

IN THE SUPREME COURT OF THE STATE OF NEVADA

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

Appellant,

vs.

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

Respondents.

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

Appellants/Cross-Respondents,

vs.

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

Respondent/Cross-Appellant.

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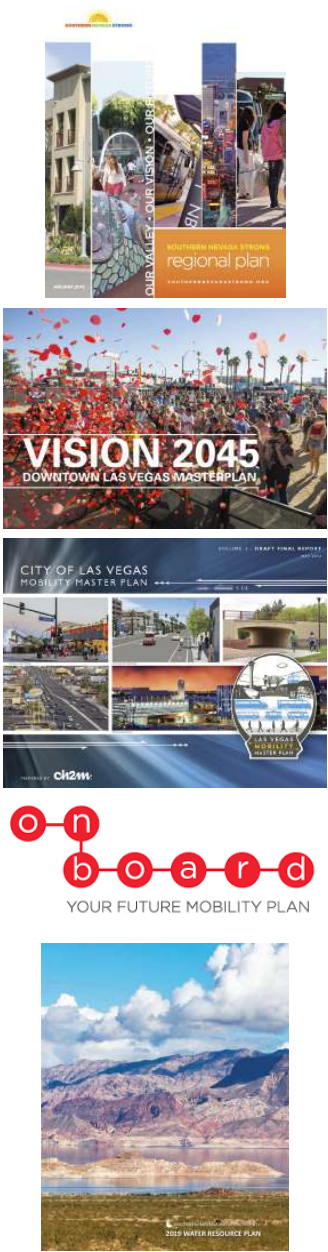
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REFERENCES AND ABBREVIATIONS

RECENT PLANS PUBLISHED SEPARATELY

- Southern Nevada Strong:** Adopted in 2015, the Southern Nevada Strong Regional Plan (SNS) is the comprehensive regional policy plan administered by the RTC. SNS envisions how Southern Nevada and its jurisdictions can develop for long-term economic success by integrating education, transportation, the environment, economic competitiveness, health care, and housing. This master plan conforms with the goals, objectives, and strategies established by SNS and is intended to align with overarching regional efforts for balanced economic, social, physical, environmental, and fiscal growth and development.
- Vision 2045 Downtown Las Vegas Masterplan:** In 2016, the City of Las Vegas adopted a new special area plan for Downtown Las Vegas to guide the city policies and regulations and provided specific recommendations for an expanded Downtown area. The plan incorporates catalytic mixed-use hubs for future investments within twelve districts that constitute downtown. Other recommendations include adoption of a form-based zoning code, economic diversification efforts, complete street improvements, new parks, civic spaces, and tree-lined streets, and a revamped and streamlined governance effort.
- Mobility Master Plan:** the Mobility Master Plan was developed to inform the City of specific street, transit, bicycle, and pedestrian projects throughout the City. This sub-plan helps inventory and explain the needs for transportation improvement projects.
- On Board Future Mobility Plan:** In response to the need for more alternative mode solutions, the RTC developed On Board as a comprehensive mobility plan for Southern Nevada. With community input, the plan identifies enhancements to the current RTC Transit system, a new high capacity transit network, and emerging transportation technologies can improve future mobility.
- Southern Nevada Water Resources Plan:** SNWA's Water Resource Plan provides an overview and outline of the region's water resources and conservation efforts. Given future population forecasts and the water resource portfolio and supplies for Southern Nevada, the plan describes SNWA's efforts to meet demands of its member entities, including the LVVWD that serves much of the City. It also provides important considerations and scenarios for climate change that may impact the availability of its most important resource, the Colorado River.



ABBREVIATIONS GLOSSARY

BLM – Bureau of Land Management	NDEP – Nevada Division of Environmental Protection
CC - Clark County	NDOT – Nevada Department of Transportation
CCSD – Clark County School District	NDOW – Nevada Department of Wildlife
CIP – Capital Improvement Plan	NLV - North Las Vegas
CSN – College of Southern Nevada	NRS – Nevada Revised Statutes
DCP – Clark County Desert Conservation Program	NSHE – Nevada System of Higher Education
DCNR – Nevada Department of Conservation and Natural Resources	RBPP - Regional Bicycle & Pedestrian Plan
FBC – Form-Based Code	RDA – Redevelopment Agency
GHG - Greenhouse Gas	RFCD – Regional Flood Control District
GOED – Governor’s Office for Economic Development	RTC – Regional Transportation Commission of Southern Nevada
GPCD – gallons per capita per day	RTP - Regional Transportation Plan Access 2040
HPC – Historic Preservation Commission	SNPLMA – Southern Nevada Public Land Management Act
HPO – Historic Preservation Officer	SNS – Southern Nevada Strong Regional Plan
LEED – Leadership in Energy and Environmental Design	SNHD – Southern Nevada Health District
LOC - Level of Comfort	SNRPC – Southern Nevada Regional Planning Coalition
LOS - Level of Service	SNWA – Southern Nevada Water Authority
LVCVA – Las Vegas Visitors and Convention Authority	Title 19 – Title of Las Vegas Municipal Code, the City’s Unified Development Ordinance, comprised of zoning, subdivision, and other related development standards
LVGEA – Las Vegas Global Economic Alliance	TOD – Transit-Oriented Development
LVMC – Las Vegas Municipal Code	USGBC – United States Green Building Council
LVMPD – Las Vegas Metropolitan Police Department	UNCE – University of Nevada Cooperative Extension
LVVWD – Las Vegas Valley Water District	UNLV – University of Nevada, Las Vegas
MSHCP – Clark County Multiple Species Habitat Conservation Plan	VMT – Vehicle Miles Traveled
NDA – Nevada Department of Agriculture	



02. LAND USE & ENVIRONMENT

INTRODUCTION

Perhaps the greatest impact of the Las Vegas 2050 Master Plan will be the dynamic way that it integrates near and long-term planning with sound sustainability principles. Future-focused land-use and environment strategies will guide development in a way that yields greater density citywide, while also protecting and conserving the natural resources that are critical to Las Vegas’s future. The shifting land use paradigm to increase density along primary corridors, transit lines, and within specifically identified development clusters serves the dual purpose of increased multi-modal options while maximizing the efficiency of infrastructure, particularly water. While a strategy for utilizing new development typologies is often about where density is placed, it is also about where it is not placed.

The desired result is a master plan and development strategy that:

- Fosters underlying agglomerating economies (the sharing/buying of goods, services, and ideas) that enhance the value proposition of new development typologies that are uniquely desirable in the City of Las Vegas as an alternative to the suburbs
 - Diversifies mobility options to increase walkability and accessibility to transit routes
 - Drives sufficient density to supplement farebox revenue for the capital development and operations of transit systems
 - Increases affordability in the housing market, especially in areas where demand is high and where gentrification is already occurring
 - Yields more relevant and marketable housing products, like multi-
- family residential and mixed-use development, to meet the current and emerging market demand, especially to retirees, Millennials and Generation Z
 - Supports brick and mortar “experience-based” retail, in response to online shopping’s growing dominance
 - Builds vibrant, mixed-income neighborhoods centered on building a place
 - Strengthens the character of mature neighborhoods with infill development, redevelopment, and additional parks and open spaces to encourage active living and a sense of pride
 - Promotes preservation of and access to key natural features of the Mojave Desert

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GOALS

✓ NRS 278.160.1(d)

LAND USE

- Develop compact and mixed-use neighborhoods with walkable access to jobs, amenities, education, services, and transit.
- Focus new development in infill and redevelopment areas.
- Utilize new development models that provide a broad mix of housing and neighborhood types to accommodate residents with varied incomes and in different stages of life.
- Improve the quality of districts and neighborhoods to promote an authentic, vibrant sense of place.
- Preserve and reuse historic structures and sites.

✓ NRS 278.160.1(f)

ENVIRONMENT

- Protect, enhance, and restore natural features and resources of the Mojave Desert.
- Improve access and connectivity of open spaces for ecological, social, health, and quality of life benefits.
- Prioritize increasing tree canopy across all areas of the City for multiple public health and environmental benefits.
- Strengthen recreation and cultural opportunities for residents and visitors across the City.

RELATION TO SOUTHERN NEVADA STRONG
INVEST IN COMPLETE COMMUNITIES

Goals focus on fostering complete communities within the region by integrating placemaking, safety, a variety of housing options, fresh food options, health services, cultural amenities, natural resources, and recreation and parks.

1. Stabilizing and strengthening existing neighborhoods through placemaking improvements.
2. Encouraging an adequate supply of housing in a range of price, income, density, ownership and building types.
3. Supporting access to healthcare facilities, healthy food, parks, and community services.
4. Improving neighborhood safety and protecting residents from the harmful effects of pollution and hazardous materials.
5. Promoting resource-efficient land use and development practices.

SUMMARY OF LAND USE &
ENVIRONMENT STRATEGIES BY
GUIDING PRINCIPLE



EQUITABLE

- Diversify housing options and promote affordable access
- Prevent displacement and gentrification (people and businesses)
- Improve access to education, healthcare, jobs, resources, amenities
- Address unique needs and opportunities of each planning area



RESILIENT

- Project and plan for impacts of changing climate
- Enact water utilization plan to reduce demand
- Develop higher density neighborhoods connected to transportation
- Reduce heat island effects
- Promote xeriscaping
- Increase tree cover
- Utilize cutting edge green building and energy efficiency technologies
- Develop mid-rise buildings for maximum water use efficiency
- Consider adaptive reuse of aging buildings



HEALTHY

- Create mixed-use, walkable, and accessible neighborhoods
- Prioritize clean air & water
- Regulate emissions
- Improve parks & open spaces and recreation
- Rehabilitate housing
- Create more opportunities for urban agriculture



LIVEABLE

- Meet emerging market demand & support livable densities
- Emphasize unique placemaking
- Prioritize arts & culture
- Celebrate historic preservation
- Prioritize cultural and historic neighborhoods and corridors
- Consider desert and western identity



INNOVATIVE

- Integrate with industry, core and emerging economic sectors
- Support multiple transportation types and mixed of uses
- Create flexible zoning regulations - place types instead of purely land uses
- Simplify zoning and development of form-based code
- Promote infill development

LAND USE

✓ NRS 278.160.1(d)



GOALS

- A. Develop compact and mixed-use neighborhoods with walkable access to jobs, amenities, education, services, and transit.
- B. Focus new development in infill and redevelopment areas.
- C. Utilize new development models that provide a broad mix of housing and neighborhood types to accommodate residents with varied incomes and in different stages of life.
- D. Improve the quality of districts and neighborhoods to promote an authentic, vibrant sense of place.
- E. Preserve and reuse historic structures and sites.

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LAS VEGAS MASTER PLAN

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02. LAND USE + ENVIRONMENT

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A VISION FOR LAND USE AND CHARACTER

While previous master plans have focused on ways to classify use, density, and land use arrangements, this plan adds character and scale as key considerations. Character impacts how residents and visitors feel about a place and influences their decisions on where to live and visit. First impressions about a place go well beyond just land use and design plays a more significant role. Blending land use and character will guide future development and redevelopment that best fit the goals of this Master Plan. This builds upon the strategies in the Downtown Vision 2045 and subsequent zoning amendments towards a form-based approach that prioritizes character and place.

APPROACH

It is necessary to plan for future land use and development in a manner consistent with community goals and objectives. Las Vegas is a community with quality residential neighborhoods, commercial and industrial areas to provide tax base and employment, with quality municipal services and recreational opportunities. The land use plan provides a long-range focus to help continue this balance.

New land use and community character challenges arise as Las Vegas continues to mature: Competition for desirable land uses from surrounding communities will increase; redevelopment of aging sites will increase in importance; management of traffic on an existing roadway network will continue to be a priority; greater transit support will require greater supportive densities; and public infrastructure systems will continue to age. As a result, the development strategy has shifted towards focusing on vacant or under utilized property to provide for quality redevelopment.

The Place Types Framework Map is a representation of general physical features/land use activities in the city in 2050 and does not imply that all of the changes will or should occur in the near term. Development and redevelopment will proceed in a manner consistent with policies on the environment, transportation, and infrastructure capacity, and other matters which help determine the appropriate timeframe. Also, zoning decisions should, over time, produce changes that gradually establish greater conformity between the Zoning Map and General Plan. The General Plan should be carefully considered to ensure consistency is maintained when making decisions on planning and development matters: community changes which directly conflict could undermine the long-term objectives of the city and should be avoided.

MASTER PLAN	GENERAL PLAN	ZONING ORDINANCE
Provides general policies, a guiding framework	Finer grain detail of parcel-specific future land use	Provides specific regulations, the law
Describes what should happen in the future, recommends land use for the next 10 to 20 years	Implements the goals and strategies of this plan and sets the stage for future rezonings	Describes what is and what is not allowed today
Adopted under NRS 278.150	Adopted under NRS 278.160.1(d)	Adopted under NRS 278.250 as LVMC Title 19
Includes recommendations that involve other agencies and groups		Deals only with development-related issues under city control
Flexible to respond to changing conditions	Amended over time via subarea planning to implement place type strategies	Fairly rigid, requires formal amendment to change

SECTION ORGANIZATION



LAND USE TOOLS

Throughout the place type descriptions, land use tools applicable to each are highlighted. Read more about these in the “Land Use Tools” section where best practices are described that apply to mixed-use, neighborhoods, and redevelopment.



GOALS

Each of the land use goals listed below are applied to varying degrees in each place type. Additionally, they are highlighted in the Land Use Tools section where they best apply:

- A. Develop compact and mixed-use neighborhoods with walkable access to jobs, amenities, education, services, and transit.
- B. Focus new development in infill and redevelopment areas.
- C. Utilize new development models that provide a broad mix of housing and neighborhood types to accommodate residents with varied incomes and in different stages of life.
- D. Improve the quality of districts and neighborhoods to promote an authentic, vibrant sense of place.
- E. Preserve and reuse historic structures and sites.

AREAS OF THE CITY

The city is divided into 16 areas for targeted recommendations and evaluation related to Land Use and the Environment. Each planning area is evaluated for future study and recommendations related to land use, connectivity, and parks. See Section II: Planning Areas Analysis.

Future land uses (i.e. Future Place Types) were explored using the PlaceBuild tool to understand where and how land use changes might occur. This tool provided a planning area level means of quantifying potential changes and anticipating outcomes in terms of residential housing, open space, and water utilization.

OUTCOMES



- Each TOD placetype achieves a minimum score of 70 using the EPA’s Smart Location Calculator by 2050.
- The percentage of all development that occurs within this plan’s Regional Centers, Mixed-Use Centers, Corridor Mixed-Use, or Neighborhood Center Mixed-Use place types increases over time.
- At least 60% of new residential and non-residential development occurs in designated placetypes, infill, and redevelopment areas by 2050
- 1 local historic district per 100,000 residents.
- The number of designated historic districts and neighborhoods increases.
- The number of eligible structures and sites designated as local historic landmarks, added to local historic districts, and/or rehabilitated, restored, or converted through adaptive reuse increases annually.
- With community support, adopt a specific plan for each area of the city.

