

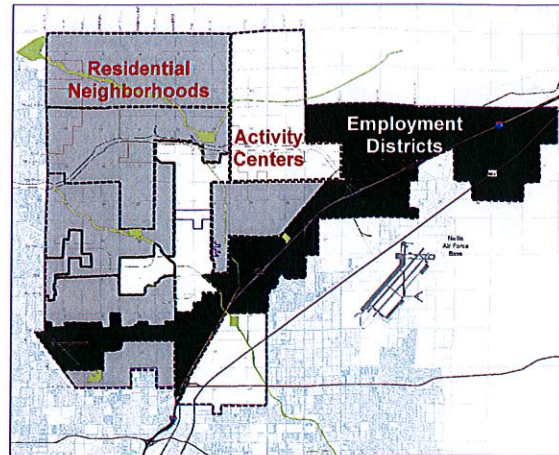
# CHAPTER 6: SPECIFIC PLANNING AREAS

## Introduction

This Comprehensive Plan establishes the policy agenda for the city for the next 20 years. Chapter 3 contains the city-wide Guiding Principles, Goals, and Policies that the city will pursue in order to implement the plan and achieve its vision. Given the size of North Las Vegas, it is recognized that there will be geographic differences in both use and conditions. Some of these differences, and the appropriate policies to address varying needs, are best addressed at the sub-area level. It is for this reason that the entire city has been divided into Specific Planning Areas (SPAs). Three types of SPAs have been designated as illustrated on Figure 6-1: Planning Framework:

- **Residential Neighborhoods** include older neighborhoods, areas still under construction, and areas yet to be developed.
- **Activity Centers** include the areas planned for mixed-use development. These will serve as key areas of social, commercial and employment activity for the community.
- **Employment Districts** include the industrial and primary employment corridors within the city and the lands that are planned for these uses in the future.

**This chapter provides detailed descriptions and policies for each Specific Planning Area.**

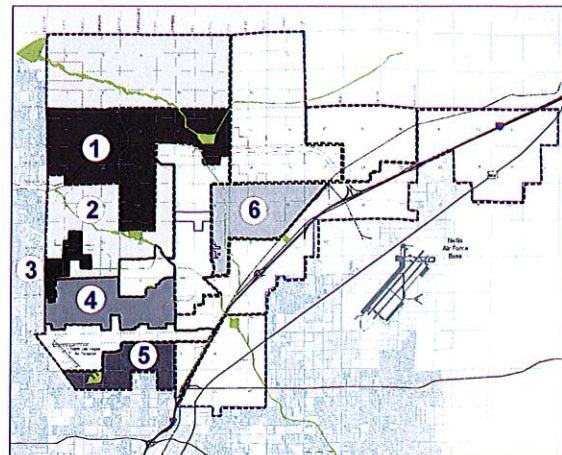


## Residential Neighborhoods

Residential areas within the city are divided into two categories based on the predominant status of development:

- **Existing Neighborhoods:** The residential areas in the city that are already largely developed. Six broad neighborhood districts are defined to help capture the differences in geography, age, and character of development in various areas of the city.
- **Future Master Planned Communities:** The residential communities anticipated to be developed in the northern portion of the city as the BLM auctions its lands within the designated land disposal boundary.

### Existing Neighborhoods



There are six distinct existing neighborhood districts within the city. These areas are delineated to reflect a common age and character of the residences as well as shared geographic location. These districts, as illustrated in the map below, include:

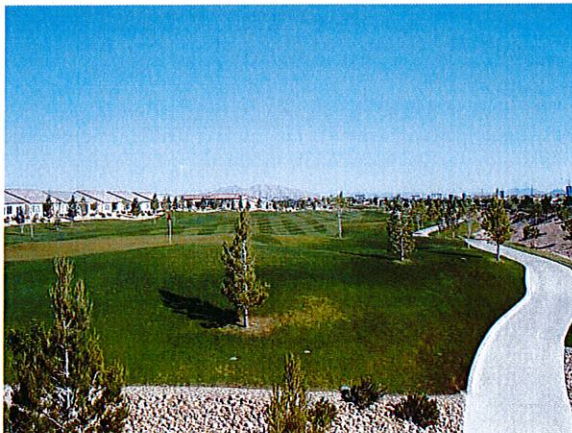
1. Existing Master Planned Communities
2. Sandstone District

3. Ranch Estates District
4. Cheyenne North District
5. South District
6. Central District

## INTENT

The intent for the Existing Neighborhoods is to promote and retain community cohesion and distinct neighborhood identity through quality site and project design of new infill or redevelopment activities including residences, commercial centers, infrastructure, services, and parks and open space components of the community. The delineation of areas on the map is a management tool to assist the city and residents in organizing and prioritizing needed or desired improvements. In the future, these areas will provide the basis for detailed neighborhood-level planning and will assist the city to prioritize implementation actions specified in the Comprehensive Plan.

