DDDD-3	Exhibit 3 to Peter Lowenstein Declaration: June 28, 2017 Permit application	9	1532-1533
DDDD-4	Exhibit 4 to Peter Lowenstein Declaration: June 29, 2017 Email from Mark Colloton re Rampart and Hualapai	9	1534-1536
DDDD-5	Exhibit 5 to Peter Lowenstein Declaration: August 24, 2017 Letter from City Department of Planning	9	1537
DDDD-6	Exhibit 6 to Peter Lowenstein Declaration: July 26, 2017 Email from Peter Lowenstein re Wall Fence	9	1538
DDDD-7	Exhibit 7 to Peter Lowenstein Declaration: August 10, 2017 Application for Walls, Fences, or Retaining Walls; related materials	9	1539-1546
DDDD-8	Exhibit 8 to Peter Lowenstein Declaration: August 24, 2017 Email from Steve Gebeke	9	1547-1553
DDDD-9	Exhibit 9 to Peter Lowenstein Declaration: Bill No. 2018-24	9	1554-1569
DDDD-10	Exhibit 10 to Peter Lowenstein Declaration: Las Vegas City Council Ordinance No. 6056 and excerpts from Land Use & Rural Neighborhoods Preservation Element	9	1570-1577
DDDD-11	Exhibit 11 to Peter Lowenstein Declaration: documents submitted to Las Vegas Planning Commission by Jim Jimmerson at February 14, 2017 Planning Commission meeting	9	1578-1587
EEEE	GPA-72220 application form	9	1588-1590
FFFF	Chris Molina Declaration	9	1591-1605
FFFF-1	Fully Executed Copy of Membership Interest Purchase and Sale Agreement for Fore Stars Ltd.	9	1606-1622

Exhibit	Exhibit Description	Vol.	Bates No.
FFFF-2	Summary of Communications between Developer and Peccole family regarding acquisition of Badlands Property	9	1623-1629
FFFF-3	Reference map of properties involved in transactions between Developer and Peccole family	9	1630
FFFF-4	Excerpt of appraisal for One Queensridge place dated October 13, 2005	9	1631-1632
FFFF-5	Site Plan Approval for One Queensridge Place (SDR-4206)	9	1633-1636
FFFF-6	Securities Redemption Agreement dated September 14, 2005	9	1637-1654
FFFF-7	Securities Purchase Agreement dated September 14, 2005	9	1655-1692
FFFF-8	Badlands Golf Course Clubhouse Improvement Agreement dated September 6, 2005	9	1693-1730
FFFF-9	Settlement Agreement and Mutual Release dated June 28, 2013	10	1731-1782
FFFF-10	June 12, 2014 emails and Letter of Intent regarding the Badlands Golf Course	10	1783-1786
FFFF-11	July 25, 2014 email and initial draft of Golf Course Purchase Agreement	10	1787-1813
FFFF-12	August 26, 2014 email from Todd Davis and revised purchase agreement	10	1814-1843
FFFF-13	August 27, 2014 email from Billy Bayne regarding purchase agreement	10	1844-1846
FFFF-14	September 15, 2014 email and draft letter to BGC Holdings LLC regarding right of first refusal	10	1847-1848
FFFF-15	November 3, 2014 email regarding BGC Holdings LLC	10	1849-1851
FFFF-16	November 26, 2014 email and initial draft of stock purchase and sale agreement	10	1852-1870
FFFF-17	December 1, 2015 emails regarding stock purchase agreement	10	1871-1872
FFFF-18	December 1, 2015 email and fully executed signature page for stock purchase agreement	10	1873-1874
FFFF-19	December 23, 2014 emails regarding separation of Fore Stars Ltd. and WRL LLC acquisitions into separate agreements	10	1875-1876
FFFF-20	February 19, 2015 emails regarding notes and clarifications to purchase agreement	10	1877-1879
FFFF-21	February 26, 2015 email regarding revised purchase agreements for Fore Stars Ltd. and WRL LLC	10	1880
FFFF-22	February 27, 2015 emails regarding revised purchase agreements for Fore Stars Ltd. and WRL LLC	10	1881-1882
FFFF-23	Fully executed Membership Interest Purchase Agreement for WRL LLC	10	1883-1890

Exhibit	Exhibit Description	Vol.	Bates No.
FFFF-24	June 12, 2015 email regarding clubhouse parcel and recorded parcel map	10	1891-1895
FFFF-25	Quitclaim deed for Clubhouse Parcel from Queensridge Towers LLC to Fore Stars Ltd.	10	1896-1900
FFFF-26	Record of Survey for Hualapai Commons Ltd.	10	1901
FFFF-27	Deed from Hualapai Commons Ltd. to EHC Hualapai LLC	10	1902-1914
FFFF-28	Purchase Agreement between Hualapai Commons Ltd. and EHC Hualapai LLC	10	1915-1931
FFFF-29	City of Las Vegas' First Set of Interrogatories to Plaintiff	10	1932-1945
FFFF-30	Plaintiff 180 Land Company LLC's Responses to City of Las Vegas' First Set of Interrogatories to Plaintiff, 3 <sup>rd</sup> Supplement	10	1946-1973
FFFF-31	City of Las Vegas' Second Set of Requests for Production of Documents to Plaintiff	11	1974-1981
FFFF-32	Plaintiff 180 Land Company LLC's Response to Defendant City of Las Vegas' Second Set of Requests for Production of Documents to Plaintiff	11	1982-1989
FFFF-33	September 14, 2020 Letter to Plaintiff regarding Response to Second Set of Requests for Production of Documents	11	1990-1994
FFFF-34	First Supplement to Plaintiff Landowners Response to Defendant City of Las Vegas' Second Set of Requests for Production of Documents to Plaintiff	11	1995-2002
FFFF-35	Motion to Compel Discovery Responses, Documents and Damages Calculation, and Related Documents on Order Shortening Time	11	2003-2032
FFFF-36	Transcript of November 17, 2020 hearing regarding City's Motion to Compel Discovery Responses, Documents and Damages Calculation, and Related Documents on Order Shortening Time	11	2033-2109
FFFF-37	February 24, 2021 Order Granting in Part and denying in part City's Motion to Compel Discovery Responses, Documents and Damages Calculation, and Related Documents on Order Shortening Time	11	2110-2118
FFFF-38	April 1, 2021 Letter to Plaintiff regarding February 24, 2021 Order	11	2119-2120
FFFF-39	April 6, 2021 email from Elizabeth Ghanem Ham regarding letter dated April 1, 2021	11	2121-2123
FFFF-40	Hydrologic Criteria and Drainage Design Manual, Section 200	11	2124-2142
FFFF-41	Hydrologic Criteria and Drainage Design Manual, Standard Form 1	11	2143
FFFF-42	Hydrologic Criteria and Drainage Design Manual, Standard Form 2	11	2144-2148
FFFF-43	Email correspondence regarding minutes of August 13, 2018 meeting with GCW regarding Technical Drainage Study	11	2149-2152

Exhibit	Exhibit Description	Vol.	Bates No.
FFFF-44	Excerpts from Peccole Ranch Master Plan Phase II regarding drainage and open space	11	2153-2159
FFFF-45	Aerial photos and demonstrative aids showing Badlands open space and drainage system	11	2160-2163
FFFF-46	August 16, 2016 letter from City Streets & Sanitation Manager regarding Badlands Golf Course Drainage Maintenance	11	2164-2166
FFFF-47	Excerpt from EHB Companies promotional materials regarding security concerns and drainage culverts	11	2167
GGGG	Landowners' Reply in Support of Countermotion for Judicial Determination of Liability on the Landowners' Inverse Condemnation Claims Etc. in <i>180 Land Co., LLC v. City of Las Vegas</i> , Eighth Judicial District Court Case No. A-17-758528-J (March 21, 2019)	11	2168-2178
HHHH	State of Nevada State Board of Equalization Notice of Decision, <i>In the Matter of Fore Star Ltd., et al.</i> (Nov. 30, 2017)	11	2179-2183
IIII	Clark County Real Property Tax Values	11	2184-2199
JJJJ	Clark County Tax Assessor's Property Account Inquiry - Summary Screen	11	2200-2201
KKKK	February 22, 2017 Clark County Assessor Letter to 180 Land Co. LLC, re Assessor's Golf Course Assessment	11	2202
LLLL	Petitioner's Opening Brief, <i>In the matter of 180 Land Co. LLC</i> (Aug. 29, 2017), State Board of Equalization	12	2203-2240
MMMM	September 21, 2017 Clark County Assessor Stipulation for the State Board of Equalization	12	2241
NNNN	Excerpt of Reporter's Transcript of Hearing in <i>180 Land Co. v. City of Las Vegas</i> , Eighth Judicial District Court Case No. A-17-758528-J (Feb. 16, 2021)	12	2242-2293
OOOO	June 28, 2016 Letter from Mark Colloton re: Reasons for Access Points Off Hualapai Way and Rampart Blvd.	12	2294-2299
PPPP	Transcript of City Council Meeting (May 16, 2018)	12	2300-2375
QQQQ	Supplemental Declaration of Seth T. Floyd	13	2376-2379
QQQQ-1	1981 Peccole Property Land Use Plan	13	2380
QQQQ-2	1985 Las Vegas General Plan	13	2381-2462
QQQQ-3	1975 General Plan	13	2463-2558
QQQQ-4	Planning Commission meeting records regarding 1985 General Plan	14	2559-2786
QQQQ-5	1986 Venetian Foothills Master Plan	14	2787
QQQQ-6	1989 Peccole Ranch Master Plan	14	2788
QQQQ-7	1990 Master Development Plan Amendment	14	2789
QQQQ-8	Citizen's Advisory Committee records regarding 1992 General Plan	14	2790-2807

Exhibit	Exhibit Description	Vol.	Bates No.
QQQQ-9	1992 Las Vegas General Plan	15-16	2808-3257
QQQQ-10	1992 Southwest Sector Map	17	3258
QQQQ-11	Ordinance No. 5250 (Adopting 2020 Master Plan)	17	3259-3266
QQQQ-12	Las Vegas 2020 Master Plan	17	3267-3349
QQQQ-13	Ordinance No. 5787 (Adopting 2005 Land Use Element)	17	3350-3416
QQQQ-14	2005 Land Use Element	17	3417-3474
QQQQ-15	Ordinance No. 6056 (Adopting 2009 Land Use and Rural Neighborhoods Preservation Element)	17	3475-3479
QQQQ-16	2009 Land Use and Rural Neighborhoods Preservation Element	18	3480-3579
QQQQ-17	Ordinance No. 6152 (Adopting revisions to 2009 Land Use and Rural Neighborhoods Preservation Element)	18	3580-3589
QQQQ-18	Ordinance No. 6622 (Adopting 2018 Land Use and Rural Neighborhoods Preservation Element)	18	3590-3600
QQQQ-19	2018 Land Use & Rural Neighborhoods Preservation Element	18	3601-3700

DATED this 25<sup>th</sup> day of August 2021.

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**CERTIFICATE OF SERVICE**

I HEREBY CERTIFY that I am an employee of McDonald Carano LLP, and that on the 25<sup>th</sup> day of August, 2020, I caused a true and correct copy of the foregoing **APPENDIX OF EXHIBITS IN SUPPORT OF CITY’S OPPOSITION TO PLAINTIFF’S MOTION TO DETERMINE TAKE AND FOR SUMMARY JUDGMENT ON THE FIRST, THIRD, AND FOURTH CLAIMS FOR RELIEF AND COUNTERMOTION FOR SUMMARY JUDGMENT – VOLUME 13** to be electronically served with the Clerk of the Court via the Clark County District Court Electronic Filing Program which will provide copies to all counsel of record registered to receive such electronic notification.

/s/ Jelena Jovanovic  
An employee of McDonald Carano LLP

# **EXHIBIT “QQQQ”**

**SUPPLEMENTAL DECLARATION OF SETH T. FLOYD**

I, Seth T. Floyd, declare as follows:

1. I am the Director of Community Development for the City of Las Vegas. I have held this position since April 2021 and have been an employee of the City since August 1, 2017. I am one of the custodians of records for the City of Las Vegas Planning Department. I have personal knowledge of the facts set forth herein, except as to those stated on information and belief and, as to those, I am informed and believe them to be true. If called as a witness, I could and would competently testify to the matters stated herein.

2. I make this declaration in support of the City's Renewed Motion for Summary Judgment. The facts stated in this declaration demonstrate that the Developer's claim, raised for the first time in its Reply Evidentiary Brief #2, that the Badlands were designated "M" in the City's General Plan in 1981, is false. There was no "M" General Plan designation in the City's General Plan at that time. Moreover, the General Plan designation of the Badlands in 1981 is irrelevant because the City Council designated the Badlands "P" for parks, recreation and open space in the 1992 General Plan and reconfirmed that designation in at least five separate ordinances since 1992.

3. Nevada law provides that "[t]he planning commission shall prepare and adopt a comprehensive, long-term general plan for the physical development of the city . . . which in the commission's judgment bears relation to the planning thereof. . . . The plan must be known as the master plan . . . ." NRS 278.150(1) & (2). The City's laws use the terms "general plan" and "master plan" interchangeably.

4. "The master plan shall be a map, together with such charts, drawings, diagrams, schedules, reports, ordinances, or other printed or published material, or any one or a combination of any of the foregoing as may be considered essential to the purposes of NRS 278.010 to 278.630, inclusive." NRS 278.200.

5. The master plan must contain a land use element. NRS 278.160; NRS 278.150(5). The land use element must contain "[a] land use plan, including an inventory and classification of types of natural land and of existing land cover and uses, and comprehensive plans for the most desirable utilization of land." NRS 278.160(1)(d)(2).

1           6.           In accordance with the requirements of NRS Chapter 278, the City adopted a  
2 General Plan containing a Land Use and Rural Neighborhoods Preservation Element (“Land Use  
3 Element”). The Land Use Element includes maps that identify the land use classifications assigned  
4 to different areas of the City.

5           7.           It is my understanding that Plaintiffs Fore Stars Ltd., 180 Land Co LLC, and Seventy  
6 Acres LLC (“Developer”) argue that the general plan designation for the Badlands has been “M” or  
7 “MED” since 1981 based on the Peccole Property Land Use Plan attached as Ex. QQQQ-1. There  
8 was no “M” or “MED” general plan designation in the City’s General Plan in 1981.

9           8.           Throughout the 1980s, the City’s General Plan used only three residential land use  
10 designations: “suburban,” “urban,” and “rural.” Ex. QQQQ-2 at 2456-57; Ex. QQQQ-3 at 2488-90.  
11 The City was divided into residential planning districts and a variety of housing types were permitted  
12 in each district based upon the overall character and design concept established by the suburban,  
13 urban, or rural general plan designation for that district. Ex. QQQQ-2 at 2456.

14           9.           The letters “MED” on the Peccole Property Land Use Plan referred to a density  
15 category and not a general plan designation. Both the 1975 General Plan and the 1985 General Plan  
16 used density categories to balance the different housing types in a residential planning district to  
17 achieve the overall density established by its general plan designation. Ex. QQQQ-2 at 2459; Ex.  
18 QQQQ-3 at 2484.

19           10.          For example, as the 1985 General Plan explained, urban residential planning districts  
20 were expected to have 50% high density development (over 20 units per acre), 25% medium density  
21 development (12-20 units per acre), and 25% medium-low density development (6-12 units per  
22 acre). Ex. QQQQ-2 at 2460. If development exceeded one of these categories, the difference had  
23 to be made up from other density categories to maintain the overall character and density pattern for  
24 the entire residential planning district. *Id.*

25           11.          The 1985 General Plan included sixteen community profiles, each with a separate  
26 land use map and supporting text. *Id.* at 2461. The purpose of the community profiles was to “enable  
27 the City to review individual development projects in terms of the policies contained in the General  
28 Plan.” *Id.*

12. The community profile maps identified the “preferred location” of various land uses and density categories. *Id.* at 2460. The 1985 General Plan anticipated that “[t]he amount of land allocated to land uses and the densities on each profile map [would be] continually balanced by City staff . . . to result in the designed number of residential dwelling units and support uses.” *Id.*

13. The Badlands Property was located in Community Profile No. 13. Ex. QQQQ-4 at 2677. The supporting text for Community Profile No. 13 stated that “[t]he profile is designated for suburban development.” *Id.* at 2673. On the map for Community Profile No. 13, the area that included the Badlands Property was designated “L” for low density residential and “ML” for medium low density residential. *Id.* at 2677.

14. The supporting text for Community Profile No. 13 also stated that “[m]ost of the area between Sahara Avenue and Angel Park has been master planned and is known as the Peccole property.” *Id.* at 2673. New master plans for the Peccole property were approved in 1986 and subsequently in 1989. Ex. QQQQ-5; Ex. QQQQ-6.

15. In 1990, the City approved a master development plan amendment featuring an 18-hole golf course in the same general location as the Badlands Property. Ex. QQQQ-7. When the City began preparing the 1992 General Plan, the general location of the Badlands was designated “P” for Parks/Recreation/Open Space on Community Profile Map No. 13. Ex. QQQQ-8 at 2803. This designation conformed to the master development plan amendment approved in 1990.