OPPORTUNITIES + CHALLENGES

- The City has just about reached its growth boundary - limited opportunities for greenfield development at the periphery
- The City lacks sufficient diversity of housing types - too much single-family and not enough “missing middle” attached housing typologies
- While some master planned neighborhoods have mixed-use “main street” centers, many older parts of the city rely on aging commercial corridors for local shopping and services that lack the walkable character desired by residents
- Employment is centered in a few locations, making commuting patterns that often require the use of a personal automobile
- Underutilized land with excess parking, vacant sites, and obsolete buildings are prime opportunities for infill redevelopment

KEY ACTIONS



- Transform zoning regulations for corridors and nodes to encourage a greater mixture of uses and densities to support transit.
- Create subarea plans for each planning area.
- Prioritize catalytic redevelopment sites.
- Require new subdivisions to be built with greater emphasis on traditional neighborhood design principles.
- Incentivize new development types by streamlining the development review process.
- Develop a strategy for integrating “missing middle” housing types into existing neighborhoods.
- Strengthen neighborhood identity and pride by planning area.
- Promote and expand awareness of historic preservation and embed into development decisionmaking.

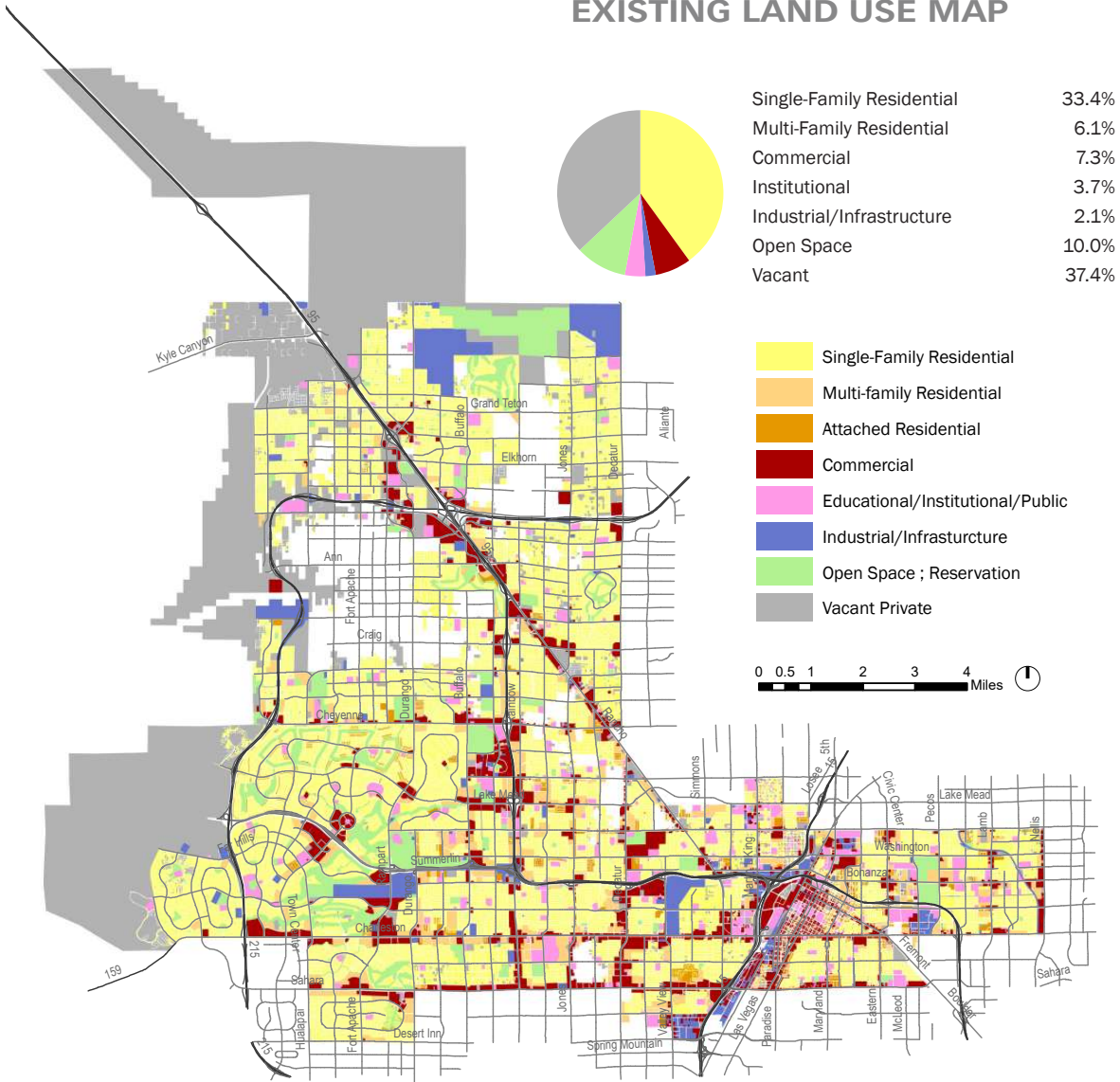
RELATIONSHIP TO PREVIOUS LAND USE DOCUMENTS






Because the city has developed over time through a series of subdivisions and development agreements, a variety of other documents govern land use and development in those areas. As each area has its own definition of land use types (over two dozen), this planning process sought to unify them based on similar place-based characteristics. These resulting existing land uses provide a glimpse at how land is used at the time of this plan’s adoption.

Moving forward, the future land use place types provide an overarching framework for future development decisions. The place type framework does not replace the general plan or any development agreements, but rather supplements them, especially for urban infill and catalytic sites. The place types are used as a way of thinking about strategies that are common for areas across the city that will be implemented differently depending on their context. Future area planning will guide more specific decisionmaking around place types defined in this plan and those not addressed (i.e. industrial land uses).

For a detailed comparison of General Plan categories and future place types, please see Chapter 5.

EXISTING LAND USE MAP



EQUITABLE	RESILIENT	HEALTHY	LIVABLE	INNOVATIVE
Providing a broad mix of housing types accommodates residents with varied incomes and in different stages of life.	Protecting and reusing historic structures and sites allows for limited impact on the surrounding region resulting in reduced negative environmental impacts.	Improved walkability in compact and mixed-use neighborhoods allows greater participation in active transportation between jobs, amenities, education, and services.	Focused development in infill and redevelopment areas improves the quality of districts and neighborhoods and promotes a vibrant sense of place.	New innovative development models will be utilized to provide a mix of housing types for all residents regardless of income.
				

I.B LAND USE PLACE TYPES

DEVELOP COMPACT AND MIXED-USE NEIGHBORHOODS WITH WALKABLE ACCESS TO JOBS, AMENITIES, EDUCATION, SERVICES, AND TRANSIT

RELATION TO GENERAL PLAN AND ZONING

Detailed below are the place type descriptions that correlate to the areas identified on the Place Types Framework Map. The Framework Map summarizes the place types should be in Las Vegas in 2050. Most of the land uses and their corresponding zoning districts, especially those along major corridors, will change as a result of adoption of this plan, and are recommended for greater design standards and flexibility in uses as short-term General Plan and zoning amendments. Others may have longer-term future or incremental General Plan Amendments (GPA) based on the Place Types Framework Map and OnBoard Mobility Plan build out, including Regional Centers. Others may be required to utilize a new GPA and zoning if requesting a rezone within the areas on the map that have yet to transition to the Framework Plan's designated place types.

Some of the designations will match existing conditions while others will not. These place types should be a “road map” for the location of land uses and character in Las Vegas over the long term. Each place type description includes strategies that can be followed to guide land use decisions and implement the intent of the different categories over time.

FACTORS CONSIDERED

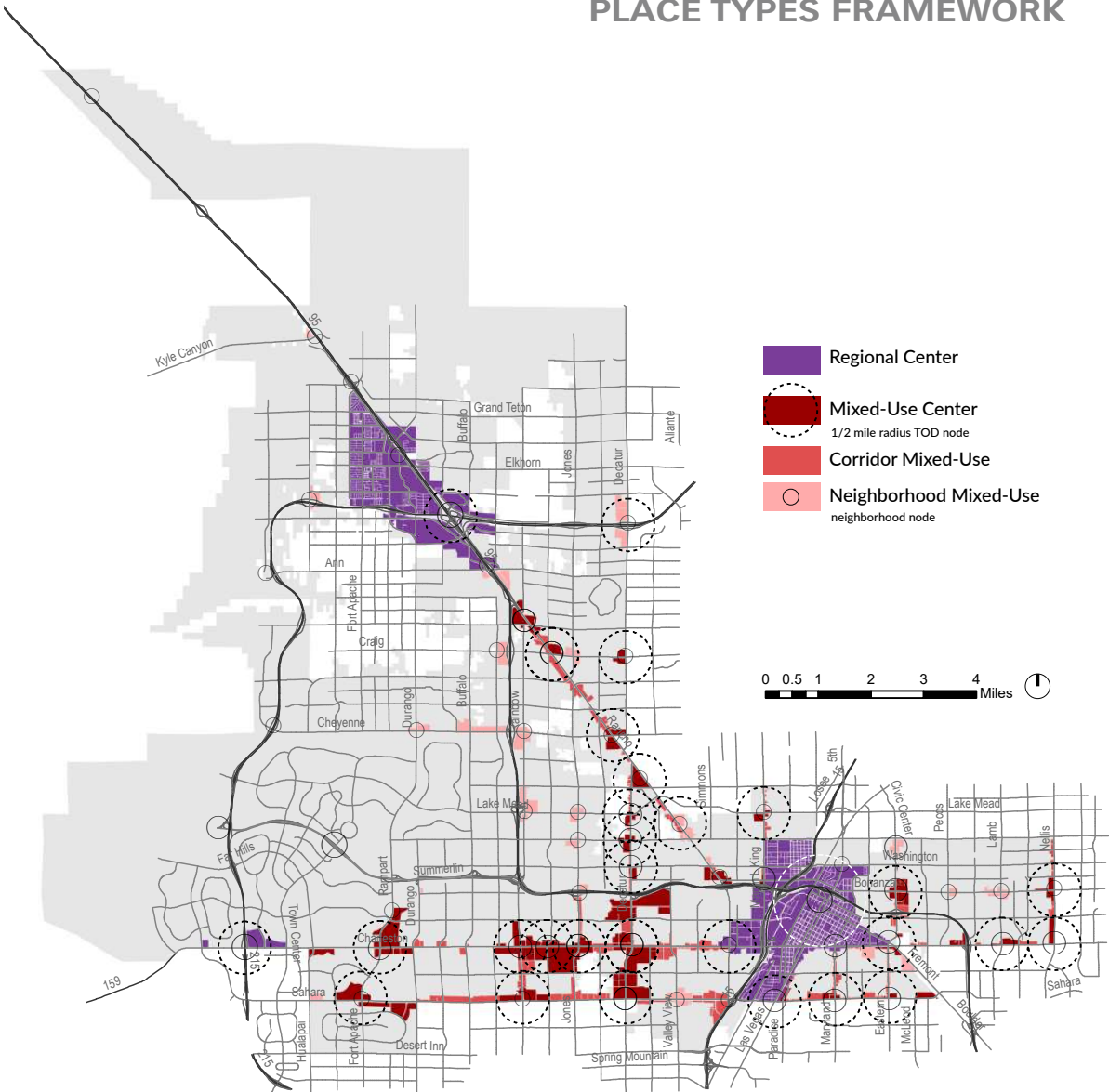
This Master Plan's land use approach incorporates input received during the public participation process, acknowledges existing land use patterns, and reflects planning best practices. More specifically, the following factors were taken into consideration in preparing the Place Types Map:

- **Existing Land Use.** Many residential neighborhoods are not expected to change. Much of the change (as described in Chapter 1: Case for Change) is expected to be along commercial corridors.
- **Existing Zoning.** Las Vegas currently has dozens of zoning districts that are expected to condense over

time to a more streamlined set of place-based zoning districts. The current zoning was utilized as a tool in developing the propensity for change tool as described in Chapter 1, which helps guide the future transition to the place type approach. Many master planned neighborhoods are governed by land development agreements that restrict their ability to change.

- **Capacity of Streets, Infrastructure, Facilities, and Services.** Accessibility to and the capacity of the street network help establish the types and intensity of uses that may be served in an area without adversely impacting traffic operations. The RTC's planned transit corridors were prioritized for increased density to maximize the potential success of those routes. Nodes planned for stations, connector corridors, and increased pedestrian access from existing neighborhoods will all help build the development required to support a robust transit system. As described in Chapter 1: A Case for Change, the limitations of the water supply from Lake Mead place an emphasis on decreasing water demand and maximizing efficiency of new development. Utilizing the existing utility network already established within the city rather than expanding outward will most efficiently use the systems already in place. The availability of community facilities such as schools and recreational facilities affects the areas that are especially attractive for residential development, while police and fire protection also assist with the quality of life provided to all land uses.
- **Market Conditions.** The nature of residential, commercial, and industrial land uses are evolving, with aging development types often becoming less desirable or obsolete. This can result in an oversupply of certain types of development, especially commercial. Meanwhile, market segments of the population are seeking alternatives to the single family

PLACE TYPES FRAMEWORK



This plan focuses on the areas intended for more significant transformation. As neighborhoods are not likely to see significant change, they are not indicated on the map. Further planning area study will result in more targeted recommendations for neighborhood place types.

home, driving demand for flats, townhouses, and walkable urban amenities. Redevelopment of existing uses, especially commercial into mixed uses, is encouraged, and the place types reflect a balance and mixture of uses targeted to key areas.

- **Land Use Patterns in the Region.** Land use patterns for surrounding communities and the region were also considered. This plan supports the Southern Nevada Strong regional plan’s strategy to grow from within, not out by redeveloping underutilized property within city limits and limiting further expansion outward. This includes limiting future expansion of the SNPLMA disposal boundary and instead redeveloping existing land within the city and the 29,000 acres remaining for disposal within city limits. See Section II.B Natural Features for more on how BLM land is disposed.
- **Public Input - Preserve, Enhance, Transform (PET)** Comments and opinion about land use patterns and related community planning issues as conveyed at various public forums and stakeholder interviews helped shape this plan’s place type direction. The Preserve, Enhance, Transform mapping tool that helped guide conversations during the planning process helps shape to what extent different areas of the city are expected to change. There are features that must be preserved to promote the city’s best assets or enhanced to better meet this plan’s guiding principles. Other less desirable characteristics have a different impact on community perceptions and economic vitality. These areas or characteristics must be either significantly changed or completely transformed. Transform areas are the focus of this plan to accommodate forecasted growth, support transit, and meet the guiding principles and generally are mixed-use place types that need short-term zoning changes to achieve this plan’s vision.
- **Preserve.** This master plan supports continued investment to preserve Las Vegas’s distinctive identity, cultural assets, established neighborhoods, and commitment to serve the broad needs of its diverse residents.