## 1. Existing Master Planned Communities



*Aliante, together with Eldorado and Olympia, make up the Existing Master Planned Communities area.*

## LOCATION / CONTEXT

This area includes the Existing Master Planned Communities of Eldorado, Aliante, and the newly approved Olympia development. Given that the majority of development in this area is less than 10 years old, and much of the land is still under development, this area does not

have to contend with issues of blight or disrepair that may face older neighborhoods. Rather, policies and concerns for these neighborhoods focus on slight improvements that could be made to ensure that different neighborhoods better relate and connect to each other, residents have convenient access to goods and services, and the transportation system is safe and supports a variety of modes.

## AREA-SPECIFIC POLICIES

### Policy RN1.1: Regional and Citywide Trail and Open Space Connections

The Southern Nevada Regional Policy Plan stresses the importance of retaining access to open space areas as neighborhoods develop and the priority of building a connected system of regional trails. As the development of Olympia moves forward, trail and open space connections to the Conservation Area, the Wash Trail, and connected trails and open space corridors within neighborhoods that improve access to these two features, will be planned and implemented. In Aliante and Eldorado, the city will work with Homeowners Associations and developers to increase trail and open space connections within and between developments to access these natural and recreation features as well as commercial areas.

### Policy RN1.2: Neighborhood Centers

Mixed-use neighborhood centers should be strategically located where convenient access to goods and services may be lacking, and ensure that these are developed in accordance with the standards and recommendations for mixed use centers as described in Chapter 5. (See Figure 5-2: Designing Neighborhood Centers.)

### Policy RN1.3: Improved Pedestrian Mobility

A well-developed system of pedestrian sidewalks and trails reduces auto-dependency

by making walking a safe and convenient means of travel. This can benefit the community in several ways, including reduced traffic congestion, increased public transit ridership, and additional opportunities for recreation and exercise. The city will work with developers and Homeowners Associations to plan for formal and informal street and trail improvements to help make safe pedestrian connections within neighborhoods and between neighborhoods and other destinations, including neighborhood centers, transit stops, schools, parks and recreation options, and other goods and services.

## 2. Sandstone District



*A neighborhood within the Sandstone District.*

### LOCATION /CONTEXT

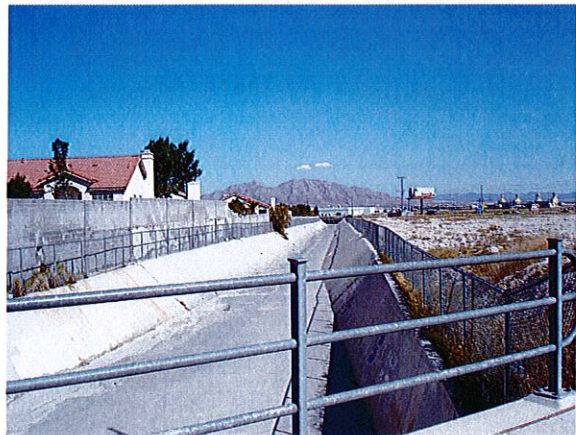
The Sandstone District includes the neighborhoods south of the Existing Master Planned Communities and north of the Ranch Estates development and Craig Road. This district includes numerous subdivisions of predominantly single-family developments. These neighborhoods are served by the commercial activity along the Craig and Ann Road corridors. While largely developed, there are vacant lots interspersed throughout the area, allowing considerable opportunity for infill development. Policies for this area focus on improvements that can help increase the sense of place and community in order to

achieve more cohesive and interconnected neighborhoods.

### AREA-SPECIFIC POLICIES

#### Policy RN2.1: Wash Trail

The Wash Trail is a planned regional trail that would connect the northwestern neighborhoods with the Conservation Area to the north and Craig Ranch and the Downtown to the south. The city will actively pursue implementation of the planned Wash Trail.



