

## APPENDIX A: MAPS

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## APPENDIX B: EXISTING CONDITIONS

**The City of North Las Vegas is a dynamic community in one of the fastest changing areas of the United States: The Las Vegas Valley. The task of developing a long-term Comprehensive Plan in a community that is literally changing on a daily basis is a challenging one. At the same time, the need for the guidance provided by the plan document is all the more critical to assist the community in making decisions that will serve its current and long term goals and prosperity. This Appendix provides an overview of the current conditions and trends in the City of North Las Vegas that constitute the core aspects of the planning environment. Given the fast pace of change in the city, this overview focuses on illustrating larger community trends and context, rather than capturing static pictures of conditions in 2005.**



*The Las Vegas Valley is one of the fastest growing areas in the nation.*

### How did North Las Vegas Get Its Start?

The City of North Las Vegas occupies roughly 82 square miles and is located in Clark

County, Nevada. The region was originally settled in the 1860's by Mormons as a staging point between Salt Lake City and Los Angeles. Settlement in the valley remained rural, with an economy centered on ranching and farming activity, until the discovery of an artesian water basin around 1918. This water source allowed for wells and helped to establish the Las Vegas Valley as an urban area. A decade later, the construction of Boulder Dam (Hoover Dam) along the Colorado River was authorized. This major public works project created Lake Mead and brought with it an influx of workers in search of employment, and helped stabilize the local economy during the Great Depression. The Dam project also offered the benefits of an inexpensive power source, new roads, and new recreational amenities to attract tourists.

World War II brought a new source of growth to the Valley. In 1941, the Western Air Express runway and fields were developed, later to become Nellis Air Force Base. It was not until after the war that North Las Vegas became an incorporated city—on May 1, 1946. The legalization of gambling brought the proliferation of casinos in the Valley and served as a steady source of growth.<sup>1</sup>

While North Las Vegas' growth and development was tied to the gaming industry, the city's location along major transportation corridors also allowed it to establish a substantial industrial base. Interstate 15 runs through the city northeast-southwest, and currently serves as the major transportation corridor. The addition of the east-west Northern Beltway limited access freeway will help divert some traffic from I-15 and facilitate easier access to northern areas of the city. Another major transportation feature is the Union Pacific Railroad, which runs relatively

<sup>1</sup> Historical information presented reflects the original research and content contained within the *City of North Las Vegas Comprehensive Plan 1999*.

parallel to Interstate 15 through the city and has served to support industrial development along that corridor.

Residential development within North Las Vegas has been substantial and increasing in recent years. The decision of the Bureau of Land Management (BLM) to release lands in the northern portion of the city limits for auction and development has significantly increased the supply of land and the associated expectations of growth. It is this new supply of developable land, which will be released over the next few decades, coupled with consistently high growth within the Valley that sets the stage for the update of the Comprehensive Plan. The dynamics of the scale of development and growth involved with the BLM land auctions are explored more in the following sections.

Valley has been the recipient of a consistently high annual growth rate of around 7%, North Las Vegas only recently has experienced this high growth rate. Between 1980 and 1990, North Las Vegas grew at roughly 1.2% annually. This rate then jumped to a 14% annual growth rate between 1990 and 2000, and North Las Vegas grew 142% in this decade, nearly twice the rate of growth experienced in the Las Vegas Metropolitan Statistical Area (MSA) in the same period. This growth rate has moderated slightly towards 11% in recent years, and is expected to move closer to the Valley-wide rate of 7% annually in the future, due principally to land availability.

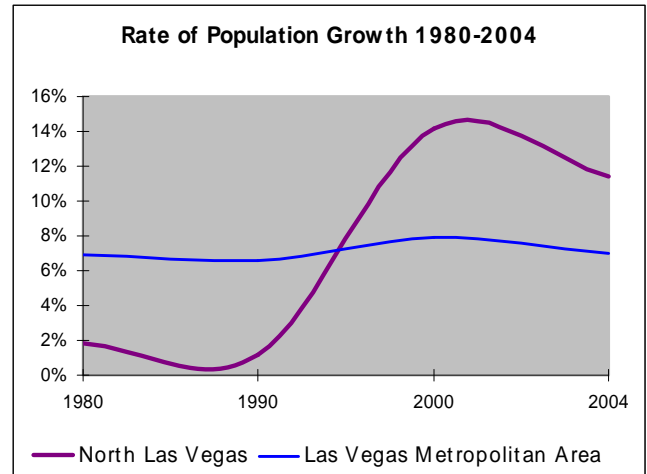
## What does NLV Look Like Today?

### *North Las Vegas' Residents*

### **POPULATION AND POPULATION GROWTH**

North Las Vegas is currently home to roughly 190,000 residents. Whereas the Las Vegas

**Figure B-1: Rate of Population Growth 1980-2004**



Source: U.S. Census, 2000.

**Table B-1: Comparison of Annual Growth Rates, 1980-2004**

Year	North Las Vegas	Las Vegas Metropolitan Area
<b>1980</b>	2%	7%
<b>1990</b>	1%	7%
<b>2000</b>	14%	8%
<b>2004</b>	11%	7%

Source: NLV Comprehensive Plan 1999, U.S. Census, 2000.

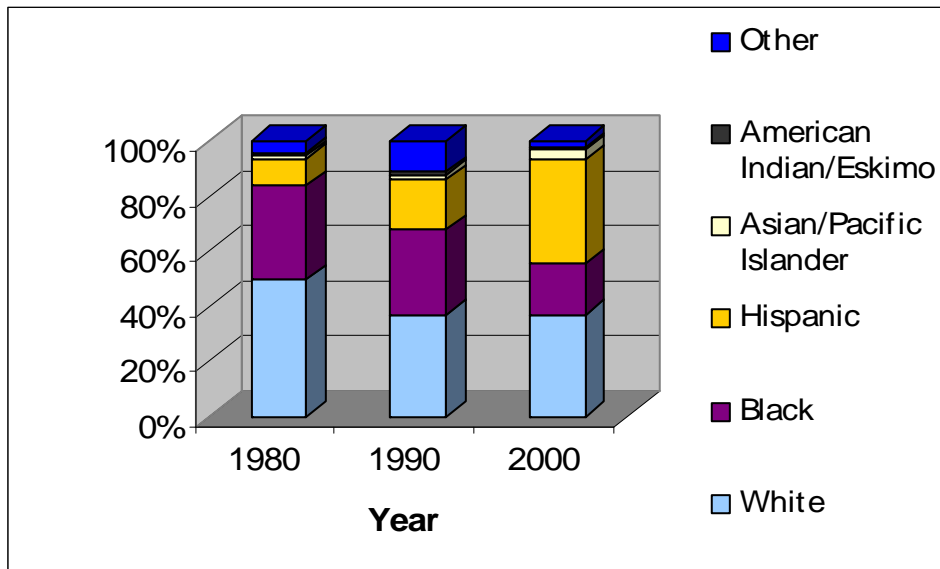
## DEMOGRAPHIC COMPOSITION

The composition of the city’s residents has shifted in the past 20 years toward a more diverse mix. The growth of the Hispanic population has been notable, increasing from 11% of the population in 1980 to 41% in 2004. Within the Downtown, growing diversity has begun to impact the business mix and character. The emergence of a Hispanic emphasis in the Downtown points to an opportunity for the city to create and reinforce unique neighborhoods and districts to capture

and reflect the cultural dynamics of its residents.

In 2000, the population was 115,500 people and tended to be younger than in the MSA as a whole with over one third of the population under 18 years of age. At the same time, North Las Vegas had a smaller senior population than found in the MSA with only 6% of the population over 65 years, compared to 11% in the MSA.

Figure B-2: Diversity of Population 1980-2000



Source: NLV Comprehensive Plan 1999, U.S. Census, 2000.

Table B-2: Comparison of Housing Conditions in 2000

	North Las Vegas	Las Vegas MSA
<b>Housing Units</b>	36,600	559,799
<b>Owner Occupied</b>	70.1%	59.1%
<b>Renter Occupied</b>	29.9%	40.9%
<b>Vacant</b>	7.1%	8.5%
<b>Median Housing Value</b>	\$123,000	\$139,500
<b>Median Family Income</b>	\$46,540	\$50,485
<b>Individuals in Poverty</b>	14.8%	10.8%
<b>Families in Poverty</b>	11.8%	7.9%

Source: U.S. Census, 2000

## **A Livable Community**

As previously described, it was not until recently that North Las Vegas became the focus of the high growth pressure it faces today. Slower growth allowed North Las Vegas to be a community where housing prices remained affordable even as those in other communities in the Valley skyrocketed. This translated into higher levels of homeownership than in the Las Vegas Metropolitan Statistical Area (MSA). At the 2000 Census, the city had a 70% homeownership rate compared to 59% in the Valley as a whole. The increasing market demand for land, however, has caused property values to rise, as seen in other communities in the Valley. This could lead to problems in terms of housing affordability. In 2000, the city already had 32% of its homeowners exceeding the Department of Housing and Urban Development (HUD) recommended 30% of monthly income expenditure on housing. Affordability was worse for renters, with nearly 40% of all renters spending more than 30% of their income on housing costs.

## **North Las Vegas' Neighborhoods**

North Las Vegas currently has roughly 58,000 residential units and offers a variety of neighborhoods, from older homes in the downtown to the newer master planned communities. Naturally, housing development has corresponded with population growth, meaning that a large amount of the city's housing stock was constructed after 1990. According to the 2000 Census, nearly 60% of all housing units in the city were built between 1990 and 2000. Since 2000, the city has added roughly 21,640 new units, representing an additional 60% increase in the number of housing units between 2000 and 2004.

**Table B-3: Annual Approved Development, 1999-2004**

	1999	2000	2001	2002	2003	2004
New Single-Family Units	1,749	2,286	2,665	2,735	4,563	6,114
New Multi-Family Units	803	786	365	558	624	943
New Public Facilities	7	4	7	0	6	3
New Commercial/Industrial	86	86	77	64	122	100
New Hotel/Motel/Casino	10	3	2	0	0	0

Source: City of North Las Vegas

## Housing Conditions Survey

In 2009, a housing conditions survey was undertaken by the City of North Las Vegas utilizing Building Inspectors. The survey reviewed 57,199 single-family homes which were inspected for roof conditions, concrete-work, building exterior as well as front yard conditions and minor nuisance violations. It should be noted that this was a visual snapshot in time and the condition of rear yards and the interiors of homes were not inspected.

Additionally, 468 lots were either vacant land, which is zoned residential, or a survey could not be completed. These lots are not included in the survey results. Nor issues or minor issues were found on 48,179 residences or 84% of the total units. Deterioration issues to the structure were found on 7,304 units or 13%. Substandard living conditions were found on 1,695 units or 3%. Twenty-one (21) units were noted to be in such a state of disrepair as to be virtually uninhabitable.

The results of survey help substantiate the conclusion that while efforts may be necessary to stabilize and improving the condition of some single-family housing within the City, overall, single-family housing stock is decent, safe and affordable.

**Table B-4: Existing Housing Conditions Survey - 2009**

<b>Issues Found</b>	<b>Number</b>	<b>Percentage</b>
None - 4 (Minor)	48,179	84%
5 – 9.5 (Major)	7,304	13%
10 – 19.5 (Substandard)	1,695	3%
20 – 26 (Uninhabitable)	21	.0004%
Unsurveyed	468	N/A

\*\*Note: The survey was a visual “snapshot in time.” Surveys of the interior of homes and rear yards were not conducted.

## **Affordable Housing**

One of the major functions of the Neighborhood Services Division is the development and implementation, along with other HCP Consortium member entities, of the HUD Consolidated Plan. This Plan is reviewed and updated every five (5) years.

### **An Analysis of Projected Growth and Demographics**

The projected population at build out is 407,498 includes land not yet released by the Bureau of Land Management (BLM).

See the American Community Survey, last updated October 27, 2009, at [www.census.gov/acs](http://www.census.gov/acs) for demographic characteristics of the City of North Las Vegas.

In an effort to stabilize neighborhoods heavily effected by foreclosures and vacant homes, a substantial amendment to the 2008 Action Plan, the Neighborhood Stabilization Program, was developed through the Housing and Economic Recovery Act of 2008 (HERA).



**Table B-5: Projected Population 2010 – Build-Out**

<b>Year</b>	<b>Projected Population</b>
<b>2010-2015</b>	<b>236,575</b>
<b>2015-2020</b>	<b>256,967</b>
<b>2020-2025</b>	<b>279,390</b>
<b>2025-2030</b>	<b>304,131</b>
<b>2030-2035</b>	<b>335,622</b>
<b>After 2035</b>	<b>410,000</b>

**Inventory of Affordable Housing**

See the HUD Consolidated Plan (HCP) Consortium FY 1010-2014 Strategic Plan.