16. The 1992 General Plan established the original Southwest, Northwest, and Southeast Sector Maps. Ex. QQQQ-9 at 2818. The Sector Maps were created by aggregating the sixteen Community Profile Maps of the 1985 General Plan. *Id.* In Ordinance No. 3636, the City Council approved the Southwest Sector Map in the land use element of the General Plan showing the proposed Badlands golf course as “PR-OS” for “Parks/Recreation/Open Space.” Ex. QQQQ-10. After designating the Badlands as PR-OS in 1992, the City Council adopted five ordinances updating the land use element that continued to assign a PR-OS general plan designation to the Badlands.

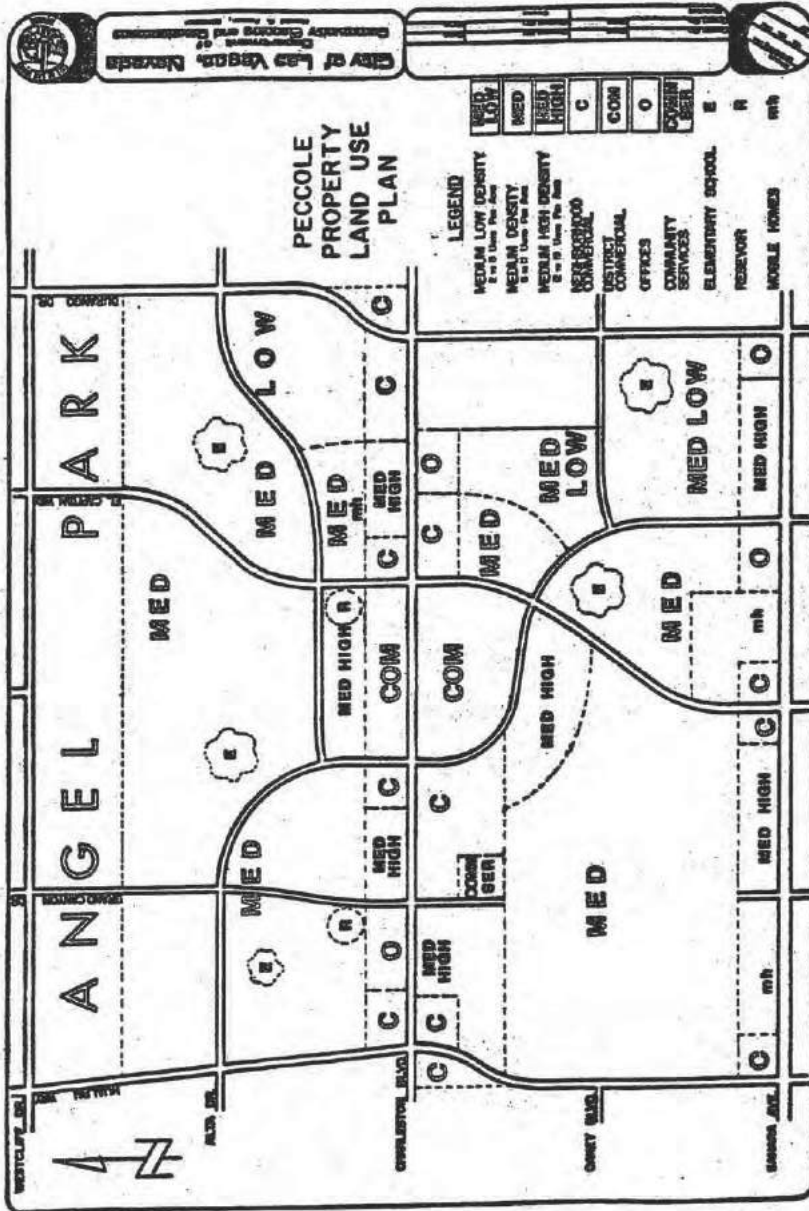
17. In 2000, the City Council adopted the 2020 Master Plan. Ex. QQQQ-11. The 2020 Master Plan retained the Land Use Element from the 1992 General Plan designating the Badlands as PR-OS. *Id.* at 3259; Ex. QQQQ-12 at 3335.



# **EXHIBIT “QQQQ-1”**

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### C. GENERALIZED LAND USE PLAN





# **EXHIBIT “QQQQ-2”**

# City of Las Vegas General Plan

Property of Planning & Development

City of Las Vegas General Plan  
General Plans

731 South 4th St. Las Vegas NV, 89101



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# City of Las Vegas General Plan

**goals, objectives,  
policies and programs**

**Property of Planning & Development**

**City of Las Vegas General Plan  
General Plans**

**731 South 4th St. Las Vegas, NV, 89101**



**Adopted by the City Council on January 16, 1985**

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**12597**

## LAS VEGAS CITY COUNCIL

MAYOR WILLIAM H. BRIARE  
MAYOR PRO TEM RON LURIE  
COUNCILMAN AL LEVY  
COUNCILMAN BOB NOLEN  
COUNCILMAN W. WAYNE BUNKER

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MICHAEL MACK, CHAIRMAN, 1984  
SHERRI TRACY, VICE CHAIRMAN, 1985  
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MAGGIE COLEMAN  
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JOE JOHNSTON

## OFFICE OF THE CITY MANAGER

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DANIEL R. FITZPATRICK  
DEPUTY CITY MANAGER  
FOR COMMUNITY SERVICES

RANDALL H. WALKER  
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FOR ADMINISTRATIVE SERVICES

## DEPARTMENT OF COMMUNITY PLANNING AND DEVELOPMENT HAROLD P. FOSTER, DIRECTOR

HOWARD A. NULL, CHIEF, PLANNING DIVISION  
ROBERT C. CLEMMER, CHIEF, ZONING DIVISION  
C. E. GILPIN, SUBDIVISION ENGINEER,  
LAND DEVELOPMENT AND FLOOD CONTROL DIVISION

RESOLUTION OF THE CITY COUNCIL OF THE CITY  
OF LAS VEGAS, NEVADA, ADOPTING THE GENERAL  
PLAN FOR THE CITY OF LAS VEGAS

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

WHEREAS, this Plan was adopted in 1975 and has been reviewed and amended periodically since its adoption; and

WHEREAS, the Plan includes the mandatory and optional subjects of the Nevada Revised Statutes (N.R.S.); and

WHEREAS, the City desires to maintain its proper role in shaping future development within its existing and potential boundaries; and

WHEREAS, the City of Las Vegas is determined that a comprehensive review and assessment of the Plan was desirable in light of changing fiscal and development conditions; and

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

WHEREAS, as a result of this process, a comprehensive statement of policies and guidelines has been developed reflecting the recommendations of the consulting firm, the input from the citizens' and technical advisory committees, the input from the Planning Commission, and staff; and

WHEREAS, a public hearing was held before the Planning Commission on December 20, 1984, and at the conclusion of said public hearing the Planning Commission approved the Resolution adopting the General Plan.

NOW, THEREFORE, BE IT RESOLVED that the Mayor and City Council of the City of Las Vegas hereby adopt the updated comprehensive statement of policies and guidelines in the form of a document entitled, "Las Vegas General Plan (1985)" for the City of Las Vegas, Nevada, and that said General Plan, supplemented by the Master Plan of Streets and Highways, constitutes the City's Master Plan as referred to in Nevada Revised Statutes, Chapter 278.

PASSED, ADOPTED AND APPROVED this 16th day of JANUARY, 1985.

*William H. Briare*

WILLIAM H. BRIARE, MAYOR

ATTEST:

*Carol Ann Hawley*  
Carol Ann Hawley, City Clerk

- iii -

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## ACKNOWLEDGEMENTS

Gratefully acknowledged is the significant contribution by each of the following:

CITIZENS ADVISORY COMMITTEE

TECHNICAL ADVISORY COMMITTEE

PLANNING CONSULTANT: THE PLANNING CENTER

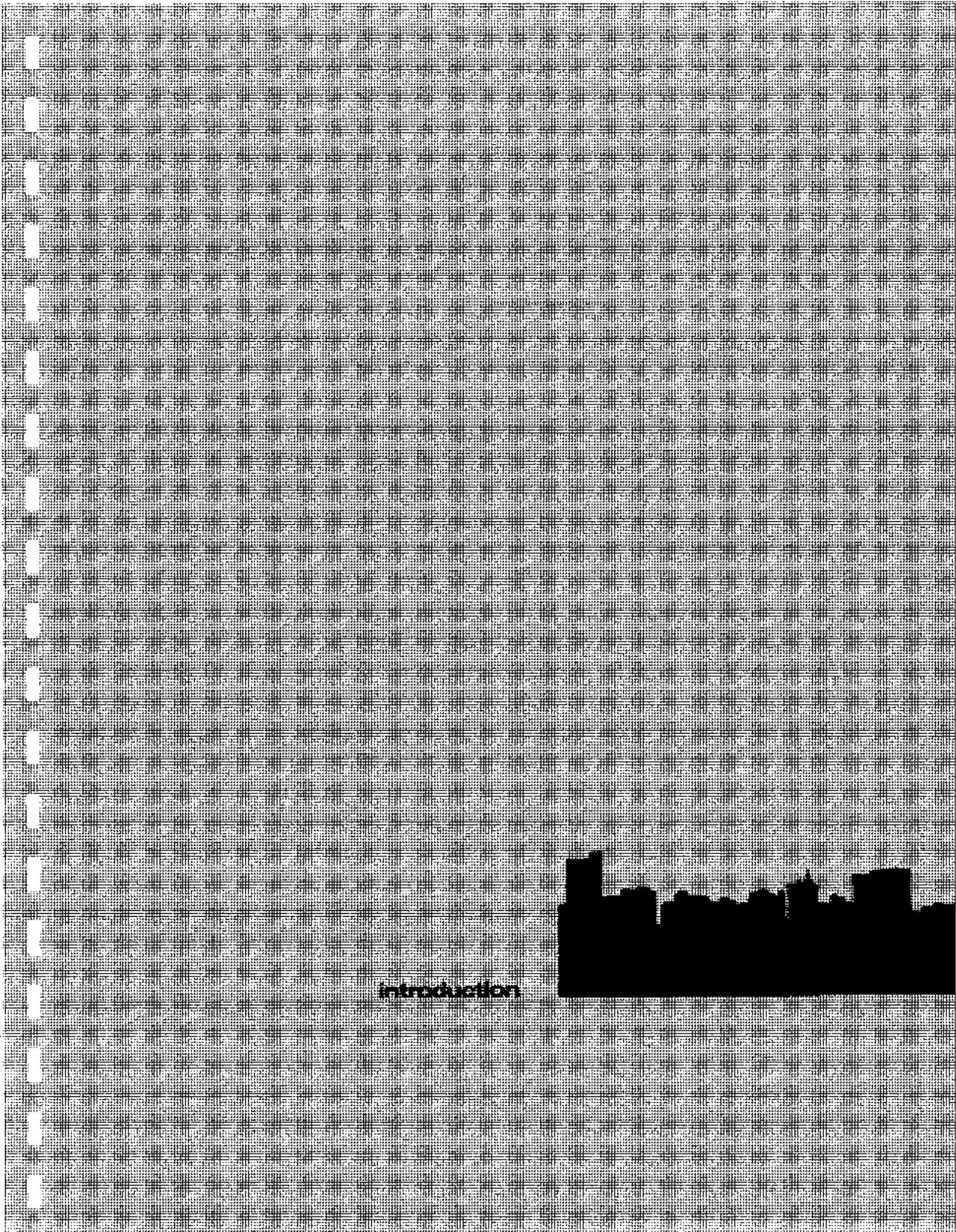
SUBCONSULTANTS: THE NEWPORT ECONOMICS GROUP

P. R. C. VOORHEES

ALL OTHER PUBLIC UTILITIES, AGENCIES AND PARTICIPANTS

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introduction

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## INTRODUCTION

### A. CONCEPT

The General Plan of the City of Las Vegas is a comprehensive document intended to act as a guideline for the future development of our community. The plan incorporates a holistic view of our physical and social environment that strives to achieve harmony, balance and consistency in the development of the City of Las Vegas.

The Plan encourages a systematic investigation of the inter-relationships present in Las Vegas. By incorporating diverse community views and needs into a logical and functional framework, the Plan emerges as a statement of where we are, where we want to go and what actions are necessary to achieve our goals. Thus, the Plan contains a multitude of perspectives on the development of the City.

The representation of diverse views in an all-encompassing document breaks with traditional comprehensive planning. Tradition seeks to reduce a diversity of views in the urban scene into a single-value hierarchy. The City's approach acknowledges the complex interaction and constant evolution of values in the community, and recognizes that the public interest is a conglomeration of numerous groups and organizations that contribute to the urban experience.

Viewed in this context, the General Plan becomes a framework of general rules or policy guidelines for the conduct of urban affairs rather than a blueprint for urban development. This approach allows greater flexibility and adaptability to local conditions, and quickens the response time to new ideas in the community.

The document becomes dynamic in that it stresses the importance of balancing diverse community views and values. It is anticipatory, value conscious and citizen oriented. It fosters an attitude of openness towards the future which is essential to improving the quality of life for Las Vegas residents.

The General Plan identifies the City's role in shaping the future of the community by implementing structured rationality, a systematic evaluation of knowledge and organizational creativity within the plan's framework.

The General Plan consists of a sequence of plans that includes a long-range, a middle-range, and a short-term perspective towards development. In order to appreciate the logical framework of the General Plan, an understanding of goals, objectives, policies and programs is needed.

The goals expressed in the General Plan are not limited by time and describe desired community values, attitudes and expectations that relate directly to the present needs of the community.

In order to achieve the goals set forth by the General Plan, a multi-pronged approach to urban development involving a number of activities, each of which has its own objective, is required. Objectives take on a dual role in the City's plan -- they are a detailed explanation of how goals may be achieved and also act as standards by which City policies and programs will be established and maintained. The objectives are the key mechanism by which the City measures the success of governmental action towards achieving broadly stated goals.

Policies are statements that guide the course of action the City must take to reach objectives. Programs are the application of administrative, analytical and technical skills used to develop, implement and monitor actions that relate to policy statements.

The Plan acts as a guide for long-range development of the physical environment with respect to the pattern and intensity of land use and the provision of public facilities. It programs capital improvements based on relative urgency within the community and proposed administrative measures to achieve cooperation and coordination with other governmental planning activities. It proposes long-range fiscal plans. It combines physical and economic development to revitalize appropriate areas, expand housing, increase job opportunities, reduce crime, enhance recreational opportunities, and improve transportation networks. The General Plan proposes a concerted effort to improve the quality of Las Vegas urban life by utilizing the most effective and economical methods available.

## B. MAIN IDEAS SHAPING THE GENERAL PLAN

The General Plan must consider the many large scale trends shaping the City's future. Many changes occurring on regional, national and world-wide scales have an impact on Las Vegas. These impacts are discussed in the General Plan Resource Document. The General Plan must also consider the type of city Las Vegas will be in the future, and what the citizens of Las Vegas would like to see occur over the coming twenty years.

### 1. A Place to Live

First and foremost, Las Vegas is a community in which more than 186,000 people live, work and recreate. By the year 2000, this number could range from a low of 230,000 to a high of approximately 300,000, depending upon overall economic conditions and the nature and success of the City's development policies. This range of population represents an estimate of the total population which the natural resources of the City can be expected to support on a continuing basis without unreasonable impairment through the year 2000.

Beyond the size of the City is the question of the quality of the living environment. A major thrust of this plan is to accomplish significant physical and economic growth along with real improvements in the quality of living for those who make their home in Las Vegas.

Las Vegas will retain much of its low density dispersed character. The General Plan

provides for both urban infill and urban expansion. It also encourages a compatible mixture of land use and urban activity centers, which provide focal points of urban activity, to efficiently accommodate the desert southwest lifestyle. Adequate public utilities and services will continue to be available to the public.

Another important aspect of the General Plan is the provision for housing. Efforts to provide for a broad range of housing types and costs are incorporated into this plan.

## 2. A Place to Work

Jobs are crucial if a community desires to sustain its vigor. Southern Nevada is heavily dominated by employment in gaming and tourist related activities. A very small proportion of the employment base is in traditional industrial work.

Employment is expected to rise from its current level of approximately 78,000 to a range of 105,000 to 140,000 by the year 2000. Downtown will continue to grow as a regional center of economic activity including gaming, government and banking.

Economic diversification is important to the continuing health of the Southern Nevada economy. The thrust of the General Plan is to continue expansion of the City's gaming/tourism employment base and, at the same time, strive for significant increases in the number and proportion of jobs which are not dependent upon tourism.

## 3. A Place to Recreate

Las Vegas is renowned for its attraction to visitors. What is less well known is that it has achieved many and diverse opportunities for leisure time pursuits by residents. This includes local and community parks, a new mid-range convention center and sports complex, community centers with a wide array of recreational programs, and a complete range of voluntary community recreational and cultural programs including sports, music, drama and ballet.

The General Plan seeks to accommodate the lifestyle and leisure interests of Las Vegas citizens, including the provision of adequate parks and recreational services. The General Plan is also sensitive to the need for community design which facilitates safety for children and "people places" for adults.

## 4. A Place to Visit

Visitors are a dominant economic force in the City and the entire valley. The funds generated from visitors are a significant source of revenue to the Las Vegas community and support many city services.

Clearly, gaming is the most unique attraction. However, it is augmented by notable entertainment, extensive convention activity and access to significant mountain, desert and water-oriented recreation areas.

Gaming will continue to be the primary economic base of Las Vegas. The General Plan encourages gaming and related tourism expansion in downtown and other appropriate areas of the City.