*A regional trail is planned along the Las Vegas Wash.*

### 3. Ranch Estates District



*The mature landscaping of this quiet street is typical of neighborhoods within the Ranch Estates District.*

#### LOCATION AND CONTEXT

The Ranch Estates District correlates to the properties zoned as Ranch Estates. This special district, created and supported by the Nevada State Legislature, is intended to retain traditional estate-style development within this region of the state. This area is characterized by older single-family homes with mature landscaping and no walls within an individual development. This district allows residents to keep horses. Commercial activity is limited to the Craig Road corridor between the two Ranch Estates areas.

#### AREA-SPECIFIC POLICIES

##### Policy RN3.1: Retain Ranch Estates Land

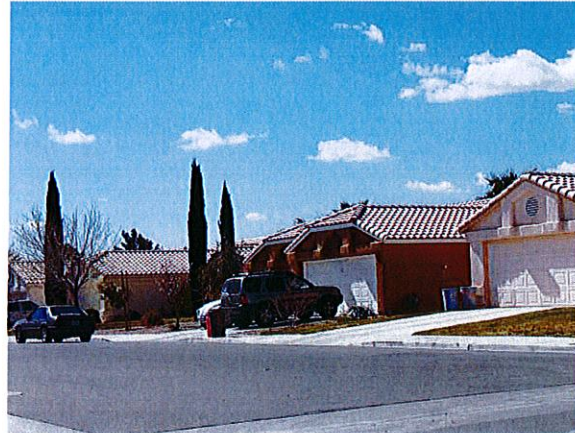
The city will retain lands currently zoned as Ranch Estates in order to maintain the established character of the area, preserve the rural lifestyle of its residents, and retain large-lot, rural homes as a housing option.

##### Policy RN3.2: Safeguard Character

The city will develop Character Guidelines for the Ranch Estates District, to ensure that new commercial and residential development or

redevelopment is compatible with the intended rural character of this area of the city.

### 4. Cheyenne North District



*The Cheyenne North District is home to a variety of neighborhoods, from more modest to larger two story single-family homes.*

#### LOCATION AND CONTEXT

The Cheyenne North District is named for its proximity to the Cheyenne Technology Corridor. These neighborhoods are typically older subdivisions of single and multi-family developments that enjoy close proximity to the Cheyenne employment hub, Craig Ranch Regional Park, and the North Las Vegas Air Terminal. Like many neighborhoods within the city, individual developments are surrounded by walls that separate and impede movement and interaction within and between neighborhoods. Policies for this area focus on improving overall connectivity and circulation, improving or creating neighborhood centers, and strengthening the relationship of this district to the mixed-use areas of the Cheyenne Technology Corridor and Craig Ranch – areas that provide recreation, jobs, goods, and services.

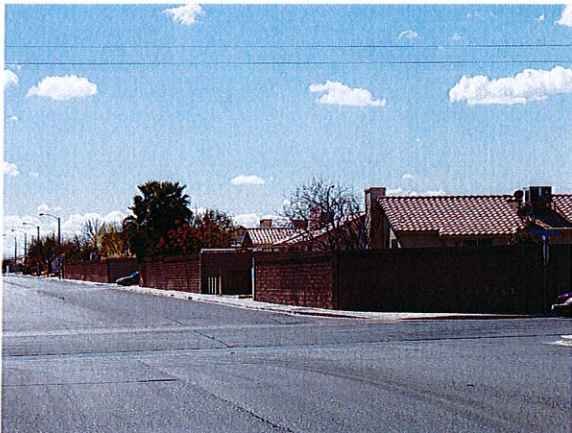
## AREA-SPECIFIC POLICIES

### Policy RN4.1: Increased Community Amenities

The number of community amenities and services located in this portion of the city should be increased by actively working to locate one or more neighborhood centers where there is infill opportunity, and improving street and pedestrian connections to the Craig Ranch area.

### Policy RN4.2: Orient to Cheyenne Technology Corridor

New infill and redevelopment activity should work to create better points of access and interface between existing neighborhoods and the mixed use employment area of the Cheyenne Technology Corridor.



*The walls of this development not only isolate the neighborhood from surrounding development, but make a barren pedestrian environment along the street.*

### Policy RN4.3: Improve Streetscape

Work with Homeowners' Associations to improve the streetscape in this area through modifications and improvements to subdivision wall faces, sidewalks, and plantings.