The HCP is developed through a Consortium comprised of Clark County and the cities of North Las Vegas, mesquite and Boulder City. The HCP identifies a series of community development and affordable housing activities over a five (5) year planning horizon. The HCP is endorsed and adopted by the North Las Vegas City Council and it provides a logical link between the city’s Comprehensive Master Plan and the implementation of the adopted HCP by the City and its partners.

According to the HCP for 2010 – 2014, affordable housing activities include support for new construction of rental housing to tenant based rental assistance. These activities expand the supply of affordable renter and owner housing for low-income and very low-income household. (Figure 7 of the Action Plan 2010.)

**Current and Prospective Need for Affordable Housing**

The housing needs of moderate, low and very low-income households are best addressed by the HCP Consortium. The HCP Consortium determined general priorities that are listed in the

Strategic Plan section of the HCP. Not surprisingly, it identifies high priority needs as those addressing extremely low-income households, extremely low-income existing owner households, persons with special needs and first-time homebuyers. Medium priority needs address moderate-income renter households and moderate-income existing owner households.

**Impediments to Development of Affordable Housing**

The HCP Consolidated Plan 2010 - 2014 identifies barriers to affordable housing within the HCP Consortium for which strategies will be implemented to remove. They are the legislature, citizen review, water fees, limited land availability, development fees, permit and plans review time, rezoning or variance processes, federal and state environmental protection regulation, Boulder City voter-adopted growth controls, financing for homeownership and community support. (An implementation study is currently underway and should be ready for dissemination by early 2011.)

**Analysis of the Characteristics of Land Most Suitable for Development of Affordable Housing**

The type and location of residential uses that are found through the City are determined and shown on the City of North Las Vegas Comprehensive Land Use Map. Each of the land use classifications has related zoning classifications that regulate the type and density of residential development. As of May 2010, the following acreage and percent of total land use is as follows:

Table B-6: Residential Acreage and Percent of Land Use – 2010

Land Use	Acreage	% of Land
Low Density Residential	12,111	19.2
Medium Density Residential	2,334	3.7
High Density Residential	363	0.6
Planned Unit Development (PUD)*	5,739	9.0
Mixed Use Development (MUD)*	300	0.5

*\* The PUD and MUD land uses may be comprised wholly (PUD) or partially (PUD and MUD) of residential development.*

### An Analysis of the Needs and Appropriate Methods for Creating Affordable Units through Development or Rehabilitation

The HCP provides a detailed Strategic Plan for addressing the affordable housing needs based on cost burden and/or over-crowded conditions for extremely low-income, low-income and moderate-income renter and owner-occupied households. The Strategic Plan also creates opportunities for homeownership through the development or rehabilitation of owner-occupied units, along with down-payment assistance for qualified households, over the five-year HCP horizon.

### A Plan for Maintaining and Developing Affordable Housing

The HCP is designed with a series of objectives intended to be achieved over a five-year time horizon. These objectives are implemented through an annual Action Plan. Each year, the City, along with HCP Consortium member entities, prepared such an Action Plan. The Action Plan allocates funds to specific projects that implement the objectives in the HCP.

## The Downtown

The Downtown, which centers along Lake Mead and North Las Vegas Boulevards just east of I-15, represents the oldest portion of the city. Street blocks tend to be shorter and land uses more mixed, conditions which promote a high level of pedestrian activity. The Downtown is home to city government offices, including the courthouse and various municipal services, such as a post office and library. Currently, the city's Civic Complex is located on Civic Center Drive, just off of Lake Mead Boulevard, but the city has plans to move the Complex to a more visible location within the Downtown. There are numerous parks in the Downtown, most notably the larger Hartke and Petitti Parks, both of which have public pool facilities. Cheyenne Sports Complex is also nearby.



*City Hall at the City's Civic Complex.*

The Downtown area is a predominantly Hispanic community. In 2000, the Downtown area was nearly 70% Hispanic, and was home to 66% of the city's entire Hispanic population. By 2004, the Hispanic proportion of the Downtown population had increased to nearly 80%. This concentration has led to the emergence of a Hispanic business cluster, including numerous restaurants and stores.



*The downtown has seen the emergence of a Hispanic business district.*

The downtown faces several challenges. Commercial strips lack visual appeal and cohesion, with numerous vacant lots and structures interspersed between active businesses. The configuration of Lake Mead, Las Vegas Boulevard, and the Civic Center arterials as large seven-lane roadways makes pedestrian and bicycle transportation difficult. Blighted conditions, in both housing and commercial structures, led to the designation of two redevelopment areas: the Downtown and North of Downtown Redevelopment Areas. Master Plans were completed for each of these areas in 1990 and 1999, respectively. The Redevelopment Area designation allows access to additional funding sources and will assist local government efforts in the future development and revitalization of Downtown.

## Master Planned Communities (MPC)

### MASTER PLANNED COMMUNITIES OF THE 1990s

Master Planned Community development first began in the City of North Las Vegas in the 1990s. These developments tend to be single-use residential areas with a consistent architectural style (predominantly stucco), and are generally walled. These walls face the

major arterial grid network, which define the perimeters of these communities. Internal local street networks tend to be more meandering with numerous cul-de-sacs.



*A residential development typical of 1990s construction.*

With few exceptions, amenities, such as parks, retail and employment, are not located within these developments, but along nearby major arterials such as Craig Road and Cheyenne Avenue. The commercial and employment uses in these areas tend to be strip-style developments. Nearby public parks include Theron H. Goynes Park, Monte Vista Park, Seastrand Park, Cheyenne Ridge Park, and the Silver Mesa Park and Recreation Center.

Challenges facing this portion of the city revolve around integrating desired amenities, non-auto transportation features and greenway connections into the neighborhoods. A regional trail is currently planned through this area that would connect neighborhoods to Craig Ranch Regional Park and the downtown. The challenge will be to provide safe and convenient connections from within the neighborhoods to this trail system and other amenities given the predominance of walls and a limited pedestrian system.



*The Aliante development offers a more diverse mix of housing and amenities than older developments*

## **NEW MASTER PLANNED COMMUNITY DEVELOPMENT**

New Master Planned Communities represent a major trend in current (post 2000) residential development, a trend that will continue to dominate future development in northern portions of the city. Newer MPCs have emerged with a greater mix of types and styles of residences, both single-family and multi-family, and with commercial centers interspersed within residential areas. More emphasis is placed on connective greenways, sometimes structured as golf courses, and developed park space, including ponds and playground equipment.

New Master Planned Communities will have a significant impact on the future style of neighborhoods and land use mix in the city and represent an opportunity for the city to encourage high-quality development. By examining successful innovative projects in other communities, the city can help shape goals and policies for how this type of development should progress in the future. One major dynamic that will impact these developments will be the future University of Nevada campus in the north and the planned North 5<sup>th</sup> Transit Corridor. Both of these projects could impact the desired approach to style and density in the city's northeast area.

## Transportation

North Las Vegas has several major transportation features. Interstate 15 crosses the city in a north – south diagonal along the southern boundary of the incorporated area. The Union-Pacific Railway runs parallel to I-15, creating a major transportation corridor that serves as the basis for industrial development in this area. Highway 215 Northern Beltway is another highway corridor that creates an east-west connection across the northern area of the city to I-15. The North Las Vegas Air Terminal is located in the southwest corner of the City, and provides limited commercial air transportation service. Most commercial air travel for North Las Vegas is provided by the McCarran International Airport which is currently examining plans to add a second airport location.

The city roadway network is comprised of a grid-style arterial system. Traffic congestion is a noted problem along various arterials, located primarily on section lines at 1 ½ mile intervals within the city, particularly along the I-15 corridor in the southern portions of the city. The extent of congestion has not yet been documented as the city currently does not have a transportation model to measure roadway level-of-service failures. Such a model would look at traffic counts on different roadways and measure roadway function based upon the width and capacity of the road. This type of model is very useful in identifying roadway capacity problems and weighing the effectiveness of different roadway improvement alternatives. The model would also help to plan for traffic impacts that would result from future development and allow for better coordination of transportation planning and investment. The city is currently looking to develop this modeling capacity.



*Traffic congestion impacts quality of life and is a growing problem valley-wide.*

A major transportation variable that will impact the development and use of I-15, beltways, and other major roadways in Clark County is the Congressional decision regarding the use of Yucca Mountain as a high-level radioactive waste disposal site. While the details of the transportation schedule and routes to be used remain unknown at the present time, it is clear that Interstate 15, as a default truck route for north-south movement, will be used. Beltways in the north and west may also be used to access I-15 and US 95. The Yucca Mountain project will result in the transportation of high-volumes of waste for at least 40 years and will require coordinated planning with city, county, state and federal agencies.

## Parks, Recreation, Trails, and Open Space



The Craig Ranch Golf Course will become Craig Ranch Regional Park.

North Las Vegas is host to many parks and recreation amenities. The recent *Parks and Recreation Facilities Master Plan Update (2004)* classified these amenities into six broad categories. In their 2003 inventory, the city had the following public parks:

- One regional park,
- Two community parks,
- 15 neighborhood parks,
- Three joint/school parks,
- Seven special recreation facilities, and
- Three mini-parks.

These parks and recreation amenities are illustrated on Figure A-1 Parks and Recreation, located in Appendix A.

The city has been working to keep the parks well-maintained, and the Master Plan found the overall rating of park maintenance to be very high. The amount of total parkland, however, was found to be highly deficient. Whereas the nationally adjusted parkland standard is 7.5 acres/1000 residents, North Las Vegas only had 2.51 acres/1,000 residents at the time of the Master Plan. To increase the amount of park space to serve

the current and future population of North Las Vegas in both variety and amount, the Master Plan suggests a schedule of additional park and recreation facilities. The land purchase and facility development for these parks has already been successfully funded, and park creation is underway. Despite the successful implementation of the entire *Parks and Recreation Facilities Master Plan Update (2004)*, a citywide parkland deficiency still exists, one that will increase as the population grows in the future.

Two recent developments have impacted the future capacity of the city to fund and preserve parks and open space. The 1998 Southern Nevada Public Lands Management Act provides a rich source of funding for parks and open space preservation. This act allows the revenue from the sale of Federal lands to fund capital improvements on federally managed recreation areas, conservation planning for Clark County, conservation and environmental education efforts, sensitive land acquisitions and restoration of Lake Tahoe. This source of revenue has thus far financed the implementation of the *Parks and Recreation Master Plan Update (2004)* recommendations, and will be able to supply future revenue to support the purchase of additional parks.

Secondly, the discovery of paleontological fossil deposits and archeological/cultural artifacts on the BLM disposal land has resulted in the listing of approximately 960 acres as the Tule Springs National Register Site which will entail the preservation of this land as open space in the northwestern corner of the city. In addition, two sensitive plant habitats, the bear poppy and buckwheat, have recently been identified within the same area. Conservation of these plant habitats could expand the open space area around the Tule Springs National Register Site to over 1,300 acres.

## Schools and Libraries

### SCHOOLS

All schools that serve city residents are within the Clark County School District (CCSD). In July of 2001, CCSD reorganized into five service regions to better coordinate the level of communication between schools and home. North Las Vegas is within the Northeast Region and is served by 23 elementary, seven middle, and four high schools. In addition, Hayden Elementary and Johnson Middle Schools are scheduled to open in 2007. (See Figure A-2: Schools and Higher Education Institutions, located in Appendix A.)

Higher education institutions in North Las Vegas include the Community College of Southern Nevada's Cheyenne Campus, located just northeast of downtown, which had an estimated 35,000 enrolled students in the 2004-2005 academic year. The proposed future University of Nevada campus, which would be located just north of the Northern Beltway along Pecos Road, could have an estimated 25,000 students, and would be a significant addition to the city.



*Steve Cozine Elementary School in North Las Vegas.*

### LIBRARIES

The North Las Vegas Library District currently operates its Main Library at 2300 Civic Center Drive in the City Complex. The District just recently completed and opened the first new

full-service library in 40 years on Deer Springs Road in the Alliant development. The city also has tentative plans to construct a future library facility near the intersection of Alexander Road and Martin Luther King Boulevard. (See Figure A-3: Community Facilities and Services, located in Appendix A.)

## Health and Safety Services

### HOSPITALS

One hospital currently serves residents of North Las Vegas: the North Vista Hospital Medical Center, located at 1409 East Lake Mead Boulevard. Plans are underway to add two more hospitals in the northern portion of the city: a Veterans Administration Hospital just south of the Northern Beltway along Pecos Road, and Meadows Hospital at Losee Road and Tropical Parkway. (See Figure A-3: Community Facilities and Services, located in Appendix A.)