## 5. A Place for Growth

A frontier spirit prevails in Las Vegas -- an attitude that demands opportunity for growth.

The City has historically been a high growth community during the post-war era. It continues to have one of the highest growth rates of any major U.S. city, in spite of rate declines during the 1970's. It is anticipated that the city will contain a substantial portion of the 891,000 population projected for Clark County by the year 2000.

The General Plan envisions continued growth through redevelopment in the central city area, new development on vacant parcels presently within the City limits and expansion generally to the west into territory adjacent to the City.

The combination of public policy, public attitude, available land, infrastructure capability and economic resiliency makes Las Vegas a city with noteworthy growth potential.

## 6. A World Class City

There are few places more well known throughout the world than Las Vegas. Certainly few cities enjoy such world-wide recognition. Millions of people visit Las Vegas each year.

In terms of diversity and excitement, Las Vegas operates well beyond its present scale as a city. The General Plan is one tool the City can build upon to enhance its widespread recognition insuring continuity and expansion of its reputation as a place to be experienced. At the same time, the Plan must aid in building a community of considerable quality for the City's residents.

The Plan recognizes and stimulates the idea that Las Vegas is among the most unique communities on a worldwide scale and must, therefore, attempt to both capitalize and expand upon that uniqueness.

## C. CONTENTS

### 1. Organization

The Las Vegas General Plan is divided into three basic parts: Part I, the Long-Range Plan, presents the concepts which will guide development into the future well beyond a 20-year time frame. The goals in this section are broad-based and future oriented. The objectives, policies and programs delineate the City's policy towards growth and define the role of the City in meeting the future needs of our citizens.

Part II is the Mid-Range Plan, guiding growth and development up to 20 years into the future. It addresses specific subjects which are of concern to City residents, establishes guidelines towards meeting these concerns and also satisfies the requirements outlined in the Nevada Revised Statutes.

Part III constitutes the Short-Range component of the Plan which provides guidance for land use and development decisions needed today and anticipated during the next 5 to 10 years. This part of the Plan applies where there is reasonable expectation of development pressures in the near term.

For purposes of comparability with other plans, the Mid-Range Plan is described for the year 2000, and the Short-Range Plan for 1990. This approximates the time periods generally indicated and makes the statistical material in the Plan more useful.

The General Plan, although divided into three time periods, actually functions as an interrelated and ongoing planning process. It is important to understand the interrelationships of the three parts.

The growth policies in the Long-Range Plan are to facilitate a level of population and economic development which will continue to ensure that the needs of the citizenry are being met within the City's planning area. Once a growth area is established, the policies and programs of the Mid-Range Plan focus on how to best achieve development of that area. The Mid-Range Plan's chief function is to provide planning guidelines on which the City can render management decisions for the provision of infrastructure such as roads, sewers, and community facilities and services. In addition, these objectives and policies affect the City's long-range objectives for a balanced and stable economic growth and overall efficient government, which are contained in the Long-Range Plan.

The Short-Range Plan, by contrast, is designed to provide guidance for more immediate urban development based on the infrastructure planning determined by the Mid-Range Plan. This section of the Plan is more precise than either the Long or Mid-Range Plan. Land use and dwelling unit density standards have been developed which consider the goals and objectives of the other sections of the Plan. The purpose of the Short-Range Plan is to create a framework in which the future expectations of the community can be understood today. This part of the General Plan will be utilized by the City as a guide for short-range planning projects and for reviewing all land development proposals.

The General Plan is not a detailed document. It is intended to provide general direction for the City's future growth and development. However, it does contain several levels of guidance.

The most general statements are in the form of goals. They describe general conditions desired in the future for each of the major subjects in the Plan. Their

presence in the Plan indicates that the subject is important and that the City wants to move, or continue moving, in the direction the goal indicates.

Objectives are specified for each goal statement. They are narrower in scope and, therefore, more explicit. They identify specific subjects which require attention in order to make progress toward the goal.

At least one policy and program, and sometimes several, are specified to carry out each objective. Some may overlap with related objectives. Policies and programs are a written statement by the City to act in a certain way, do something to advance an objective or cause someone else to act in accord with the City's preferences.

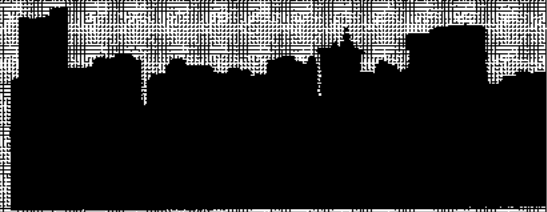
## 2. Resource Document

The General Plan is an outgrowth of the General Plan adopted by the City Council in 1975. The earlier plan served as a basis for many of the objectives and policies contained in this 1985 General Plan update.

The General Plan update was initiated in 1983 by the City of Las Vegas with the assistance of a Citizens Advisory Committee (CAC), which represented the many and diverse interests of the community, and the Planning Center, a planning consulting firm from Southern California, along with its subcontractors, P.R.C. Voorhees (transportation) and the Newport Economics Group. A Technical Advisory Committee, consisting of City management staff and department heads, was also created to assist in the coordination of the General Plan update effort in terms of ongoing administration of City services.

Following a preliminary identification of City goals and objectives by the CAC in August, 1983, the consultant and City staff developed the resource information necessary to enumerate the issues, constraints and opportunities to achieve the City's goals and objectives. This resource information provided much of the basis for subsequent development of the policies and programs contained in the General Plan. The Resource Document is maintained on an on-going basis by the Department of Community Planning and Development as a general reference for periodic maintenance and implementation of the General Plan.

part I — the long-range plan



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## GROWTH

Goal: A rate, size and pattern of growth that is balanced among economic, fiscal and environmental considerations.

- 1 **OBJECTIVE:** A level of growth that will ensure continued development of Las Vegas as a major center of economic activity and urban identity.

- 1.1 **POLICY:** It is policy to encourage a diversity of economic opportunities in a healthy economic environment.

Program 1: Evaluate policies and programs of the City in terms of their economic and environmental impacts on the community.

Program 2: Assist and encourage the growth of basic economic activities.

Program 3: Continue to coordinate with state and local organizations to promote economic development in the City.

- 1.2 **POLICY:** It is policy to encourage urban growth and development which considers economic and environmental concerns.

Program 1: Utilize the General Plan as the City's policy guide for urban growth and identity.

Program 2: Coordinate plans with local governments where potential development concerns may overlap.

- 2 **OBJECTIVE:** Accommodation of the City's anticipated population growth, having a range of 230,000 to 300,000 persons, by the year 2000.

- 2.1 **POLICY:** It is policy to continue to provide an appropriate level of public facilities and services for existing and future urban development.

Program 1: Extend community infrastructure and services, as necessary, to accommodate urban growth.

Program 2: Seek state legislation to ensure public utilities and services will be made available for land development within the City's planning area.

Program 3: Coordinate infrastructure planning with utility companies and other regional and local providers of public services.



**Program 4:** Monitor all growth projections and participate with federal agencies, the state, and local governments in planning for the Las Vegas Valley to ensure consistency with the City's goals, objectives, policies and programs.

- 3 OBJECTIVE:** Expansion of City boundaries to accommodate development in its planning area.

- 3.1 POLICY:** It is policy to consider land for annexation within the City's planning area prior to development, provided the delivery of city services will support such development.

**Program 1:** Maintain an administrative process for efficiently acting upon annexation requests.

**Program 2:** Continue to provide information and assistance to property owners interested in annexing into the City.

**Program 3:** Seek state legislation to simplify and expedite the annexation process.

- 3.2 POLICY:** It is policy to establish, through annexation, a growth pattern which will result in a more efficient and equitable provision of public facilities and services.

**Program 1:** Encourage annexation of territory that will infill county islands and eliminate irregular city boundaries.

**Program 2:** Develop appropriate methods of collecting compensation for city services provided to existing unincorporated areas.

## CITY GOVERNMENT

Goal: Efficient management of City resources with responsiveness to citizen needs and interests.

- 2.1 **OBJECTIVE:** Maintain a city government structure which is responsive to the citizens it serves.

- 2.1.1 **POLICY:** It is policy that the primary responsibility of the City is the provision of local government services, and that all functions and programs of the City be evaluated in accordance with this primary responsibility.

Program 1: Require City departments to delineate and evaluate program objectives in terms of how their functions serve the public, as part of the annual budget review process.

Program 2: Provide constant management review of all city functions to determine cost efficiency, cost effectiveness and responsiveness.

- 2.1.2 **POLICY:** It is policy to strengthen the role of city government as the primary provider of essential government services.

Program 1: The City Council will continue to use its authority, as provided by law, to meet the collective interests of Las Vegas residents.

Program 2: Provide and maintain City Council membership on all regional commissions, councils or agencies which affect the provision of public services in the City.

Program 3: Seek state legislation, as necessary, to insure city government can continue to adequately serve its residents and future residents within the City's planning area.

- 2.2 **OBJECTIVE:** Opportunities for citizen participation in city government functions.

- 2.2.1 **POLICY:** It is policy to provide opportunities for citizen participation in forming public policy.

Program 1: Publish and distribute agendas and minutes of public meetings, and other information on city government to the general public.

Program 2: Continue to conduct public information meetings to allow all citizens the opportunity to discuss local government issues with members of the City Council and City Administration.

Program 3: Provide administrative mechanisms to insure that all citizens have access to their City Council representative.

Program 4: Establish necessary advisory boards and committees on major community issues and appoint citizens who represent diverse community interests to these commissions and advisory boards.

**2.2.2 POLICY:** It is policy to disseminate information to the public on important community issues to encourage the interest and direction needed for continued sound local government.

Program 1: Continue to inform the public of city activities by such means as the Mayor's Annual "State of the City" message.

Program 2: Periodically distribute news releases on important City issues, or topics of interest to the general public.

Program 3: Maintain a positive relationship with the news media.

**2.3 OBJECTIVE:** Efficient and effective mechanisms for provision of necessary public facilities and services.

**2.3.1 POLICY:** It is policy to furnish the citizens of Las Vegas with the most efficient and effective city government available.

Program 1: Continue to provide effective city administration through sound public administrative practices and professional management.

Program 2: Continue to provide for modernization, such as cost efficient automation of city functions, as city resources permit.

Program 3: Continue to maintain a personnel system which provides the most effective use of human resources.

Program 4: Continue proper maintenance and service of all city equipment, infrastructure and property.

**2.3.2 POLICY:** It is policy to finance city services in an equitable and efficient manner which insures adequate revenue for essential public services, fair distribution of costs among users and maximum benefit from every tax dollar.

Program 1: Support state legislation which provides for adequate local government revenues to satisfy the needs of citizens for public facilities and services.

Program 2: Maintain fair and appropriate "user fees" or other charges for city services which are used by specialized segments of the Las Vegas community.

Program 3: Use the resources of the private sector, when appropriate, to provide services to the public.

Program 4: Manage City-owned property in a manner which generates the maximum financial return to the City.

Program 5: Encourage other local governments in Southern Nevada to cooperate in efforts to avoid duplication of services.

**2.3.3 POLICY:** It is policy to maintain fiscal planning, programming, and budgeting for efficient delivery of city services.

Program 1: Coordinate the preparation of the annual city budget on a "program budgeting" basis.

Program 2: Develop objective standardized measurements for determining functional efficiency and effectiveness, where practicable, for all city department operations.

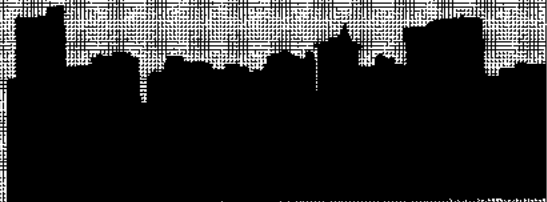
Program 3: Continue to maintain adequate financial accounting capabilities to insure proper management of city revenues and expenditures.

**2.3.4 POLICY:** It is policy to insure maximum efficiency and effectiveness of city government through continuous planning for the future.

Program 1: Maintain the General Plan, on an annual basis, as the principal policy document of the City.

Program 2: Evaluate all city policies and programs in terms of implementation of the goals and objectives set forth in the General Plan.

**part ii — the mid-range plan**



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## INTRODUCTION

Part II, the mid-range portion of the General Plan, involves projected City growth and development to the year 2000. This part of the Plan contains the policies and programs which define the actions the City of Las Vegas will take to accomplish its desired future.

The Nevada Revised Statutes identify subjects for inclusion in city and county general plans, to the extent the subjects apply locally. Except for Growth and City Government which are addressed in Part I, the Long-Range Plan, the Mid-Range Plan contains all the following subjects:

**Economic Development:** The definition of the City's economic base and how its further improvement can be brought about;

**Land Use:** The amount, pattern, and diversity of private residential and non-residential users, as well as public and quasi-public uses;

**Housing:** The existing supply of housing, its conditions, its variety in type, design and cost and similar considerations for new housing, all in terms of the extent to which the total housing supply is likely to serve future needs.

**Public Facilities, Services and Financing:** The availability of basic facilities such as water and sewer systems; flood control system; police, court and detention facilities; fire and general administration facilities; school facilities; utilities; associated personnel and service capabilities; and financing methods to assure adequate levels of service and protection;

**Transportation:** Availability of routes, improvements and necessary related equipment to move people and goods within the City and beyond the City to and from other places. Included are automobile, air, rail, public transit, bicycle and pedestrian modes of travel;

**Conservation:** Means of using resources wisely and, where necessary, preserving resources that are part of the natural environment through acceptable standards;

**Environmental Hazards:** Means of limiting damage to life and property as a result of such natural causes as floods, earthquakes, and subsidence, and such manmade hazards as fire and air pollution;

**Parks and Recreation:** Availability of park and cultural facilities and programs which offer adequate leisure time opportunities for residents;

**Historic Preservation:** Means of identifying and preserving features of the community that have historical significance and whose preservation would contribute to the City's identity;

**Visual Environment:** Means of improving the City's physical appearance.

## 1. ECONOMIC DEVELOPMENT

Goal: A growing, healthy and diverse City economy.

### 1.1 OBJECTIVE: Expanded gaming and tourism development.

**1.1.1 POLICY:** It is policy to support activities which stimulate further gaming and tourism to increase employment and tax revenues.

Program 1: Provide sufficient land area to accommodate gaming and tourist facilities expansion and development.

Program 2: Endorse major events, activities and facilities that enhance the gaming and tourism industry.

Program 3: Provide appropriate regulations for promoting conventions, activities, and events which are supportive of the tourist industry.

**1.1.2 POLICY:** It is policy to accommodate expanded tourist/gaming and support facilities in the general downtown area and other appropriate locations.

Program 1: Explore the feasibility of mixed zoning districts in tourist/gaming centers.

Program 2: Coordinate planning with Upland Industry, Inc. (Union Pacific Railroad property) for the development of their property in the downtown area.

**1.1.3 POLICY:** It is policy to provide appropriate mechanisms for public sector support of efforts which strengthen tourism in the City.

Program 1: Continue to maintain communication and accessibility to the business community and to business organizations.

Program 2: Continue to participate in and support the Las Vegas Convention and Visitors Authority, through city representation on the Board of Directors, to promote tourism for the City of Las Vegas.

Program 3: Include public improvements within the City's capital improvement program which will enhance and facilitate tourism development.

Program 4: Continue with redevelopment activities to strengthen the downtown area.

Program 5: Encourage public-private sector partnerships to increase the benefits of using public resources, to enhance tourism and to improve economic activity within the City.

**1.2 OBJECTIVE:** Economic development and diversification of the City's economic base.

**1.2.1 POLICY:** It is policy to encourage new economic activity which preserves the quality of the environment, contributes to local resources and expands economic opportunity in the City.

Program 1: Prepare a functional master plan for economic development and diversification.

Program 2: Coordinate economic development activities with local business leaders to secure industries which are compatible with community needs.

**1.2.2 POLICY:** It is policy to support development of non-polluting, high technology industries, warehousing/transportation and related activities at appropriate locations in the City, based on guidelines in the Land Use Section of the General Plan.

Program 1: Designate appropriate areas of the City for industrial park development.

Program 2: Encourage the development of regional business centers for corporate headquarters and research and development operations.

**1.2.3 POLICY:** It is policy that the City will participate in local economic development and diversification efforts.

Program 1: Continue to provide information and assistance to firms wishing to expand or locate within the City.

Sub-Program 1: Maintain an inventory of commercial and industrially zoned land along with land having major commercial or industrial potential within the City.

Sub-Program 2: Develop an informational guide outlining city services and assistance available to businesses locating in the City.



**Program 2:** Provide appropriate incentives to encourage economic diversification which compliments existing businesses.

**Sub-Program 1:** Perpetuate economic development revenue bond financing to businesses which qualify under established city policies and criteria.

**Sub-Program 2:** Cooperate with the private sector in the development of properties which will contribute substantially to the local economy, through appropriate marketing, financing and real estate mechanisms.

**Sub-Program 3:** Establish local improvement districts or other special districts, when supported by property owners, which will improve the geographic area and enhance opportunities for continued economic growth and development.

**Program 3:** Support modification of state laws which may limit sound, stable economic growth and diversity.

**Program 4:** Explore how the City's low bonded indebtedness may be used to underwrite needed capital improvements to achieve desired economic growth.

**1.2.4 POLICY:** It is policy to coordinate with other local, regional, state, and federal efforts to diversify the economy of Southern Nevada.