## 5. South District



*The wall around the South District subdivision on the left separates it from the neighborhood across the street to the right.*

## LOCATION AND CONTEXT

The South District, located just north of the City of Las Vegas, is one of the most mature portions of the city. The relatively affordable neighborhoods in this area include small single-family residences, trailer homes, and multi-family developments. There is some evidence of blight within this district including homes in disrepair and vacant lots. One challenge facing residents of this area is simply the location of this area within the city. The presence of the major corridors of Cheyenne and I-15 to the north and east, and the NLV Air Terminal to the west effectively serve to separate this area from the other residential areas of the city. Future policies and actions in this area will focus on addressing issues of community stability, revitalization, and connectivity.

## AREA-SPECIFIC POLICIES

### Policy RN5.1: Improved Access

Access and circulation between this area, surrounding neighborhoods, and activity centers in the Downtown and along Cheyenne Avenue should be improved through connective pedestrian sidewalks, trails, and open space connections.

### **Policy RN5.2: Infill and Redevelopment**

The presence of blighted conditions and vacant properties within a neighborhood can negatively impact that neighborhood in a number of ways. Blighted conditions have been tied to lower levels of investment by residents in their properties and declining property values. Vacant properties have been linked with increased rates of crime. In some cases garbage can gather or be dumped on vacant parcels, creating a negative visual element. It is important that the city actively pursue infill and redevelopment of vacant or blighted properties to help stabilize existing neighborhoods.

### **Policy RN5.3: Attainable Neighborhoods**

Attainable housing refers to housing for workers/individuals or families starting out and the elderly or those on fixed or limited incomes. The goal is to provide a range of housing choices so that key segments of the population and workforce are not priced out of homeownership within the city. Retain and safeguard quality, affordably priced neighborhoods, and work to integrate parks and services within and around these neighborhoods.

## **6. Central District**



*Newer development within the Central District illustrates the stucco and tile residential design typical of in the Valley.*

### **LOCATION AND CONTEXT**

The Central District includes recent residential developments, especially in the Ann and Losee area. Shadow Creek Golf Course is located within this district. These neighborhoods will be served by emerging commercial activity along Losee Road and the new Meadows Hospital proposed to be located at Tropical Road and Losee Road. Policies for this newly developing area focus on ensuring that infrastructure and services are paced with development to provide a high level of service to the residents. This includes a focus on park and trail connections including the regional Wash Trail, and other pedestrian improvements to allow for non-auto travel.

### **AREA-SPECIFIC POLICIES**

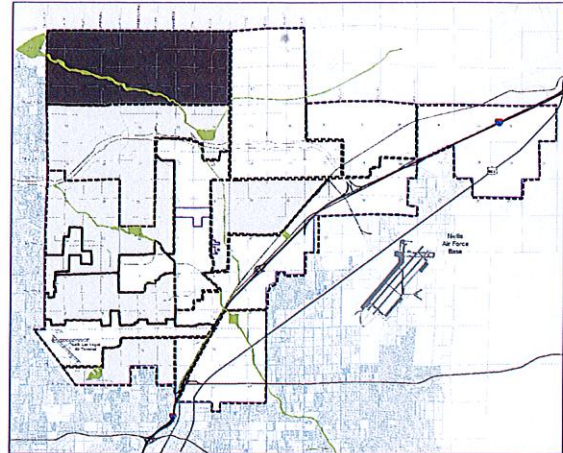
#### **Policy RN6.1: Services and Infrastructure**

The city should coordinate with developers to pace development with their service providers' ability to provide safe, complete, and high level of services and infrastructure. At or within a reasonable time of development, services such as fire and safety and the street and water infrastructure to safely serve residents and emergency services should be complete. Sawtooth roads do not constitute a completed roadway.

**Policy RN6.2: Transition Densities Gradually Toward the Northern Development Area**

The Comprehensive Plan’s Future Land Use Plan and policies should be implemented and zoning designations updated to ensure that new development adjacent to the Northern Development Area and North 5<sup>th</sup> Transit Corridor provide gradual transitions to higher densities.

**New Master Planned Communities**



**LOCATION AND CONTEXT**

New Master Planned Communities will be located in the northern portion of the city as land is released for development by the BLM. This portion of the city is north of the Northern Beltway, east of the open space conservation area, and west of the planned UNLV campus and associated mixed-use development.