### POLICE

The North Las Vegas Police Department is currently headquartered at the Public Safety and Administration Building on East Lake Mead Boulevard, which also serves as the South Area Command. The second area command center is the Northwest Area Command located at 3755 West Washburn Road. A New Justice Facility housing the Detention Center was recently completed in February 2005. The Department is currently staffed by 245 police and 120 detention commissioned personnel and 223 authorized civilian personnel, patrolling in seven districts across the city. (See Figure A-3: Community Facilities and Services, located in Appendix A.)

While the department experienced a staffing increase of 98% between 1992 and 2002, staff increases have not kept pace with growth since 1997. As expected, call volumes have increased with population. Insufficient staffing, however, has contributed to an increase in "stacking" time, the amount of time in between when a call is received and an officer

dispatched, from 17.57 minutes to 24.37 minutes (1992-2004). The increased size of the developed area as well as traffic congestion have also increased the amount of travel time once the officer is dispatched from 5.08 minutes to 6.26 minutes between 1999 and 2004 (City of North Las Vegas Police Department Historical Trends data).



*North Las Vegas Police on patrol.*

Community crime data indicate that between 1993 and 2002 violent crimes decreased by 14.4% while property crimes increased by 31%, attributed largely to the increase in more affluent, high-end home construction. In order to meet the needs of the city into the future, the Police Department anticipates needing two additional Area Command Centers to serve the developing areas to the north, and to increase staffing from the sworn staff to 1000 population ratio of 1.44 in 2002 to achieve a ratio of 1.82 (City of North Las Vegas Police Department Staffing Plan Final Report, 2003).

### **FIRE**

Fire and emergency response services are provided by the North Las Vegas Fire Department, with a home base at Fire Station 51 on East Carey Avenue. The department currently operates out of six fire stations, with plans for the construction of a seventh at Azure Avenue and Losee Road. This seventh station will be constructed to handle the additional call load due to rapid

growth in the Azure Avenue area. The city's Fire Department works in conjunction with Clark County and Las Vegas fire response services with a policy of automatic aid. This agreement lowers response time by allowing the closest responder to aid a call, regardless of jurisdictional boundaries.

Due to recent rapid growth, the North Las Vegas Fire department has seen an increase in its average response times. Whereas the national standard response time is to have a 4-minute response 90% of the time, the city has increased from a 6-minute response 90% of the time to a 6-minute response 60% of the time in the last few years. Over the past year, the Fire Department has been working to document the response call volume and times to assist in planning for increased citywide fire response capacity.



*Central Fire Station 51 is also the center of Fire Operations. (Photo courtesy of the North Las Vegas website)*

As the city increases in density, and thereby in height, another issue the Fire Department will face is how to update its equipment to serve a changing physical city. Current trucks are not equipped with ladders high enough to service a building in excess of 75 feet, or three stories, in height. (See Figure A-3: Community Facilities and Services, located in Appendix A.)



## Water and Sewer

### WATER SUPPLY

The Southern Nevada Water Authority (SNWA) is a regional water authority responsible for managing the region's water resources and ensuring adequate future water supplies for the Las Vegas Valley. SNWA was created in 1991 by seven local agencies whose representatives now serve as its governing agency: Boulder City, Henderson, Las Vegas, North Las Vegas, Big Bend Water District, Clark County Water Reclamation District, and Las Vegas Valley Water District. The Southern Nevada Water System (SNWS) diverts water from Lake Mead and treats and distributes the water from the Alfred Merritt Smith and River Mountains water treatment facilities. Water is then distributed to the purveyors via a looped regional system of pipelines within the Valley. Smaller distribution lines and reservoir storage tanks are the responsibility of the city. The water supplied to the city by the SNWA is supplemented by six production wells owned and operated by the city. In addition to water treatment and supply, the SNWA also creates and maintains a Water Resource Management Plan and operates water conservation programs which range from educational resources and watering restrictions to their Water Smart Home Certification Program.

The city owns and operates its own water utility system. Customers served by the city water utility include residents within the North Las Vegas city limits, unincorporated areas of Clark County, and some areas located within the City of Las Vegas. Water is supplied from two sources: the Colorado River supplied through the Southern Nevada Water System and groundwater wells located within the Las Vegas Valley Artesian Basin. The city is currently updating its Water Master Plan for the city.

### WASTEWATER TREATMENT

The Utilities Department of North Las Vegas was created in January of 2004 and is responsible for facilitating water distribution and sanitary sewer collection for all of North Las Vegas and some unincorporated areas in Clark County. Most of the city's wastewater (95%) is collected to the south east corner of the city where it is intercepted by the City of Las Vegas for treatment. The remaining 5% is treated by Clark County. The city is updating the City of North Las Vegas Wastewater Master Plan which will be completed by late 2006. The city is also pursuing a water reclamation facility to be constructed in the near future. Current city wastewater flows are roughly 16 million gallons per day (MGD). The planned facility would have an initial capacity of 20-25 MGD, expandable to 50 MGD to accommodate future growth.

The city recently became a member of the Clean Water Coalition which is tasked to implement the Systems Conveyance and Operations Program (SCOP) our improve our community's water quality through construction of a 17 mile pipeline that will carry high quality treated wastewater deep into Lake Mead.

### STORM DRAINAGE

The Las Vegas Valley Flood Control Master Plan Update prepared for the Clark County Regional Flood Control District in September 2002 identifies the existing and future facility inventory for the City of North Las Vegas. The city is in the process of updating this plan with the Clark County Regional Flood Control District and the new plan will be completed in 2007. The city also has the North neighborhood Flood Control Master Plan (July 2002) for a portion of the city which shows local facilities that the city has developers construct.

### Power Delivery System

Electric power is supplied to the city by Nevada Power Company. Older power distribution uses overhead, wood-pole lines, while newer

facilities are installed underground per the city's code. Higher voltage transmission lines are installed overhead. Current and planned transmission lines and substations within and directly around the city are illustrated on Figure A-9: Transmission Line and Substation Plan. The city has and will continue to cooperate with Nevada Power Company on infrastructure planning.

## Air Quality

The Clark County Department of Air Quality Management (SDAQM) is responsible for monitoring our air, developing proper control measures, and educating the citizens of Clark County on how they can impact air quality. The Monitoring section of the DAQM operates air quality monitoring instruments to measure ambient concentrations of pollutants.

The specific pollutants of most concern within the Valley include ozone, carbon monoxide, and particulate matter less than 10 micrometers in diameter (PM10). The dominant source of elevated PM10 levels within the Valley is windblown dust originating primarily from disturbed or unstable desert soils during moderate to high wind conditions and secondarily from both paved and unpaved roads. High to moderate ozone levels are of local origin coming primarily from vehicle exhaust emissions, but they are also significantly influenced from pollutants blown in from other areas. The origin of carbon monoxide is largely local urban traffic.

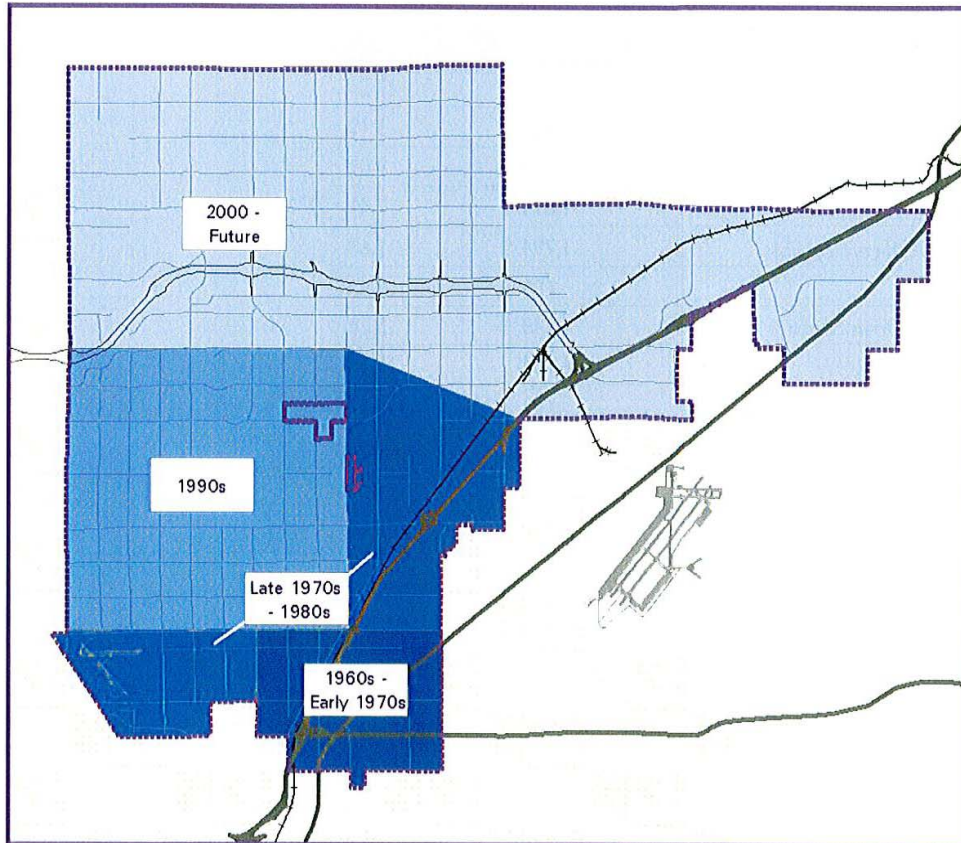
## Land Use Patterns

### WHERE HAS THE CITY BEEN GROWING?

Growth in the city has followed a northward fanning pattern. Most of the original downtown area was built in the 1960s and early 1970s. Development in this area is very mixed and residential lots and houses are smaller than those found elsewhere in the city. In the late 1970s and 1980s, growth moved to the north and west of downtown. In the 1990s, the city saw its first Master Planned Community development occur to the northwest of downtown, and these developments tended to be predominantly single-use residential areas.

Recent and future growth is occurring, and expected to continue in the northern portion of the city where the BLM is auctioning its lands for development. The size of the land releases is conducive to the development of MPCs. Recent developments, such as Aliante, are representative of what newer MPCs may look like. In contrast to those of the 1990s, the newer MPCs tend to incorporate more amenities and services such as open space, commercial centers, parks, and golf courses. They also have more variety in terms of housing, including both multi-family units and a range of single-family residences.

Figure B-3: Chronology of Development



Source: U.S. Census, 2000, and Clarion Associates.

### CURRENT LAND USE MIX

Developed land currently accounts for less than half (45%) of the city's total land area. (See Figure A-4: Existing Land Use, located in Appendix A.) Residential development is the single largest land use, accounting for nearly one third of all developed land in the city. Of this residential land 27.5% is occupied by single-family residences and 3% by multi-family developments.

Commercial activity, including neighborhood, community, and regional commercial development, constitutes roughly 4% of developed land. Commercial activity tends to be located along major arterials such as Craig Road, Lake Mead Boulevard, and North Las Vegas Boulevard. Some commercial nodes

also exist, such as at the intersection of Simmons and Ann, but they are not the current predominant form, which is primarily strip commercial development.

Industrial land uses occupy 7.6% of the total developed land area within the city. These uses are concentrated most predominantly along the I-15/ Union Pacific Railroad corridor which includes Losee Boulevard. The Cheyenne Technology Corridor is another key industrial area, thanks in part to the economic development strategy for that corridor. In addition, new industrial development has begun to emerge along Craig Road.

The presence of Nellis Air Force Base and the National Guard lands in the northeast portion of the city are also a significant component of the land use pattern. Past uses for military

training exercises, and current military flight paths impact not only the land owned by the

military, but also those in between and to the east of the base and National Guard area.

**Table B-7: Current Land Use Mix of Developed Lands**

<b>Land Use</b>	<b>Acres</b>	<b>% Total</b>
Single Family Residential	6,523	27.5%
Multi-Family Residential	732	3.1%
Commercial	948	4.0%
Industrial	1,815	7.6%
Business/Office/Hospital	1,794	7.6%
Schools	680	2.9%
Parks and Open Space	1,238	5.2%
Unknown and ROW	6,904	29.1%
Military	3,108	13.1%
<b>Total</b>	<b>23,742</b>	<b>100.0%</b>

Source: City of North Las Vegas parcel data, Clarion Associates, June 2005.