**Program 1:** Continue to work with the Nevada Development Authority to locate new industry in the City.

**Program 2:** Assist the Nevada Development Authority in development of the Foreign Trade Zone at the Cashman Field Sports and Convention Complex.

**Program 3:** Maintain city rapport with the federal defense establishment and monitor federal programs in Southern Nevada which can be beneficial to local economic activity.

**Program 4:** Support improvements to the University of Nevada at Las Vegas which will enhance the attractiveness of Southern Nevada for new non-polluting industry.

**Program 5:** Support the efforts of the State of Nevada to encourage economic development and diversification and establish mechanisms for regular information exchanges.

**1.2.5 POLICY:** It is policy to support programs which provide employment opportunities and help improve labor skills.

**Program 1:** Support both public and private sector efforts to provide job development and skill training programs, including participation in the ongoing Southern Nevada Employment Training Program.

**Program 2:** Endorse the expansion of job training and vocational learning programs by the University of Nevada, Clark County Community College, the Clark County School District and private organizations.

**1.2.6 POLICY:** It is policy to designate employment uses in a variety of locations so that residence to work trips are facilitated and fit into community design patterns.

**Program 1:** Review and update, as necessary, the employment center designations on the community profile land use maps.

**Program 2:** Analyze land use relationships to confirm optimum employment center locations.

**1.2.7 POLICY:** It is policy that general and service commercial development be provided in accordance with land use guidelines in the Short Range Plan.

**Program 1:** Encourage employment and commercial centers in master planned developments.

**Program 2:** Establish commercial development guidelines for areas that are not within master planned projects.

**1.2.8 POLICY:** It is policy to encourage the continuing development of downtown Las Vegas as the regional center for finance, business, governmental services, entertainment and recreation, while retaining the gaming and tourism vital to economic prosperity.

**Program 1:** Develop a Master Plan for downtown development.

**Program 2:** Where appropriate, make use of State and local laws and programs such as the Community Redevelopment Law, Zone for Economic Development Law, tax increment financing, and zoning laws, to implement the downtown development plan.

**Program 3:** Work with downtown businesses, landowners and other private sector interests to help develop the downtown through a "public/private partnership."

Program 4: Make infrastructure improvements where needed to effectuate and accommodate downtown development.

**1.3 OBJECTIVE:** Housing development and construction activities which contribute to overall quality of life and economic vitality of the City.

**1.3.1 POLICY:** It is policy to provide for housing development which contributes to overall community quality, creates jobs, and generates additional revenues.

Program 1: Assist local developers in providing the best quality product at the lowest price.

Program 2: Encourage estate homes and other quality development throughout the City with emphasis in the west and northwest portions of the City.

Program 3: Continue density bonus approaches to residential development in affordable ranges as well as to reward quality design.

Sub-Program 1: Designate substantial single family, small lot development opportunities in Community Profiles throughout the City.

**1.3.2 POLICY:** It is policy to encourage use of master development plans for large vacant acreage in order to coordinate land use, traffic circulation, and the provision of public facilities.

Program 1: Continue to cooperate with property owners within and adjacent to the City to develop master development plans for incorporation into the Community Profiles and establish appropriate zoning.

Program 2: Provide cost effective and equitable financing of public facilities and services.

**1.4 OBJECTIVE:** Improved economic opportunities for residents in low income or economically distressed areas.

**1.4.1 POLICY:** It is policy to encourage economic development within areas which will benefit from economic revitalization.

Program 1: Secure grants-in-aid where feasible, to help business development and expansion.

**Program 2:** Assist local business leaders, local organizations, and the real estate and development industry in efforts to produce economic growth and development.

**1.4.2 POLICY:** It is policy to encourage commercial and industrial development in appropriate portions of economically distressed areas which will provide employment and economic vitality.

**Program 1:** Assist in the development or redevelopment of property which could retain jobs and maintain the economic vitality of the immediate area.

**Program 2:** Identify areas in which public improvements would have the most substantial economic and social benefit.

**Program 3:** Commit public funds to areas, as funds are available, where the contribution of such funds will encourage private investments.

## **2. LAND USE**

**Goal:** A community structure which provides an efficient, orderly and complementary variety of land uses.

**2.1 OBJECTIVE:** A compatible balance of land uses within the existing urbanized area and in areas of new development.

**2.1.1 POLICY:** It is policy to allow development to occur in the City based on market supply and demand within adopted guidelines.

**2.1.2 POLICY:** It is policy to provide compatible land uses in all areas of the City.

**Program 1:** Continue to maintain and update, as necessary, the City's Residential Planning District System as a basis for present and future development.

**Program 2:** Establish and maintain a set of community profile maps and notes for determining land use.

**Program 3:** Provide guidelines for preparation of master development plans for large vacant areas.

**Program 4:** Coordinate land use planning with economic development activities to create land use balance at both city-wide and community levels.

**Program 5:** Develop and employ guidelines for preparation of land use plans, including criteria for a proper balance of land uses and land use design relationships.

**Program 6:** Prepare functional master plans for public facilities and services to accommodate capacity requirements of the land use shown on the community profile maps.

**Program 7:** Expand and maintain the land use information base, for the community profiles.

**Program 8:** Maintain liaison with interested property owners to facilitate land use plan preparation and processing.

**2.1.3 POLICY:** It is policy that information pertaining to land use, both city-wide and at the community profile level, be compiled and analyzed by

City staff and periodically reviewed by the Planning Commission and City Council.

**Program 1:** Adopt the Community Profiles in concept as guidelines for implementing the General Plan.

**Program 2:** Prepare an annual progress report on the continuing implementation of the General Plan and Community Profiles.

**2.2 OBJECTIVE:** A variety of residential development having urban, suburban and rural character.

**2.2.1 POLICY:** It is policy that urban, suburban and rural areas be provided for in the General Plan with protection of all three lifestyles.

**Program 1:** Define and designate in the community profiles, urban, suburban and rural areas; and the land use categories to be accommodated in each, in accordance with the General Plan development criteria.

**2.2.2 POLICY:** It is policy to encourage infill development to the greatest extent possible utilizing existing utilities, facilities and services.

**Program 1:** Establish and implement guidelines for infill.

**Program 2:** Implement appropriate infill guidelines through the subdivision process.

**Program 3:** Consider providing a density bonus program for infill areas.

**2.3 OBJECTIVE:** Opportunities for all compatible land uses in each Community Profile.

**2.3.1 POLICY:** It is policy to establish a compatible transition between residential development and adjacent non-residential or residential developments of substantially different character.

**Program 1:** Identify preferred adjacent use and density limitations, to achieve reasonable compatibility, in the vicinity of existing residential development as part of the Community Profile System.

**Program 2:** To achieve reasonable compatibility in situations where residential parcels are small or oddly shaped, promote the use of buffers

such as screening, setbacks, building orientation and compatible elevations.

**Program 3:** Encourage the separation of access from major thoroughfares to single family areas and to higher intensity uses, to the maximum extent possible.

**2.3.2 POLICY:** It is policy to allow multiple residential development, where appropriate, in residential areas throughout the City.

**Program 1:** Continue to confine high density developments primarily to the central city area.

**Program 2:** Continue to locate medium density apartments adjacent to Primary and Secondary Thoroughfares, preferably close to office and commercial uses at intersections.

**Program 3:** Continue to require apartment developments to be compatible with adjoining uses through building and site design, setback and height requirements, landscaping buffers, and other necessary criteria.

**Program 4:** Designate appropriate locations on the community profile maps to accommodate multiple family uses and provide necessary conditions and safeguards for adjoining uses.

**2.3.3 POLICY:** It is policy to restrict mobile homes to mobile home parks and mobile home subdivisions as provided in mobile home districts.

**Program 1:** Designate areas suitable for mobile home development in appropriate Community Profiles.

**Program 2:** All mobile home developments shall have designs compatible with adjacent residential uses.

**Program 3:** Encourage the development of mobile home parks and subdivisions as part of condominium developments.

**2.3.4 POLICY:** It is policy to permit commercial uses in all Community Profile areas in order to provide essential services in all sectors of the City.

**Program 1:** Place smaller commercial developments offering convenience goods and services at selected intersection corners of two Secondary Thoroughfares or an intersection of a Primary and Secondary

Thoroughfare, but not at all such intersections. The remaining intersection corners may be appropriate for office, public, and residential uses.

**Program 2:** Larger commercial sites, suitable for shopping centers, shall generally be placed at selected intersections of two Primary Thoroughfares, preferably on no more than two corners of each intersection. The remaining corners should be used for offices or residential uses at a density compatible to adjacent uses.

**Program 3:** Continue to discourage "strip commercial" development except where this use pattern is firmly established, then "in filling" will be allowed. Use design criteria where appropriate to achieve compatibility.

**Program 4:** Designate appropriate locations on the community profile maps for commercial uses.

**2.3.5 POLICY:** It is policy to encourage major employment centers in areas where adequate public facilities and services can be provided. Preferably, employment centers are to be located in or near Activity Centers.

**Program 1:** Encourage hotel-casinos and other tourist activities to concentrate and expand in the "Downtown" area.

**Program 2:** Continue to expand the City's economic base by providing for the development of non-polluting support uses, such as wholesale providers, warehousing, and fabrication and assembly on sites with the following features:

- Road and utility patterns permitting flexibility in site size.
- Options for extension of rail spur-lines to off-mainline rail sites, when feasible.
- Options for meeting variable utility level requirements.
- Adequate access to the freeway and expressway system without traversing residential areas.
- Uses to be controlled by a complete set of performance standards.
- Continuing management enforcement of original development restrictions.

**Program 3:** Encourage development of planned High-Tech business and light industrial parks to accommodate technological research and



specialized manufacturing firms, administrative headquarters, and professional office complexes with ancillary commercial uses, on sites with the following characteristics:

- Adequate open space and landscaping
- Design standards and use controls
- Direct access to the thoroughfare system

**Program 4:** Designate appropriate locations on the community profile maps to accommodate employment center uses and provide compatible transitions for adjoining uses.

**2.4 OBJECTIVE:** Activity Centers serving as focal points in the City with concentrations of such uses as residential, commercial, public and employment centers.

**2.4.1 POLICY:** It is policy to encourage the development of Activity Centers to enhance the economic, social and physical development and vitality of the City.

**Program 1:** Review plans for Activity Centers to ensure compatible development of land uses in adjacent areas.

**Program 2:** Coordinate economic development activities with land use planning and zoning to facilitate and encourage activity center development.

**Program 3:** Explore opportunities to provide incentives (e.g. through zoning) to foster activity center development.

**2.4.2 POLICY:** It is policy to expand and reinforce the vitality of existing Activity Centers and to capitalize on commitments by private and public interests.

**Program 1:** Designate existing City Activity Centers (Downtown, Jackson Avenue, Cashman Field Complex, and the W. Charleston Medical Center) in appropriate Community Profiles.

**Program 2:** Provide land use designations in the Community Profiles that will stimulate and expand existing Activity Centers.

**Program 3:** Incorporate in public facility master planning specific priorities for scheduling activity center support improvements.

Program 4: Use and refine as needed the special guidelines for evaluation of activity center projects.

**2.4.3 POLICY:** It is policy to create new Activity Centers at strategic locations in order to expand the level of services provided to areas of city growth and development.

Program 1: Designate potential Activity Centers (e.g. Gragson Highway, High-Tech Business Park (Section 15), Husite, Peccole Property, The Lakes at West Sahara, State of Nevada complex at Jones/W. Charleston, and at Atlantic/E. Sahara) in the appropriate Community Profiles and coordinate planning for eventual development with respective property owners.

**2.5 OBJECTIVE:** A combination of compatible land uses within and surrounding Activity Centers.

**2.5.1 POLICY:** It is policy that all Activity Centers be designed to accommodate mixed uses which support the dominant use in each center, such as tourist/gaming, commercial, employment, medical or public.

Program 1: Designate primary and support uses in each Activity Center.

Program 2: Explore the feasibility of developing a new zoning district to accommodate a combination of uses within Activity Centers.

**2.5.2 POLICY:** It is policy to achieve a compatible transition between intensive activity center uses and surrounding urban and suburban living environments.

Program 1: Designate land uses and the perimeter Primary and Secondary Thoroughfares of each Activity Center.

Program 2: Provide suitable open space in each Activity Center.

Program 3: Provide on the community profile maps appropriate land use control in the vicinity of the North Las Vegas Air Terminal.

### 3. HOUSING

Goal: A diversity of housing types and costs located within a variety of living environments.

3.1 **OBJECTIVE:** An adequate housing supply to serve existing and future populations of the City.

3.1.1 **POLICY:** It is policy to encourage new housing development at appropriate locations within the City.

3.1.2 **POLICY:** It is policy to insure timely and equitable provision of public facilities and services to accommodate residential development.

3.2 **OBJECTIVE:** Development of diverse, high quality housing stock with price ranges affordable to all income levels.

3.2.1 **POLICY:** It is policy to consider housing market conditions, income and employment levels, housing prices, and other quantity measures, to ensure an adequate supply of housing for all income levels.

Program 1: Monitor residential growth in gross quantitative terms and by income/price categories.

Program 2: Coordinate planning and growth projections with the private sector and other governmental entities.

Program 3: Continue to encourage residential development that provides affordable housing.

Sub-Program 1: Designate appropriate land use categories in the Short-Range Plan which foster affordable housing.

Sub-Program 2: Incorporate new techniques in the zoning and subdivision regulations which will stabilize or reduce housing costs provided satisfactory housing and community standards are maintained.

3.2.2 **POLICY:** It is policy to support both public and private sector efforts to increase the availability of home financing at affordable price ranges for persons seeking home ownership.

3.2.3 **POLICY:** It is policy to support public sector low cost housing

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assistance for residents who are otherwise unable to support themselves by reason of age, infirmity, physical, social, or economic handicap.

**Program 1:** Provide assistance to projects which conserve or expand low income housing stock through the Federal Community Development Block Grant Program.

**Program 2:** Support local efforts of the Las Vegas Housing Authority, to provide below market housing to lower income groups or special needs groups.

**3.3 OBJECTIVE:** Development of a variety of housing types, for both rental and ownership, in areas throughout the City.

**3.3.1 POLICY:** It is policy to guide community growth and development in a manner which will encourage good neighborhood and community design.

**Program 1:** Encourage residential development in appropriate locations convenient to employment centers.

**3.3.2 POLICY:** It is policy to evaluate individual development or redevelopment proposals in terms of design which adequately accommodates the needs of prospective residents.

**3.3.3 POLICY:** It is policy to establish and maintain community profile plans which delineate residential product mix opportunity areas within existing and potential neighborhoods.

**3.3.4 POLICY:** It is policy to evaluate development and redevelopment proposals and require adequate design features to mitigate potential conflicts with residential areas.

**Program 1:** Provide appropriate design guidelines to achieve compatible transitions around residential areas.

**Program 2:** Identify transition areas on the community profile maps.

**3.4 OBJECTIVE:** A well preserved and habitable stock of housing.

**3.4.1 POLICY:** It is policy that new housing incorporate proper design and safety features, and that existing housing be maintained in a safe and healthful condition.

**Program 1:** Continue to update building and related codes to accommodate new construction techniques and to protect the public health, safety and welfare.

**Program 2:** Continue to provide adequate inspection and enforcement of building and housing codes.

**3.4.2 POLICY:** It is policy to encourage private property maintenance.

**Program 1:** Continue Community Development Block Grant assistance to neighborhood improvement efforts.

**Program 2:** Explore opportunities to expand neighborhood improvement advisory services to provide technical and administrative resources to those who wish to initiate neighborhood improvement efforts.

**Program 3:** Explore the feasibility for local financial institutions to provide moderate interest rates on home improvement loans in designated neighborhoods.

**3.4.3 POLICY:** It is policy to take appropriate action regarding any danger to the health, safety, and welfare of the general public.

**Program 1:** Continue enforcement of existing zoning, health, safety and nuisance laws in accordance with the City Code.

#### 4. PUBLIC FACILITIES, SERVICES AND FINANCING

Goal: Efficient, cost-effective provision of public facilities and services.

##### A. WATER SUPPLY

4.1 **OBJECTIVE:** An adequate supply of water to meet the needs of the City for the foreseeable future.

4.1.1 **POLICY:** It is policy that the City will seek legislation for proportionate representation on the Board of Directors of the Las Vegas Valley Water District to assure the formulation of a long term valley-wide water supply strategy.

4.1.2 **POLICY:** It is policy to encourage cost effective water conservation techniques to reduce water demand, especially during peak periods.

Program 1: Support efforts to identify possible techniques and use of equipment for lowering water use, such as drip irrigation and low-flow fixtures, and possibly incorporate these strategies in codes and ordinances.

Program 2: Provide for the maximum, cost effective reuse of wastewater to obtain return flow credits.

4.2 **OBJECTIVE:** Distribution of adequate water service to existing and new developments.

4.2.1 **POLICY:** It is policy to maintain a close liaison with the Las Vegas Valley Water District.

4.2.2 **POLICY:** It is policy to continue coordination of master planning to ensure adequate water service.

##### B. SANITARY SEWER FACILITIES

4.3 **OBJECTIVE:** A network of sanitary sewers with adequate service capacity.

**4.3.1 POLICY:** It is policy to maintain adequate service to existing developments as the sewer system is expanded.

**4.3.2 POLICY:** It is policy to maintain the City's sanitary sewer system in compliance with federal, state and local requirements.

