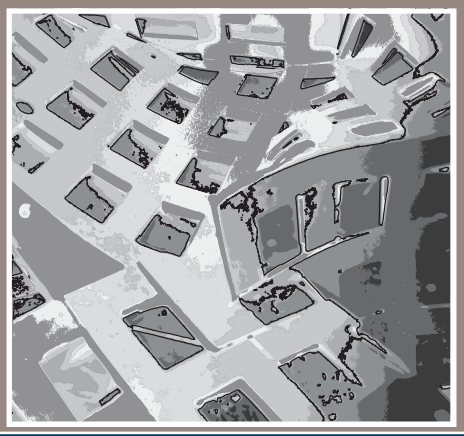

COMMUNITY DESIGN ELEMENT

LAS VEGAS 2020 MASTER PLAN

CITY OF LAS VEGAS NEVADA

Adopted by
City Council 08-06-08

The City of Las Vegas Community Design Element

of the Las Vegas 2020 Master Plan

was adopted by City Council

on August 6, 2008 (Ordinance #5997).

CITY OF LAS VEGAS COMMUNITY DESIGN ELEMENT TABLE OF CONTENTS

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EXECUTIVE SUMMARY

The Community Design Element ("Element") of the Las Vegas 2020 Master Plan ("Master Plan") establishes standards, goals, objectives and policies for community and urban design within the city of Las Vegas. The original Urban Design Element was adopted as part of the city of Las Vegas General Plan on April 1, 1992. Since that time, no amendments have been made to the Urban Design Element, but many new concepts have arisen regarding community and urban design.

The Master Plan and its elements must be periodically updated to address the evolving nature of growth and development in the city and the needs and desires of its citizens. This update is intended to build upon previous plans, measure our progress, and set new priorities for achieving a healthy, safe and sustainable community.

"Breaking Ground" by artist Steve Ligouri, installed at Mary Dutton Park in the John S. Park Neighborhood Historic District.

Since the adoption of the original Urban Design Element in 1992, the city has implemented several programs including considering urban design matters in the city's zoning and subdivision regulations, and development and design standards. In addition, urban design guidelines have been developed for street, highway, trail, transit and parking facilities, housing programs, historic districts and sites. And finally, landscape standards have been developed that focus on the use of attractive, low water usage plant material.

The city of Las Vegas also recognizes exceptional urban design projects through the "Mayor's Urban Design Awards" or "MUDA" awards. Projects must cultivate walkways and streets as shared public spaces, promote walkability and safety, conserve resources, and seamlessly link to their surroundings.

Although much has been accomplished, the practice of urban design has grown exponentially to embrace provisions for citizens' health and safety, and environmental sustainability through sound resource conservation and management practices. This element builds upon the 1992 document, while also including these new concepts.

The following key recommendations from this update will be accomplished by amending the Las Vegas Zoning Code Title 19:

Create development standards for Transit Oriented Design to improve transportation connectivity and opportunities.

- Create walkable communities that promote safe and healthy lifestyles for residents and visitors by requiring Transit Oriented Development standards for new development.
- Improve opportunities for multi-modal transportation by revising street standards to include requirements for pedestrian trails, dedicated lanes for bicycles and busses.
- Develop a comprehensive transportation plan that increases connectivity between the city of Las Vegas and region.

Use Form-Based codes to improve community design standards.

- Create a Smart Code regulation for the city of Las Vegas that establishes neighborhood identity and context to promote appropriate infill development.
- Develop community design guidelines through Smart Code regulation that enhance community functionality through appropriate mix of uses and ease of transportation between nodes. Require the creation of nodes, or districts, with identifying gateway and streetscape amenities that foster community ownership.

Establish guidelines and standards for infill and new development that support sustainable growth through resource conservation and management.