**INTENT**

The city intends that new development within this area adhere to the Principles of Design for New Master Planned Communities. (See Chapter 5: Principles of Design, Master Planned Communities, p. 46.) New developments should be signature communities that offer residents high-quality, diverse housing in an amenity driven development. The design of these communities should pay close attention to how they relate to the larger city through infrastructure, parks and trails, and services.





*This Master Planned Community offers a variety of model types in this single-family residential area. Landscaping and low, transparent gates create an open and inviting atmosphere within the neighborhood.*

## **AREA-SPECIFIC POLICIES**

### **Policy NMPC-1.1: Adopt Formal Design Guidelines for MPCs**

Incorporate the concepts and “Principles of Design” for new Master Planned Communities into a set of formal design guidelines that are well-coordinated with evaluation criteria to make the development review process transparent and predictable.



*Connective open space areas through a MPC provide opportunities for trails that connect various neighborhoods and activity centers of the development.*

### **Policy NMPC-1.2: Public Facilities and Services**

Master Planned Communities should include adequate public facilities and services such as schools, libraries, parks, recreation centers, and other needs.

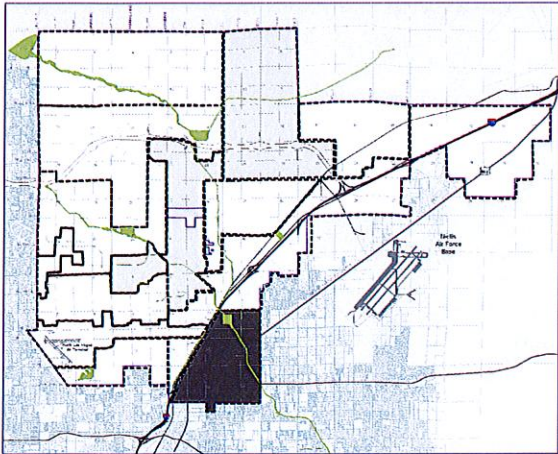
## Activity Centers

Three Activity Centers are designated within the city. These centers, which emphasize pedestrian-friendly mixed-use development and serve different functions within the city, include:

- Downtown
- North 5<sup>th</sup> Transit Corridor and Craig Ranch
- Northern Development Area

The following section highlights each of these three Activity Centers as areas of focused social and economic activity within the city.

### Downtown



#### INTENT

The intent for the Downtown is that it serve as a high-quality defining center of the city with a strong sense of place. Downtown should offer residents and visitors a variety of shopping, dining, entertainment, employment, and civic activity in a vibrant day-night setting. Neighborhoods in and around the Downtown should be diverse and include higher-density mixed-use development to increase the supply and range of options for housing in the area.

#### LOCATION AND CONTEXT

This area includes the portions of the city south of Gowan Road and east of I-15. The I-15 interchange at Lake Mead Boulevard serves as a major gateway into the community as both an entrance into the incorporated area of the city from the south and to the Downtown. Small local businesses and mature shopping areas currently dominate the frontage of the major thoroughfares of Lake Mead and North Las Vegas Boulevards. This area exhibits a strong Latin American or Hispanic influence.

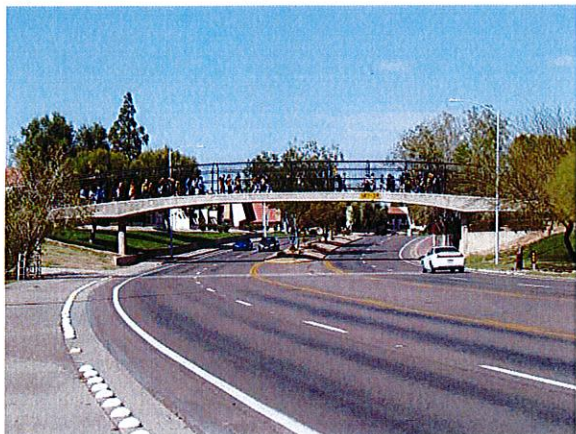
#### AREA-SPECIFIC POLICIES

##### Policy AC-DT-1: Downtown Master Plan

Prepare a Downtown Master Plan to provide and inspire a coordinated vision and strategy for this area.

##### Policy AC-DT-2: Downtown Gateway

Plan and fund Downtown Gateway improvements to establish a distinct, attractive, and well-coordinated point of entry into the city.