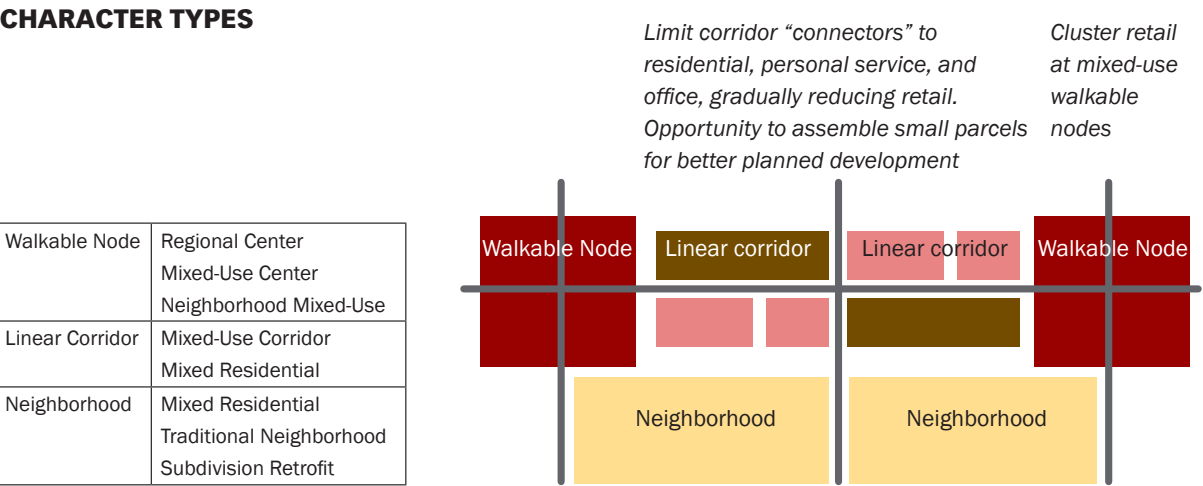
- **Enhance.** This plan supports a commitment to enhance community assets in need of investment to reach their full potential.
- **Transform.** Finally, this plan supports the development of strategies to transform underutilized properties into vibrant, walkable, mixed-use places that minimize their impact on the environment and support an efficient transit system.
- **Future Zoning/Form-based approach.** At the time of this plan’s writing, the City has been adopting major place-based amendments to zoning to implement the Downtown Vision 2045 plan. Title 19.09 articulates desired character through building types, open space types, and frontage types. The place types on the following pages are described by these key features to aid in future translation to potential character-based zoning changes. Each place type’s implementation will be driven by its context and will represent a different intensity and character depending on where it is located in the city (related to the Form-based Code Transect approach). Similarly, a new chapter of Title 19 is recommended to facilitate future zoning that corresponds with these place types. The overall intent is consistent across the city with localized adaptation of the place type as future subarea planning or rezonings occur.

- **PlaceBuild Tool.** The planning team developed the PlaceBuild tool, which provided a planing area-level land use planning model that provided the following functionality:
 - Tabulation of existing land use patterns and zoning categories into a simpler set of working categories, These categories focused on the following land uses, which were those high a relatively more likely potential for change in the future: Single-Family Residential, Attached Residential, Multi-family Residential, Commercial, Industrial, Vacant Private.

- Assessed the redevelopment potential of aggregated land use areas based on portion of site area currently containing a building. Areas with relatively less building ground floor square footage (i.e. places with large surface parking lots) were deemed to have greater redevelopment potential in general.
- PlaceBuild tool allows for percentages of each land use area, separately for high, medium, and low redevelopment potential, to be assigned

- future Place Type for that percentage of the area. Future Place Type assignments considered the density (FAR) of future development alongside setting targets for housing units per acre, amount of public open space, and land area for infrastructure (setbacks, road circulation, etc.)
- Based on forecasting potential land use changes, the PlaceBuild tool provides a projection of future housing capacity, open space, commercial space creation, and water utilization.

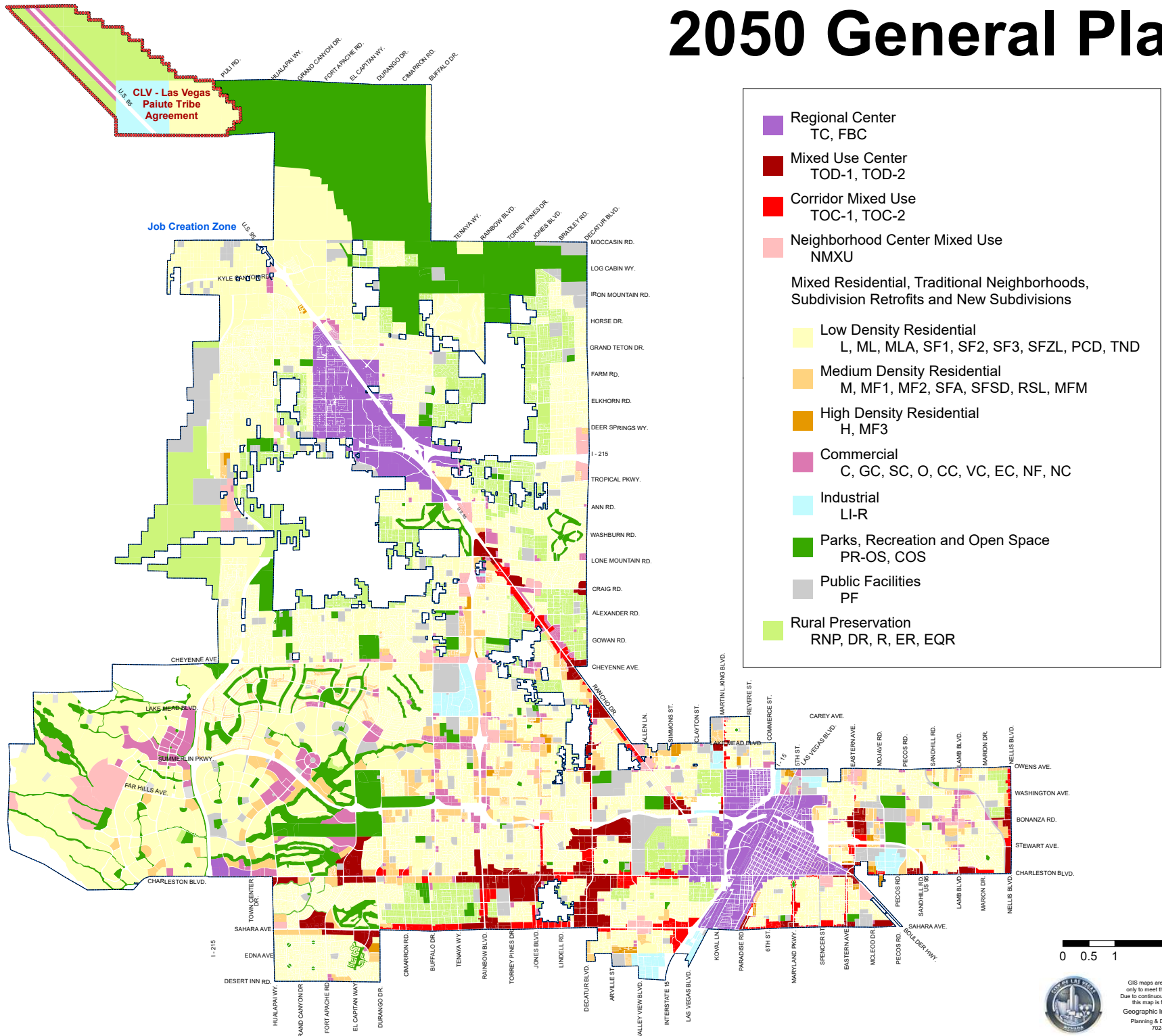
CHARACTER TYPES



Public Input	Place Build (Change Propensity)	Implementation Priority (zoning changes)	Place Types (generally)
Preserve	Low	Case by case	<ul style="list-style-type: none">• Subdivision Retrofit• Rural Preservation
Enhance	Medium	Gradual	<ul style="list-style-type: none">• Traditional Nbhd.• Mixed Residential• Regional Center
Transform	High	Immediate (gradual when dependent on RTC rapid transit expansion)	<ul style="list-style-type: none">• Nbhd. Center Mixed-Use• Mixed-Use Center• Corridor Mixed-Use• (Regional Center)

Because this plan focuses on the Transform areas, Preserve and Enhance areas are not identified on the map with new Place Types. Future planning will provide more targeted recommendations in these areas.

2050 General Plan



I.B LAND USE PLACE TYPES

COMPATIBLE ZONING CATEGORIES: LVMC TITLE 19

		Applicable Special Areas	TITLE 19.06										TITLE 19.08					TITLE 19.10				TITLE 19.09 / 19.07																
General Plan Categories	Character and Density - See Chapter 5 for complete land use descriptions		U	R-E	R-D	R-1	R-SL	R-CL	R-TH	R-2	R-3	R-4	R-MH	P-O	O	C-D	C-1	C-2	C-PB	C-M	M	C-V	P-C	PD	R-PD	T-C	T-D	T6-UC	T6-UG	T5-C	T5-M	T5-MS	T5-N	T4-C	T4-MS	T4-N	T3-N	T0-x-x
Regional Center	See Page 2-22 - 2-23																																					
FBC - Form-Based Code	Diverse, human-scale, walkable mixed use built environment throughout Downtown (Variable - 5.5-50 du/acre)	DTLV																																				
TC - Town Center	Mixed-use suburban regional center (includes L, M, ML, MLA, SC, GC, MS, SX, UC, EC, PF - < 25 du/acre)	TC, (MTC)																								X			X	X	X	X	X	X	X	X	X	
Mixed Use Center	See Page 2-24 - 2-25																																					
TOD-1 - Transit-Oriented Development High	Higher intensity, mixed-use TOD, suitable for LRT (< 40 du/acre)			T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	X		T			T											X
TOD-2 - Transit-Oriented Development Low	Moderate intensity, mixed-use TOD, suitable for BRT (< 30 du/acre)			T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	X		T			T											X
Corridor Mixed Use	See Page 2-26 - 2-27																																					
TOC-1 - Transit-Oriented Corridor - High	Higher intensity, linear corridor oriented mixed-use, suitable for LRT (< 40 du/acre)			T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	X		T			T											X
TOC-2 - Transit-Oriented Corridor - Low	Moderate intensity, linear corridor oriented mixed-use, suitable for BRT (< 30 du/acre)			T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	X		T			T											X
Neighborhood Mixed-Use Center	See Page 2-28 - 2-29																																					
NMXU - Neighborhood Mixed-Use Center	Moderate intensity neighborhood-oriented mixed use and town centers (Variable density)			T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	X		T			T											X
Low Density Residential																																						
L - Low	Single family housing, detached homes, manufactured housing (< 5.5 du/acre)	CE, GTV, IMR, LM	X	X	X	X	X						X											S	S													
ML - Medium Low	Single family housing, detached homes, compact lots and zero lot lines (< 8.5 du/acre)	CE, GCV, GTV, LM	X	X		X	X	X		X			X											S	S													
MLA- Medium Low Attached	Single and multi-family housing, typically attached, townhomes, condos, and x-plexes (< 12.5 du/acre)	GTV, LM							X	X			X											S														
SF1- Single Family Detached 1	Low density single family detached housing within Summerlin (< 3.5 du/acre)	SUM																					X															
SF2- Single Family Detached 2	Low density single family detached housing within Summerlin (< 6 du/acre)	SUM																					X															
SF3- Single Family Detached 3	Medium low density single family housing within Summerlin (< 10 du/acre)	SUM																					X															
SFZL- Single Family Zero Lot Line	Attached or detached single family housing with a zero lot line (< 12 du/acre)	SUM																					X															
PCD - Planned Community Development	Mixed residential development, subject to condutions and adjacency standards (< 8 du/acre)																							X														
TND - Traditional Neighborhood Dev.	Balanced mix of residential, commercial, and civic uses with multi-modal complete streets (Variable density)			X		X				X	X	X			X		X	X																				
Medium Density Residential																																						
M- Medium	Multi-family housing, townhomes, and plexes (< 25.5 du/acre)	CE							X	X	X													S														
MF1- Multi-Family Low Density	Multi-family housing, townhomes, and plexes (< 14 du/acre)	SUM																					X															
MF2- Multi-Family Medium Density	Multi-family housing, townhomes, and plexes (< 21 du/acre)	SUM																					X															
SFA- Single Family Attached	Attached single family housing (< 18 du/acre)	SUM																					X															
SFSD- Single Family Special Lot	Single family housing (< 18 du/acre)	SUM																					X															
RSL- Residential Small Lot	Attached or detached single family housing (< 15 du/acre)	CE																						S														
MFM- Multi-Family Medium	Multi-family housing, townhomes, and plexes (15-25 du/acre)	GCV, GTV, LM																						S														
High Density Residential																																						
H- High Density	Multi-family housing, apartments, condominiums, townhomes, and high-rise residential (> 25.5 du/acre)								X	X	X	X																										
MF3- High Density Multi-Family	Large apartments, condominiums, and other multi-family dwellings (No maximum density)	SUM																																				
Commercial																																						
GC - General Commercial	All types of commercial offices, businesses or retail														X	X		X	X																			
SC - Service Commercial	Low intensity commercial offices, businesses, or retail														X	X		X																				
O - Office	Low intensity, small lot commercial office buildings														X	X																						
CC - Community Commercial	Medium intensity offices, businesses, or retail	GCV																						X														
VC - Village Commercial	Medium intensity mix of neighborhood-oriented offices, businesses, and retail	CE, LM, SUM																					X	S														
TC- Town Center*	Large commercial, community complexes that become a primary business center for Summerlin	SUM																					X															
EC - Employment Center	Office, light industry, business and support commercial services and higher density multi-family residential	SUM																					X															
NF - Neighborhood Focus	Low intensity, neighborhood-oriented retail, offices, services, and recreational amenities	SUM																					X															
NC - Neighborhood Commercial	Low intensity, neighborhood-oriented retail and services	LM																						X														
Industrial																																						
LI-R - Light Industrial and Research	Medium to low intensity industrial activities, light assembly, commercial, business parks														X	X		X	X		X	X																
Parks and Open Space																																						
PR-OS - Parks, Recreation, Open Space	Parks, recreational facilities, golf courses, open spaces, trails																					X																
COS - Community Open Space	Public and semi-public parks, recreational facilities, golf courses, open spaces, trails, and civic spaces	SUM																					X															

I.B LAND USE PLACE TYPES

COMPATIBLE ZONING CATEGORIES: LVMC TITLE 19

General Plan Categories	Character and Density	Applicable Special Areas	TITLE 19.06										TITLE 19.08					TITLE 19.10				TITLE 19.09 / 19.07														
			U	R-E	R-D	R-1	R-SL	R-CL	R-TH	R-2	R-3	R-4	R-MH	P-O	O	C-D	C-1	C-2	C-PB	C-M	M	C-V	P-C	PD	R-PD	T-C	T-D	T6-UC	T6-UG	T5-C	T5-M	T5-MS	T5-N	T4-C	T4-MS	T4-N
Public Facilities																					X	S	S													
PF - Public Facilities	Public and semi-public buildings and facilities, civic uses and spaces, infrastructure, and utilities	All																			X	S	S													
Rural Preservation																																				
RNP - Rural Neighborhood Preservation	Large lot, single family estates, ranches, typically in suburban areas designated for preservation (< 2 du/acre)		X	X																																
DR - Desert Rural	Large lot, single family estates, ranches, typically in suburban or peripheral rural areas (< 2.5 du/acre)	IMR	X	X																				S												
R- Rural	Medium large lot, single family estates, ranches, typically in suburban or peripheral rural areas (< 3.6 du/acre)	IMR	X	X	X	X																	S													
ER- Estate Residential	Large lot, suburban single family estates (< 2 du/acre)	SUM																			X															
EQR- Equestrian Residential	Large lot, suburban single family estates (< 2 du/acre)	SUM																			X															