# APPENDIX C: PLANNING ISSUES AND OPPORTUNITIES

The process of updating the Comprehensive Plan provides an opportunity for the city to better understand the dynamics of growth, development, services, and quality of life for residents. Early in the process, the project team worked to evaluate current growth, infrastructure, service provision, and development trends to determine what issues and opportunities should be part of the City's strategy for its future. These issues and opportunities were identified, confirmed, and refined through a process that involved a detailed review of the *Visioning 2025* document, and a series of interviews and meetings with community stakeholders, staff, the Citizens' Focus Group, and elected and appointed officials.

The issues identified through this process are summarized in this Appendix and are organized into the following categories:

- Growth and Development,
- Housing and Neighborhoods,
- Employment and Jobs,
- Community Identity and Image,
- Transportation and Circulation, and
- Quality Services and Facilities.

## Growth and Development

### Issue 1

#### *Establishing Pivotal Centers of Activity*

The *Visioning 2025* document establishes the concept of Pivotal Centers (employment and activity centers or corridors in North Las Vegas) and identifies five areas: Downtown, Northern Development Area (future), Industrial areas, Cheyenne Technology Corridor; and the Craig Road and Camino al Norte Area. The plan update process will address how to incorporate and build on the pivotal centers concept, including how to more specifically define the location, purpose and characteristics of these centers, and how they relate to the rest of the city.



*The Cheyenne Technology Corridor has proved an economic success for the city.*

## Issue 2

### *The Future University of Nevada Campus and the Northern Development Area*

The University of Nevada is in the early stages of planning a new campus in the Northern Development Area. This planned new campus could ultimately serve up to 25,000 students and is a major influence in future planning within North Las Vegas. The University has a dense, urban concept plan that has the potential to significantly shape this part of the city for many decades. The city is currently working with University of Nevada to proactively plan for the land around the campus. This plan update will incorporate current thinking and explore potential options for the Northern Development Area.



*Vacant lands are found throughout developed areas of the City.*

## Issue 3

### *A Large Supply of Infill Land, but no Infill Policies*

Development in NLV has steadily grown northward but, in the process, has left vacant parcels of various sizes scattered within otherwise developed areas. The *Visioning 2025* plan promotes infill as an efficient use of land, but the city currently lacks policies to

guide infill development. It will be important to ensure that infill is done in a way that improves, rather than disrupts, the quality and character of existing neighborhoods and developed properties. This update process is an opportunity to develop relevant infill policies—both to promote infill and to protect existing neighborhoods.

## Issue 4

### *Future Master Planned Communities*

North Las Vegas, unlike other cities in the valley, has the potential for thousands of acres of new Master Planned Community (MPC) development on Bureau of Land Management (BLM) release lands. The planning process offers an opportunity to explore contemporary projects in comparable communities, both in the Las Vegas Valley and the greater southwest, to determine what types of market-driven development could be happening in the city. The city could potentially investigate market-driven products such as mixed-use, urban villages, neo-traditional, new urbanism and transit-oriented development. The city may focus on creating communities offering a live, work, and play environment — a mixed use environment with internal connectivity, areas of natural landscape, open space, and other amenities.



*The new Aliante MPC development.*

## Issue 5

### *Commercial Centers Versus Retail Strips*

The main commercial areas in the city currently tend to be located along major arterial streets. The current “commercial option” allows any property that fronts an intersection of two 100-foot or wider arterials to be converted to commercial. Commercial nodes at intersections tend to morph into continuous strip commercial development along major roadways. If the community wants to emphasize commercial centers, as described in the *Visioning 2025* document, this plan update should address appropriate locations for commercial centers and whether or not to limit strip commercial development in the future. Furthermore, North Las Vegas has a relatively limited amount of neighborhood services and convenience retail in close proximity to residential areas. The discussion of future commercial development will also consider how to better integrate land uses, particularly in the newly developing areas to the north.



*A commercial center in North Las Vegas.*

## Issue 6

### *Policies for Quality Mixed-Use Development*

The valley is seeing increased market demand for mixed-use development, including higher density housing, but the city does not have policies to guide this development—either where it should go, or how it should be designed and integrated into neighborhoods. Mixed-use projects are currently done by development agreement, but there is little guidance within the Comprehensive Plan to ensure that projects are done well. Staff and others point to examples of mixed-used development outside of the community, such as The District in Henderson, as a potentially desirable goal for the community. These and other examples could guide the development of relevant policies for mixed-use areas in the city.



*Current redevelopment areas target underutilized areas of the downtown that have higher levels of blighted structures and vacant land.*

## Issue 7

### *Redevelopment in Appropriate Underdeveloped Zones*

The city currently has two redevelopment areas: Downtown and North of Downtown. While the redevelopment plan for the north redevelopment area dates back to the last Comprehensive Plan, the downtown redevelopment area has not been updated since its completion in 1990. The 1999 Comprehensive Plan does not include policies to address unique attributes of redevelopment areas versus other parts of our community. Policies that could be explored may include identifying different standards as appropriate to the architecture, function, and character of different areas. The Downtown and North of Downtown, for example, may ultimately merit different standards than the rest of the community. The plan update is also an opportunity to explore whether to establish any new redevelopment areas in areas where the market indicates land is currently underdeveloped and promote proactive redevelopment policies.



*Development trends within the Las Vegas Valley are showing demand for higher-density mixed-use development, like The District in Henderson.*

## Issue 8

### *Urbanization and Higher Density*

North Las Vegas appears to be transitioning from a suburban community to one that is more urban in character. The Regional Transportation Commission's proposed transit corridor along North 5<sup>th</sup> Street would connect to the future UNLV campus and plan for higher densities around transit stations. The real estate market shows demand for higher density uses, both valley-wide and in the city. The plan update is an opportunity to test different suburban and urban land use alternatives and evaluate the implications of different land use scenarios. Through this process, the city will adjust the Land Use Plan and policies to address the demand for higher density development.



*The large open lands of the BLM in the northern portion of the city contain areas of environmental and historical significance.*



## Issue 9

### *Conservation*

In 1998, Congress enacted the Southern Nevada Public Land Management Act. This act has had major impacts in Southern Nevada on land availability and in providing additional funding sources for city parks, natural areas and trails. The city has a substantial amount of BLM acreage within its boundaries that may have cultural, historic and aesthetic significance that the plan will need to address in an environmentally sensitive context.

The Southern Nevada Planning Coalition is also in the process of developing open space guidelines and opportunities for regional open space throughout the Valley. The city's plan may offer new guidance on environmental awareness, sustainability, habitat preservation and energy conservation.

## Housing and Neighborhoods



*Newer residential areas have seen more parks and other amenities incorporated into their developments.*

## Issue 1

### *Integrating the Concept of “Villages and Neighborhoods”*

The *Visioning 2025* document directs the city to develop as a “collection of villages and neighborhoods.” Achieving this goal of higher-quality neighborhoods involves addressing patterns of development in new areas and how best to modify existing residential areas to better meet this concept of neighborhood identity. Newer MPCs have been moving closer to creating villages and neighborhoods by providing some amenities, such as parks and retail areas. Older subdivisions (the 1980s and 1990s era development) in the midsection of the city however, lack many of the unique and unifying elements of true neighborhoods such as connected walkways, community centers, or neighborhood parks and schools.

Integrating some of these amenities into residential areas will involve examining the trend of small lot development, which is viewed by some as resulting in higher density housing that lacks the amenities required to be a true neighborhood. A revision of the small lot

development requirements and provisions may be necessary in order to incorporate greater flexibility and encourage the inclusion of more amenities in these residential developments.

regional basis. The city will play a key role in this regional process.

## Issue 2



*Higher density development offers opportunities for attainable housing.*

### ***Housing Variety, Including Affordable/Attainable Housing***

Development of a future Land Use Plan entails looking at the balance of housing types within the city. Historically, North Las Vegas has had a greater share of the valley's affordable housing than any other neighboring city. Some see it as having a disproportionately high share and would like to promote more move-up housing. Escalating housing costs point to an increasing need for additional affordable housing in the future, including workforce housing, starter homes, and senior housing. The new land use plan will examine how best to accommodate a healthy range of housing types. Grant opportunities and strategic public-private-non-profit partnership options could then be examined to assist with achieving certain housing goals. The Southern Nevada Planning Coalition has created a committee to address the affordable/attainable housing issue on a

## Employment and Jobs

### Issue 1

#### *Business Attraction and Retention Strategies*

The plan update is an opportunity to address the city's goal to continue to diversify its economy and avoid becoming a bedroom community. The Cheyenne Technology Corridor has proven to be a successful economic strategy for the city, but some members of the development community would like to broaden economic development strategies into other areas. The plan update process will help clarify what economic development issues and strategies hold the most promise for achieving long term goals and economic vitality. As part of this discussion, the city will look at what a healthy overall Housing-Jobs Balance would be for the city.



*New industrial development along the Cheyenne Corridor.*

### Issue 2

#### *Safeguarding the Industrial Land Supply*

The current market favors residential development, resulting in a trend of converting vacant industrial land to residential uses. Economic development proponents are

concerned about “holding the line” on an industrial (or non-residential) land reserve before too much land is converted to residential uses. In particular, the industrial areas east of Interstate 15 and around Nellis Air Force Base have been recommended as areas that should be reserved for industrial uses. The planning process will explore which current industrial areas are viable, how much future industrial land will be necessary, and where future industrial lands should be reserved.

### Issue 3

#### *Locating a Regional Commercial “Power Center” in NLV*

Currently North Las Vegas lacks a regional commercial center. The *Visioning 2025* document promotes the creation of a regional commercial “power center” to make the city more competitive with its neighbors. The plan update will explore possible alternative locations for this type of commercial activity along with the locational needs of a successful power center.

## City Identity and Image

### Issue 1

#### *The City Lacks Distinctive Gateways and Public Centers*

Signature gateways, particularly at major points of entry into the city such as I-15 interchanges, are stressed in the “Visioning 2025” document and by public and private individuals, as a way to help define a sense of place within North Las Vegas. The 1999 Comprehensive Plan does not address public spaces such as gateways, street corridors, civic centers, and other “public” areas. This plan update will suggest improvements to the public realm.



*Current gateways into the city do not create a strong sense of entry.*

### Issue 2

#### *The Downtown Does Not Serve as a Recognizable Core for the City*

The Downtown represents a major opportunity for North Las Vegas to define its identity through quality design in redevelopment projects and to pursue its goals of having an active city center offering a mix of residential, business, civic, dining, and entertainment options. The city may

relocate its Civic Complex to a more visible location which would help establish and define the Downtown. This area is home to many Hispanic residents and businesses, a unique quality that the city could build upon to create a unique and attractive district within the city. The plan update will help set direction and policies for the redevelopment and enhancement of this area.

### Issue 3

#### *North Las Vegas is Fragmented into Several Distinct Geographic Areas*

The city is a spread-out community that has evolved over time into what appears to be three different residential sections of the city with different socio-economic, development styles, and needs: the older areas to the south tend to be higher density and include the downtown; the midwestern section includes most of the MPCs dating from the 1980s and 1990s, and the northern section contains recent MPCs such as Aliante and the BLM release lands which will be the site of future development. Each section has differences in demographics, amenities, character, and built environment. In addition, the industrial corridor composes another distinct part of the city, and one that effectively separates the southern residential section from the other two. The plan update will consider ways to create a unified sense of community within North Las Vegas.

## Transportation and Circulation

### Issue 1

#### *The Current Streets System is Disconnected*

The city is experiencing many of the debates about connectivity that are occurring valley-wide relating to street orientation, the impact of walled and gated communities on community connectivity, local street connections, pedestrian access and amenities between residential and commercial areas, and other issues surrounding the viability of multi-modal transportation. A specific prominent street issue within North Las Vegas is the predominance of “sawtooth” roads and the visual and functional disconnection they create. Currently, developers are required to improve only half a street, or the portion that is on the property, resulting in unfinished streets all over the city that cause traffic safety, congestion, and flooding problems. Another issue the plan update may wish to address is how to reconcile the grid street requirement for major arterials in the Master Transportation Plan with the more prominent pattern of meandering local streets in new developments.

The Vision 2025 plan sees the grid requirement as an important policy for creating a connected streets system. Important to the policies on transportation issues in the Plan is the fundamental relationship of land use to the transportation needs of the city along with the timing of these land use developments and the infrastructure needs of the city.



*A sawtooth road in northern North Las Vegas.*

### Issue 2

#### *Bicycle and Pedestrian Travel Options are Very Limited*

Current city street standards for collector and arterial rights-of-way do not provide for bicycle lanes or promote a particularly walkable city. The predominance of walled neighborhoods further impacts the level of pedestrian and bicycle connectivity between homes and services or public areas such as schools.