*This pedestrian bridge provides pedestrians a safe and convenient way to cross larger roads that may otherwise pose a safety risk.*

### **Policy AC-DT-3: Safe Pedestrian Connections**

Complete targeted improvements to pedestrian connections within the Downtown including the possible addition of clearly marked pedestrian crossings or pedestrian footbridges over major thoroughfares, the width of which can serve to impede safe and easy movement of pedestrians between businesses.

### **Policy AC-DT-4: Downtown Redevelopment**

Plan for and support redevelopment activities within the Downtown, with particular focus given initially to the I-15 "gateway" area and along North Las Vegas Boulevard and the North 5<sup>th</sup> Transit Corridor.

### **Policy AC-DT-5: Coordinated Transit Options**

Development and redevelopment activity should be planned around the accommodation of transit options and facilitation of their use. As development occurs, transit routes should be coordinated and expanded to improve mobility within the Downtown and connectivity to other outlying areas.

### **Policy AC-DT-6: Downtown Business Association**

Work with the Downtown Business Association to offer information, networking, and support to existing and new small businesses within the Downtown.

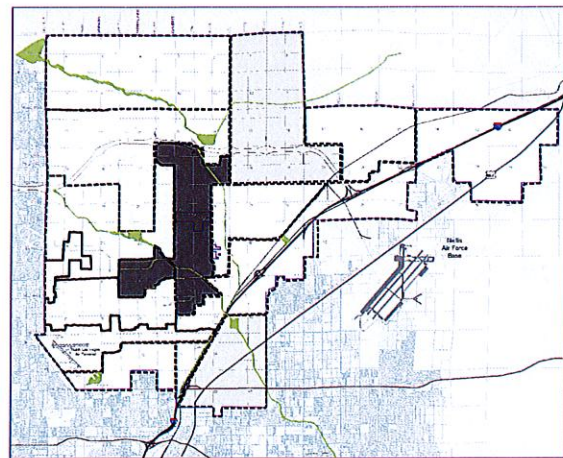
### **Policy AC-DT-7: Focus on Social Equity**

As development progresses, work with developers to ensure that a range of housing prices are provided within new developments to allow current residents to remain in the Downtown community near their businesses and within close proximity of goods and services.

### **Policy AC-DT-8: Strategic Partnerships**

Work with the Community College of Southern Nevada, community churches, and other community-based organizations to foster additional investment and activity within the Downtown.

## **North 5<sup>th</sup> Transit Corridor and Craig Ranch**



### **INTENT**

This corridor is intended to offer high-speed transit through the city, particularly to facilitate north-south movement. Station locations within this corridor should be developed in accordance with the Transit-Oriented Design recommendations put forth in the North Fifth Street Transit Supportive Concept Plan and this Comprehensive Plan. Mixed-use development is encouraged along the corridor within designated station areas. Each station area should be developed to relate to the adjacent uses and activities such as Craig Ranch, the Downtown, the VA hospital, and the proposed UNLV campus through coordinated planning. East-west feeder connections to transit stations along this corridor will also be identified to increase access to this transit corridor from other areas of the city. While transit service may not occur along this corridor for a period

of years, it is important that emerging development patterns be supportive of future transit service.

**LOCATION AND CONTEXT**

The North 5<sup>th</sup> Transit Corridor is planned to run north from the Downtown along North 5<sup>th</sup> Street, east along Deer Springs Way, and then north again along Pecos Road, terminating at the future University of Nevada campus. Five station areas have been designated within the plan for this corridor (from north to south):

- University District
- Deer Springs District
- North 5<sup>th</sup> Street District
- Industrial District
- Gateway Redevelopment District

These districts not only represent the proposed geography of the station areas, but also convey the fact that each area is distinctly different in its land use mix and function. In the future, these areas will be planned and designed in detail according to their respective contexts through a series of station area master plans.



Craig Ranch Regional Park will serve as a central feature to surrounding mixed-use development.

Within this Plan, Craig Ranch is viewed in combination with the North 5<sup>th</sup> Transit Corridor to illustrate the intended relationship between the two. As adjacent

mixed-use areas, the station area and park-oriented development around Craig Ranch should strongly relate to each other.

**AREA-SPECIFIC POLICIES**

**Policy AC-5CR-1: TOD Design Standards**

Develop and implement Transit-Oriented Design standards for station areas.