Notes

- X: Allowed zoning category
- S: Applicable to Special Area, Master Planned Community or Development Agreement
- T: Existing uses temporarily allowed but will phase into another category, after action is taken by Planning Commission or City Council

Redevelopment Area Categories

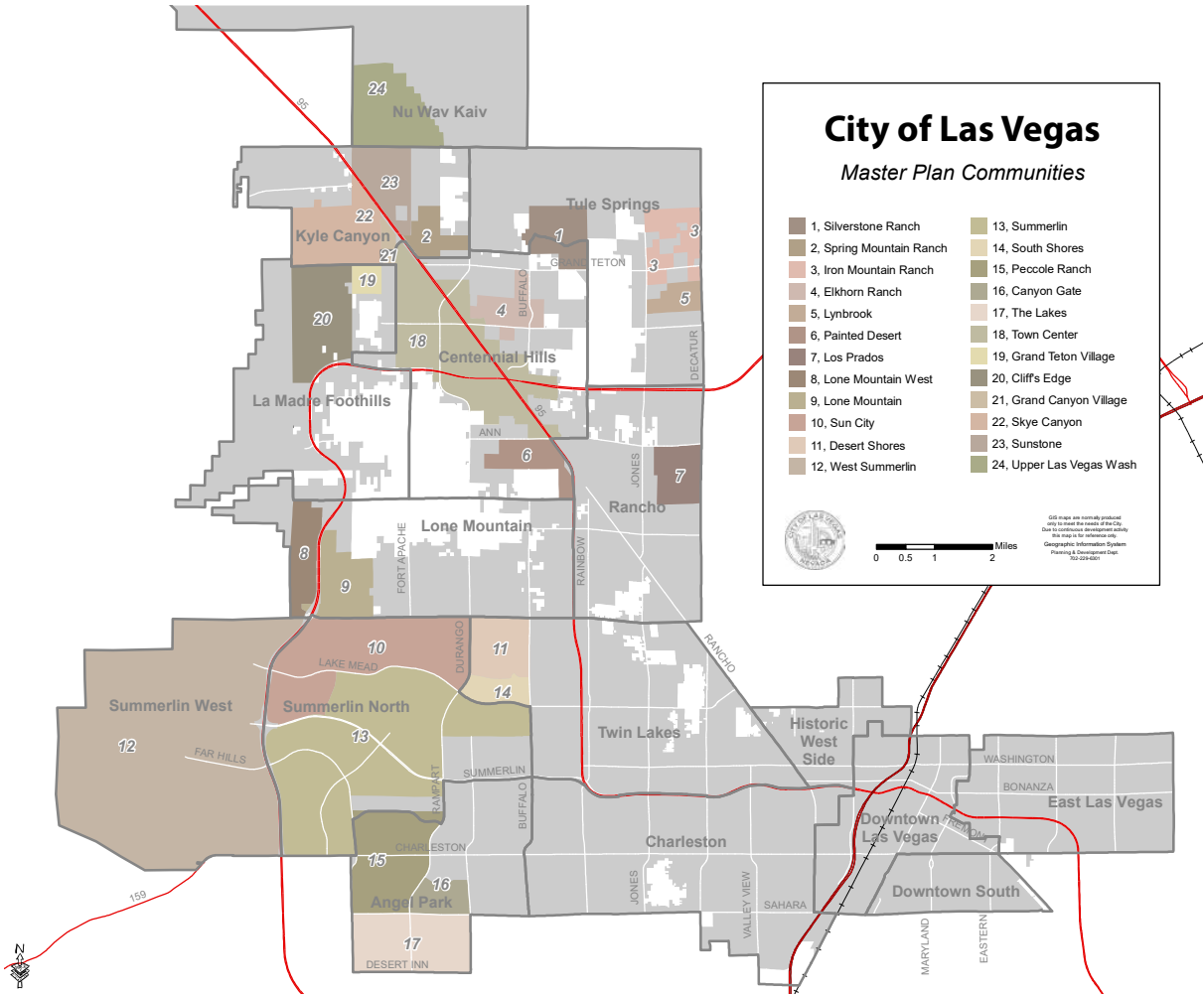
The following designations are legacy general plan categories within the City’s Redevelopment Areas (RDA-1 and RDA-2). These categories and their corresponding compatible zoning continue to exist, but may phase into another category, including FBC, TOD-1, TOD-2, TOC-1, TOC-2, or NMXU, after action is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

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

Special Areas, Master Planned Communities, and Development Agreements

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

See Chapter 5 for complete land use descriptions



ATTY FEE MOT - 0146

1. REGIONAL CENTER



REGIONAL CENTER CHARACTER	
PRESERVE, ENHANCE, OR TRANSFORM	Generally Enhance or Preserve, Downtown has more Transform opportunities
CHARACTER TYPE	Walkable Node
USES	Shopping, services, dining, employment, residential and office (especially on upper floors), civic, transportation
CONNECTIVITY	Walkable multi-modal emphasis; grid system
BUILDING FRONTAGE	Storefronts with direct access to sidewalk
BUILDING TYPES	High-rise; mid-rise
BUILDING FEATURES	Storefronts facing street; pedestrian entrances connected to sidewalks; strong emphasis on placemaking and character
SITE DESIGN	<ul style="list-style-type: none">Reduce dominance of surface parking lotsGreenbelt streetscapeDrive-thrus discouraged
REDEVELOPMENT OPPORTUNITIES	<ul style="list-style-type: none">25-50+ DU/acre
PARK TYPES	Plazas, mini/pocket parks, squares, neighborhood parks
LOCATION EXAMPLES	<ul style="list-style-type: none">Downtown (comprised of 12 subdistricts, see Downtown Vision 2045 Plan)Centennial Hills Town CenterSummerlin Centre (collaborate with Clark County)
GENERAL PLAN CATEGORIES	Town Center (TC, including all associated subcategories), Form-Based Code (FBC); appropriate categories within Summerlin (if desired)

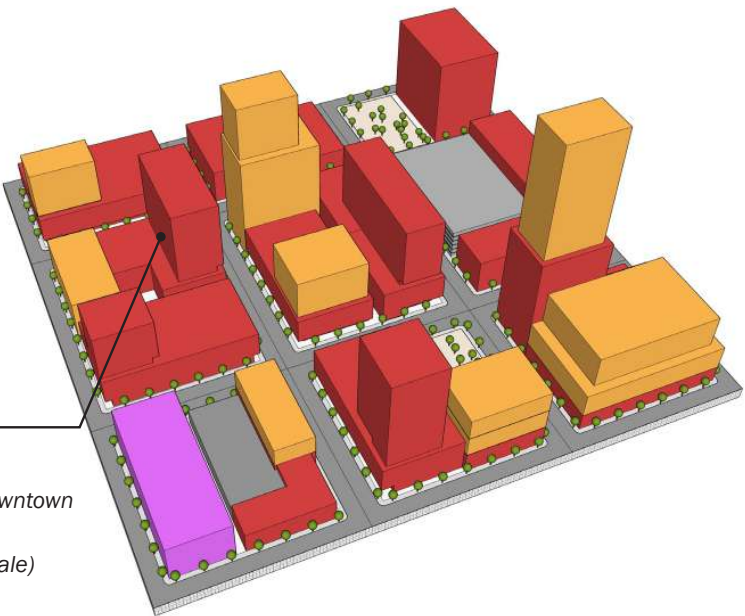
INTENT AND STRATEGIES

While the scale and intensity varies, Regional Centers are intended to be the regional hubs of activity comprised of employment centers and destinations for both residents and visitors. Downtown, Centennial Hills, and Downtown Summerlin share the “park once and walk” vision for the most intense of the mixed-use node place types. While accessible by transit, each Regional Center’s character and density is driven more by their own plans published separately from this master plan.

TOOLS



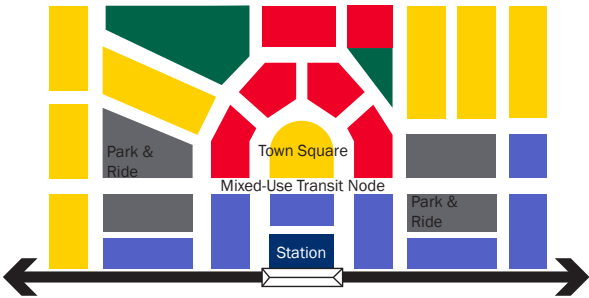
- Mixed-use
- Historic preservation
- Infill housing
- Diverse housing options
- Neighborhood character



Mixture of uses

Tallest buildings in Downtown (Centennial Hills and Summerlin smaller scale)

2. MIXED-USE CENTER



INTENT AND STRATEGIES

Mixed-use Centers are the primary nodes intended for the greatest transit-oriented development potential. Whether light rail, bus rapid transit, or improved local buses, the type of transit will dictate the scale and density each node is able to sustain. No matter the eventual transit type, these areas are planned to support a mixture of uses, walkable character, and serve as hubs for the nearby neighborhoods

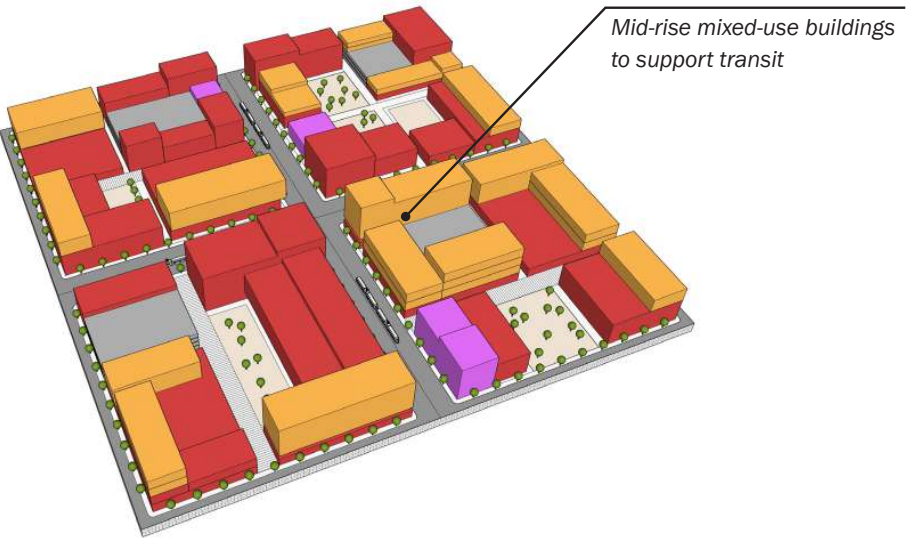
- Prioritize mid-rise density to support transit stops
- Commercial retrofit, often repurposed shopping centers
- Transit-oriented development priority areas



TOOLS

- Mixed-use
- Walkable site design
- Transit-Oriented Development
- Placemaking through arts and culture
- Adaptive reuse
- Diverse housing options

MIXED-USE CENTER CHARACTER		
PRESERVE, ENHANCE, OR TRANSFORM	Transform	
CHARACTER TYPE	Walkable Node	
USES	Shopping, services, dining, employment, residential and office (especially on upper floors), civic, transportation	
CONNECTIVITY	Walkable multi-modal emphasis, re-establish grid system; access management	
BUILDING FRONTAGE	Storefronts with direct access to sidewalk	
BUILDING TYPES	Mid-rise; low-rise; flats; live/work	
BUILDING FEATURES	Storefronts facing street; Pedestrian entrances connected to sidewalks	
SITE DESIGN	• Substantially reduce surface parking lots	
	• Urban style streetscape	
	• 4-5 stories typical	
REDEVELOPMENT OPPORTUNITIES	TOD-1	TOD-2
	40 DU/acre LRT supportive	30 units per acre BRT supportive
PARK TYPES	Mini/pocket parks, squares, neighborhood parks, schools	
LOCATION EXAMPLES	Hubs of the planning areas at major intersections along transit corridors	
GENERAL PLAN CATEGORIES	TOD-1, TOD-2	



ATTY FEE MOT - 0148

3. CORRIDOR MIXED-USE



INTENT AND STRATEGIES

Areas designated Corridor Mixed-Use are currently predominantly commercial corridors that are intended to transition to accommodate a mixture of uses, particularly residential. These traditionally auto-oriented areas are planned to gradually transform to more walkable corridors to better support transit.

- Maximize potential of existing corridors
- Improve walkability and site and building aesthetics
- Gradually reduce the number of driveways and auto-oriented uses to support greater walkability
- Build transit-supportive density
- Integrate linear park spaces, non-motorized connections, and better connectivity to adjacent neighborhoods
- Retrofit with infill housing and employment uses
- Retrofit of existing suburban / auto-dominant commercial corridors with a broader mixture of uses and infill
- Connect Regional Centers with Mixed-Use and Neighborhood Centers; accessible from adjacent neighborhoods to feed population to nodes

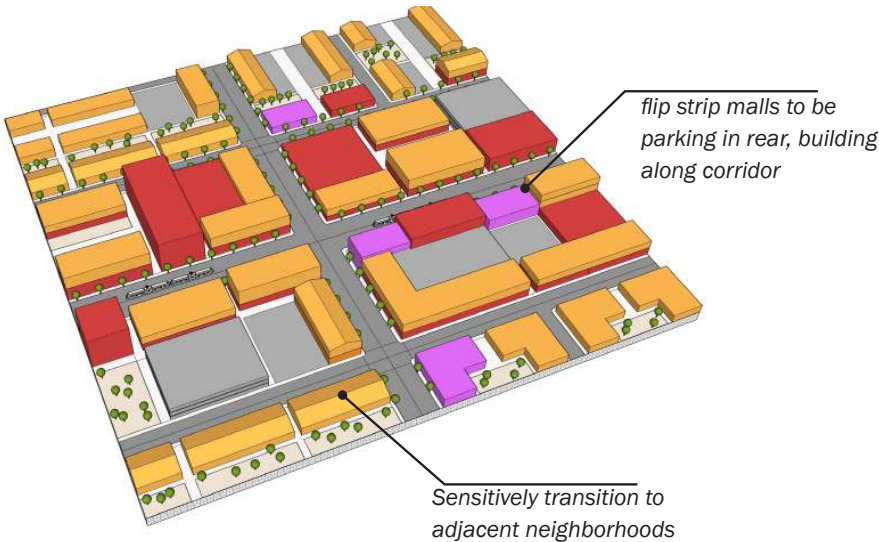


TOOLS



- Mixed-use
- Walkable site design
- Transit-Oriented Development
- Placemaking through arts and culture
- Adaptive reuse
- Diverse housing options

CORRIDOR MIXED-USE CHARACTER		
PRESERVE, ENHANCE, OR TRANSFORM	Transform	
CHARACTER TYPE	Linear corridor	
USES	Shopping, services, dining, employment, residential and office (especially on upper floors), civic	
CONNECTIVITY	Walkable multi-modal emphasis; access management; fixed route transit	
LOT SIZE	Consider elimination of minimum lot widths/depth/lot area - allow smaller units, more flexibility	
BUILDING FRONTAGE	Storefronts with direct access to sidewalk; one bay of parking in front acceptable	
BUILDING TYPES	Mid-rise; low-rise; flats; row houses; live/work	
BUILDING FEATURES	Storefronts facing street; Pedestrian entrances connected to sidewalks	
SITE DESIGN	<ul style="list-style-type: none">• Reduce dominance of surface parking lots• Greenbelt streetscape• Drive-thrus acceptable	
REDEVELOPMENT OPPORTUNITIES (RELATION TO PLACE BUILD)	<ul style="list-style-type: none">• 2-5 stories typical• Residential densities ~30 units/acre for low rise apartment buildings (greater densities if more rapid transit)	
	<table><tr><td>TOC-1<ul style="list-style-type: none">• 40 DU/acre• LRT supportive</td><td>TOC-2<ul style="list-style-type: none">• 30 DU/acre• BRT supportive</td></tr></table>	TOC-1 <ul style="list-style-type: none">• 40 DU/acre• LRT supportive
TOC-1 <ul style="list-style-type: none">• 40 DU/acre• LRT supportive	TOC-2 <ul style="list-style-type: none">• 30 DU/acre• BRT supportive	
PARK TYPES	Greenways, neighborhood parks	
LOCATION EXAMPLES	Charleston, Rancho, Eastern, Maryland, Nellis, Decatur, Las Vegas Boulevard	
GENERAL PLAN CATEGORIES	TOC-1, TOC-2	



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4. NEIGHBORHOOD CENTER MIXED-USE



INTENT AND STRATEGIES

Neighborhood Center Mixed-use may refer to either a catalytic redevelopment site or a new suburban site that is a neighborhood-serving town center. These places can be thought of as “micro-TOD” given that they have many transit-oriented features: they often transit-serving hubs or locations, have the features of a walkable main street, mixed housing types, community supporting retail, but at a scale that’s not as dense or intense as other types and compatible with surrounding neighborhoods.