### Issue 3

#### *North 5<sup>th</sup> Mass Transit and Transit-Oriented Development*

The North 5<sup>th</sup> Street Transit Supportive Concept Plan proposes the route and station areas for this planned transit corridor. The station areas along this transit line are envisioned as higher-density mixed-use areas in line with principles of Transit-Oriented Design (TOD). Mass transit projects are as one way in which the quality of life problems associated with traffic (congestion and air quality impacts) can be addressed. The *Visioning 2025* document recommends that long term transportation planning identify potential transit locations.

## Quality of Services

### Issue 1

#### *Community Services Keeping Pace with Growth*

Community services, such as fire, police, health, education, utilities, libraries, and parks and recreation, need to be planned and expanded in line with the growth of the community to ensure both adequate supply and a high level of service. Schools have been impacted by the rapid growth and in turn have impacted neighborhoods. The Plan can address better school pre-planning, school site selection and design considerations for the city.



*Coordinating growth of services to keep pace with growth will be an important factor in safeguarding a high quality of life in the city.*

### Issue 2

#### *Air Quality and Traffic Congestion*

Air quality is a valley-wide issue. While North Las Vegas has enjoyed relatively good air quality compared to other communities in the valley, maintaining air quality as development increases will be a challenge. The *Visioning 2025* document stresses the relationship of traffic congestion and air quality. This community good should be integrated into the overall land use, multi-modal connectivity, and transportation planning discussions and decision-making.

Transportation issues, particularly access and congestion, are considerable variables in the overall economic activity and quality-of-life within the city.

## Plan Format

### Issue 1

#### *Plan Flexibility and Predictability*

The Comprehensive Plan is a document intended to provide guidance to residents, the city, and developers, as to where different types of development should occur. The current plan does not meet the needs of the community as a guide that can offer a certain amount of predictability in land use decision making. The market is dynamic and the plan rigid, which has caused some friction in implementation decision-making and has necessitated frequent amendments to the plan map. Few mechanisms are in place to ensure that the community implements the Comprehensive Plan. Some city staff and community representatives have expressed interest in structuring the updated plan to emphasize compatible form or character within an area rather than the more traditional use-based plan. Form or character based options will be explored as part of the update process.

### Issue 2

#### *User-Friendly Structure*

North Las Vegas is a high-growth area — conditions change very quickly. The Comprehensive Plan needs to be made more responsive and user-friendly. The 1999 Comprehensive Plan is very data-intensive, containing over a hundred pages of charts and tables that are both cumbersome and out-of-date. The plan update will reorganize the plan to put the “inventory” information in an Appendix, where it can be available for reference purposes and regular updates. This will facilitate user access to the more pertinent goals, policies, and principles sections of the plan and make the plan more graphic and illustrated.

### Issue 3

#### *Aligning the Plan with the Visioning 2025 Strategic Plan Document*

The plan will be updated to reflect the vision and goals established in the *Visioning 2025* document. This update will also address how to better align the Land Use Plan and zoning maps.

### Issue 4

#### *Updating the Land Use Plan Map and Zoning Categories*

Many members of the development community and city’s staff explain that the zoning categories are too limiting for residential uses. For example, “R-1” allows single family development on 6,000-square foot lots; “R-2,” “R-3” and “R-4” require attached units. The Small Lot Ordinance (currently under review for amendment) requires an 80 ac. minimum parcel size and will allow up to 5.8 du/ac max (or 2,700 square foot lots). The development community, however, does not think these lot sizes are small enough to make development projects economically feasible and that the 80 acre minimum restricts any real infill projects. Builders would like to see a category allowing 7 – 8 du/ac to accommodate single family, townhomes and mixed-use development at densities needed to make housing work in the current market. On the other hand, some community members express concern that the small lot subdivisions, that have typified higher density development in the valley and city, are not providing quality neighborhoods with amenities—they are just houses lacking neighborhood features. This plan update will address the categories and allowable densities for residential development with a focus on balancing flexibility with predictability.

## Issue 5

### *Regional Policy Plan (RPP) Conformity*

The plan update needs to address Regional Policy Plan (RPP) conformity. The city is demonstrating solid compliance with the RPP in a number of instances; it has worked with Clark County School District on school sites pre-planning and with utility agencies and railroads on planning rights of way. There are many other instances, however, where the city is not conforming except to cite goals from the Comprehensive Plan, such as in the areas of mixed-use and infill development and the relationship of land use to capital facilities.



# APPENDIX D: CAPACITY ANALYSIS

The Future Land Use Plan map is the blueprint for how and where the community will grow and develop in the future. The land uses illustrated on this map represent not only land use patterns, but also corresponding population and job numbers that relate to the types and densities of uses. Early in the process, the planning team developed a “baseline” capacity analysis to understand, under current development patterns, the following three questions:

1. How much new development could occur?
2. How many residents and jobs would result from this new development?
3. How quickly would the city reach buildout, the point at which all the vacant lands in the city are developed?

This appendix presents the answers to these questions. The capacity analysis serves as the backdrop for the developing and evaluating alternative future growth scenarios and policies for the future.

## Development Capacity Analysis

To determine the development capacity of the city, the planning team used current population, job, and land use information to form a base from which to work.

## Population and Employment

US Census and building permit data estimate that 178,000 people reside in the city, occupying approximately 58,000 existing households. The Regional Transportation Commission (RTC) estimates that 75,000 persons work in the city (i.e., jobs that are located within the city boundary). This is equal to a job to population ratio of slightly greater than 0.5, which closely parallels the overall average for the Las Vegas Valley.

## Developable Lands

North Las Vegas contains a total of 52,786 acres within its corporate boundaries. Of these, 23,742 acres (45%) are developed, see Table E-1, and 29,044 acres (55%) are currently vacant. Of these vacant acres, 14,723 acres, or 48% of the total vacant lands, are under BLM jurisdiction.

## WHERE ARE THESE VACANT LANDS LOCATED?

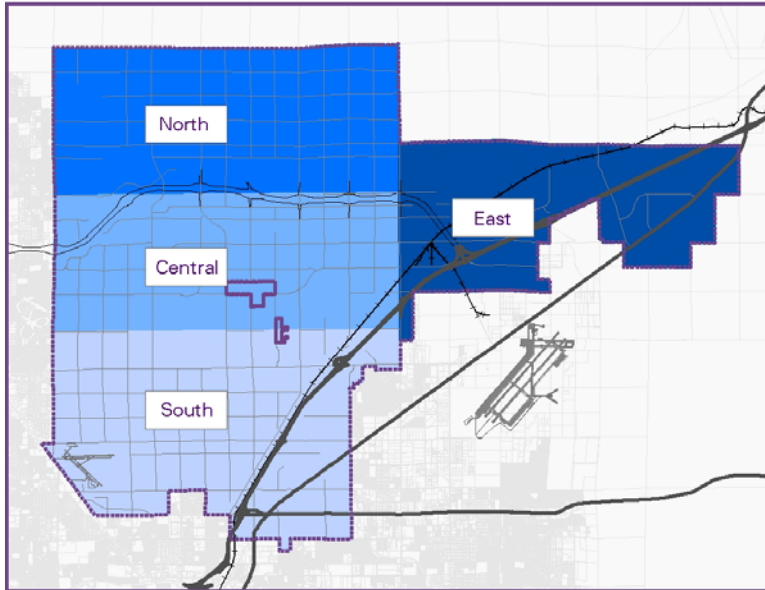
For the purposes of analysis, the city was subdivided into four quadrants, as illustrated in Figure E-1. While most of the vacant land is located in the north and east quadrants, it should be noted that the existing developed areas of the city (central and south) also contain significant amounts of vacant land (nearly 10,000 acres). Significant portions of the vacant land located in the south, however, are small parcels that current standards for redevelopment render difficult to develop. In the central quadrant, nearly half (2,614 acres) have tentative maps in place, reducing the share of available vacant land for future development in the central quadrant to 12.6 percent of the city’s total vacant land area.

**Table D-1: Existing Developed Areas**

Land Use	Acres	% Total
Single Family Residential	6,523	27.5%
Multi-Family Residential	732	3.1%
Commercial	948	4.0%
Industrial	1,815	7.6%
Business/Office/Hospital	1,794	7.6%
Schools	680	2.9%
Parks and Open Space	1,238	5.2%
Unknown and ROW	6,904	29.1%
Military	3,108	13.1%
<b>Total</b>	<b>23,742</b>	<b>100.0%</b>

Source: City of NLV parcel data, Clarion Associates, June 2005

**Figure D-1: Quadrants Used for Vacant Lands Analysis**



Source: Clarion Associates, June 2005

**Table D-2: Vacant Lands**

	Total Acres	Total Vacant	% Vacant	% Total Vacant
South	15,620	3,542	22.7	12.2
Central	12,706	6,267	49.3	21.6
North	13,752	12,849	93.4	44.2
East	10,708	6,386	59.6	22.0

Source: Clarion Associates, City of North Las Vegas parcel data, June 2005

Table D-3: Status of Vacant Lands by Quadrant

Quadrant	Total Acres	Acres in BLM Disposal Area	Vacant Acres	Acres with Development Pending
South	15,620	0	3,542	680
Central	12,706	1,730	6,267	2,614
North	13,752	12,324	12,849	482
East	10,708	669	6,386	78
<b>Total</b>	<b>52,786</b>	<b>14,723</b>	<b>29,044</b>	<b>3,854</b>

Source: Clarion Associates, City of North Las Vegas parcel data, June 2005

Table D-4: Estimated Capacity of Planned New Development\*

Land Use	Acres	Dwelling units	Population
Single Family Residential	10,264	49,484	161,813
Multi-Family Residential	2,021	30,451	108,406
Commercial	2,868	-	-
Industrial	1,800	-	-
Employment	2,469	-	-
<b>Total</b>	<b>19,422</b>	<b>79,935</b>	<b>270,219</b>

Source: Clarion Associates, June 2005

\*Population estimates assume a constant average household size of 3.27 for single-family residences and 3.56 for multi-family residences and a gradual rise in dwellings per acre. from 4.5 to 8 for Single-Family Residential and from 16 to 20 for Multi-Family Residential over a 25-year period.

Table D-5: Estimated Total Capacity at Buildout\*\*

Land Use	Acres	Dwelling units	Population
Residential	19,540	137,935	444,219
Non-Residential	11,694	-	-
<b>Total</b>	<b>31,234</b>	<b>137,935</b>	<b>444,219</b>

Source: Clarion Associates, June 2005

\*\* For reasons of accuracy, acreage-based estimates were used only for future development, which were then added to current residential statistics.

## Development Capacity Findings

What would the city look like if it were to build out in a manner similar to today's development trends? New residential development on vacant lands within the city could accommodate an additional 270,219 persons in 79,935 new households (see Table E-4). Nearly 7,000 acres are slated for new non-residential development (commercial, industrial, and employment). While there is a considerable amount of land slated for new commercial development (2,868 acres), the city only contains approximately 1,800 acres of land for new industrial development and 2,469 acres of land for employment uses – roughly equivalent to the amount of land developed for those two uses today. An additional 4,800 acres of land that would be suitable for industrial uses is located along I-15, north and east of the Speedway. However, much of this land (1,280 acres) is under the jurisdiction of the Nevada National Guard, and all of it is located outside of the BLM Disposal Boundary. See Figure A-5: Capacity Analysis for Vacant Lands map located in Appendix A.

Under this land use pattern, at buildout the city would support a population of 444,219 persons residing in 137,935 households (see Table E-5), with more than 11,500 acres of land dedicated to non-residential uses. See Figure A-6: Capacity Analysis map located in the Appendix.

### How long will it take the City to reach buildout?

The answer to this question depends on how fast growth occurs. The growth rate is a function of regional growth pressures, market considerations, availability and timing of BLM lands for release, and other factors. It is also likely that the city's

residential areas will build out more quickly than its non-residential areas. To put this into perspective, here are several scenarios for consideration:

#### RAPID RATE

*Assumption: City's Growth Rate continues at 12 percent annually.* For the past few years, the city has experienced rapid growth, approaching 12 percent annually. If that trend were to continue, the city would reach its buildout population by 2014 (less than 9 years).

#### FAST RATE

*Assumption: City's Growth Rate reduces to 7 percent annually.* In recent months, the rate of growth has moderated somewhat due to market conditions and a reduction in the supply of land, but is still pacing at a rapid 7 percent annual growth rate. At a rate of 7 percent, the city would reach its buildout population by the year 2020.

#### MODERATE RATE

*Assumption: City's Growth Rate moderates further to 4 percent annually.* If the city's growth rate stabilizes at 4 percent over the coming decades, the city would reach its buildout population by the year 2030.