**Program 1:** Continue preventive sanitary sewer maintenance including inspection, cleaning and repair of sewer lines.

**4.4 OBJECTIVE:** Expansion of the sanitary sewer system to serve current and future growth potential.

**4.4.1 POLICY:** It is policy that new land developments, with the exception of those approved for individual sewage disposal systems or package plants, will connect to a City sanitary sewer for maximum system efficiency and cost effectiveness.

**Program 1:** Require property owners under city development regulations to connect to the city sanitary sewer system.

**4.4.2 POLICY:** It is policy to provide for the construction of sanitary sewer extensions to new developments through a combination of development requirements, improvement districts, and sanitation funds.

**4.5 OBJECTIVE:** A complete time-phased capital improvement capability consistent with the City's General Plan.

**4.5.1 POLICY:** It is policy to forecast and maintain updated information and sewer expansion plans.

**Program 1:** Update and maintain accurate sewer district maps.

**Program 2:** Monitor and record existing sewer line flows and capacities.

**Program 3:** Prepare and adopt short range (5 year), medium range (5 to 20 year) and long range (beyond 20 years) sewer master plans.

**Program 4:** Periodically update the sewer master plans.

**4.6 OBJECTIVE:** An economical and cost-effective sewer system.

- 4.6.1 POLICY:** It is policy to provide efficient sewer service to city residents through cost-effective design and maintenance of the sanitary sewer system.

**Program 1:** Maintain standards and criteria for sanitary sewer engineering, construction and design which will ensure optimum service and minimum maintenance cost to the City.

**Program 2:** Maintain and upgrade city sewer equipment, as necessary and as budgetary resources permit, to minimize operational expenses.

**Program 3:** Periodically review all elements of the sewer system for cost reduction purposes.

- 4.6.2 POLICY:** It is policy that sewer connection and user fees will be based on an equitable share of the cost for providing sewer service.

**Program 1:** Provide cost effective programming and budgeting of city sanitation funds.

**Program 2:** Periodically redetermine cost of operations.

**Program 3:** Revise fees periodically to reflect changes in the number and types of system users, inflation or other circumstances.

## **C. FLOOD CONTROL**

- 4.7 OBJECTIVE:** A diversified flood control system to protect life and property from severe flood damage at reasonable cost.

- 4.7.1 POLICY:** It is policy to provide drainage improvements that accommodate the natural radial flow path on alluvial fans.

- 4.7.2 POLICY:** It is policy that development of the City's flood control system will include an appropriate mix of drainage channels, on-site retention, detention basins, culverts and street surfaces to accommodate the City's unique pattern of infrequent but heavy peak storm-water runoff.

**Program 1:** Continue to review plans for new development of property under zoning and subdivision regulations to ensure proper drainage in accordance with city design standards and specifications.



Program 2: Provide stormwater channel and drain improvements, providing funding is available, in accordance with stormwater management plans.

Program 3: Continue to provide detention basins, where appropriate, to limit peak runoff primarily from higher elevations west of the City.

**4.7.3 POLICY:** It is policy to utilize streets, as part of a total system, to convey stormwater within individually defined drainage basins, to equalize and retard flows, and to minimize public expense.

**4.7.4 POLICY:** It is policy to maintain existing stormwater facilities to provide for the safe and efficient passage of flood water.

Program 1: Strengthen channel walls; install control walls, maintain common widths and depths, debris basins and drop structures; and provide improvement as necessary to minimize erosion losses in existing channels, as funds are available.

Program 2: Provide public improvements, where necessary, to minimize barriers and obstructions to drainage flow through the City where flooding or ponding occurs, as funds are available.

Program 3: Continue to enforce regulations to curtail promiscuous dumping of debris into channels.

**4.8 OBJECTIVE:** Effective management of the City's flood control system.

**4.8.1 POLICY:** It is policy to maintain a broadly based Flood Hazard Reduction Program which meets the requirements of the National Flood Insurance Program (NFIP) thus assuring the availability of flood insurance to city residents and businesses.

Program 1: Continue to maintain the City's Flood Hazard Reduction Ordinance.

Program 2: Continue to maintain a city-wide comprehensive program aimed at reducing and preventing flood damage through planning, zoning, and subdivision administration, building permit administration, capital projects, maintenance, and public information.

Program 3: Prepare and adopt a functional master plan for drainage.

Program 4: Establish standards and criteria for resolving drainage problems not affected by the detention strategy.

Program 5: Periodically review and update the Master Drainage Plan in light of changing circumstances.

**4.8.2 POLICY:** It is policy that the City will encourage development of an equitable countywide flood protection system which will insure that city plans are effectively integrated into countywide flood protection policies.

Program 1: Seek state legislation to improve regional flood control, establish city membership on the Flood Control District Board of Directors, and provide appropriate funding mechanisms.

Program 2: Until Program 1 is achieved, strengthen existing coordinative mechanisms between local governments in Clark County.

**4.9 OBJECTIVE:** Adequate sources of revenue for flood protection facility planning, design, construction and maintenance.

**4.9.1 POLICY:** It is policy that flood protection improvements will be paid for on an equitable basis among all property owners.

**4.9.2 POLICY:** It is policy to investigate possible comprehensive stormwater management funding sources appropriate for the City.

#### **D. POLICE, MUNICIPAL COURTS, AND MISDEMEANANT DETENTION FACILITIES**

**4.10 OBJECTIVE:** Support police protection services provided by the Metropolitan Police Department (Metro).

**4.10.1 POLICY:** It is policy to support the efforts of Metro to provide continuous coverage and a timely and adequate response to emergency calls.

Program 1: Support development of an enhanced 911 metropolitan area emergency telephone system which will improve emergency responses.

**4.10.2 POLICY:** It is policy that the City will continue to work with Metro

through the Fiscal Affairs Committee to seek funding for necessary facilities and services.

**Program 1:** Continue to coordinate with Metro in order to provide innovative and improved efforts in such fields as communications, computerization, casetracking and facility construction.

**Program 2:** Assist Metro to define an overall police protection facility master plan which establishes the location of necessary public facilities and substation sites within the City and its planning area.

**Program 3:** Encourage Metro in its continuing evaluation of the cost effectiveness and equity of overall police protection services.

**4.10.3 POLICY:** It is policy to support Metro programs which provide information, training, or assistance to citizens as a means of inhibiting or curtailing criminal activity.

**Program 1:** Continue to support Metro's Neighborhood Watch Program and the Victim-Witness Program, as well as efforts to improve the property-evidence classification system.

**Program 2:** Support legislative programs which improve public understanding of, and involvement in, the management of the police protection system.

**4.11 OBJECTIVE:** Improve and maintain the reputation of Las Vegas as a safe place to live, work, and visit.

**4.11.1 POLICY:** It is policy to publicize the public safety accomplishments of the City so that visitors, potential residents and business interests will continue to be attracted to Las Vegas.

**Program 1:** Consider documenting Metro's accomplishments, crime reduction actions, and their impact on city crime rates.

**Program 2:** Encourage Metro to maintain a positive nationwide campaign to publicize their effectiveness in efforts being made to protect the public from criminal activity.

**4.12 OBJECTIVE:** Design of public and private spaces which minimizes opportunities for, or discourages criminal activity.

**4.12.1 POLICY:** It is policy to encourage the design of structures and spaces, in such a way that crime is difficult to conceal, and apprehension is more readily achievable.

**Program 1:** Consider including defensible space design features, where appropriate.

**4.13 OBJECTIVE:** Adequate, secure and cost-effective municipal court facilities and operations.

**4.13.1 POLICY:** It is policy to provide municipal court services in a location and manner which afford adequate space, integration with other related functions, public security and minimize costs.

**Program 1:** Explore opportunities to combine municipal court functions and detention facilities into one complex.

**Program 2:** Explore opportunities to make procedural improvements to various judicial holding, handling, detention and access functions.

**4.14 OBJECTIVE:** Cost-effective misdemeanor facilities, processing and detention.

**4.14.1 POLICY:** It is policy to continue to improve the City's misdemeanor detention capability as funding becomes available.

**Program 1:** Explore the alternatives for possible public/private cooperative approaches to providing or maintaining detention facilities.

**Program 2:** Continue to explore and implement means of spreading misdemeanor costs over the widest possible inmate base.

## **E. FIRE PROTECTION**

**4.15 OBJECTIVE:** Adequate fire prevention and protection.

**4.15.1 POLICY:** It is policy to maintain a well-equipped modern fire department that can effectively reduce loss of life and injury from fire, and reduce the frequency of fires within the community through a program of fire suppression and prevention, public education and training, and maintenance.

**Program 1:** Continue to protect life and property from fire, natural disaster, accidents and medical emergencies by responding rapidly to the emergency.

**Sub-Program 1:** Perpetuate fire and other incident suppression services throughout the community, by a thorough, efficient, well-trained, well-equipped and maintained force, familiar with building construction and systems within its service area.

**Sub-Program 2:** Continue to deter arson by successful prosecution of perpetrators and eliminate fires caused by faulty equipment or installation by utilizing accurate cause and origin investigations.

**Sub-Program 3:** Continue to disarm and dispose of all explosive and incendiary devices intended to cause property or bodily harm and neutralize or contain chemical and radioactive spills.

**Sub-Program 4:** Continue to provide a 24-hour a day communication center operation which will handle all incoming emergency requests and dispatch manpower and equipment in the shortest possible time.

**Sub-Program 5:** Continue to provide emergency medical services throughout the community by maintaining an efficient well-trained, stable, well-equipped and advanced medical service program.

**Program 2:** Perpetuate suppression activities by maintaining equipment, tools and capable personnel. Lessen the number of emergencies through fire safety inspections and public education.

**Sub-Program 1:** Continue to provide citizens with a department trained in all the latest fire suppression and rescue techniques in order to maintain current levels of efficiency in fireground and disaster operations.

**Sub-Program 2:** Continue to provide and update annually a fire education public awareness program throughout the community directed toward reducing fire incidents and resulting loss of life.

**Sub-Program 3:** Continue to provide a level of safety to the community and visitors by reducing fire loss through constant inspections and public awareness.

**Sub-Program 4:** Continue to provide a regularly scheduled maintenance program for vehicles, fire apparatus, and special equipment along with a program that ensures fire hydrants are inspected, serviced, tested and restored.

**Program 3:** Perpetuate a professional department leadership function which includes policy making, priority setting, record keeping, supervising and evaluating department operations, controlling budget and personnel matters and insuring that all facets of mutual and local cooperation agreements are met and maintained.

**4.15.2 POLICY:** It is policy to sustain a high level of service in order to maintain the City's Class 2 fire insurance rating.

**Program 1:** Continue to maintain a functional master plan for fire services to be utilized by the Department of Fire Services to organize priorities and maintain activities.

**Program 2:** Incorporate in each annual budget specific program objectives to maintain the current level of service.

**4.15.3 POLICY:** It is policy that automatic aid agreements will be maintained at no cost disadvantage to the City.

**Program 1:** Monitor and cost out actual aid responses as a basis for negotiating new agreements to provide excess cost paybacks or service credits between participating agencies.

**4.15.4 POLICY:** It is policy to maintain the service effectiveness of existing fire stations and hydrants.

**Program 1:** Continue to maintain a five-year capital improvement schedule identifying stations which need to be relocated, remodeled, expanded or re-equipped and the means of financing these improvements.

**Program 2:** Include appropriate increments of the five-year schedule in each annual budget submittal, including provision for hydrant maintenance and additions.

**4.15.5 POLICY:** It is policy to provide central communication coordination and specialized fire protection services throughout the Las Vegas Valley in order to coordinate regional fire fighting operations and ensure availability of special services appropriate to a metropolitan area.

Program 1: Operate the new fire Station No. 1 as a centralized communication center for the Las Vegas Valley.

**4.15.6 POLICY:** It is policy to reduce costs to the maximum extent possible given the established level of service requirements, in order to reduce general fund outlays for fire protection and related services.

Program 1: Consider a cost reduction task force to develop recommendations on cost saving/revenue producing opportunities consistent with a desired level of service.

**4.16 OBJECTIVE:** An expanded fire protection capability to support new growth areas.

**4.16.1 POLICY:** It is policy that all new development in the City will enjoy fire protection services consistent with existing development.

Program 1: Identify potential fire station sites, in accordance with the functional Master Plan for Fire Services, on the community profile maps.

Program 2: Continue to acquire federal land, where feasible, for new fire station sites.

Program 3: Require dedication of fire station sites in accordance with city standards for large developments or other contributions toward site acquisition in the case of smaller scale developments as appropriate.

Program 4: Seek appropriate means to assess areas of growth, based upon benefits received, in order to provide funds for facility construction/installation.

**4.16.2 POLICY:** It is policy to minimize confusion through proper design of new development and street naming to facilitate emergency access of fire vehicles.

Program 1: Establish a set of design standards mutually acceptable to the police, fire, and planning agencies to facilitate emergency access.

Program 2: Continue to incorporate requirements from police and fire agencies on all proposals for planned developments and subdivisions to minimize obstacles to emergency access.

## **F. SCHOOLS**

**4.17 OBJECTIVE:** Adequate school facilities for city growth.

**4.17.1 POLICY:** It is policy to coordinate school facility planning with the City's General Plan.

Program 1: Coordinate plans with the University of Nevada for the development of a community college in the westerly portion of the City.

Program 2: Assist the Clark County School District in planning elementary, jr. high, high schools and other specialized facilities in the City.

**4.17.2 POLICY:** It is policy to cooperate with the School District in its program of BLM site acquisitions, and on the establishment of joint park/school sites.

Program 1: Utilize the Community Profile System to assist in appropriately locating school facilities.

**4.18 OBJECTIVE:** Adequate funding for school site development.

**4.18.1 POLICY:** It is policy that the City will cooperate with the Clark County School District in its efforts to seek adequate school funding.

Program 1: Support the efforts of the School District to expand and improve school facilities in the City and its planning area.

**4.18.2 POLICY:** It is policy to coordinate with land developers and the School District on needed school facilities in new developments.

**4.19 OBJECTIVE:** Encourage elementary schools as neighborhood focal and identity points.

**4.19.1 POLICY:** It is policy to encourage new residential areas, which are primarily single family in character, to be designed with elementary schools as focal points of neighborhood identity.

Program 1: Assist the School District in strategically locating neighborhood elementary schools.



**4.19.2 POLICY:** It is policy to work with the School District to coordinate land use and thoroughfare patterns with school attendance areas to reinforce neighborhood cohesiveness.

**Program 1:** Encourage neighborhood planning and design which will result in minimum conflict between school sites and heavily travelled streets.

**4.20 OBJECTIVE:** Continued joint use of city and school district facilities to improve levels of community service without duplicating investment in public facilities.

**4.20.1 POLICY:** It is policy to continue joint use of school facilities between the School District and the City.

**Program 1:** Provide an equitable means of sharing costs for use of school property for recreational activities or community group events.

**4.20.2 POLICY:** It is policy, wherever possible, to design local parks adjacent to elementary and junior high school sites in order to integrate their functions and facilitate joint use.

## **G. UTILITIES**

**4.21 OBJECTIVE:** Availability of public utility installations for existing and future development.

**4.21.1 POLICY:** It is policy that the City will coordinate with utility companies in planning for the supply and distribution of needed public utilities.

**Program 1:** Maintain liaison with utility companies to identify and pursue common interests in providing service to the public.

**Program 2:** Continue to cooperate with the utility companies in planning distribution facilities by providing city growth projections and other information.

**4.21.2 POLICY:** It is policy to continue to plan and coordinate utility installation and street construction with the utility companies to minimize costs and create less disruption to public rights-of-way.

## 5. TRANSPORTATION

Goal: A complete transportation system serving local as well as regional needs for existing and future developments.

- 5.1 OBJECTIVE:** Plan and implement the development of a comprehensive street and public transit system of sufficient capacity to support city growth and development.

- 5.1.1 POLICY:** It is policy to plan for expansion of the transportation system to complement the goals and objectives of the General Plan.

Program 1: Continue to coordinate plans with the Regional Transportation System to maintain a circulation system for the City designed to accommodate the Land Use Plan.

Program 2: Evaluate all development proposals in terms of potential impact upon the local and regional transportation system.

- 5.1.2 POLICY:** It is policy that all circulation improvements be in accordance with transportation plans to ensure the continuity and consistency of the street and highway system throughout the City.

Program 1: Continue to maintain street classification and design specifications necessary to ensure an adequate street system for new development.

Sub-Program 1: Continue to maintain a hierarchical program of street classifications to identify the intended function of each roadway type in the transportation network.

Sub-Program 2: Continue to maintain a set of design specifications for each roadway classification, indicating the number, type and width of lanes to be provided within the right-of-way, horizontal and vertical alignment limits, access control, sidewalk design, median requirements, intersection design and parking requirements.

Program 2: Evaluate major new developments to determine improvements needed to support the additional traffic generated.

- 5.1.3 POLICY:** It is policy for the City to determine the need for an outer belt expressway or freeway from Oran K. Gragson Highway west and then south to the major commercial activity centers south of the City.

Program 1: Determine the need for an outer belt expressway or freeway with the Regional Transportation Commission and the County of Clark.

**5.1.4 POLICY:** It is policy to systematically improve the city transportation system in accordance with established planning priorities and areas of critical need.

Program 1: Maintain a three-year transportation improvement program which considers circulation system requirements, the most cost effective transportation improvements, and available financial resources.