- Utilization of mixed-use, transit-oriented design features
- Limits to height, bulk, size, density, and intensity
- Walkable neighborhood design, possibly characterized with a “main street”
- Adjacent properties and neighborhoods served by community oriented retail and employment and is within a short walk or bike-ride

TOOLS



- Mixed-use
- Walkable site design
- Placemaking through arts and culture
- Adaptive reuse
- Diverse housing options

NEIGHBORHOOD CENTER MIXED-USE CHARACTER	
PRESERVE, ENHANCE, OR TRANSFORM	Transform and Enhance
CHARACTER TYPE	Walkable Node
USES	<ul style="list-style-type: none">• Shopping, services, dining, employment• Residential and office (especially on upper floors)• Civic
CONNECTIVITY	Walkable emphasis, establish grid system when converted from strip malls; access management
BUILDING FRONTAGE	Limit front-yard parking;
BUILDING TYPES	Mid-rise; low-rise; flats; live/work
BUILDING FEATURES	Storefronts facing street; pedestrian entrances connected to sidewalks; strong emphasis on placemaking and character
SITE DESIGN	<ul style="list-style-type: none">• Reduce parking lots• Landscape greenbelt• Shade trees
REDEVELOPMENT OPPORTUNITIES	<ul style="list-style-type: none">• Strip mall retrofit• 2-3 stories typical• 25 units per acre or less
PARK TYPES	Mini/pocket parks, squares, neighborhood parks, schools
LOCATION EXAMPLES	Neighborhood-serving “main streets” at major intersections citywide
GENERAL PLAN CATEGORIES	NMX-U



5. MIXED RESIDENTIAL



INTENT AND STRATEGIES

Mixed residential is intended for a mixture of housing types along corridors, adjacent to single-family detached neighborhoods, and near mixed-use nodes to integrate a variety of multiple-family building types. Infill development consisting of urban-style attached residential units including rowhouses, flats, and small apartment buildings should be designed to fit the context of the adjacent residential neighborhoods.

- The “multi-family” of the future, more than just apartment buildings
- More units in less space, but emphasis on place and walkability
- Easy transit access
- Permit a variety of attached housing types
- Accommodate a variety of income levels
- Opportunities for pathway to ownership (rent to own) for condo/townhouse style developments
- Complementary to mixed-use corridor but less of a commercial emphasis

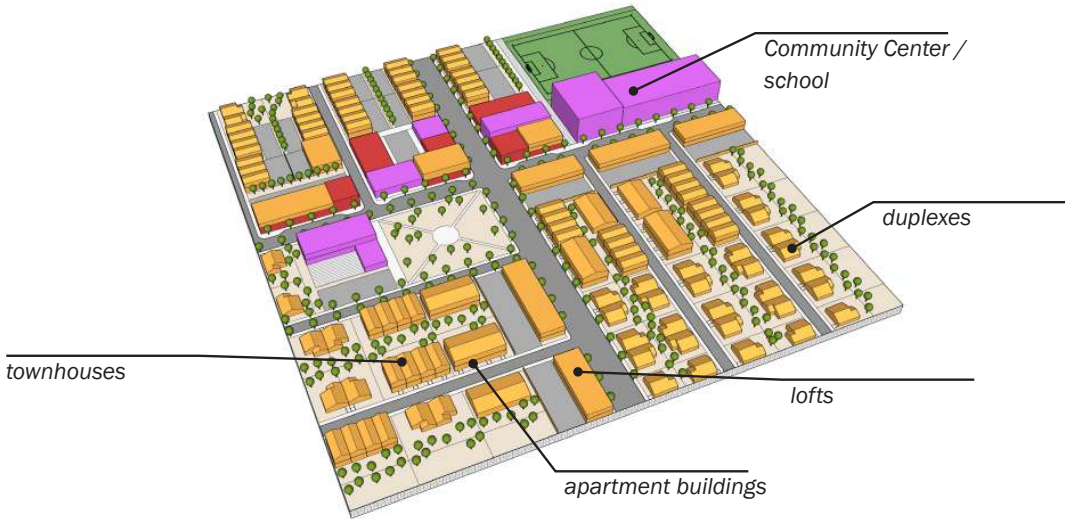


TOOLS



- Diverse housing options
- Neighborhood Character
- Infill housing
- Adaptive reuse

MIXED RESIDENTIAL CHARACTER	
PRESERVE, ENHANCE, OR TRANSFORM	Enhance
CHARACTER TYPE	Neighborhood; Linear Corridor
USES	<ul style="list-style-type: none">• Predominantly attached residential• Some detached residential with accessory dwelling units• Some civic, small-scale commercial to support neighborhood uses only
CONNECTIVITY	Retrofit existing multi-family complexes to emphasize sidewalks, bike connections; access management opportunities for shared/cross access; blend of curvilinear and grid street/block types
LOT SIZE	Consider elimination of minimum lot widths/depth/lot area - allow smaller units, more flexibility; zoning changes to accommodate the mixture
BUILDING FRONTAGE	Front street where possible, especially along corridors;
BUILDING TYPES	Flats; courtyard cottages; live/work, row house; duplex/quadplex
BUILDING FEATURES	Reduce front-facing garages; porches/balconies; building-integrated parking
SITE DESIGN	<ul style="list-style-type: none">• Xeriscape focus, increase tree canopy cover using resilient Mojave species• internal campus style complexes emphasize walkable neighborhood character, not parking lots
REDEVELOPMENT OPPORTUNITIES	Integrate new “missing middle” housing on transforming commercial lots
PARK TYPES	Mini parks; Neighborhood Parks; Schools
LOCATION EXAMPLES	Downtown South, East Las Vegas, West Side, Charleston, Meadows, Rancho, Angel Park
GENERAL PLAN CATEGORIES	Multi-Family Medium (MFM and MF2); Single-family Attached (SFA); Medium (M); Multi-Family Low (MF1)



6. TRADITIONAL NEIGHBORHOOD



INTENT AND STRATEGIES

The city’s mid-century historic neighborhoods, the first ring of neighborhoods surrounding downtown, are typically walkable, grid patterned neighborhoods with ranch-style detached houses. These areas should focus on rehabilitation and preservation of historic mid-century homes and infill should be sensitive to the existing character.

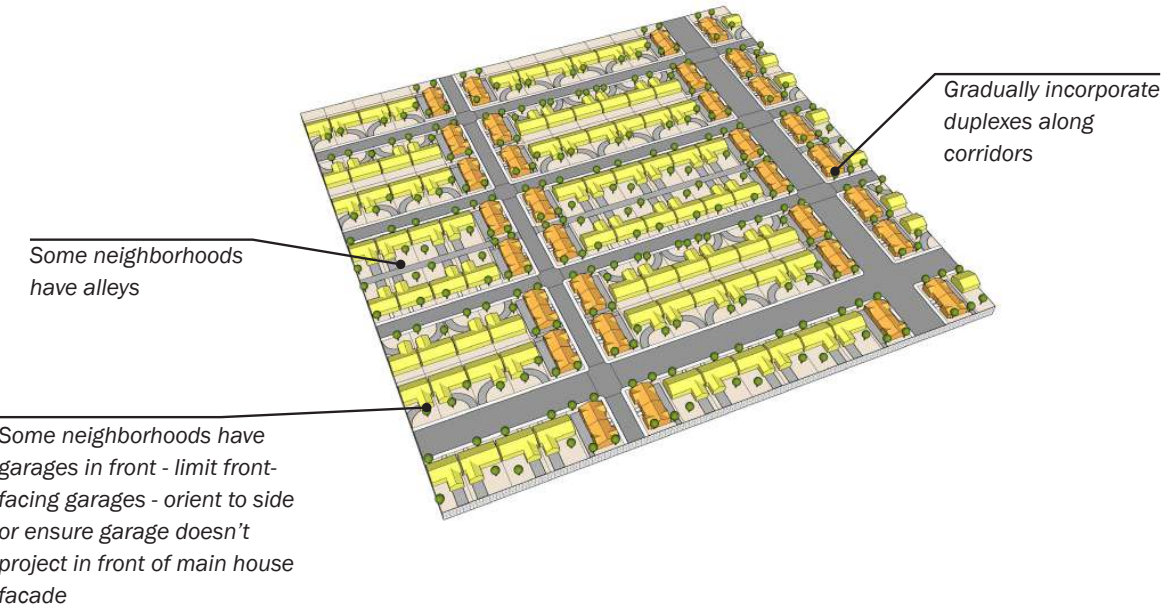
- Integration of non-detached houses or accessory dwellings should be gradual and context sensitive, which may include the relaxation of some zoning district standards over time pending further planning area analysis.
- Some homes that have converted to offices could be re-converted back to homes.
- Consider infill of cottage-style, smaller single-family units.

TOOLS



- Historic preservation
- Infill housing
- Diverse housing options
- Neighborhood Character

TRADITIONAL NEIGHBORHOOD CHARACTER	
PRESERVE, ENHANCE, OR TRANSFORM	Preserve/Enhance - because limited change is expected here, these areas are not identified specifically on the Place Type map. Further area planning may occur in the future to identify specific areas to apply these strategies.
CHARACTER TYPE	Neighborhood
USES	Residential, civic
CONNECTIVITY	traditional neighborhood-style grid patterns; sidewalks, bike connections
LOT SIZE	Consider elimination of minimum lot widths/depth/lot area - allow smaller units, more flexibility
BUILDING FRONTAGE	traditional neighborhood-style grid patterns; sidewalks, bike connections
BUILDING TYPES	Detached house, duplex/triplex, live/work, row house
BUILDING FEATURES	Reduce front-facing garages
SITE DESIGN	<ul style="list-style-type: none">• Xeriscape focus, increase tree canopy cover• Opportunity to adjust water consumption assumptions, especially for exterior uses/irrigation
REDEVELOPMENT OPPORTUNITIES	Gradual incorporation of alternative housing types, zoning changes to permit accessory dwelling units or permit splits to duplex
PARK TYPES	Mini parks; Neighborhood Parks; Schools
LOCATION EXAMPLES	Downtown South, East Las Vegas, West Side, Charleston, Meadows, Rancho, Angel Park
GENERAL PLAN CATEGORIES	High (H); Medium Low Attached (MLA); Medium Low (ML); Low (L)





**Shown for neighborhood pattern only. Intent to substitute with vernacular southwest architecture and xeriscaping for a Las Vegas-appropriate TND.*

7. SUBDIVISION RETROFIT +
NEW SUBDIVISIONS

INTENT AND STRATEGIES

Much of the housing built in the last 50 years has been in subdivisions and master planned communities. Change in these areas is expected to be minimal. To better meet this plan’s guiding principles, the following strategies should be employed in new residential developments and contemplated to integrate into existing subdivisions.