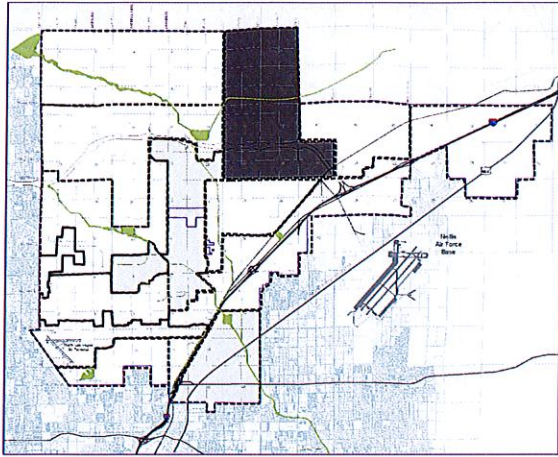
**Policy AC-5CR-2: Park Design**

Implement the planned park design for the Craig Ranch regional park.

**Policy AC-5CR-3: Park-Oriented Development**

Work with developers in the design and review of mixed-use developments around Craig Ranch to ensure that development adjacent to the park enhances park accessibility and maximizes the benefit of this major amenity for the community.

## Northern Development Area



### INTENT

The Northern Development Area encompasses two large future development influences: the new Veterans' Administration Hospital and the proposed UNLV campus. The intent of grouping these two areas is to convey the mutually-supportive nature of these uses with each other and with the surrounding development. The vision for this area is to promote a research and technology business cluster.

### LOCATION AND CONTEXT

This area straddles the Northern Beltway in the northeastern portion of the city and includes three transit station areas of the North 5<sup>th</sup> Transit Corridor. Western most portions of this area north of the beltway are adjacent to future Master Planned Communities. Uses should decrease in density towards these residential areas to provide smooth transitions.

### AREA-SPECIFIC POLICIES

#### Policy AC-NDA-1: Joint Station Area Planning

Work with the Regional Transportation Commission, University of Nevada, and Veterans' Administration on the location,

design, and implementation of the station areas within their respective campus areas.

#### Policy AC-NDA-2: Promote Live-Work

Prioritize the development of higher-density mixed-use development that will offer a range of housing options to provide live-work opportunities for employees of this future business cluster.

#### Policy AC-NDA-3: Placement of Uses

Locate supportive commercial and office uses adjacent to the hospital and other research facilities to provide convenient access to these goods and services by employees.



*Mixed-Use Employment areas adjacent to the new University of Nevada campus should provide a campus type setting with connected pathways, parks, and shared parking to facilitate movement between businesses, residences, transit and other services.*

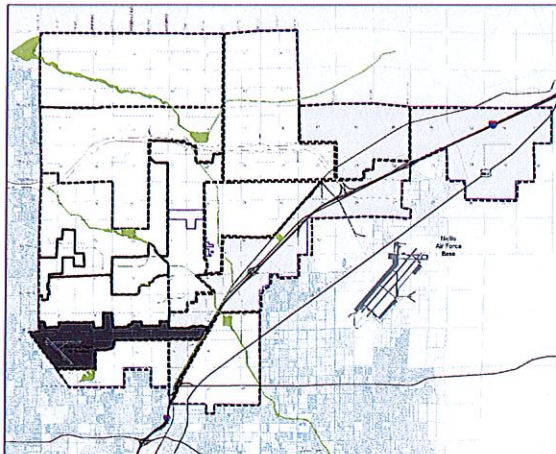
## Employment Districts

This plan identifies two key employment districts for the city. These represent areas where employment is and will remain the primary activity. In addition, the federal government owns and uses a large segment of land in the north of the city. Together, these three Specific Planning Area Employment Districts are:

- Cheyenne Technology Corridor
- Industrial Lands
- Military

The following section highlights each area and identifies specific policies for the city to pursue to strengthen these centers of employment activity.

### Cheyenne Technology Corridor



#### INTENT

The Cheyenne Technology Corridor is the result of a targeted strategy for economic development, one that has been successful and should continue into the future. The designation of this area reflects the city's commitment to continuing to encourage and support primary employment activity along this corridor. The vision for the future of the corridor as it develops is to incorporate a greater mix of uses including office, retail,

services, and housing to support the businesses along this corridor. As a mixed use area, pedestrian amenities and connections will be emphasized.



The Cheyenne Technology Corridor is planned to develop as a major mixed-use employment corridor in the future.