**5.2 OBJECTIVE:** A coordinated regional street and highway system to efficiently serve urban development.

**5.2.1 POLICY:** It is policy to support regional long-range planning efforts through the Clark County Regional Transportation Commission (RTC) in order to ensure continuity of the transportation system as it crosses jurisdictional boundaries.

Program 1: Continue to maintain membership on the policy and technical committees of the Regional Transportation Commission.

Program 2: Continue to cooperate with the Regional Transportation Commission in the development of transportation plans including the general circulation plan, transit plans, and transportation system improvement plans.

Program 3: Continue to implement policies and procedures adopted by the Regional Transportation Commission, when appropriate, within the city limits.

**5.2.2 POLICY:** It is policy to coordinate with other governmental entities regarding the City's street and highway program.

**5.2.3 POLICY:** It is policy to coordinate with the Nevada Department of Transportation (NDOT) in planning for and implementing improvements to state highway facilities in the City.

**5.2.4 POLICY:** It is policy to cooperate with the private sector in the development of transportation systems and facilities which can enhance mobility and the economic vitality of Las Vegas.

**5.3 OBJECTIVE:** Efficient and effective management and maintenance of the transportation system.

**5.3.1 POLICY:** It is policy to continually evaluate priorities for traffic control and other street and highway improvements.

**Program 1:** Continue the existing annual traffic count program on city streets and highways as an aid in identifying and estimating street capacity needs.

**Program 2:** Cooperate with the Regional Transportation Commission in identifying and establishing priorities for arterial "corridors."

**5.3.2 POLICY:** It is policy to achieve maximum efficiency of the existing roadway system through transportation system management techniques, such as traffic signal synchronization, channelization and other traffic flow improvements.

**Program 1:** Continue to investigate the following measures as alternatives to improve traffic flow:

- Provision of left-turn signals and/or left-turn lanes at congested intersections.
- Expansion of the computerized, coordinated traffic signalization system.
- Limiting access to major thoroughfares from adjacent developments.
- Prohibition of parking along thoroughfares, at least during peak travel periods.
- Implementation of high-capacity, one-way couplets.
- Provision of permissive left turns at certain intersections.

**5.3.3 POLICY:** It is policy to maintain public streets to ensure their maximum useful life.

**Program 1:** Maintain an ongoing program of acceptable roadway maintenance, resurfacing and reconstruction.

**Program 2:** Seek adequate sources of funding for street maintenance and repair.

**5.4 OBJECTIVE:** Provide an effective means of financing and programming street and highway improvements.

**5.4.1 POLICY:** It is policy to seek regional, state, and federal government funds for street and highway improvements.

**Program 1:** Coordinate with NDOT for funding those portions of the city street and highway network which are either state highways or parts of the federal interstate, primary or urban highway systems.

**Program 2:** Pursue funding for eligible local projects from special programs of the Federal Highway Administration, including the 4-R (Rehabilitation, Resurfacing, Restoration and Reconstruction), Hazard Elimination, and Railroad Crossing Safety Programs.

**5.4.2 POLICY:** It is policy that the City shall continue to require the installation of street improvements by property owners which are necessary to handle traffic generated by the property or will otherwise directly benefit the property.

**Program 1:** Continue to require full street improvements to be installed in new subdivisions.

**Program 2:** Continue to maintain existing regulations and ordinances which require adjacent property owners, either immediately or at the time they develop their property, to install all necessary street improvements.

**Program 3:** Continue to require new developments to provide all right-of-way and frontage improvements necessary to implement facilities included in the Transportation Element of the General Plan.

**Program 4:** Facilitate the formation of Special Improvement Districts, where appropriate, to provide street improvements to serve properties in a designated area.

**5.4.3 POLICY:** It is policy to support the use of the local gas tax distributed by the Regional Transportation Commission for transportation projects in the City.

**5.4.4 POLICY:** It is policy to provide city funds in conjunction with local property owner contributions, as appropriate, to finance improvements to the local street and highway system which are not eligible for regional, state or federal government funds.

**5.5 OBJECTIVE:** Provide additional modes of transportation to augment the private automobile.

**5.5.1 POLICY:** It is policy to provide, through membership on the Regional Transportation Commission, an efficient and effective transit system.

**Program 1:** Maintain and implement plans identifying achievable, efficient, and effective public transit measures.

**Program 2:** Explore new opportunities to implement low-cost improvements in the existing transit system, including the following:

- a) Install and maintain transit amenities provided by private developers.
- b) Support the concept of express buses along routes which warrant increased level of service in order to improve transit service between areas of the City separated by long distances or between major Activity Centers which generate large numbers of transit trips.
- c) Implement traffic design features (e.g., exclusive bus lanes, bus turnouts, transit loading/unloading areas) which will improve the operation of transit vehicles.

**5.5.2 POLICY:** It is policy that the City support expansion of transit service when economically feasible and consistent with general public demand and interest.

**Program 1:** Support measures to establish a permanent source of financing for transit operations sufficient to allow significant expansion of the existing system.

**Program 2:** Support extension of transit service to existing or developing areas of the City where such service is not currently available.

**Sub-Program 1:** Through membership on the Regional Transportation Commission, annually revise the Short Range Transit Plan to reflect updated data and assessment of public transit needs.

**Sub-Program 2:** Provide updated land use, housing and socio-economic data to LVTS and the RTC staffs on a regular basis to assist in identifying areas of the City where concentrations of transit-dependent persons or new transit trip generators are located.

**5.5.3 POLICY:** It is policy to develop a multi-modal transportation center to facilitate transfers between all modes of transportation in downtown Las Vegas.

**5.5.4 POLICY:** It is policy that the City support the Economic Opportunity Board and other local organizations which provide specialized transportation services to residents who, because of age, handicap, or socio-economic status, are unable to provide their own transportation.

**5.5.5 POLICY:** It is policy that the City will seek improvement and expansion of the existing railroad transportation system.

**Program 1:** Support continued and improved inter-city Amtrak and rail freight service to the City of Las Vegas.

**Program 2:** Continue to explore the possibilities for removal of remaining at-grade railroad crossings in order to improve safety, reduce delays to automobile traffic at grade crossings, increase capacity of the cross-town roadway network, and allow for improved train service through the City.

**5.5.6 POLICY:** It is city policy to support expansion of air transportation services to Southern Nevada, expansion of air transportation facilities at nearby airports, and measures which would improve accessibility of nearby airports to locations within the City of Las Vegas.

**Program 1:** Through membership on the Regional Transportation Commission, support or encourage improvements to air transportation facilities and access to locations within the City of Las Vegas.

**5.5.7 POLICY:** It is policy that the City will encourage a system of bicycle routes within the City that provides a convenient and safe alternative to automobile transportation.

**Program 1:** The City will explore the potential for development of new bicycle routes where public interest has been expressed.

**Program 2:** Continue to install bicycle racks at public facilities to accommodate bicycle use as an access mode to public facilities.

**Program 3:** Integrate city plans for bikeways with those of the surrounding governmental entities in order to create a continuous metropolitan bike path network.

**5.5.8 POLICY:** It is policy that equestrian trails may be established within or between certain designated rural areas to provide opportunities for city residents who own horses to ride within rural neighborhoods and between their homes and the outlying areas of the valley.

**5.5.9 POLICY:** It is policy to provide for pedestrian walkways in

appropriate areas where greater pedestrian separation from vehicles is warranted.

**Program 1:** Encourage measures to facilitate safe pedestrian walkways between residential areas, commercial services, schools, and recreation areas. Further, encourage measures which will facilitate pedestrian circulation within major activity centers.

**Sub-Program 1:** Provide incentives, whenever possible, for new development to provide for and encourage pedestrian circulation.

**Sub-Program 2:** Support measures which can improve safe pedestrian circulation and access to businesses in the downtown area, including exploration with the downtown business community of establishing an urban mall.

**Program 2:** Continue to provide wheelchair ramps at appropriate locations.

**Sub-Program 1:** Continue to maintain existing sidewalks and pedestrian pathways, including locations where wheelchair ramps have been installed.

**Sub-Program 2:** Continue to install wheelchair ramps at appropriate intersections where sidewalks have been provided without them.

**Sub-Program 3:** As part of the development approval process, require that developers include wheelchair ramps, when appropriate, as part of their project's frontage improvement.

**5.6 OBJECTIVE:** Provide safe, convenient and effective inter-city and intra-city transportation to facilitate economic development including, but not limited to, the Las Vegas/Los Angeles Super Speed Train.

**5.6.1 POLICY:** It is policy to provide the maximum feasible accessibility to Activity Centers, in particular, to the City Downtown Central Business District.

**Program 1:** Continue development of the downtown multi-modal transportation center.

**Sub-Program 1:** Redevelop the former Fire Station No. 1 into a multi-modal transportation terminal for convenient access to downtown.



Sub-Program 2: Relocate the downtown transit system transfer site from 3rd Street and Carson Avenue to the transportation terminal.

Sub-Program 3: Develop a downtown public transportation system which will facilitate accessibility between downtown businesses and the terminal.

Sub-Program 4: Continue plans to provide a people mover fixed transportation system between the downtown transportation terminal and the Cashman Field Complex.

Program 2: Provide public improvements or development regulations or incentives, where necessary and appropriate, to ensure adequate parking within walking distance of a major activity center and commercial activity.

**5.6.2 POLICY:** It is policy that the City will pursue the development of the proposed Las Vegas to Los Angeles Super-Speed Transportation System to increase accessibility to the City of Las Vegas from the Southern California area.

Program 1: Continue the City's leadership and participation as part of the public/private Project Task Force evaluating the feasibility of the Super-Speed Transportation System.

Program 2: Complete phase II evaluation of the potential system which would include such studies as environmental and socio-economic impact, ridership verification, financial and legal research.

**5.6.3 POLICY:** It is policy to provide a transportation network that facilitates the safe movement of goods.

Program 1: It is policy that truck traffic will be limited to a network of preferred truck routes.

Sub-Program 1: Evaluate the network of streets and highways to determine which streets are most appropriate for truck routes.

Sub-Program 2: Continue to install and enforce truck route directional signs on preferred truck routes.

Sub-Program 3: Consider limitation of delivery times into downtown to allow use of streets for tour buses, private vehicles, and buses.

**Program 2:** Enact measures to insure the safe transportation of explosives, hazardous chemicals or materials, including nuclear waste, through the City of Las Vegas.

**Sub-Program 1:** Coordinate with the U.S. Department of Energy and the Nevada Commerce and Highway Departments to ensure that no materials, which could be dangerous to the public, are improperly transported through the City of Las Vegas.

**Sub-Program 2:** Assist the State of Nevada in evaluating the impacts of the establishment of a high-level nuclear waste site at Yucca Mountain, including transportation and public communications planning.

## 6. CONSERVATION

Goal: An acceptable and sustainable level of environmental quality.

### 6.1 OBJECTIVE: Acceptable air quality.

**6.1.1 POLICY:** It is policy to participate in regional and statewide air quality improvement efforts and to maintain the air quality standards in the City as set forth in the Las Vegas Air Quality Implementation Plan.

**Program 1:** Continue to cooperate with the Clark County Health District in monitoring air pollutant levels in the City, with particular emphasis on those areas which have historically experienced high pollution levels.

**Program 2:** Continue to cooperate with the Clark County Regional Transportation Commission in programming regional transportation improvements which reduce auto emissions.

**Program 3:** Cooperate with the State of Nevada in its vehicle inspection program and support legislation to continue the program.

**6.1.2 POLICY:** It is policy to promote transportation improvements which will improve air quality.

**Program 1:** Utilize transportation system management techniques which improve roadway traffic capacity, particularly on major routes during peak hours.

**Program 2:** Prioritize and implement roadway construction and intersection improvement projects which improve the flow of traffic.

**Program 3:** Maintain standards and criteria for street grading and paving in new developments.

**Program 4:** Support measures to improve public transit.

**Program 5:** Continue to plan and implement the downtown transportation center and connecting transit/people mover systems.

**Program 6:** Continue efforts to implement the Las Vegas/Los Angeles Super Speed Rail System.

**6.1.3 POLICY:** It is policy to coordinate land use with air quality planning to reduce potential trips and trip lengths.

Program 1: Establish Activity Centers throughout the City.

Program 2: Continue to encourage non-polluting industrial development at appropriate locations.

**6.2 OBJECTIVE:** Acceptable water quality.

**6.2.1 POLICY:** It is policy to improve and expand the City's wastewater treatment capability while maintaining water quality standards.

Program 1: Continue to maintain acceptable wastewater treatment standards.

Program 2: Continue planning and implementation of scheduled wastewater treatment plant expansion.

Program 3: Continue monitoring and maintenance of effluent standards.

**6.2.2 POLICY:** It is policy to encourage water conservation.

Program 1: Encourage development which emphasizes native landscape materials, low flow or drip irrigation systems and interior flow reduction fixtures and devices.

Program 2: Continue maintenance of public facilities and parks which minimize water requirements.

**6.2.3 POLICY:** It is policy to cooperate with federal, state and other local governmental agencies in mutual efforts to improve and maintain water quality in the Las Vegas Valley.

Program 1: Participate in regional water quality planning for Clark County.

Program 2: Cooperate with the Bureau of Reclamation in the development and implementation of salinity reduction plans.

**6.3 OBJECTIVE:** Conservation of natural resources.

**6.3.1 POLICY:** It is policy to conserve the City's land resources.

Program 1: Require master development plans, where appropriate, to preserve unique land features, such as knolls, bluffs and outcroppings.

Program 2: Continue to require rehabilitation plans, guaranteeing restoration to an acceptable post-extraction condition and use, for any extraction activity authorized in the City.

**6.3.2 POLICY:** It is policy to encourage preservation of areas of environmental significance.

Program 1: Encourage preservation of significant environmental resources which may be affected by development in the City or may be utilized by city residents.

**6.3.3 POLICY:** It is policy to encourage recycling of resources where economically feasible.

Program 1: Continue development of programs to reclaim storm and wastewater and make use of poor quality, shallow ground water for industrial, recreational and other uses.

Program 2: Encourage use of recycled packaging materials for retail products and programs to reuse solid waste products such as glass, paper, tin and aluminum.

Program 3: Utilize recycled products for city operations where feasible.

**6.4 OBJECTIVE:** Conservation of energy.

**6.4.1 POLICY:** It is policy to encourage urban design and development which conserves energy.

Program 1: Encourage land use and subdivision design which facilitates reduced use of energy.

**6.4.2 POLICY:** It is policy to promote transportation improvements which contribute to energy conservation.

Program 1: Utilize transportation system management techniques which improve roadway traffic efficiency, particularly on major routes during peak hours.

Program 2: Support measures to improve public transit.

Program 3: Continue to plan and implement the downtown transportation center.

Program 4: Continue efforts to implement the Las Vegas/Los Angeles Super Speed Rail System.

**6.4.3 POLICY:** It is policy to conserve energy in city administration.

Program 1: Continue City efforts to reduce energy in city facilities and operations.

Program 2: Continue and expand cost-effective material recycling operations associated with city functions.

Program 3: Continue exploration of opportunities to utilize excess methane gas produced as a by-product of the anaerobic digestion process used at the wastewater treatment plant.

**6.4.4 POLICY:** It is policy to cooperate with electrical and gas utilities and any secondary users of energy (water districts, sanitation districts, school districts, etc.) in efforts to reduce energy consumption.

## 7. ENVIRONMENTAL HAZARDS

**Goal:** The minimum damage possible from natural and man-made environmental hazards.

**7.1 OBJECTIVE:** Protection from unhealthful and hazardous waste.

**7.1.1 POLICY:** It is policy to protect city residents, property owners and visitors from exposure to hazardous wastes.

**Program 1:** Monitor hazardous waste storage, collection, transportation and disposal practices to ensure adequate protection to people and property.

**Program 2:** Explore the feasibility of specified truck routes limiting transportation of hazardous waste.

**7.1.2 POLICY:** It is policy to participate in solid waste disposal planning and management to ensure adequate disposal sites and services.

**Program 1:** Cooperate with Clark County and local solid waste disposal companies in planning for solid waste landfill sites to avoid gaps in disposal capacity or excessive costs.

**Program 2:** Continue to require new developments to include facilities for convenient solid waste disposal such as common trash pickup areas, individual trash holding areas, or other facilities that are accessible for disposal and pickup, and situated in such a manner so as not to be a visual or physical nuisance.

**7.2 OBJECTIVE:** Protection from unhealthful noise impacts.

**7.2.1 POLICY:** It is policy that exterior noise levels of 65 Ldn and interior noise levels of 45 Ldn will generally be considered as the noise limits for residential, public and quasi-public uses in the City of Las Vegas.

**Program 1:** Consider mapping noise contours throughout the City using the National Cooperative Highway Research Program (NCHRP) model, particularly the areas adjacent to freeway routes, expressways, rail lines and the North Las Vegas Airport.

**Program 2:** Where noise sensitive uses are planned within 300 feet of a freeway, expressway or rail line, within the approach or departure

pattern for the North Las Vegas Airport, or adjacent to major thoroughfares, consider the requirement that development plans document noise conditions on the site and describe how excessive noise will be handled.

**Program 3:** Encourage non-noise sensitive uses to locate near noise generators in the community profile areas and through subsequent zoning.

**Program 4:** Consider including in the City Code provisions for noise attenuation in building design and construction.

**Program 5:** Explore the scope and feasibility of a noise ordinance for application within residential neighborhoods to address nuisance noise conditions.