- Prioritize improving non-motorized connectivity
- Minimize dominance of parking by locating garages behind the front facade or along an alley
- Consider integrating 2, 3, and 4 unit attached single-family as infill in existing neighborhoods
- Explore integrating additional open space, especially in planning areas lacking the acreage (see [Section II](#))

TOOLS



- Traditional Neighborhood Design
- Neighborhood Character
- Diverse housing options



SEE ALSO II.4:
Neighborhood Connections and Buffers

SUBDIVISION CHARACTER	
PRESERVE, ENHANCE, OR TRANSFORM	Existing subdivisions: Preserve and enhance New subdivision: Transform <i>Because limited change is expected here, these areas are not identified specifically on the Place Type map. Further area planning may occur in the future to identify specific areas to apply these strategies.</i>
CHARACTER TYPE	Neighborhood
USES	Residential, civic
CONNECTIVITY	While curvilinear street patterns and cul-de-sacs predominate existing subdivisions, efforts should be made to improve connectivity to collector streets, especially for pedestrians and bicyclists. New subdivisions should prioritize sidewalks and more traditional neighborhood-style grid patterns.
BUILDING FRONTAGE	Small front setbacks, porch or stoop entrances, pedestrian access to front door, promote rear loading garages to support walkability through traditional neighborhood design
BUILDING TYPES	Detached house, duplex/triplex, (live/work, row house)
BUILDING FEATURES	Reduce front-facing garages
SITE DESIGN	<ul style="list-style-type: none">• Xeriscape focus, increase tree canopy cover;• Opportunity to adjust water consumption assumptions, especially for exterior uses/irrigation
REDEVELOPMENT OPPORTUNITIES	<ul style="list-style-type: none">• Gradual incorporation of alternative housing types, zoning changes to permit accessory dwelling units or permit splits to duplex• 11+ dwelling units/acre
PARK TYPES	Mini parks; Neighborhood Parks; Schools; Community Parks
LOCATION EXAMPLES	Summerlin North, Summerlin West, Lone Mountain, Rancho, Centennial Hills, La Madre Foothills, Tule Springs, Kyle Canyon
GENERAL PLAN CATEGORIES	High (H); Medium Low Attached (MLA); Medium (M); Medium Low (ML); Low (L); Single Family 1, 2, 3 Special Lot, Zero Lot Line (SF1 , SF2, SFSD, SFZL); Multi-Family High (MF3); Residential Small Lot (RSL); Estate (ER); Equestrian Residential (EQR); Master Planned integrated Commercial (CC, NC, NF, VC); (Some subdivisions are contained within the Centennial Town Center “Regional Center” classification)



GAMING ENTERPRISE OVERLAY DISTRICTS

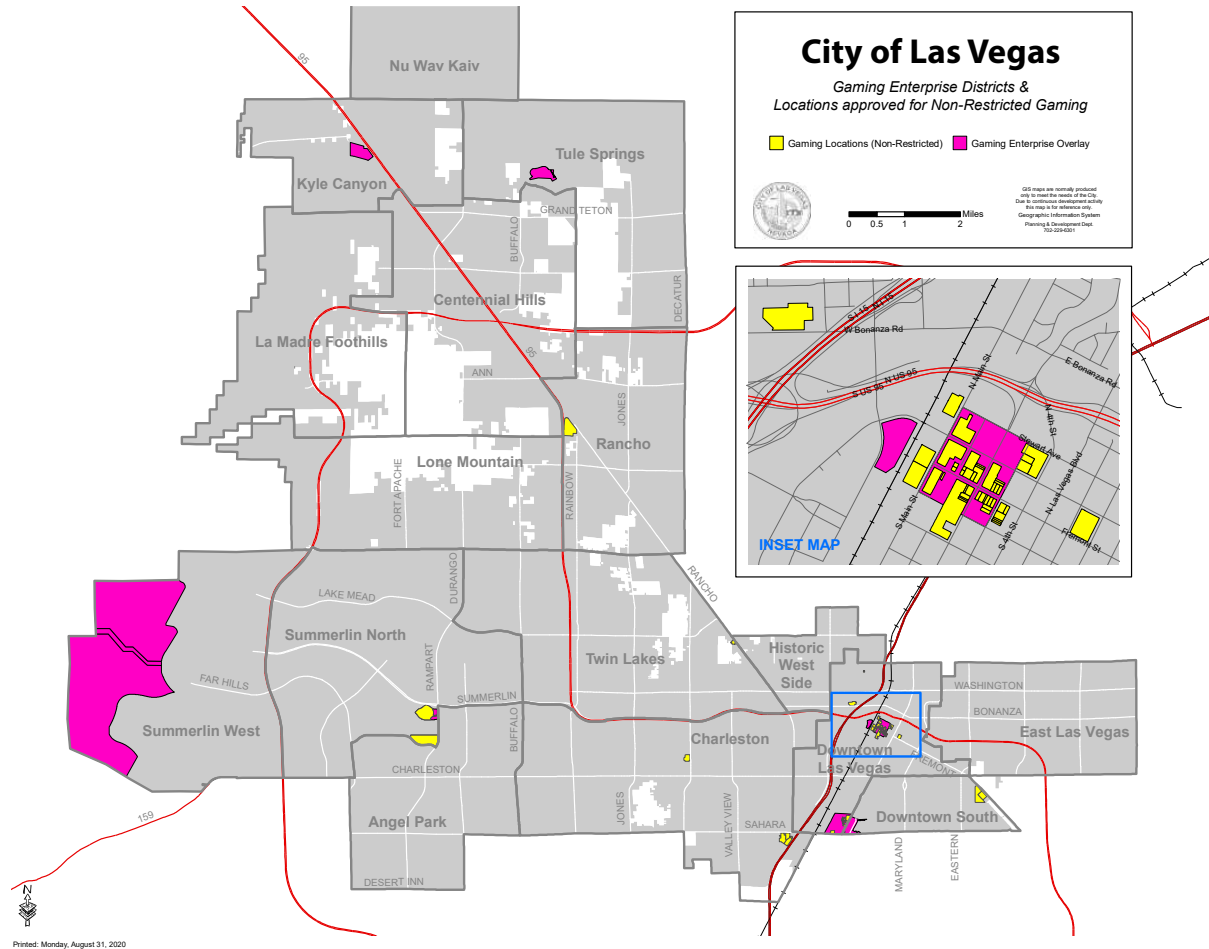
✓ NRS 278.160(1)(d)(2)(I) and NRS 463.0158

INTENT AND STRATEGIES

- Gaming Enterprise Districts are stipulated for resorts and casinos that offer non-restricted gaming
- Non-restricted gaming is permitted in a series of overlay districts (LVMC Title 19.10.130)
- Development in these districts should be compatible with the applicable place type intents:
 - Downtown casinos should continue the historic casino atmosphere that differentiates Downtown from The Strip and utilize the Regional Center Place Type strategies.
 - Neighborhood casinos should follow the strategies outlined for Mixed-Use Centers and Neighborhood Mixed-Use, emphasizing walkability, minimizing the dominance of parking lots, and integrating a variety of uses.
 - Resort-style casinos should reflect their natural settings, embracing the desert resources through pathways and sensitive site design and blending into the natural environment as much as possible.



GAMING ENTERPRISE OVERLAY MAP



RURAL PRESERVATION

✓ NRS 278.160(1)(d)(3)

INTENT AND STRATEGIES

- Rural neighborhood preservation ensures that the rural character is preserved.
- Rural areas are stipulated through zoning overlay districts (LVMC Title 19.10.180), General Plan Categories: Rural (R), Desert Rural (DR), Rural Neighborhood Preservation (RNP)
- Historically, the neighborhood type that embraced rural living was zoned to preserve ranch-style development, which permitted a greater variety of domestic animals; no sidewalks, curbs, gutters, or streetlights; and more flexibility in live/work uses. Over time, some of these areas have seen traditional urban and suburban subdivisions develop around them. In the future, some of these areas may face pressure to retrofit into less rural neighborhoods and could transition into one of the other neighborhood place types. New ranch-style estates are best suited to areas at the periphery of the city where open space preservation is prioritized in this plan as a transition to the nature preserves and mountains.
- Developers are required to provide adequate buffer areas, screening, and a transition of land uses, with the exception of those properties that raise animals and livestock.
- The City has established a basis and must adopt a modification of standards for the development of infrastructure to maintain the rural character of the rural preservation neighborhood.
- Unless a rural preservation neighborhood is located within three hundred thirty feet of an existing or proposed street or highway that is more than ninety-nine feet wide, maintain the rural character of the area developed as a low density residential development using appropriate standards for rural improvements within Title 19.



LAND USE PLAN IMPLEMENTATION

IMPLEMENTATION STRATEGIES

PHASED APPROACH BY AREA

To implement the land use plan, a phased approach is recommended in which the City makes General Plan Amendment (GPA) changes for entire Areas of the City at a time, timed and prioritized in a way in which where there is anticipated, market-driven indicators or development, or major infrastructure investment, especially an RTC high capacity transit project. Each Area Plan would involve a comprehensive, holistic planning process that includes neighborhood involvement, GPA, and text amendment that involves City departments, RTC, and other stakeholders. Downtown Las Vegas, Summerlin North, Summerlin West, and portions of Centennial Hills have already been addressed, but other Areas of the City would be incrementally implemented.

IDENTIFIED OPPORTUNITY SITES

As the phased area approach takes place, opportunity or catalyticsitesidentifiedinthisplanorbytheCity'sdepartments are formally designated as market ready or ripe vacant sites, or realistic development or redevelopment opportunities. In this case, applicants would enter into a development agreement pursuant to 19.16.015 for those areas as a part of the rezoning. This is done on a continuous basis, largely City-driven or initiated upon request from a major developer.

MANAGEMENT OF GENERAL PLAN AMENDMENTS

NRS 278.210 limits the number of amendments to the land use plan to up to four per year. Presently, this ease for property owners or developers to request and obtain a GPA change and zoning presents a fundamental problem; because the cyclical process is so frequent, such flexibility removes the deliberativeness of the plan itself. Should the City want to be more strategic and disciplined with land use planning implementation, changes to the process as currently adopted are recommended:

- Future development applications and approvals, shall largely conform with the plan's vision or with the Area

plan for a portion of the City. For any project that affects the new placetypes, the City's planners must discuss the projects attributes and relationship to the planning area itself, considering additional measures that are recommended within other chapters of the plan. Projects that clearly or closely align with the plan's vision and the 2050 general plan map may receive an expedited review and priority to change or approval, no matter the location within the City.

- Any projects running counter to the plan's vision may be subject to (at the discretion of the City Council and Planning Commission, after approval to LVMC Title 19:
 - Higher GPA application fees,
 - Approval of a non-conforming GPA's annually or semiannually,
 - Making GPA's only available during a special Planning Commission or City Council meeting to discuss why changes are necessary.

ADDITIONAL STRATEGIES

- Transform zoning regulations for corridors and nodes to encourage a greater mixture of uses and densities to support transit.
 - Create subarea plans for each planning area.
 - Prioritize catalytic redevelopment sites.
 - Require new subdivisions to be built with greater emphasis on traditional neighborhood design principles.
- Incentivize new development types by streamlining the development review process.
- Utilize the recommendations and strategies within the Mixed-Use, Neighborhood, and Redevelopment toolkits and incorporate each into a program or into LVMC.

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IMPROVE THE QUALITY OF DISTRICTS AND NEIGHBORHOODS TO PROMOTE AN AUTHENTIC, VIBRANT SENSE OF PLACE

As redevelopment occurs over the lifespan of this plan, a set of best practices can be applied to the place types and planning areas to help them reach their full potential and meet this plan’s guiding principles. These best practice “tools” are referenced in the place type and planning area descriptions.

A. MIXED-USE TOOLKIT

MIXED-USE

Mixed-use development blends a combination of residential uses or integrates residential and non-residential uses into a cohesive, planned setting that promotes social interaction, adds character to the community, fosters relationships among uses and lessens the need for vehicular trips.

Historically, mixed-use environments were the norm. People lived, worked and shopped within a fairly confined geographic area. As travel options increased and post-World War II suburbanization began, the new mobility offered freedom to live in one place and work, shop and recreate elsewhere. Traffic congestion, social isolation, and sterile development followed.

A desire to reverse this trend and create more opportunity within vibrant communities and neighborhoods has caused many communities to embrace the concept of integrating varied uses, rather than segregating them as has been the practice with traditional zoning. Among the benefits are:

- Greater housing choice
- Reduced travel time and improved convenience
- More efficient use of public services, utilities and infrastructure

- Increased social interaction
- Walkable, bikeable neighborhoods
- Improved community health

More integration of uses are recommended along corridors and at nodes to support transit and create a greater sense of place for each planning area. Today, the building patterns along many of the City’s corridors are not cohesive and do not contribute to a distinct sense of “place”.

APPLICABLE PLACE TYPES	
✓	Regional Center
✓	Mixed-Use Center
✓	Corridor Mixed-Use
✓	Neighborhood Center Mixed-Use
	Mixed Residential
	Traditional Neighborhoods
	New Subdivision
	Subdivision Retrofit

Mixed-Use Defined: Varied uses within a defined area or even a single building offers flexibility and synergy. A mixed-use development may be a cohesive project with shared parking, common internal circulation, complementary uses and unifying design, while a mixed-use building may contain varied uses within one structure. Live/work units are a common example in which a commercial use occupies the street level space and a residence is located on the upper level.

WALKABLE SITE DESIGN

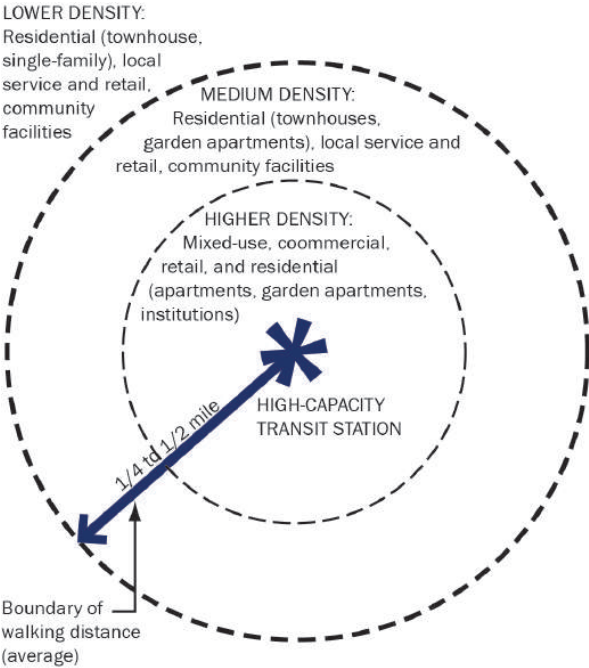
Safe pedestrian environments are a critical element of a vibrant mixed-use center. A pedestrian’s needs are fairly basic: comfortable, safe and destinations within walking distance. The following are several of the necessary ingredients of an inviting walking environment:

- A mixed-use development pattern that is compatible with walking; trips are short and can be made on foot.
- Continuous sidewalks of appropriate width.
- Safe and frequent locations for crossing.
- Buffers between pedestrians and traffic in the travel lane.
- Interesting and inviting buildings which address the street with observable doors and windows.
- Comfortable places to sit and wait.

- Streetscape of trees and lighting that provide shade, security and help define the pedestrian realm.
- Improve attractiveness of buildings and amenities
- Strengthen the corridor character and neighborhood identity
- Better delineate parking areas and reduce their visual dominance on the corridor
- Improve visibility of existing businesses
- Promote uses that will be successful to fit the character of the area, gradually reducing auto-oriented uses
- Promote uncluttered signs
- Incorporate missing-middle housing types such as lofts, townhouses, and stacket flats to transition to adjacent residential neighborhoods

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TRANSIT-ORIENTED DEVELOPMENT

Transit-oriented development (TOD) uses land use to encourage use of public transportation systems through directing certain types of development to transit corridors or nodes and compact site design. It involves pedestrian-friendly development that includes mixed-use land forms and increased accessibility for pedestrians, bicyclists, and transit users. TOD is an attempt to provide compact, walkable communities with a heightened sense of place. TODs typically involve uses that best support transit, transit-friendly site/building design, a mixture of uses clustered around a transit stop or transit corridor, and a walkable environment.

TOD development can improve the local economy along corridors and increase transit ridership by making the environment, especially around transit stops, attractive to pedestrians and bicyclists. This typically involves inviting building design, careful interface between public and private land, and thoughtful placement of vehicular parking lots. It often results in more pleasing aesthetic environments and reduced auto-dependency, which then can lead to a host of secondary benefits:

- Safer pedestrian and bicycle environments
- Improved accessibility for those less able
- Increased walk-by traffic for local businesses
- More convenient access to businesses for local residents
- Less congestion and associated fuel emissions
- Creation of a “sense of place” for the community

Plan around Transit Stations

- Allow the highest commercial intensity in areas within ¼ mile of locations that seem most suitable for transit stations. Expand maximum building heights, encourage high floor-to-area ratios, or minimize lot coverage limitations to provide greater development potential.
- Incentivize TOD and assist developers with the offset of infrastructure costs.
- Consider increased residential densities within ½ mile area from station locations.