#### LOCATION AND CONTEXT

This Employment District is located within the city limits along Cheyenne Road west of I-15. This corridor includes two major transportation features at either end: the planned Industrial District station area along the North 5<sup>th</sup> Corridor at its east end and the North Las Vegas Air Terminal at its west end.

#### AREA-SPECIFIC POLICIES

##### Policy ED-CTC-1: Cheyenne Technology Corridor

Continue to support the business development plan for the Cheyenne Technology Corridor.

##### Policy ED-CTC-2: Supportive Mixed-Use Infill

Work to incorporate areas of mixed-use development within the corridor to provide supportive housing, goods, and services to the businesses and employers.

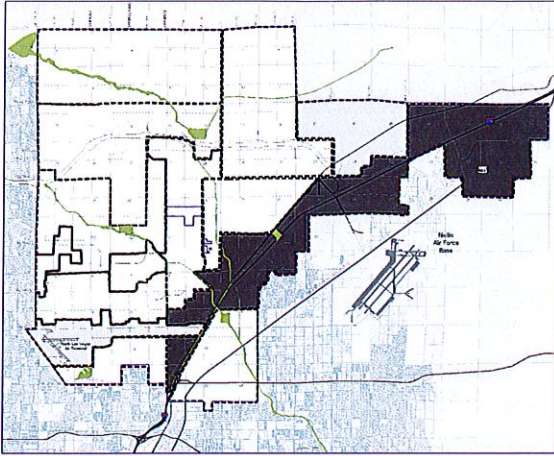
**Policy ED-CTC-2: Corridor Design**

Develop a unified corridor design to strengthen a shared sense of place and connection between different employers and the airport.

**Policy ED-CTC-3: Industrial Transit District**

Support the Industrial District station area of the North 5<sup>th</sup> Corridor through mixed-use developments along the eastern portion of Cheyenne Boulevard and near Craig Ranch that relate and are well connected to the station area and its surrounding development.

## Industrial Lands



### INTENT

The I-15 and railway corridor has supported industrial development and served to diversify the economy of the city. Market demand for residential development is placing pressure on transitioning land from industrial to residential uses. It is the intent of the city to retain this industrial land supply for future economic activity.

### LOCATION AND CONTEXT

The Industrial Lands corridor traverses the city at a diagonal through the southern portion, from just north of the downtown area to the easternmost edge. This land is generally adjacent to the I-15 and Union Pacific rail corridor.

### AREA-SPECIFIC POLICIES

#### Policy ED-IL-1: Industrial Land Supply

The city will retain the existing industrial land supply within the I-15 corridor through zoning and land use decisions that promote employment opportunities, resident safety, and neighborhood viability.

#### Policy ED-IL-2: Corridors and Buffers

Work with businesses to design landscaped buffers and streetscape treatments along major arterials, or where industrial areas are adjacent to residential developments.



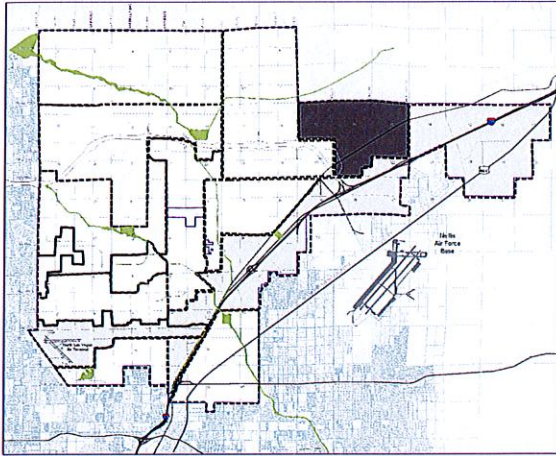
*New industrial development is encouraged along the I-15 industrial corridor.*

#### Policy ED-IL-3: Industrial Infill

Create incentives and develop a strategy to encourage new industrial development on industrial lands.



## Military



## AREA-SPECIFIC POLICIES

### Policy ED-M-1: Transitions and Buffers

Locate only non-residential land uses adjacent to the military land.

### INTENT

The Military lands are current and historic training grounds used by the National Guard and Nellis Air Force Base. A long history of use has resulted in some contamination of this land, which will remain under the ownership and use of the Federal Government.

### LOCATION AND CONTEXT

This land is located in the eastern portion of the city, north of the I-15 industrial corridor and south of BLM lands.



*The military lands, though seemingly vacant, have long been used for training purposes.*