**7.2.2 POLICY:** It is policy to cooperate with federal, state and local regulatory agencies in efforts to minimize noise impacts from all modes of transportation.

**7.3 OBJECTIVE:** Protection of life and property from seismic damage.

**7.4 OBJECTIVE:** Protection of development from subsidence, ground water damage, and poor soil conditions.

**7.4.1 POLICY:** It is policy to review land development proposals for subsidence, ground water problems and poor soil conditions.

**Program 1:** Maintain and periodically update maps of known areas of subsidence, ground water problems and severe soil conditions.

**Program 2:** Require reports for development projects, where necessary, to document potential subsidence or adverse soil conditions and describe appropriate mitigation measures.

**7.4.2 POLICY:** It is policy to provide public information concerning known areas of subsidence, ground water problems and poor soil conditions.

**7.5 OBJECTIVE:** Protection of developed areas from blowing sand damage.

**7.5.1 POLICY:** It is policy to apply cost effective methods for resolving blowing sand damage where feasible.



Program 1: Require construction projects to mitigate blowing sand generation.

Program 2: Explore the cost and feasibility of a large scale cooperative planting program of drought tolerant vegetation, if necessary, along public rights-of-way to serve as blowing sand barriers.

**7.5.2 POLICY:** It is policy to discourage disturbance of natural desert pavement prior to urban development.

## 8. PARKS AND RECREATION

Goal: Parks and recreational facilities and services which provide both active and passive recreational opportunities on a community-wide and neighborhood level.

**8.1 OBJECTIVE:** An adequate and diverse system of parks and recreational facilities and services.

**8.1.1 POLICY:** It is policy to determine appropriate locations, size, and type of facilities for municipal parks and other recreational operations.

Program 1: Establish service standards for parks and recreational facilities that consider the City's fiscal resources and capabilities.

Program 2: Establish criteria to determine the adequacy of parks and recreational facilities in the review of development proposals.

Program 3: Periodically reevaluate the adequacy of parks and recreational facilities in accordance with determined service standards.

**8.1.2 POLICY:** It is policy to provide a variety of parks and recreational facilities.

Program 1: Develop neighborhood and community parks to serve the needs of residents throughout all areas of the City.

Program 2: Avoid unnecessary duplication of recreational opportunities provided by public schools and private organizations.

**8.1.3 POLICY:** It is policy to provide organized recreational activities and services at community recreation centers and park facilities throughout the City.

Program 1: Continue to provide programs for all ages in adaptive recreation, sports, and arts and crafts, as well as classes for special interest groups, and meeting rooms for clubs and service organizations.

Program 2: Continue to sponsor specialized programs and activities for senior citizens.

**8.2 OBJECTIVE:** An equitable means of financing park facilities and recreational services to serve the residents of Las Vegas.

**8.2.1 POLICY:** It is policy to utilize public funds, within budgetary constraints, to facilitate parks and recreational development and services.

**Program 1:** Continue to utilize federal, state, Las Vegas Convention and Visitors Authority grants or endowments for parks and recreational facilities as funds become available.

**Program 2:** Continue the cooperative arrangement with the Clark County School District to provide joint neighborhood park and school sites.

**Program 3:** Continue to coordinate plans with federal and state agencies to secure public lands which are suitable for park use.

**Program 4:** Continue to explore opportunities for public/private joint financing in the operation of public parks and recreational facilities.

**8.2.2 POLICY:** It is policy to cooperate with private developers to ensure that adequate park space and recreational facilities are provided to meet the needs of new residents.

**Program 1:** Evaluate and monitor new development in accordance with zoning and subdivision regulations to ensure adequacy of parks and recreational facilities.

**Program 2:** Encourage land dedication or land designation and construction of parks and recreational facilities for private maintenance, as may be appropriate, for large scale master planned developments.

**Program 3:** Consider the feasibility of a residential construction tax ordinance.

**8.2.3 POLICY:** It is policy to consider establishment of benefit assessment districts for park purposes along with other public facilities and services in various areas of the City when requested by these residents.

**Program 1:** Review various types of benefit assessment districts, particularly the use of property secured revenue bonds.

**8.2.4 POLICY:** It is policy to provide continuing recreational programs and to maintain park facilities by utilizing general funds, user fees and other resources.

**Program 1:** Perpetuate reasonable user fees for city recreational facilities and programs.

**Program 2:** Continue to periodically re-evaluate fees for recreational facilities and programs to ensure that such programs are available to all residents at reasonable cost.

**8.3 OBJECTIVE:** Efficient management of park and recreational facilities.

**8.3.1 POLICY:** It is policy to pursue priorities in the improvement of existing city parks which provide maximum benefit to the public.

**Program 1:** Maintain a list of priorities for park facility and recreational program improvements.

**Program 2:** Continue to coordinate and review plans for development of park facilities and recreational program improvements with the City Parks and Recreation Advisory Commission.

**Program 3:** Continue to encourage input from citizens and various organizations concerning park facilities and recreational programs.

**8.3.2 POLICY:** It is policy to provide cost-effective administration and maintenance of parks and recreational facilities and services.

**8.4 OBJECTIVE:** Expanded opportunities for cultural pursuits and programs.

**8.4.1 POLICY:** It is policy to sponsor cultural activities which enhance the opportunity for artistic and cultural expression in the community.

**Program 1:** Continue to sponsor ongoing community cultural activities, such as the Civic Ballet, Las Vegas Symphony and Rainbow Company.

**Program 2:** Continue to sponsor art exhibits and performances at city facilities and parks.

**Program 3:** Continue to manage and maintain city facilities for cultural enrichment, such as the Reed Whipple Center and the Charleston Heights Arts Center.

**8.4.2 POLICY:** It is policy to provide city assistance to enhance community cultural activities through coordination of events and use of city facilities.

**Program 1:** Continue city support of cultural enrichment programs and community events.

Program 2: Continue to make city facilities available to community cultural groups at minimum possible cost.

Program 3: Continue to provide printed material describing city facilities, including capacities, hours of availability, cost range and any special consideration for their use.

**8.4.3 POLICY:** It is policy to encourage private efforts to expand the artistic and cultural base of the community.

## 9. HISTORIC PRESERVATION

Goal: Preservation of cultural resources which have historical significance.

### 9.1 OBJECTIVE: A workable historic preservation program:

**9.1.1 POLICY:** It is policy to maintain an inventory of historic structures and places as the basis for an action program to preserve them.

Program 1: Update the historic preservation inventory, as needed.

**9.1.2 POLICY:** It is policy to provide a historic preservation program based on cultural and economic considerations.

Program 1: Evaluate the most practical legal, financial and regulatory techniques for historic preservation.

### 9.2 OBJECTIVE: Private and public preservation of structures and places of historic significance.

**9.2.1 POLICY:** It is policy to promote the preservation of historic structures and places in the City of Las Vegas.

Program 1: Encourage private preservation of those buildings and sites in the inventory that are representative of the cultural heritage of Las Vegas.

Program 2: Provide city support of practical historic preservation programs which will benefit the residents of the community.

Sub-Program 1: Continue to identify sources of funds and seek financial assistance for restoration and preservation activities.

Program 3: Integrate historical preservation with programs involving housing, recreation, transportation and community development.

Program 4: Explore the feasibility of adaptive reuse of historically significant buildings for municipal and other community purposes.

### 9.3 OBJECTIVE: Promote interest, appreciation for, and coordination of preservation activities with citizen groups and public agencies.

**9.3.1 POLICY:** It is policy to coordinate historic preservation activities with community preservation organizations.

**9.3.2 POLICY:** It is policy to coordinate local programs with state and federal historic preservation programs.

**9.3.3 POLICY:** It is policy to make information available concerning historic preservation activities within the City.

## 10. VISUAL ENVIRONMENT

Goal: A visually attractive residential community and a unique visitor environment.

### 10.1 OBJECTIVE: Creative and visually appealing urban design.

#### 10.1.1 POLICY: It is policy to encourage creative or innovative design in development projects.

Program 1: Continue design review as part of the land development review process.

Program 2: Consider additional design standards, guidelines and procedures which may be appropriate to enhance overall community appearance without adding additional time or cost to the development review process.

#### 10.1.2 POLICY: It is policy that quality design will be incorporated into all public projects constructed by the City.

Program 1: Continue to utilize the Interdepartmental Design and Review Committee for design and aesthetic review on City projects.

Program 2: Maintain professional capability in architecture and landscape architecture which can assure good design of public projects while effectively accommodating the needs of the public.

#### 10.1.3 POLICY: It is policy to utilize the Las Vegas Metropolitan Beautification Committee for guidance and recommendations concerning strategies to improve community appearance.

### 10.2 OBJECTIVE: Quality design, landscaping and architectural treatment of commercial and industrial areas.

#### 10.2.1 POLICY: It is policy to encourage creative design, incorporating concepts such as plazas, landscaped open areas, urban art and amenities in public spaces, and separation of pedestrian and vehicular traffic, in Activity Centers throughout the City.

#### 10.2.2 POLICY: It is policy to maintain contemporary standards of appearance for commercial and industrial development with respect



to architecture, landscaping, signage, storage, screening and parking lot design.

**Program 1:** Continue aesthetic review of development proposals provided under City zoning and subdivision regulations.

**Program 2:** Continue to revise, adopt and enforce zoning regulations regarding landscaping, outside storage, display and screening.

**Program 3:** Encourage landscape buffers along existing industrial areas with high freeway exposure, where feasible.

**10.2.3 POLICY:** It is policy to encourage well landscaped and properly designed commercial and industrial parks in appropriate locations throughout the City.

**Program 1:** Provide public assistance and incentives where feasible to encourage high quality commercial and industrial park development.

**Program 2:** Consider the feasibility of a commercial/industrial park zoning classification.

**10.3 OBJECTIVE:** Visually attractive signage throughout the City and restricted signage outside designated gaming/tourist centers.

**10.3.1 POLICY:** It is policy to regulate signs outside of tourist commercial areas at acceptable community standards.

**Program 1:** Continue to maintain, update, and enforce sign regulations.

**Program 2:** Consider revisions to sign regulations which may enhance community appearance without limiting reasonable advertisement of commercial activities or services.

**10.3.2 POLICY:** It is policy to promote and permit signage in tourist commercial areas that reinforces the "Neon Art" image of the Fremont/Casino Center area and to stimulate expansion of that visual character throughout all tourist commercial territory designated on community profile maps.

**10.4 OBJECTIVE:** Enhancement of the central city area as a unique Activity Center.

**10.4.1 POLICY:** It is policy that the central portion of Las Vegas will be treated as a unique and highly urban Activity Center to accommodate a diversity and intensity of uses not found elsewhere in the Las Vegas Valley.

**Program 1:** Specify high intensity and, where appropriate, mixed land uses on the Community Profile encompassing the city downtown area.

**Program 2:** Provide on-going redevelopment and rehabilitation activities in the downtown area.

**10.4.2 POLICY:** It is policy to seek input and cooperation with the Downtown Progress Association and other appropriate interest groups on plans and projects for the downtown area.

**10.5 OBJECTIVE:** Uncluttered and debris-free vacant desert land.

**10.5.1 POLICY:** It is policy to discourage promiscuous dumping on vacant desert land.

**Program 1:** Continue to enforce existing litter ordinances.

**Program 2:** Post vacant public properties with "No Dumping" signs.

**Program 3:** Ensure adequate solid waste disposal sites are provided at convenient locations.

**Program 4:** Consider a "Neighborhood Litter Watch" program which marshals citizen resources in reducing promiscuous dumping activities.

**10.5.2 POLICY:** It is policy to coordinate with other governmental entities and community civic organizations in efforts to control and clean up indiscriminate disposal of solid waste.

**10.6 OBJECTIVE:** Attractive thoroughfare corridors.

**10.6.1 POLICY:** It is policy to encourage and provide attractive thoroughfares through the City as an essential ingredient in the urban visual environment.

**Program 1:** Designate landscaping improvements on city thoroughfares as deemed appropriate.

Program 2: Consider economical landscape requirements for new development along designated thoroughfares.

Program 3: Explore the use of special improvement districts for neighborhoods to accelerate improvement schedules or enhance the level of programmed landscaping improvement.

**10.6.2 Policy:** It is policy to encourage and cooperate with private efforts to provide attractive public improvements such as street furniture, benches, kiosks, and fountains at appropriate locations.

**10.6.3 Policy:** It is policy to encourage desert tolerant, low maintenance, drought resistant, landscaping materials in combination with creative materials, forms and textures along throughfare corridors, where feasible.

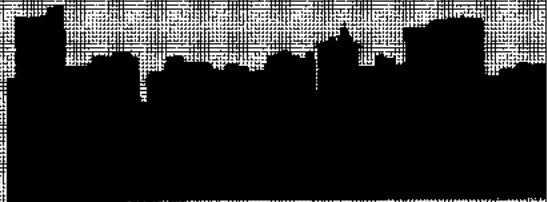
**10.7 OBJECTIVE:** Distinctive city entry points.

**10.7.1 POLICY:** It is policy to promote public and private entry statements into the City of Las Vegas along tourist oriented routes as a means of improving city identity.

Program 1: Erect signs, monuments or other structures, as funds are available, where effective and appropriate.

**10.7.2 POLICY:** It is policy to cooperate with other governmental entities to ensure adequate public improvements to rights-of-way of major thoroughfares entering Las Vegas.

**part III — the short-range plan**



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## A. INTRODUCTION

The Short-Range Plan contains the administrative mechanism whereby the city seeks to support and fulfill the concepts contained in the policies and programs enumerated in the Long and Mid-Range plans. The Short-Range Plan presents a procedure by which the city's objectives can be measured and the day-to-day task of analyzing urban development can be charted.

In essence, this portion of the General Plan becomes an implementing tool to achieve the standards established for tomorrow's growth. Because of the active nature of the Short-Range Plan, it is more precise and is formatted differently than the prior plans. Its purpose is to assist in the provision of appropriate and compatible land uses.

In this context, the focus of the General Plan, as presented in the Short-Range Plan, switches away from goals, policies and programs and proposes land use concepts as a systematic method to integrate the objectives of the previous plans. The Short-Range Plan becomes less abstract. It encourages development which will accommodate and improve the diverse lifestyles desired by Las Vegas residents.

## B. CONCEPT OF THE SHORT-RANGE PLAN

This section of the General Plan develops a format which is useful, consistent, and will, in fact, promote the vast arrangement of different living environments needed in the City of Las Vegas. The City's approach to addressing this need was to develop planning districts based upon the intensity of urban development expressed in terms of population per square mile. Each square mile and the population density contained within it become a basic planning and measuring unit from which almost all additional calculations are made. This planning unit is referred to as a Residential Planning District. The combination of two or more Residential Planning Districts of a predominant or homogeneous characteristic are classified as a Community Profile. The merger of the Community Profiles produces the geographical area called Las Vegas.

## C. RESIDENTIAL PLANNING DISTRICTS (RPD'S)

The policies contained in the Short-Range Plan focus on residential development. To accommodate different living environments and lifestyles, the Short-Range Plan provides three basic types of Residential Planning Districts: Urban, Suburban and Rural. Flexibility and variation in the types and development densities in each RPD are provided by a range of density categories. An RPD is a geographic area that is generally one-mile square and bounded by primary thoroughfares.

Each of the three basic residential planning districts reflects design concepts and distinctive residential lifestyles. A district may include several types of development; however, each type of planning district will retain an overall character and density established by the General Plan. The Community Profiles, when taken together, include all the RPDs in the City and reflect the composite population established for the entire city. The three types of residential planning districts are described as follows:

### Urban Residential Planning District

The Urban Residential Planning District (RDP) contains relatively intensive urban development and high population densities. Urban RPD's are primarily located in the central portion of the City.

As in all RPD's, the fully developed Urban Planning District will contain a variety of housing styles and residential densities. This variation in density will be guided to create design variations, to ensure maximum compatibility with adjacent development, and to ensure a smooth transition with adjacent residential planning districts. Although the intensity of development in the Urban Planning District is not desired by all, the types of development found in this district provide a lifestyle desired by many residents. The Urban RPD is designed to provide many basic daily needs, all easily within walking distance, and to minimize the need for automobile movement between points within the area. The automobile will, instead, be utilized primarily for movement to points outside of the area. The planning and design of the Urban RPD will ensure that housing, recreation areas, pedestrian and bicycle paths, commercial areas, and other facilities will all work together to reinforce each other.

### Suburban Residential Planning District

The Suburban Residential Planning District (RPD) includes the greatest mixture of housing types and densities, but derives its character primarily from the predominant form of City residential development, the single family detached residence. Most of the RPD's in the City are Suburban Residential Planning Districts.

Although a diversity of housing types is encouraged, compatibility of new development with existing single family residential development is a primary consideration in Suburban Residential Planning Districts. The success of the City's suburban community environment is dependent upon a design that creates a sense of unity so that residential uses strongly interact with local supporting uses such as parks and other recreation facilities, local commercial, pedestrian and bicycle paths, and elementary schools.

### Rural Residential Planning District

The Rural Residential Planning District (RPD) encompasses areas of the City where the predominant lifestyle is single family homes on large lots. Many Las Vegas residents prefer a semi-rural or rural environment which permits greater privacy, and in some cases animals, and is removed from intensive urban activity. Rural RPD's are found primarily in outlying areas of the City.