- Allow for intensification of uses over time, such as increased building heights or allowing surface parking lots to be gradually replaced by buildings and parking structures.
- Consider revisions to the General Plan and zoning map to allow deepening of commercial lots along key transit corridors (Corridor Mixed-Use Place Types), especially at TOD nodes and where taller buildings are allowed (Mixed-Use Centers). This may involve rezoning of some residential lots to accommodate redevelopment or additional parking needs. Where such changes will advance the goals of this Plan, they should be carefully considered to ensure proper transitions to the residential areas, screening and other site design elements are included to protect the integrity of nearby neighborhoods.

Use Regulations

- Encourage transit-supporting uses, especially within ¼ to ½ mile of transit stops. This includes commercial and mixed uses that provide activity throughout the day and into the evening, such as retail, restaurants, personal and business services, high-density residential (including senior housing), universities, civic centers, and upper-story office and residential.
- Discourage uses that will either dilute the concentration of residents or employees, or those which, by nature of the business will create activity likely to disrupt the pedestrian and transit-friendly environment. These include uses such as drive-through facilities, automobile dealerships, regional “big box” retailers, and other uses with large front yard surface parking lots.

Bulk, Setback and Area Controls

- Encourage land to be used for buildings rather than surface parking or expansive yards. This includes reducing the amount of parking allowed or required, and increasing the amount of building that may or must be built.
- Locate buildings close to the street and sidewalk so those on foot, bike or transit can easily reach building entrances.

- Remove maximum lot coverage requirements in core TOD areas.
- Encourage building design that will engage passersby. First floor uses should include active storefronts that attract customers, pedestrian-scale design, with the primary operable pedestrian entrance oriented to the corridor.

Impact Studies

- Require study of potential development impacts on the entire transportation system. Where already required, modify Traffic Impact Study standards into Transportation Impact Studies that evaluate development impacts to all modes of travel.
- Shift transportation planning priorities in core and transitional areas from improving the speed and efficiency of automobile travel, to one that emphasizes safety for pedestrians, bicyclists, and transit users.
- Apply access management to minimize the number of driveways that pedestrians must cross using access management techniques.

Parking Management

- Implement standards to limit parking in core TOD areas. Regulations like maximum parking standards, parking space reductions, shared parking, payment-in-lieu of parking programs, floor-to-area ratios (or requiring them where they do not exist) can be applied for this purpose.
- Provide incentives in core TOD areas to reduce parking, or encourage structured lots over surface lots.
- Include amenities for bicyclists, pedestrians and transit riders, including wider sidewalks, bike storage facilities, bus shelters, lighting and landscaping in the standards for site plan review.
- Arrange parking in the rear yard (or side only if necessary) to provide safer pedestrian access to store fronts.
- Recognize the variables contributing to parking demand, and match local policies to individual geographic factors such as density, transit access, income, and household size.

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PLACEMAKING THROUGH ARTS AND CULTURE

Placemaking promotes healthy, sustainable, attractive places where people can live, work, shop, and recreate. This includes striving for a desirable recreation and trailway systems, a balanced economy and local employment options, variety of housing choices, attractive neighborhoods, and overall positive quality of life.

Culture and entertainment is an important part of a community's quality of life. Cultural amenities include museums, historic resources, a wealth of ethnic influences, and access to the arts. Cultural resources shape the character of the city, and a shared understanding of the past and future reinforces a sense of community. Entertainment resources, like performance venues, restaurants, night-life, and other attractions help bring people together, contribute to vibrant and successful city districts, and attract outside visitors and investment. Cultural and entertainment resources also attract a diverse population to the city.

While Las Vegas has no shortage of entertainment venues, often these are limited to adult entertainment. Residents desire additional venues for arts, entertainment, and events, especially for families and permanent residents. Expansion of cultural resources, including museums, will help attract a broader demographic of new residents, businesses, and visitors to Las Vegas.

Downtown's role as the city's primary cultural destination, as outlined in the 2045 Downtown Plan, would be supported through the development of additional cultural opportunities in the neighborhood and mixed-use nodes

New venues that draw from a citywide or regional market should be directed downtown; smaller venues that draw primarily from the nearby neighborhoods should be directed to commercial nodes and park spaces within walking distance. Locations in or adjacent to parks create a focal point for community or neighborhood gatherings.

Private development can make special places through art by implementing it into projects. The City may therefore consider requiring developer responsibility for art projects, art work as part of development conditions, or the integration of an in-lieu of fee that is directed to the City's Municipal Arts Fund.



A DAY IN THE LIFE

THRIVING ON ART

Jim Brooks, Music Producer

When friends across town call Jim to see if he wants to get together for coffee, he tends to say no. Not because he doesn't want to see them but because, as he puts it, it feels like they live on the far side of the moon. The city's sprawling transportation infrastructure makes getting across town quite a challenge, whether you're driving your own car or relying on mass transit.

In fact, Jim says he almost never goes Downtown. At the heart of it, Fremont Street simply isn't geared to locals, he feels. Jim acknowledges that the city has made an effort to encourage a more inclusive downtown hub. Results on that aren't yet in, he feels.

As someone whose life centers on music, Jim believes that continuing to develop a more thriving arts district would create a more centralized area for those with a common passion. As things stand today, the relatively new Smith Center for Performing Arts is a good 20-minute drive from, say, the Las Vegas Philharmonic.

As a model to revitalize the arts and bring more life to downtown, Jim looks to his hometown of Dayton, Ohio. It boasts a reasonably new concert hall with opera, ballet and symphony all under one roof. A single board of directors controls it all.

"In my home town," he says, "disparate efforts in the arts there have now come together so wonderfully. Why not here, too?"

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LAND USE TOOLS

UTILIZE NEW DEVELOPMENT MODELS THAT PROVIDE A BROAD MIX OF HOUSING AND NEIGHBORHOOD TYPES TO ACCOMMODATE RESIDENTS WITH VARIED INCOMES AND IN DIFFERENT STAGES OF LIFE

B. NEIGHBORHOOD TOOLKIT

DIVERSE HOUSING OPTIONS

In order for housing to be affordable for multiple income levels and family types, a balance of owner- and renter-occupied units for a variety of incomes should be prioritized. Smaller families and couples may desire alternatives to single-family detached, owner-occupied housing, such as townhomes, flats, and apartments above storefronts. Other households may choose to rent to maintain mobility. As employers decide to seek out new expansion opportunities, nearby workforce housing becomes a critical component to site selection.

To attract and retain residents, Las Vegas must capitalize on changing demographics by encouraging an expanded range of housing choices for rent and for sale. To appeal to empty nesters, seniors, and young professionals, Las Vegas can promote its distinctive character, proximity to natural resources, and housing affordable to a range of income groups.

Rental housing for lower income residents or supportive housing must be integrated with support services and its design and construction should consider both long-term durability and security.

The key will be to balance rental housing, so that it fits the context of a neighborhood in a way that does not overwhelm, overburden or oversaturate it and that provides quality, secure, and affordable housing.

In order to strengthen existing housing and a range of affordable options, new infill attached units should be



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integrated into the city's neighborhoods. Undeveloped areas should be planned with a mixture of housing options (see section below on Traditional Neighborhood Design).

TRADITIONAL NEIGHBORHOOD DESIGN

Also called neo-traditional development, traditional neighborhood development (TND) refers to a development pattern designed to emulate the characteristics of communities of the 18th through the early 20th centuries. A central feature of TND is to focus on how private development can shape a sense of place and improve quality of life. Often TNDs focus more on pedestrian interaction than vehicular access and convenience. For this reason, TNDs often include rear alleys to meet the modern parking and service needs of residents, narrower streets, shorter front yard setbacks, and key architectural elements.

The reason so many places are reversing land use trends toward more traditional patterns are because of the social, physical and economic benefits they can provide:

- **Walkability and Connectivity.** By providing more compact development and uses within closer proximity, TNDs reduce the need to drive.
- **Housing Options.** Mixed housing options provide options for residents of varying socio-economic characteristics.
- **Community Gathering Places.** TNDs provide for central gathering places or identifiable neighborhood centers; usually in the form of a park or plaza, which encourages interaction among residents.
- **Public Places.** TNDs often provide for parks, walking trails, and bike paths, with a focus on connecting these recreational components. Sometimes, density bonuses can be used to encourage inclusion of additional public amenities.
- **Efficiency of Design.** When the principles of traditional design are applied, they result in more efficient use of public infrastructure. For example, a neighborhood with 80-foot wide lots will require 800 linear feet of roads, public sewer and water service lines for each 10 homes, whereas a neighborhood with 40-foot wide lots will require half as much. Accommodating more "users" within the same land area provides better use

of public resources and reduces the cost of services for both the municipality and the resident.

The following elements should be implemented into the development agreements for new subdivisions:

- **Street Design.** The design of streets can impact how far residents have to walk to local parks, neighbors or other destinations. The idea is to provide a critical mass of residents, in close proximity to jobs, shopping, and transit to help reduce reliance on the automobile for transportation. TND streets often include the following:
 - Grid pattern
 - Narrower widths
 - Rear alleys for vehicle parking and service access
 - Terminations at focal points
- **Neighborhood Elements.** TNDs consider how public places can shape how residents enjoy their neighborhood. They include elements that will encourage gathering, interaction and activity, such as:
 - Community open spaces, including active parks, passive pathways or open space, playgrounds, pocket parks, civic squares, etc.
 - Safe sidewalks with convenient routes and access
 - Historic preservation and cultural amenities
- **Housing and Density.** TNDs can minimize the environmental impacts associated with extensive roadways. TNDs often employ a variety of land use activities in a single project.
 - Narrower lot widths
 - Variety of housing types, depending on the context, including townhomes, detached homes, residential over neighborhood commercial uses, live-work units, etc.
- **Site and Home Design.** While the public realm (streets and public property) create a framework for development, they are only a small part of the overall character that is created when a neighborhood is fully developed. TNDs strive to provide a human scale development, so individual home sites typically include:

- Smaller front yards
- Prominent front porches that can extend close to sidewalks
- Rear yard garages and/or access
- Two-story homes to maximize square footage on smaller sites

NEIGHBORHOOD CHARACTER

Residents celebrate the fact that Las Vegas’s neighborhoods are varied and those characteristics help define areas to preserve, enhance, or transform.

Whether historic, urban, or more suburban in character, the public has expressed a desire to retain the character of the city’s neighborhoods. However, even the most stable and vital neighborhoods were recognized as needing some level of intervention to make them more sustainable.

Based on character, investment in neighborhoods located at the core of the city will improve quality of life by promoting a more efficient use of land and infrastructure and by directing growth back into the city’s core. This can serve to reduce reliance on the automobile, minimize environmental impacts, and lessen the strain on public services. Further from the core, neighborhoods can be enhanced with strategic investments:improvingstreetscapesandlighting,connecting sidewalks and paths, and interconnecting open spaces.

The creation of Areas of the City in this plan intends to spearhead a more formalized neighborhood strategy that focuses on branding the Areas to promote a greater sense of identity and pride. Some master planned communities have already identified this way and the City hopes to deploy a set of strategies for ongoing coordination and implementation citywide.

Several current zoning overlays help promote and enforce neighborhood character standards;

- **Downtown Casino Overlay (DC-O):** Requires the usage of neon signage and architecture within the Resort and Casino District of Downtown Las Vegas
- **Downtown Entertainment Overlay (DE-O):** Includes special standards, uses, and requirements for the Fremont East Entertainment District
- **Scenic Byway Overlay (SB-O):** Because Las Vegas Boulevard is designated as a Scenic Byway, the City

equires the usage of neon signage and architecture within the Resort and Casino District of Downtown Las Vegas

- **Live-Work Overlay (LW-O):** Covering much of Downtown Las Vegas, this overlay enables businesses owners to occupy joint living and work quarters in commercial and industrial areas where other types of residential uses are inappropriate.

When warranted, additional overlays or design standards could be integrated into zoning to help promote the character of specific place or area.

APPLICABLE PLACE TYPES	
	Regional Center
	Mixed-Use Center
	Corridor Mixed-Use
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✓	New Subdivision
✓	Subdivision Retrofit



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A DAY IN THE LIFE

MAKING THE SUBURBS MORE SOCIAL

USAF Captain Phil Sterling, Pilot and Instructor, Creech AFB

Born and raised in Montreal, Captain Phil Sterling has lived throughout the United States since he was a teen. Not surprisingly, he has plenty to draw from when he compares life in Las Vegas to other places he’s been. A Las Vegas resident for three years and now a new father, Captain Phil happy with his life here. The Northwest Corridor suits him and his family well. It feels safe, is home to lots of families, and is free of urban blight.

Captain Phil and his wife Alison have lengthy commutes, but they don’t really mind because traffic is light. What the captain does mind is the seemingly slow pace of construction. In Las Vegas, he feels, building things just takes longer—and he’d like to see construction speed up. He points out that when he and his wife want to go to a nice restaurant or take in a show, their suburban neighborhood has little to offer. For the most part, they end up on The Strip, which they find expensive and congested. Great for tourists, sure. For the locals, not so much.

Captain Phil prizes the quiet, pleasant quality of his residential community, and appreciates his friendly neighbors. That said, it doesn’t exactly feel close-knit. He misses the way he and his wife used to socialize the way they did when they lived in Southern California. With more nearby sitdown restaurants and local attractions, he can envision socializing closer to home and feeling even more rooted in community than he does today.

LAND USE TOOLS

FOCUS NEW DEVELOPMENT IN INFILL AND REDEVELOPMENT AREAS

C. REDEVELOPMENT TOOLKIT

INFILL HOUSING

Since the city is relatively built out, anyone seeking a brand new house often looks to the outskirts of the city or other communities in the valley. However, Las Vegas can build on its strengths for “city living” and provide greater choices and opportunities for new homes within the existing urban fabric. Prospects for infill housing, either a single lot or a small redevelopment cluster of several new houses, built to fit the character of its surroundings, could have a positive impact on the neighborhood as a whole. To support such opportunities, the city should develop standards for infill development that define and are consistent with desired neighborhood character. For most of the city’s older, traditional neighborhoods, this means exploring options for integrating attached single-family that complements the historic character.

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ADAPTIVE REUSE

Over the last half-century, many urban economies have entered a structural shift from primarily industrialized production to more knowledge-based services, including finance, creative enterprise, and digital technology. While having less of an industrial past than many other American cities, and as the economy in Las Vegas continues to evolve from its entertainment roots, the need to consider adaptive reuse of outmoded spaces, facilities, and infrastructure grows.

Vacant and underutilized sites present unique opportunities to re-engage urban spaces previously seen

as liabilities. The reutilization of former rail and traffic corridors, parking lots, alleys, and industrial sites creates the potential to reclaim these spaces as a dynamic part of the public realm. These spaces help bring people, energy and activity back to formerly cut-off areas of a city, providing a renewed sense of identity and connection.

Adaptive reuse for mixed-use development can create compelling environments. They can invite inclusive participation, engage broadening lifestyle needs, integrate changing mobility patterns, and connect to a richer context of neighborhoods and infrastructure. Creative adaptation can occur seamlessly, turning aging sites and historic properties into valuable contemporary assets.

