

IN THE SUPREME COURT OF THE STATE OF NEVADA

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

Appellant,

vs.

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

Respondents.

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

Appellants/Cross-Respondents,

vs.

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

Respondent/Cross-Appellant.

No. 84345

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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



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.