### How does this compare to the rest of the region?

According to RTC and Southern Nevada Regional Planning Coalition (SNRPC) projections, population in the Las Vegas valley is projected to grow by more than 1.1 million over the next 25 years, from 1.7 million today to more than 2.9 million by the year 2030, which represents an annualized growth rate of 2.2%. While other communities are projected to continue to grow significantly, North Las Vegas will experience the largest overall increase both in absolute numbers as well as in its share of the region's population. According to RTC projections, North Las Vegas

will grow at an annualized rate of more than 4 percent; nearly double that of the rest of the region. While just over 10 percent of the region's population resides in North Las Vegas today, that is projected to grow to almost 17 percent by the year 2030.

Why is North Las Vegas projected to experience so much growth? The primary factor is the amount of BLM release land that is located in the city, combined with the relative scarcity of new land in other communities in the Valley. Of course, if more land were to become available in other areas, the projections for North Las Vegas could change as a result.



## APPENDIX E: PLAN AND POLICY SUMMARY

This appendix provides a summary of the various plan documents that currently influence or regulate community planning and land use decisions in the City of North Las Vegas. It is intended to provide brief overview information on the contents of key documents to assist the Citizen's Focus Group, Planning Commission, and city and project staff in updating the Comprehensive Plan. Readers are encouraged to refer to the actual documents if additional detailed information is needed or required.

### Land Use Plans

#### “Visioning 2025” Strategic Plan (2005)

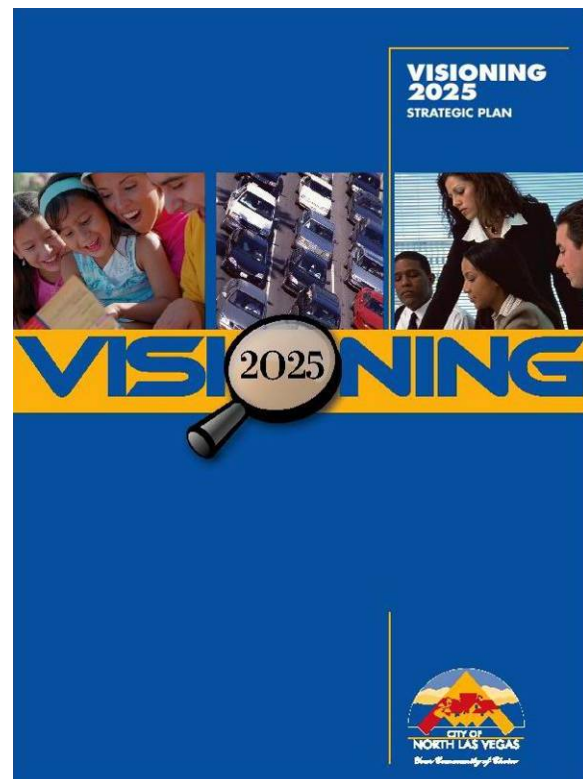
The Visioning 2025 Strategic Plan document provides a concise listing of key visions and strategies for the city to pursue in the next 20 years. The result of a collaborative effort between the City Manager, city staff, City Council, and the community, this plan provides a framework for the Comprehensive Plan update in the following areas of land use:

#### RESIDENTIAL DEVELOPMENT

- Create residential areas that are of “villages and neighborhoods”, places that have a distinct character and well-integrated residential and commercial uses.
- Redevelop older or underutilized areas and promote infill development within existing areas.
- Develop higher-density and mixed-use areas as means of meeting entry level housing needs. This type of development should be incorporated into older and existing redevelopment and infill areas, including the downtown. Public-private-non-profit

partnerships are a means of promoting increased homeownership and achieving affordable housing goals.

- Create design standards as a means of ensuring distinct and quality development.



#### MIXED-USE AND NODAL DEVELOPMENT

- Change zoning and permitting to promote mixed-use and higher-density development in certain areas.
- Emphasize mixed-use and commercial nodes to help ensure a balanced distribution of commercial activity to meet the needs of neighborhoods citywide.
- Plan and develop appropriate transportation and greenway connections to create multi-modal connectivity and visual appeal within

centers and higher-density mixed use nodes.

- Integrate neighborhood activity nodes that are pedestrian-friendly with streets improved to facilitate access and circulation to and within these areas.

### **DESTINATION COMMERCIAL CENTERS**

- Develop a large regional commercial center that is both easily accessible via the transportation system and well-integrated into nearby residential areas in design and services offered.

### **INDUSTRIAL LAND**

- Promote industrial development, including business and research parks, particularly for areas where other types of development are less suitable (e.g. lands in close proximity to Nellis AFB and flight path).

### **PIVOTAL CENTERS FOR DEVELOPMENT AND REDEVELOPMENT**

- Focus development and redevelopment in five “pivotal centers”: the downtown, the northern development area, industrial areas, the technology corridor between the Community College and NLV Airport, and the Craig Road/Camino al Norte area. Create a master plan for each area.
- Redevelop the Downtown with a focus on beautification programs, additional community amenities (including a park and recreation center), increased densification and mixed-use, consistent signage and aesthetics, a downtown marketing plan, and anchor tenant attraction efforts.
- Promote business research employment activity in the northern development area, which includes

the proposed UNLV campus and new Veterans Administration hospital. Development of this large opportunity area should incorporate higher-density mixed-use entertainment areas, particularly along the North 5<sup>th</sup> transit corridor and Northern Beltway.

In addition to these future land use goals and recommendations, the document contains a number of suggestions for improving the transportation system, safeguarding the future water supply and air quality, planning community facilities and services, supply of parks and recreation amenities, economic development strategies, and fostering positive community image, identity and increased civic involvement.

## **City of North Las Vegas Comprehensive Plan (1999)**

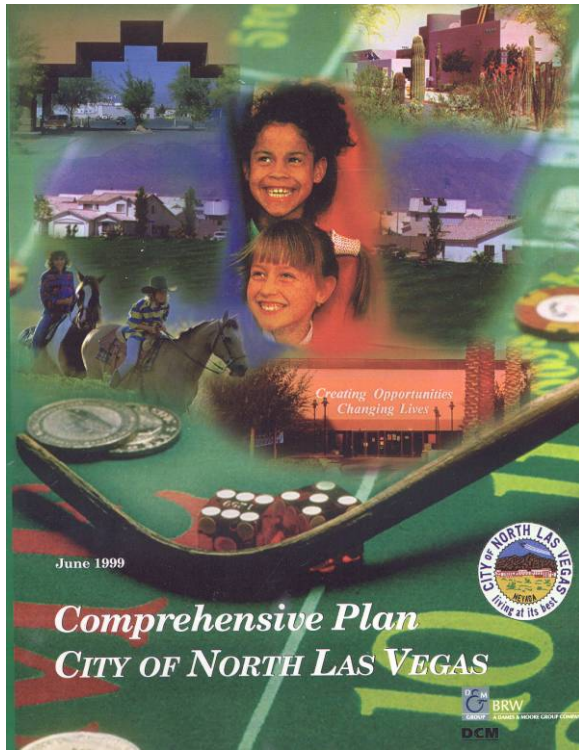
The Comprehensive Plan for the City of North Las Vegas establishes the goals, policies and future land use plan for the city. This plan is divided into two principal sections. The first half of the plan provides detailed current and historical data on the city in the following areas: history and location, socio-economic profile, current land use and zoning information, transportation, employment and economic activity, housing, municipal facilities including parks, schools and government services, and public utilities. After establishing past and current information in each of these areas, the plan provides vision statements, goals, objectives and policies for the city in the following areas:

### **LAND USE PLAN**

- The Land Use Plan map includes five residential categories, four commercial categories, two business/office categories, and two industrial categories. No mixed-use land use category is included in the plan.



- Under this land use plan, the city would accommodate 334,490 residents at buildout.
- The non-residential land use mix would include 30.9 million sq. ft. of commercial space, 81.5 million sq. ft. of office/business park space, and 77.2 million sq. ft. of industrial space. This could accommodate approximately 522,100 jobs.



## TRANSPORTATION

The plan identifies key streets and highway transportation issues including:

- A lack of north-south connectivity,
- Congestion,
- Poor street system connectivity, including the disruptions of inconsistent road widths and “saw-tooth” roads, and
- The need for designated truck routes.

## ECONOMIC DEVELOPMENT

The economic development elements of the plan are divided into three geographic areas:

- The existing urban area,
- The industrial/business park corridor, and
- Newly developing areas, including new infill development.

### Existing Urban Areas

These areas include the downtown, the Lake Mead area, North Las Vegas Boulevard and the Civic Center. The revitalization strategy for these areas include: increased commercial density, a comprehensive streetscape program, an expanded façade program, more flexibility in changes of use in the redevelopment area, a targeted market study, land assembly and demolition, a proactive code enforcement program, and community policing strategies.

### Industrial Development

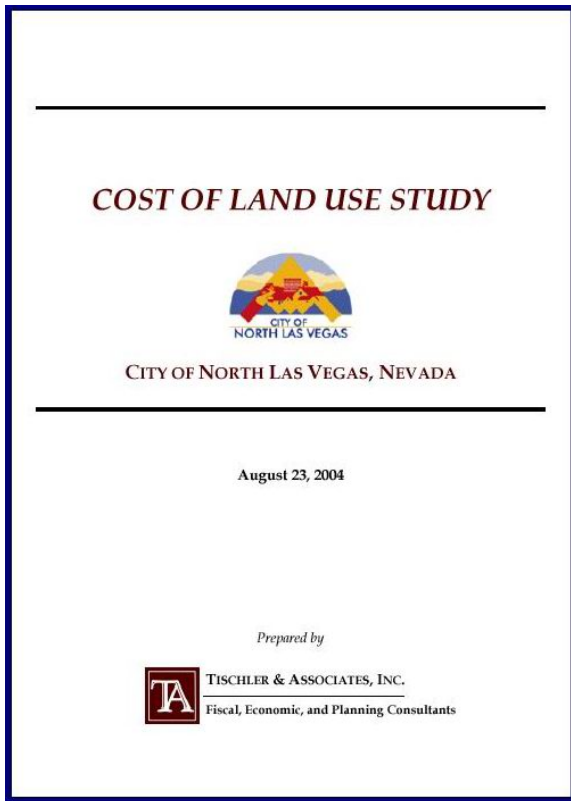
The strategy for the Cheyenne Technology Corridor and Losee Road industrial corridor is to facilitate business park development, including around the NLV Air Terminal.

### Newly Developing Areas

The strategy for the north is to capture suburban residential development. Once a critical mass of residences develops, commercial activity will follow. Retail centers are advocated over commercial strips, and could be aggregated into regional centers.

## COMMUNITY SERVICES

The Plan also included elements for municipal facilities planning, public utility provision and a conservation plan, which included water conservation planning and air quality management.



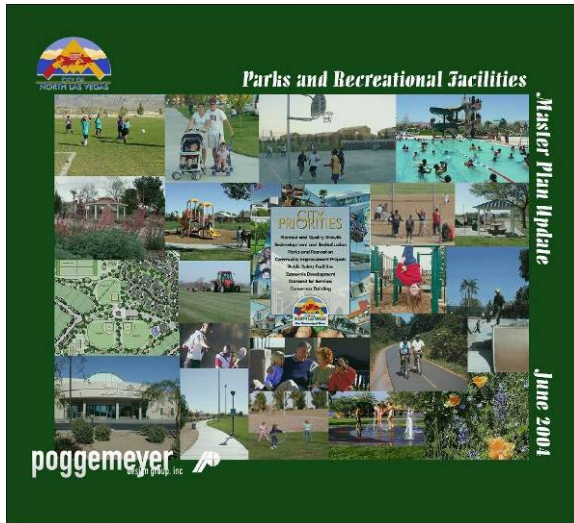
## Cost of Land Use Study (Tischler & Associates, 2004)

This economic study, commissioned by the city in 2004, examines the fiscal impacts associated with various residential and non-residential types of development. The study evaluates the tax costs and benefits associated with a variety of residential (low and medium density single-family, townhomes, and multi-family apartments) and non-residential (retail, office, warehouse, light industrial, business parks) land uses. Fiscal impacts for each land use were measured on a per unit basis for residential land uses and per 1,000 square feet for non-residential land uses. Of the land uses studied, only multi-family apartments and retail uses were found to yield a negative net surplus for the city. High-end business parks offered the greatest fiscal benefit, followed by light industrial uses. Retail, despite generating the most revenue, resulted in the greatest net fiscal losses of any use category.