Buildings within Downtown Las Vegas, including within the Fremont East, Arts, and Gateway Districts that were former commercial and industrial uses have been converted to restaurants, live-work buildings, offices, and retail establishments. One notable adaptive reuse effort was the conversion of the former US Post Office and Federal Building to the National Museum of Organized Crime and Law Enforcement. The Post Office was designated on the National Register of Historic Places in 1983, the Nevada State Register of Historic Places in 2002, and the Las Vegas Historic Property Register in 2003. Built in 1933, this building changed uses multiple times; it served as a post office, Federal building, and courthouse and was the location of historic trials of former members of the mob and the Kefauver Committee’s investigation into organized crime. After extensive renovations funded in part by grants from the National Park Service, Nevada Commission for Cultural Affairs, and the Commission for the Las Vegas Centennial, the building has been home to the “Mob Museum” since 2012.

More recently, mid-century modern housing, shopping centers, and buildings have undergone adaptive reuse to breathe new life into the structure while preserving its history and character. An example of this are structures and shopping centers located within the Founders District of Downtown Las Vegas. Adaptive reuse and structural upgrades of the Huntridge Theater and the Huntridge Shopping Center have been made or have been planned in an effort to improve the properties and bring new vitality to the area.

PRECEDENT PROJECT



Adaptive Reuse: Converted historic post office to the Mob Museum, The “greenest” form of construction is retrofitting existing buildings. Therefore, a key tool is to promote the rehabilitation of older buildings, historic or otherwise. Deconstruction, where buildings are disassembled and components are salvaged, should be utilized rather than demolition when rehabilitation is not feasible.

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ECONOMIC REDEVELOPMENT TOOLS

The following tools must be considered based on existing practice, whether new legislation is required, the ease of implementation, whether the tool is revenue positive/neutral, whether there is stakeholder support, and institutional capacity from City departments

- **Discretionary Developer Impact fees:** imposed on developers by municipalities to help fund additional public services, infrastructure, or transportation facilities required due to the new development. CLV currently imposes these for traffic signals.
 - NRS 278B (see also Chapters 4 and 5) indicates that “streets, including all their appurtenances, traffic signals and incidentals necessary for any such facilities” are an allowable use for impact fees. NRS 278B 160.1 specifies that “a local government may by ordinance impose an impact fee in a service area to pay the cost of constructing a capital improvement or facility expansion necessitated by and attributable to new development.”
- **Exactions:** The City currently imposes one-time, negotiated requirements (usually through development agreements) to provide in-kind services, property, or payment as a condition for development approval where existing infrastructure, including transportation, lacks the capacity to accommodate new development.
- **Joint Development/Operating Agreements (NRS 277):** groups of agencies partner with a private developer to improve land use, specifically for 2050 place types. The City may solicit private developer involvement and then provide the partner with access to land near infrastructure, as was done with Symphony Park and City Hall unde lease-purchase agreements. The City has also altered zoning and other regulations to incentivize the private partner to improve the land.
- **TIF: NRS 279 / Artcile VIII LV City Charter.** TIF captures additional tax revenue generated when properties increase in value. TIF districts are already established and split between the existing tax districts and the fund for projects inside RDA, with a focus on

those that attract new economic activity. CLV uses TIF to provide rebate incentives for key infrastructure costs for projects in RDA-1 and 2. These may be for streets, water lines, storm drains, traffic signals, utilities and other infrastructure costs. RDA assesses the current property value before development then after. A portion of the tax increment is then rebated annually to developer.

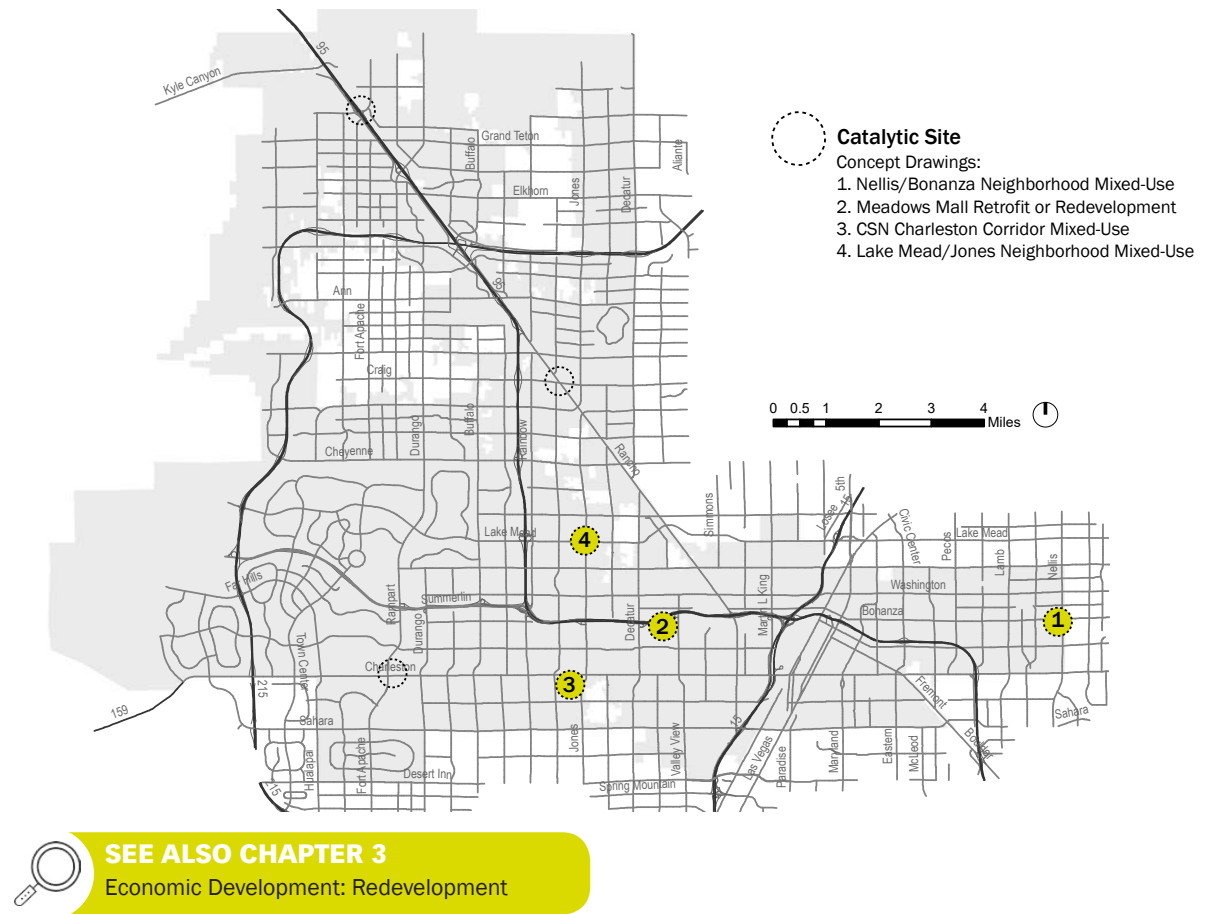
- **Land Banking:** Establishment of a new bank through legislation or a community land trust (CLT) authorized under NRS 82 - a non-profit property trust to ensure the long-term availability / access to land. Land is taken off the market and separated so that land appreciation is removed. The trust is thus reserved for desired place types and affordable housing or assemblage.
- **Transfer of Development Rights and conservation easements** – NRS 111.390. Currently, there are no TDR programs in Southern Nevada, but the development of one could allow certain rights to be moved or swapped (maybe moreso for peripheral areas). Establishment of such a program could potentially be used to swap private lands or public lands.
- **Discretionary and/or voluntary Inclusionary Zoning** (See Chapter 3: Housing)
- **Incentive programs:**
 - Density Bonus – Currently authorized under the Title 19.09 Form-Based Code; this can be expanded into other parts of the City.
 - Fee Reductions and Waivers – reduce project costs for desired place type development. A fee study may also determine whether certain fee types must increase.
 - Parking Maximums and reductions (See Chapter 4)
 - Expedited Approvals – Under discussion

CATALYTIC REDEVELOPMENT SITES

This plan provides the framework for future redevelopment. Together, the place types, land use tools, and redevelopment strategies in Chapter 3 can help shape redevelopment to meet this plan’s vision. To demonstrate how redevelopment could occur, especially in the mixed-use nodes and corridors, the following sites were identified as catalytic redevelopment opportunities. These sites are currently vacant, underutilized, or prime anchors in their area that, when redeveloped, will spur further redevelopment. They are intended as illustrative examples of this plan's recommendations to help visualize the intent, not dictate how redevelopment should happen. These concepts should be further refined and studied with future subarea planning.

KEY ACTIONS

- Amend zoning for corridor and mixed-use place types to incorporate stronger design standards and a more flexible mixture of uses.
- Develop a set of incentives for sites outside the RDA to help finance redevelopment.
- Work with property owners of catalytic sites to encourage packaging their sites for redevelopment by marketing them via requests for proposals or qualifications.
- Host investor tours, developer matchmaking events to spark interest in key redevelopment sites.
- Streamline the development review process and entitlements for priority redevelopment sites.



Existing shopping centers can retrofit their parking lots to turn underutilized outlot spaces into mixed-use development projects including housing. This will support the density required to secure rapid transit.

1. NELLIS/BONANZA MIXED-USE CENTER



2. MEADOWS MALL RETROFIT



Concept 1: Outlot Development



Concept 2: Partial Redevelopment

3. CSN/CHARLESTON CORRIDOR MIXED-USE



4. LAKE MEAD NEIGHBORHOOD MIXED-USE



HOW PLANNING AND ZONING SHAPES REDEVELOPMENT

- Redevelopment happens gradually over time – as sites redevelop, they must follow the new general plan and zoning standards
- Existing development that does not conform to the new zoning standards may remain – this plan and subsequent zoning changes does not mean the City forces current owners to immediately conform to new standards
- Zoning is a regulatory framework for future development that fits the community vision
- Development is privately designed and implemented within standards of Title 19 under City review
- City can market vision to developers and partner with private owners to spur redevelopment

PRESERVE AND REUSE HISTORIC STRUCTURES AND SITES

Since the founding of Las Vegas on May 15, 1905, where 110 acres of the original townsite were auctioned off upon completion of the San Pedro, Los Angeles, and Salt Lake Railroad, the city has maintained a remarkable modern, yet rapidly evolving story. Through the Depression and construction of Hoover Dam, the legalization of gaming, the rise and fall of the Mob, to the explosive and exponential growth that made Las Vegas the fastest growing city in America, preserving the storied living history of Las Vegas has been an important effort for the City. To help achieve this, a Historic Preservation Commission (HPC) was created in 1991 to oversee preservation efforts.

Through planning and land use protections, the City regulates historic properties, buildings, landmarks, neighborhoods, and districts pursuant to LVMC Title 19.150, which creates the H-O historic preservation overlay, the HPC, the position of Historic Preservation Officer (HPO). The HPO serves as the Secretary to the HPC and administratively supports it. The HPO also:

- Accepts applications for the designation of historic locations and structures and make recommendations to HPC and Planning Commission
- Provides technical information to the HPC and liaises between the HPC and City departments.
- Approves or disapproves applications for new construction, alteration, demolition or removal of elements associated with minor improvements or to act immediately to protect the structure or property.
- Prepares reports of HPC activities to the State Historic Preservation Office (SHPO), the state agency that helps document, and preserve historic, archaeological, and cultural resources
- Maintains the Las Vegas Historic Property Register. For properties on the register, the HPC has authority to review work that may have an impact on those properties' historic character. They may also provide recommendations to the Planning Commission and City Council to list new properties on the local register.

The HPC is also the primary body concerned with preservation work including historic surveys, updating state and national register nominations, and conducting public outreach. In addition, the City, its HPC, and its HPO comply with a variety of laws covering different aspects of historic preservation:

- the National Historic Preservation Act (NHPA), as amended
- the Archaeological Resources Protection Act, as amended
- the Paleontological Resources Preservation Act, and
- other related and applicable Federal laws and state statutes

Properties may also be listed on the Nevada Register of Historic Places and the National Register of Historic Places. The state historic register is overseen by the SHPO, while the National Register is overseen by the National Park Service. This is largely a ceremonial designation because, unless the property is also listed on the local or state registers, there are no limits on development.

Currently, there are 25 buildings, sites, and districts in the City of Las Vegas that are designated on one or more of the historic registers. Additionally, portions of the Tule Springs National Monument, administered by the National Park Service, are within the city limits which contain a wide range of Paleolithic resources, including fossilized remains of prehistoric mammoths, camels, lions, and ground sloths from the last Ice Age. Many sites, particularly in the City's downtown core, meet the criteria for designation and there is interest for more historic districts and neighborhoods.

APPLICABLE PLACE TYPES	
✓	Regional Center
	Mixed-Use Center
	Corridor Mixed-Use
	Neighborhood Center Mixed-Use
	Mixed Residential
✓	Traditional Neighborhoods
	New Subdivision
	Subdivision Retrofit

KEY ACTIONS



- Continue to strengthen the City's Historic Preservation Office and Commission
- Conduct proactive historic surveys for the following locations and resource types
- Prioritize education about value of historic preservation resources available, celebrating cultural heritage
- Balance redevelopment pressures with preservation efforts to preserve key resources while encouraging adaptive reuse and sensitive infill development



THE CITY HAS BEEN, AND MUST CONTINUE TO BE, A LEADER IN PRESERVING HISTORIC NEIGHBORHOODS AND STRUCTURES, DESPITE UNIQUE CHALLENGES OF MAKING WAY FOR NEW AND INNOVATIVE PLACES

While Las Vegas has been successful at preserving its neighborhoods and some of its structures, many properties tend to be demolished to make way for something new, perhaps best exemplified by the demolition and implosion of resort hotels and casinos along the Las Vegas Strip. Within the City, the greatest challenges to historic preservation are development pressures on historic properties and property owners not properly understanding the value that comes from preservation. In addition, cultural resources such as archaeological ruins or ethnographic material located on undeveloped or redeveloped property can be lost or damaged during construction or other ground disturbing operations. Without contingencies in place that require a cultural resource inventory on property slated for development, these resources could be lost. However, these challenges present opportunities for the HPC and city staff to reach out to and inform property owners and the public about what historic preservation brings to the City. Efforts were made to save and preserve the La Concha motel lobby; after transporting it from its original location on the Las Vegas Strip to its present location in Downtown Las Vegas' Cashman District.

Another challenge the City has faced has been “demolition by neglect” in which a historic property or structure is allowed to deteriorate or become blighted, making rehabilitation, restoration, and preservation cost prohibitive and unreasonable. A recent example of this was the destruction of the Moulin Rouge property; over time, the hotel's structures, its sign, and the property itself burned in a series of fires.

A wide range of actions can be taken to incentivize property owners to seek designation on the local, state, or national registers, provided funding and resources are dedicated to those efforts. Properties listed on the local, state or national register can be eligible for grants earmarked specifically for historically listed properties. This includes the State Commission for Cultural Centers and Historic Preservation (CCCHP) grant program as well as Bricks & Mortar Grants administered by the HPC. The Federal Historic Tax Credit also provides a 20% credit to property owners that undertake a substantial rehabilitation of a historic building in a commercial use, while maintaining its historic character

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