Some variation of housing style and density is possible in Rural RPD's provided appropriate design measures are utilized to maintain compatibility. Local commercial uses and parks are not essential services in the Rural Residential Planning District. The large individual lots and overall open space afforded by the low density development precludes the need for most

recreation facilities. Instead, the feeling of "neighborhood" comes from the predominantly large lot environment, and an overall circulation plan in terms of streets, bicycle and equestrian paths, as well as landscape continuity and other design measures.

#### D. RESIDENTIAL PLANNING DISTRICT STANDARDS

The standards for each of the three types of residential planning districts are summarized in Table 3.1. It should be noted that optimum figures are not fixed. A Rural Residential Planning District could consist of less than four square miles along with a concomitant reduction in dwelling units and population. The general location of each of the three types of RPD's is shown on the Generalized Land-Use map following this Section.

TABLE 3-1  
RPD Standards

##### RESIDENTIAL STANDARDS

	Urban	Suburban	Rural
Optimum Design Population	17,000	11,500	11,500
Optimum Area	640 Acres	640 Acres	2,560 Acres
Total DU's	9,800	4,400	4,400
Maximum DU/Gross Acre	49 DU/Gross Acre	21 DU/Gross Acre	7 DU/Gross Acre
Optimum Average DU/Gross Acre <sup>1</sup>	24 DU/Gross Acre	7 DU/Gross Acre	1.8 DU/Gross Acre
Minimum DU/Gross Acre	7 DU/Gross Acre	2 DU/Gross Acre	1 DU/Gross Acre
Optimum Percent of Residential Use	55%	65%	70%

##### NON RESIDENTIAL STANDARDS

• Percent in streets	30%	25%	25%
• Commercial	1/Ac/1000 People	2/Ac/1000 People	2/Ac/1000 People
• Elementary School	4-5 Ac.	8-10 Ac.	8-10 Ac.
• Parks/Recreation Facilities/ Community Service Center	2/Ac/1000 People	2/Ac/1000 People	1/Ac/1000 People

<sup>1</sup>The desirable average gross density for the entire residential planning district.

NOTE: Numbers have been rounded for ease of use and will not correlate precisely.

Not all Residential Planning Districts will be optimum size. Portions of Residential Planning Districts may also contain non-residential development or uses that do not relate directly to the needs of the area. When this occurs, Table 3.2 is to be utilized to determine the reduction factor as well as the designed dwelling units and population for each type of residential planning district.

TABLE 3-2  
RPD Population & Dwelling Units — Reduction Factors

Percent of Area <sup>1</sup>	Reduction Factor	Urban RPD		Suburban RPD		Rural RPD	
		Population	Units	Population	Units	Population	Units
10- 19%	.15	16,100	8,300	10,200	3,700	2,500	900
20- 29%	.25	14,200	7,300	9,000	3,300	2,200	800
30- 39%	.35	12,400	6,400	7,800	2,900	1,900	700
40- 49%	.45	10,500	5,400	6,600	2,400	1,600	600
50- 74%	.63	7,000	3,600	4,400	1,600	1,100	400
75-100%	.88	2,300	1,200	1,400	500	400	200

<sup>1</sup>Percent of land area in other uses not listed in the RPD residential or non-residential standards as specified in Table 3.1.

NOTE: Population and dwelling units may not correlate due to rounding.

#### E. MIXTURE OF DENSITY CATEGORIES WITHIN RESIDENTIAL PLANNING DISTRICTS

While each of the aforementioned types of residential planning districts define an overall character of development, a variation in residential densities can be expected to occur within each RPD. Each of the three types of living environments and accompanying lifestyles include a range of residential categories. For example, an Urban Residential Planning District can include both high-density apartments and small lot single family homes. The Rural Residential Planning district is designed to permit a range of housing from conventional single family tract homes, to estate size single family homes on several acres.

The population and density capacities for each of the residential planning districts are summarized in Table 3.3.



TABLE 3-3  
Residential Planning Districts Planning Capacities

RPD Type	Population Per Square Mile	Dwelling Units Per Square Mile	People Per Gross Acre
Urban	17,000-19,000	9,800	26.6-29.7
Suburban	11,000-12,000	4,400	17.2-18.8
Rural	2,500- 3,000	1,100	3.9- 4.7

Table 3.4 sets forth guidelines for the mix of residential densities that can be expected in each type of residential planning district. If one of the density categories is exceeded in any particular residential planning district, the difference must be made up from other density categories in order to maintain the same overall character and density pattern within the residential planning district.

TABLE 3-4  
RPD Density Ratios  
Percent of Residential Land Area by Type of Dwelling Unit Density

Density Category DU's/ Gross Acre	High Over 20	Medium 12-20	Medium Low 6-12	Low 3-6	Rural 0-3
RPD					
Urban	50%	25%	25%	0	0
Suburban	0	10%	60%	30%	0
Rural	0	0	0	15%	85%

## F. COMMUNITY PROFILE SYSTEM

Community Profiles are designated areas of the City comprising two or more residential planning districts and having a predominant or homogeneous characteristic, such as the City's "downtown" area or the medical facility area in the vicinity of the Southern Nevada Memorial Hospital. The community profile maps reflect the preferred location and density ranges for the various types of land uses throughout the City. Consequently, there may be more area designated for certain types of land uses and greater densities than would ultimately be allowed for the purpose of providing development options. The amount of land allocated to the land uses and the densities on each profile map are continually balanced by City staff in conjunction with the Residential Planning District System to result in the designed number of residential dwelling units and support uses.

Sixteen Community Profiles, each with a separate land use map and supporting text, comprise the General Plan study area. This system of profile areas can be expanded as circumstances require. These profile maps and texts enable the City to review individual development projects in terms of land use and the policies contained in the General Plan. Thus, land use totals will change over time as development occurs and the desired balance of uses is achieved.



# **EXHIBIT “QQQQ-3”**



# **LAS VEGAS GENERAL PLAN**

**CITY OF LAS VEGAS  
NEVADA**

**Property of Planning & Development**

**Las Vegas General Plan (1975)**  
**General Plans**



**and guidelines**

**731 South 4th St. Las Vegas NV. 89101**

2463

**12679**

Las Vegas General Plan (1975)  
General Plans

731 South 4th St, Las Vegas NV, 89101



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

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

ADOPTED FEBRUARY 5, 1975



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COMMISSIONER PAUL CHRISTENSEN  
COMMISSIONER GEORGE FRANKLIN  
COMMISSIONER RON LURIE  
COMMISSIONER HAL MORELLI

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Linda Davis, *Intermediate Clerk*

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

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

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

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

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


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

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

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

  
ORAN K. GRAGSON, MAYOR

ATTEST:

  
Edwina M. Cole, City Clerk



## ACKNOWLEDGEMENTS

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

CITIZENS ADVISORY COMMITTEE

LAS VEGAS METROPOLITAN BEAUTIFICATION COMMITTEE

WILSEY & HAM, INC., PLANNING CONSULTANTS

ALL CITY DEPARTMENTS

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

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

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## INTRODUCTION

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

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

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

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

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

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

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



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## OVERALL GROWTH POLICY

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

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

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

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

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

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



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

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

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

#### POPULATION

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

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

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

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

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

TABLE P.1

## RESIDENTIAL PLANNING DISTRICTS

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

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

POPULATION CAPACITY  
BY NATURAL FACTORS

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

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

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

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

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

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

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

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



INTERIM URBANIZED  
PLANNING AREA (IUPA)

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

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

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

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

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

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

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

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

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## RESIDENTIAL POLICIES

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

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

Three types of Residential Planning Districts (RPD) are used in the Las Vegas Land Use Plan. The intensity of development contained within an RPD is a design population figure that generally relates to the necessary support population for neighborhood elementary schools. Table L.1 is a description of each type of RPD.

Table L.1 - Residential Planning Districts

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

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

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

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



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

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

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

<sup>1</sup>Neighborhood Support Uses Include:

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

#### RESIDENTIAL DEVELOPMENT GUIDELINES

##### Density Ranges

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

<u>Density Category</u>	<u>Net Density<sup>1</sup></u>	<u>Average House- hold Size</u>
Low	0.5 - 3.0	3.3
Medium Low	3.0 - 7.0	
Medium	7.0 - 15.0	3.1
Medium High	15.0 - 25.0	
High	25.0 - 40.0 above 40.0 <sup>2</sup>	2.8

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

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

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

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

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

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

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

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

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

#### *Neighborhood Concept Guidelines*

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

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

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

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

their planning for elementary schools.

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

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

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

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

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

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

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

Table L.3 - Neighborhood Policies and Standards<sup>1</sup>

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

<sup>1</sup>These reflect recommended standards as a goal rather than rigid specifications.

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

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

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

<sup>5</sup>See Commercial Policies for further elaboration.

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

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

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

#### NEIGHBORHOODS

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

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

##### Urban Neighborhoods

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

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

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

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

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

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

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

#### *Suburban Neighborhoods*

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

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



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

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

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

#### *Rural Neighborhoods*

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



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

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

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

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

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

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

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

#### NEIGHBORHOOD IMPLEMENTATION POLICIES

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

#### OTHER RESIDENTIAL POLICIES

##### Mobile Homes

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

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

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

#### *High Density Apartments*

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

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

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

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

## COMMERCIAL POLICIES

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

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

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

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

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

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

## REGIONAL ACTIVITY CENTER

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

private uses. Some of these might include:

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

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

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

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

#### DISTRICT COMMERCIAL CENTERS

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

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

#### NEIGHBORHOOD COMMERCIAL CENTERS

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

#### *SPECIAL COMMERCIAL*

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

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

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

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

#### *GENERAL COMMERCIAL*

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

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

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

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

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

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

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

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

#### INDUSTRIAL POLICIES

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

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

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

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



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

#### SPECIAL ACTIVITY CENTERS

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

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





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## HOUSING GOALS

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

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

## OVERALL HOUSING CONCEPT

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

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

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

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

## HOUSING POLICIES

### ADDITIONAL HOUSING UNITS

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

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

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

advantage of them to the fullest extent possible.

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

#### HOUSING IMPROVEMENT PROGRESS

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

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

#### HOUSING IMPLEMENTATION POLICIES

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

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

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

--Re-evaluation of housing problems.

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

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

--Update of Housing Element.





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## COMMUNITY FACILITIES GOALS

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

## OVERALL COMMUNITY FACILITIES CONCEPTS

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

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

The objectives for this concept may be summarized as follows:

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

## COMMUNITY FACILITIES POLICIES

### JOINT USE FACILITIES

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

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

### RESIDENTIAL PLANNING DISTRICT SERVICES

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

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

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

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

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

#### MAJOR COMMUNITY FACILITIES

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

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

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

TABLE I  
COMMUNITY FACILITIES WITHIN  
RESIDENTIAL PLANNING DISTRICTS

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

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

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

#### COMMUNITY FACILITIES IMPLEMENTATION POLICIES

##### CAPITAL IMPROVEMENTS PROGRAMMING

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

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

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

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

the city's planning process:

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

COMMUNITY FACILITIES  
COSTS

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

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

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

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



#### DEVELOPMENT TIMING

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

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



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## THE TRANSPORTATION CONCEPT

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

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

## TRANSPORTATION OBJECTIVES AND POLICIES

### IMPROVEMENT AND DEVELOPMENT OF THE STREETS AND ROADS SYSTEM

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

### POLICIES

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

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

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

#### Additional Implementation Needs

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

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

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

- A computerized traffic signaling system which would allow for continuous flow and avoid excessive congestion
- The provision of more left turn signals and left turn lanes
- The elimination of some intersections by means of diverting or channelizing traffic from some streets to others
- A "no parking" policy along major arterials
- The construction of median strips
- The limiting of access to major arterials from adjacent commercial developments.

- e. The City will coordinate with the Union Pacific Railroad to determine the feasibility of providing additional grade separated railroad crossings, thus allowing for better east-west access within the community.

#### Implementation Needs

Grade separated railroad crossings are needed at:

- Oakey Boulevard
- Washington Avenue

#### DEVELOPMENT OF ALTERNATIVE MODES OF TRANSPORTATION

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

#### Bus Transportation

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

## POLICIES

The following policies apply to bus transportation:

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

--exclusive bus lanes

--exclusive bus loading areas.

## POLICIES

### Bicycle Paths

The following policies apply to bicycle paths:

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

## TRANSPORTATION IMPLEMENTATION STRATEGY

### CAPITAL IMPROVEMENT PROGRAMMING

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





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## CONSERVATION GOALS AND POLICIES

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

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

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

## OVERALL GOALS

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

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

## OVERALL POLICIES

In working to accomplish these goals, the City shall:

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

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

#### AIR QUALITY

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

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

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

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

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

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

#### NOISE CONSIDERATIONS

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

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

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

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

The following policies will apply:

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

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

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

#### ENERGY CONSERVATION

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

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

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

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

#### WILDLIFE AND VEGETATION

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

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

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

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

#### FLOOD CONTROL

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

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

## WATER AND WASTE MANAGEMENT

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

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

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

## WATER RESOURCES

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

To achieve this objective, the following policies will apply:

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



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

#### WASTE MANAGEMENT

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

To achieve this objective, the following policies will apply:

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

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

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

First Priority:

Deficiencies in existing developed areas

Second Priority:

Fulfill future needs in the areas of expected development.

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

RECYCLING

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

To achieve this objective, the following policies will apply:

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

## SEISMIC AND OTHER GEOLOGIC HAZARDS

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

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

The City shall:

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

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

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



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## THE OVERALL PARKS AND RECREATION CONCEPT

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

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

## PARKS AND RECREATION OBJECTIVES AND POLICIES

### METROPOLITAN PLANNING FOR PARKS AND RECREATION

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

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

### POLICIES

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

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

DEVELOPMENT OF THE  
PARKS SYSTEM ON THE  
BASIS OF SERVICE AREAS

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

POLICIES

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

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

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



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

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

#### DEVELOPMENT OF THE PARKS SYSTEM ON THE BASIS OF USER NEEDS

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

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

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

#### POLICIES

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

### *Facilities Needs*

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

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

### *CONTINUATION OF THE JOINT-USE PROGRAM*

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

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

### *POLICIES*

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

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

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

#### ADVANCED PARK SITE ACQUISITION PROGRAM

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

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

#### POLICIES

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

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

#### PARK DESIGN

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

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

#### POLICIES

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

#### SPECIALIZED RECREATION FACILITIES

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

## POLICIES

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

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

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

### *Special Needs*

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

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

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

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

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

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

#### DEVELOPMENT OF SPECIAL INTEREST/PURPOSE PARKS

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

#### POLICIES

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

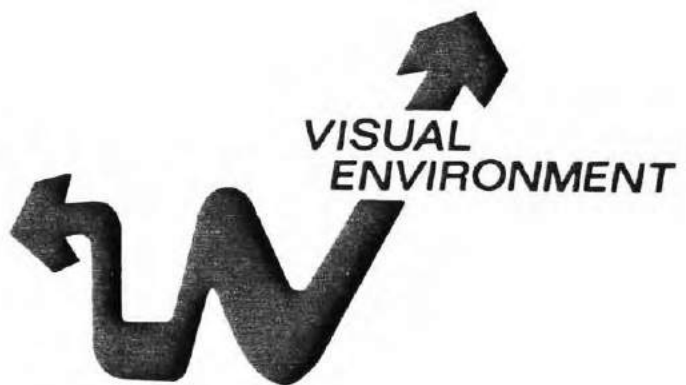
#### PARKS AND RECREATION IMPLEMENTATION STRATEGY

#### PARKS PLANNING PROCESS

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

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

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



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#### VISUAL ENVIRONMENT GOAL

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

#### SOLID WASTE DISPOSAL

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

To achieve this objective, the following policies will apply:

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

#### AIR POLLUTION

Establish and maintain high levels of air quality.

To achieve this objective, the following policies will apply:

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

- . The City shall encourage industry that conforms to the performance standards criteria in the City Code.

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

#### WATER POLLUTION

Establish and maintain high levels of water quality.

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

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

#### COMMERCIAL CLUTTER ALONG ARTERIALS

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

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

#### PROLIFERATION OF COMMERCIAL SIGNS

Reduce the visually unattractive proliferation of commercial signs.

To achieve this objective, the following policies will apply:

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

#### MONOTONOUS RESIDENTIAL DEVELOPMENT

Improve the visual image of Residential Neighborhoods.

To achieve this objective, the following policies will apply.

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

#### VACANT PARCELS

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

To achieve this objective, the following policies will apply.

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

#### UNATTRACTIVE TRAFFIC ARTERIALS

Improve the image of the major arterials within the City.

To achieve this objective, the following policies will apply.

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

## INDUSTRIAL USES

Reduce the adverse visual impact of industrial uses.

To achieve this objective, the following policies will apply.

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

## POOR PARK DESIGN

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

To achieve this objective, the following policies will apply.

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

DESIGN REVIEW AND  
GUIDELINES

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

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

To achieve this objective, the following policy will apply.

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

CENTRAL BUSINESS  
DISTRICT

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

To achieve this objective, the following policies will apply.

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



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## GENERAL IMPLEMENTATION POLICIES

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

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

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

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

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

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

#### PLANNING PROCESS

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

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

#### PRECISE PLANNING PROCESS

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

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

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

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

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

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

ADDITIONAL IMPLEMENTATION  
STUDY NEEDS

Development Evaluation

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

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

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

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