**Table E-1: Fiscal Impacts of Land Use**

Land Use Category		Net Fiscal Result
<b>Residential</b> (per unit)	Low-Density	\$188
	Medium-Density	\$78
	Townhouse	\$68
	Multi-Family Apartments	- \$289
<b>Non-Residential</b> (per 1,000 sq. ft.)	Retail	- \$2,084
	Office	\$104
	Warehouse	\$143
	Light Industrial	\$236
	Business Park	\$35
	High-End Business Park	\$546

Source: Cost of Land Use Study, Tischler and Associates, 2004



## Parks and Recreation Master Plan Update (Poggemeyer, 2004)

The Parks and Recreation Master Plan provides a complete inventory and analysis of existing parks and facilities. The report includes a level-of-service analysis for local, neighborhood, community, and regional parks for residents of North Las Vegas and makes recommendations for new park and recreation facilities. Key findings of the plan update include:

- The total city park acreage ratio, at 2.51 acres per 1,000 residents, is less than half the locally-adjusted national standard of 7.5 acres/1000 residents.
- Level-of-Service (LOS) analysis indicates citywide shortfalls in neighborhood, community, regional, and linear parks as well as community recreation facilities.
- A study of sports fields indicates either a current or future deficit of all types of sports fields in the city.
- A community survey indicates existing demand for skate parks, a new sports complex to serve northern residents, children's playgrounds, community and multi-generational centers, community swimming pools/aquatic centers, and

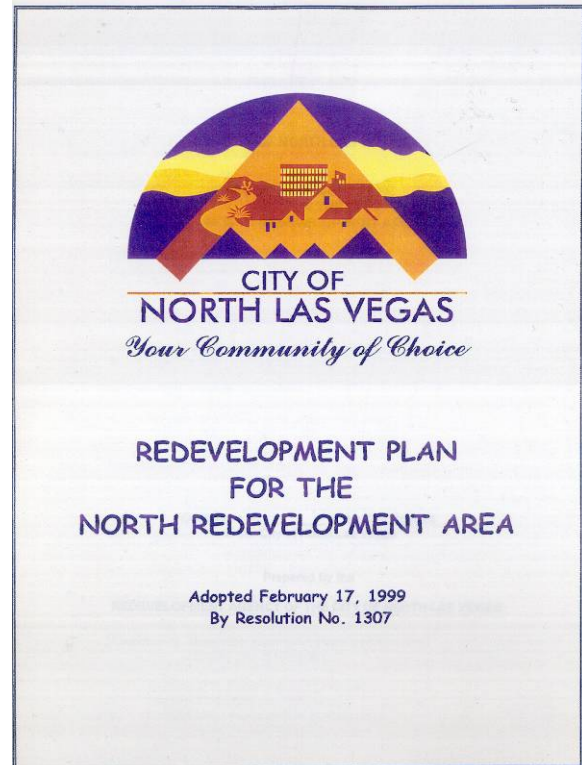
- community amphitheatres, perhaps as part of a regional park.
- Under the selected parks and recreation development plan, the city would still retain the following parkland deficits in 2010: -318 acres of neighborhood and community parks, - 1000+ acres regional parkland, and - 50 miles of linear parkland. The LOS for special use recreational facilities, however, would be considerably improved.
- The plan recommends the city conduct ongoing deficiency assessment and improvements and seeks out ways of overcoming financing challenges.

## Redevelopment Plans

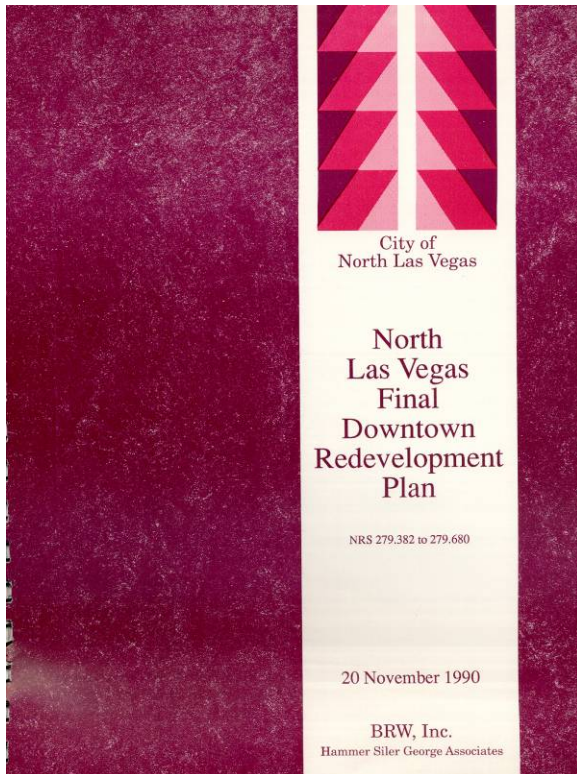
### Redevelopment Plan for the North Redevelopment Area (1999)

This plan establishes seven goals and objectives for the city's Redevelopment Agency to pursue in the North Redevelopment Area, predominantly located just north of downtown along Cheyenne and North Las Vegas Boulevards. The area was selected as a redevelopment area based upon observable deferred maintenance of residential units and blighted conditions along the commercial strips including vacant and marginal uses that contributed to a "hop scotch" pattern of development along the strips. The goals and objectives are as follows:

- Eliminate and prevent blight through conservation, rehabilitation and redevelopment;
- Achieve an urban environment that reflects attention to architectural, landscape, and urban design principles;
- Guide revitalization activities so as to reduce unplanned growth and to better meet the needs of residents and the City;
- Work with land and business owners as well as other agencies to retain existing businesses as redevelopment occurs;
- Encourage private-sector investment into the area by identifying and eliminating impediments to development;
- Encourage broad stakeholder participation in redevelopment activities, including residents, business owners, property owners, and community organizations;
- Replan, redesign and develop stagnant or improperly used areas.



Redevelopment activities proposed to achieve these objectives included property acquisition, demolition, management, disposition, and rehabilitation.



## North Las Vegas Final Downtown Redevelopment Plan (1990)

The Downtown Redevelopment area is located along North Las Vegas Boulevard, between Carey and Owens Avenues, and east along Lake Mead Boulevard terminating at Pecos Road. This plan prioritizes redevelopment activities in accordance with the goals established in the NLV Comprehensive Plan, namely: to intensify casino/hotel/entertainment and retail/service activities in the downtown, develop high-density residential areas as buffers between stable neighborhoods and commercial districts, and implement a comprehensive streetscape program. The particular delineation of the redevelopment area was determined based on observed blighted conditions. Through this plan, the city defines 14 objectives for the redevelopment of the downtown area:

- Eliminate environmental deficiencies such as blighted buildings, irregular lots, deteriorated public improvements,

- inadequate parking facilities, and poor land utilization;
- Assemble land into parcels suitable for modern, integrated development and improved vehicular and pedestrian circulation;
- Replan, redesign and develop vacant or improperly used properties;
- Strengthen the retail, office, commercial, and residential functions of downtown;
- Strengthen and diversify the downtown economic base;
- Provide adequate parking and open spaces;
- Establish and implement performance criteria to assure high site design standards to provide unity and integrity;
- Minimize conflict between pedestrian and vehicular traffic and improve transportation efficiency;
- Promote orderly development in the Redevelopment Area;
- Rehabilitate and preserve historic and architecturally significant structures and sites;
- Provide a more balanced and diverse live-work social and economic environment;
- Upgrade the overall quality of life in the Redevelopment Area.

## Transportation

### North Fifth Street Transit Supportive Concept Plan

The North Fifth Street Transit Supportive Concept Plan establishes the a broad transit oriented development strategy for the city as part of the larger Regional Transportation Commission of Southern Nevada (RTC) effort to examine the feasibility of a Regional Fixed Guideway system within the valley. The plan organizes the transit corridor into five planning districts:

- University District,
- Deer Springs District,
- North Fifth Street District,
- Industrial District, and
- Gateway Redevelopment District.

station area. The plan does provide a number of recommendations for design and implementation of the transit oriented development strategy. Implementation recommendations include:

- Adopt the Fifth Street Corridor TSCP,
- Refine District transportation Design Concepts,
- Redefine Parking Standards,
- Adopt the TOD Code Recommendations,
- Create a Capital Improvements and Finance Plan,
- Forge Public-Private Partnerships,
- Develop a Transit Strategy,
- Monitor the Effects, and
- Follow a Phasing Plan.



The plan proposes a form-based transit strategy organized around a core-center-edge approach, with the highest densities of each station area located within 600 feet of the transit station. The plan does not treat each station area uniformly, but recognize the different use mix and function of the five areas. Detailed plans for each station area are not provided; rather, a brief overview and density range are provided for each district with the recommendation that a detailed master plan be created for each

## Regional Plans

### Southern Nevada Regional Policy Plan

The Southern Nevada Regional Policy Plan was commissioned by the Southern Nevada Regional Planning Coalition (SNRPC) to help the municipalities within the Las Vegas Valley address issues associated with its fast rate of growth on a regional level. The guidelines established within the Plan are to be implemented by the following jurisdictions and agencies: Las Vegas, North Las Vegas, Henderson, Boulder City, Clark County, the Clark County School District, regional and state agencies, and public utilities.

#### *Southern Nevada Regional Policy Plan*



January 28, 2001



The Plan specifies a number of specific recommendations for regional initiatives and development standards organized within seven plan elements:

- Conservation, Open Space, and Natural Resource Protection,
- Population Forecast,
- Land Use,

- Transportation,
- Public Facilities,
- Air Quality, and
- Infill Development.
- Conservation, Open Space, and Natural Resource Protection

#### REGIONAL INITIATIVES

- Establish a regional trails and open space plan with a regional funding base and encourage local governments to develop complementary local trails plans.
- Adopt a standard definition of parks and open space in each jurisdiction to facilitate regional parks planning.
- Target Southern Nevada Public Lands Management Act funding to address areas with the most significant parks trails and open space needs.





# APPENDIX F: PLAN CONFORMITY

## Relationship of Comprehensive Master Plan to Southern Nevada Regional Policy Plan

In February 2001, the Southern Nevada Regional Planning Coalition adopted the Southern Nevada Regional Policy Plan. This was done under Nevada Statutes which both created the Regional Planning Coalition and mandated the creation of a Regional Policy Plan. The City of North Las Vegas, as a member of the Regional Planning Coalition (RPC), was an active participant in that planning process; City Council joined the other municipalities in the Valley, as well as Clark County and the Clark County School District, in endorsing the Regional Policy Plan.

Another mandate of the Nevada Regional Planning Statutes required each governing body submit to the RPC all master plans, facility plans and other similar plans for a determination as to whether they were in "substantial conformance" with the Southern Nevada Regional Policy Plan. Following adoption of the Regional Policy Plan in 2001, the City of North Las Vegas worked with the RPC to assess conformity between its plans and the Regional Policy Plan. The conclusion of that process was an agreement that summarized the ways in which the City was acting in furtherance of the Plan and set out actions that the City agreed to take to achieve further conformity.

This Comprehensive Master Plan was prepared with that Conformity Agreement in mind. While the Comprehensive Master Plan is intended to achieve a broad range of community goals and objectives based on a broad base of community involvement and planning history, the achievement of further conformity with the Southern Nevada Regional Policy Plan was among those objectives. The purpose of this Appendix is to summarize the substantial ways in which the Comprehensive Master Plan furthers the actions agreed upon by the City to achieve further conformity with the Regional Policy Plan.

The actions that the city agreed to were divided in the Conformity Agreement into two sections. The first section focused upon those policies in the Regional Policy Plan that require a collaborative regional approach. In these cases, the City agreed to work in a cooperative fashion with the RPC and other jurisdictions to facilitate achieving those regional policies. These are policies the City cannot achieve alone; on the other hand, those policies are reinforced through this Comprehensive Master Plan. The second section of the Conformity Agreement includes more specific steps on the City's part to bring the plans and policies into conformity with the Regional Policy Plan.

Each of the sections is addressed below. This assessment begins with the action language as stated in the Conformity Agreement, followed by commentary as to how the Comprehensive Master Plan helps to support or further this action.

## Actions Agreed Upon by the City to Achieve or Further Conformity with the Plans

1. Creation of a regional trail plan with a regional funding base.

*Commentary:* The Comprehensive Master Plan contains policies that reinforce the intent of the City to coordinate with other jurisdictions on the development of regional trails and the creation of a Regional Trail Parks and Open Space Standards (Policy 7.4-2 and Policy 7.4-3). In addition, the Regional Trail Plans are reflected on Plan Maps of the Comprehensive Master Plan (Figure A-1: Parks and Recreation and Figure A-8: Parks and Bike Trails).

While North Las Vegas will continue to support a regional funding base, regional funding is beyond the scope of the Comprehensive Master Plan.

2. Development of a standard definition of parks and open space.

*Commentary:* The Comprehensive Master Plan contains multiple policies designed to promote improved parks and open spaces, and specifically reinforces the need to coordinate with other jurisdictions to develop regional standards for Regional Parks, Trails and Open Space (Policy 7.4-3). The Plan also includes a policy designed to encourage a parks and recreation system that meets or exceeds national averages for level of service (Policy 7.2-2). The City will be updating its Parks and Recreation Master Plan in 2007, further

enhancing these efforts.

3. Encouragement of a change in the BLM funding criteria for the Southern Nevada Public Lands Management Act special account to address areas with the most significant parks and open space needs.

*Commentary:* Not applicable – specified action is beyond the scope of the Comprehensive Master Plan.

4. Establishment of a uniform residential construction tax set at the maximum level allowed by law.

*Commentary:* Not applicable – specified action is beyond the scope of the Comprehensive Master Plan.

5. Development of model uniform standards for sensitive land protection.

*Commentary:* The Comprehensive Master Plan emphasizes the identification and protection of key natural resource and open land areas in its goals and policies (Goal 7.4 and supporting policies). This includes the development of regional standards (Policy 7.4-3). In addition, the Land Use Plan (Figure 4-1) includes substantial open space to be preserved as part of the northern master planned communities in furtherance of conservation objectives.

6. Identification of future outlying growth areas.

*Commentary:* This Regional Plan policy addressed growth beyond the boundaries of the metropolitan area in the Las Vegas Valley, such as growth in the direction of Parump. Thus, this Regional Plan policy is beyond the scope of the North Las Vegas Comprehensive Master Plan.

However, this Plan gives substantial attention to encouraging land use patterns in the northern growth areas of the City that are consistent with the policies of the Regional Policy Plan (i.e., mixed use, pedestrian oriented design around mass transit corridors). To the extent that the northern reaches of North Las Vegas represent the northernmost boundary of this part of the metropolitan area, this Plan is supportive of the spirit of this Regional Plan policy.

7. Identification of opportunities and incentives to develop multi-jurisdictional review standards and joint City/County plans for influence areas around each incorporated area.

*Commentary:* Not applicable – specified action is beyond the scope of the Comprehensive Master Plan.

8. Development of a regional land demand and land capacity database, integrated with a regional geographic information system database, and related sharing and maintenance of data.

*Commentary:* This action is generally beyond the scope of the Comprehensive Master Plan. However, the Comprehensive Master Plan was based on a land demand and land capacity analysis utilizing the City's GIS system. At the time that a regional land demand and land capacity database is organized in furtherance of this Regional Plan policy in the future, the North Las Vegas Plan and its supporting land use analysis and projections could be incorporated into that regional model.

9. Development of a coordinated and integrated regional transportation and air quality plan and related regional

models.

*Commentary:* The Comprehensive Master Plan establishes a number of guiding principles, goals and policies emphasizing multi-modal transportation throughout the City, with a connected system of pedestrian, bicycle, automobile, and bus transit routes and corridors. The development of this system specifically calls for regional coordination with the Regional Transportation Coalition (RTC) (Goal 3.1, 3.2, 3.3 and supporting policies). In addition, the Plan specifically calls for the development of transportation modeling capacity in the City that is compatible with the RTC transportation modeling (Policy 3.3-1). Development of such a model has already begun.

10. Development of a regional "intelligent transportation system".

*Commentary:* While the specified action is beyond the scope of the Comprehensive Master Plan, the Comprehensive Master Plan establishes a number of guiding principles, goals and policies emphasizing multi-modal transportation throughout the City – with a connected system of pedestrian, bicycle, automobile and bus transit routes and corridors. The development of this system specifically calls for coordination with the Regional Transportation Coalition (RTC).

11. Drafting of model local transportation demand and access control regulations.

*Commentary:* Not applicable – specified action is beyond the scope of the Comprehensive Master Plan.

12. Development of an objective validation process for the prioritization and expenditure of street and highway funds, consistent local street construction timing and phasing standards, and a more effective system of coordination of road construction activities to the public.
- Commentary:* The Comprehensive Master Plan establishes goals and policies for the City to better synchronize roadway construction and planning with development (Goal 3.3). Any regional efforts to generate timing and phasing standards would assist in the implementation of this goal and be supported by this Plan.
13. Development of baseline level of service standards and definitions for key regional public facilities.
- Commentary:* This action is generally beyond the scope of the Comprehensive Master Plan in that it deals with regional facilities. However, this Plan helps to lay the groundwork for establishing those regional standards by calling for coordination with regional planning efforts and by recognizing the importance of level of service standards (see, for example, Policy 7.2-2 and Policy 7.4-3).
14. Establishment of a consistent format for capital improvement plans so that regional needs can be more easily and consistently identified.
- Commentary:* This action is generally beyond the scope of the Comprehensive Master Plan. However, the Comprehensive Master Plan helps to lay the groundwork for this action. For example, this Plan encourages a higher degree of coordination between capital improvement planning (CIP) and land use planning. This Plan establishes goals and procedures to better coordinate the planning and development activities with the CIP process (Goal 10.1 and Policy 10.1-1). The Plan also calls for an annual plan review process with specific benchmarks for review.
15. Creation of a standardized cost sharing, recovery, and recoupment methodology.
- Commentary:* Not applicable – specified action is beyond the scope of the Comprehensive Master Plan.
16. Convening of an inter-jurisdictional planning committee to improve the process for identifying school sites.
- Commentary:* This action is generally beyond the scope of the Comprehensive Master Plan in that it calls for inter-jurisdictional action. However, this Plan is supportive of this Regional Plan policy in that it calls for better coordination with the Clark County School District and developers on the planning and maintenance of school facilities within the City (Policy 7.1-1).
17. Development of a regional plan to address the issue of homelessness.
- Commentary:* Not applicable – specified action is beyond the scope of the Comprehensive Master Plan.
18. Identification and implementation of methods of improving air quality planning, monitoring, regulation, and funding of air quality programs.
- Commentary:* While the specified

action is generally beyond the scope of the Comprehensive Master Plan, the City does reinforce its continued commitment to working regionally on matters of air quality. This Plan endorses improved public education of air quality issues; local, state, and national air quality compliance; energy efficiency; reduced vehicle miles traveled; and local air quality ordinances (Goal 7.6 and related policies).

19. Establishment of a common definition of infill, the design of infill incentive programs, and the encouragement of State and Federal funding priorities for infill.

*Commentary:* This Regional Plan policy is generally beyond the scope of the Comprehensive Master Plan, although the Plan does lay groundwork for this Regional Plan policy by placing a strong emphasis on infill development. The Plan creates an environment for infill development, including the creation of three different mixed use categories and the policy of residential density bonuses to be implemented as a high priority immediately following the Comprehensive Master Plan. The Plan also calls for substantial compatible infill in the downtown area. In addition, the Plan calls for the development of additional infill policies, promotion of contiguous development, establishment of design guidelines for infill development and the establishment of the additional redevelopment areas within the City (Goal 5.4, Policies 5.4-1 through 5.4-4).

The following are additional specific steps that the City agreed to pursue to achieve or further conformities with the Plan:

1. The City will examine implementing standard definitions of parks and open space through its zoning ordinance.

*Commentary:* This action would normally be addressed in land use regulations, although the Comprehensive Master Plan implementation action plan does call for the establishment of standard definitions of parks and open space (Chapter 7, Land Use Action Item 1).

In addition, the Plan reinforces the need for developing regional standards and plans for regional parks, trails and open space through a coordinated effort with other jurisdictions (Policy 7.4-3). Finally, the City is initiating an update of its Parks and Recreation Master Plan in 2007, as well as a comprehensive update of its development regulations.

2. The City will continue to target BLM funds for park development in urban areas to promote infill development.

*Commentary:* The Plan calls for coordination with developers to create parks, recreation facilities, cultural facilities and connective greenways with development in both new and mature areas of the City (Policy 7.2-4).

While the use of BLM funds is beyond the scope of this Comprehensive Master Plan, the Plan is supportive of this Regional Plan policy.

In addition, the Plan includes principles of design for transit oriented development that includes the incorporation of public spaces and greenways into the design of development around transit stops (Chapter 5 Transit Oriented Development Principles of Design).

- 3. The City will explore policies and zoning regulations that require new subdivisions to maintain historic access to public lands.

*Commentary:* The Plan includes a policy supportive of the City working with developers to incorporate areas of connective open space and trail corridors in developments, with the provision that the open space and trails should link into or extend City-wide or regional networks (Policy 7.4-4).

- 4. The City will consider adoption of sensitive land protection standards that are developed pursuant to the Regional Policy Plan.

*Commentary:* The Comprehensive Master Plan strongly supports conservation and resource protection. It calls for the City to collaborate with other organizations to conserve key areas of open space and establish trail corridors on a City and regional level. It also calls for collaboration with federal, non-profit and private entities to conserve key natural resource and culturally significant areas within the City (Goal 7.4 and Policy 7.4-1).

- 5. The City will work to further the multi-use flood control facility policy by addressing right-of-way needs in excess of those needed simply for flood control, and through considering the retrofitting of existing facilities.

*Commentary:* The Comprehensive Master Plan endorses the importance of the multiple uses of flood-control facilities (Goal 7.7 and supporting policies).

- 6. The City will review utility corridors for potential recreational uses as part of its new parks and trails plan.

*Commentary:* The city has begun to implement the use of utility corridors for potential recreational uses. A large utility easement along Grand Teton will be used as a passive and active recreational area for the residents in the city's newest master planned community. The Parks Department will be developing a new Master Plan for the city's parks and trails in which the appropriate utility corridors will be identified for recreational purposes.

- 7. The City will review, examine and implement recommendations of the Alternate Mode Transportation Study to encourage the use of alternate modes of transportation.

*Commentary:* There are numerous goals and proposed land use patterns in this Plan that are supportive of multi-modal transportation, and numerous policies that explicitly promote multi-modal transportation. The Plan calls generally for a balanced land use mix, mixed use neighborhoods, commercial centers on transit lines, and transit oriented developments. It specifically promotes multi-modal transportation, including connected systems of trails and sidewalks, pedestrian and bicycle amenities, pedestrian oriented designs, advanced planning for transit, mixed use transit stops, and transit oriented design of station areas. It also is supportive of the North Fifth Street Transit Supportive Concept Plan (see generally Guiding Principles 2 and 3, along with supporting goals and policies). Finally, the Plan explicitly endorses "Smart Growth" principles which recognize the importance of a variety of viable transportation choices.

8. The City will promote mixed-use developments and better job-to-housing balance in new master planned communities.
- Commentary:* One of the foundation principles of the Comprehensive Master Plan is a balanced mix of land uses, including mixed use villages and neighborhoods, commercial centers, and mixed use employment centers. There are three distinct land use categories on the land use map (Figure 4-1) including mixed use neighborhoods, mixed use commercial, and mixed use employment. There are substantial geographic areas that receive these designations on the future land use map. In addition, the Plan specifically calls for the achievement of a balanced mix of land uses to ensure that jobs, goods and services needed by its residents are available within the City. It also calls for a balanced mix of commercial, industrial and recreational opportunities to contribute to the quality of life of the community in the long term (Goal 4.1 and Policy 4.1-1).
9. The City will continue with the design of a Transportation Impact Fee Assessment Program based on a land use analysis process.
- Commentary:* The city has completed a Transportation Impact Fee Assessment program based on a land use analysis process.
10. The City will improve the coordination between its capital improvement plan and its land use plan and better integrate local standards with regional standards developed pursuant to the Regional Policy Plan.
- Commentary:* The Plan includes goals and policies that call for the coordination of capital facility planning with growth and development decisions (Goal 10.1); increased communication and cooperation between various City departments (Policy 10.1-1); and an annual plan implementation assessment report (to be completed each year prior to the establishment of the Capital Improvement Plan) (see generally Chapter 9).
11. The City will explore ways to improve infill development, including the waiver of sewer and water connections, reduced fees for permits, the pursuit of capital resources to acquire and develop property, exploring partnerships with non profit groups, encouraging innovative design, and continued public investment in streetscape improvements in infill areas.
- Commentary:* As indicated above, the Plan contains numerous policies supportive of infill development, promotion of contiguous development, establishment of design guidelines for infill development, and the establishment of additional redevelopment areas in the City (Goal 5.4 and Policies 5.4-1 through 5.4-4).
- The Comprehensive Master Plan emphasizes infill development around identified Activity Centers, including Downtown, North Fifth Corridor, Northern Development Areas, and the Cheyenne Technology Corridor.
- The Plan also creates principles of design for mixed use development and transit oriented development. These principles are reinforced through the Development Evaluation Checklist contained within Chapter 9. This chapter also contains a checklist for infill development which stresses the

compatibility of use and character of  
infill projects to surrounding existing  
development.