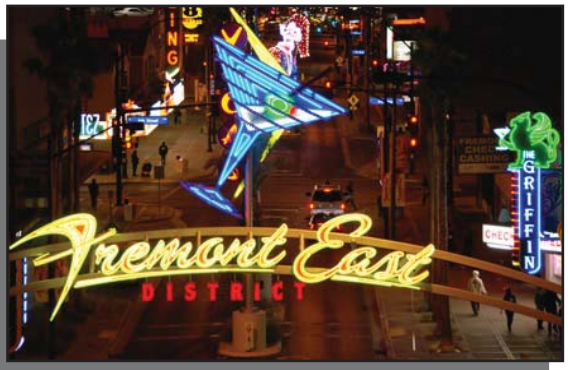
- Discourage leap frog development by developing incentives for higher density mixed-use and infill development and adaptive reuse of existing buildings over demolishment.
- Establish guidelines for water management systems in new developments that encourage water conservation through appropriate urban and landscape design techniques.
- Develop guidelines to preserve the natural arroyos and related ecosystems.

INTRODUCTION

A strong community requires three components that contribute to the overall quality of life for residents. These include: sustainability, safety, and input by members of the public that live, visit, and work in the area. At the community level, sustainability often refers to a functional balance that includes a mixture of appropriate uses, services and amenities within a cohesive geographic area. Safety – in residential, open space and urban areas – is one of the hallmarks of viable communities. Combined, sustainable and safe communities promote "walkability." Urban cores with higher densities and a mixture of uses allows residents and visitors to walk to nearby shopping, services, and transportation, thereby encouraging healthier lifestyles.

Solutions for achieving safe, sustainable and healthy communities can be found in quality urban design and planning. An integral part of the planning process is public participation. Public input empowers citizens to translate common interests and goals into action.

The city of Las Vegas is made up of several distinct communities, each of which has a unique population and diverse opportunities for recreation, employment, and housing. This element recognizes this diversity by providing a broad spectrum of guidelines and policies for addressing more specific improvement or enhancement needs. At the same time, this element recognizes that the city of Las Vegas is constantly growing and developing with brand new communities. How we link existing and new communities while maintaining unique community identities, providing healthy and sustainable opportunities for movement throughout the city, and increasing safety for residents and visitors are the key points of this element.



Neon gateway and signage lends identity to the Fremont East District.

ENABLING LEGISLATION

This section of the element provides information about state legislation that gives the authority to the city of Las Vegas to create and adopt a Master Plan and related elements.

RELATIONSHIP TO NEVADA REVISED STATUTES

Nevada Revised Statutes (NRS)

The Nevada Revised Statutes are the current codified laws of the State of Nevada. The Statutes of Nevada are a compilation of all legislation passed by the Nevada Legislature during a particular Legislative Session.

NRS 278 Planning and Zoning

This chapter within the Nevada Revised Statutes provides for the establishment of municipal zoning ordinances. Specifically, NRS 278.023 provides for the "Enactment of separate zoning and planning ordinances for specific parts of territories."

NRS 278.150 Master Plan

This section requires the city of Las Vegas to prepare and adopt a comprehensive, long-term general plan for the "physical development of the city, county or region which in the commission's judgment bears relation to the planning thereof." Included in the plan, the NRS requires numerous elements with specific requirements for each.

NRS 278.160 Subject Matter Of Master Plan

Among the requirements for the general plan is a Community Design Element that provides "standards and principles governing the subdivision of land and suggestive patterns for community design and development."

NRS Chapter 278: Planning and Zoning.

The Zoning Code was established to promote the public health, safety and welfare, and coordinate and ensure the execution of the city's General Plan through effective, efficient, and equitable implementation of development review requirements, adequate facility and services review and other goals, policies or programs contained in the General Plan.

NRS 278A – Planned Development

This chapter provides requirements for planned unit developments such as diverse housing types, walkable neighborhoods and the inclusion of necessary amenities and services. It also addresses the need for efficient land-use planning and administration.

RELATIONSHIP TO THE LAS VEGAS ZONING CODE TITLE 19

The Zoning Code of the city of Las Vegas was adopted by the City Council in March 24, 1997, as part of the Municipal Code of the city of Las Vegas, adopted in 1983. The Zoning Code was adopted pursuant to the provisions of the Nevada Revised Statutes (NRS), including:

Title 19, Chapter 19.00.030 Purpose and Intent

The city of Las Vegas Zoning Code provides development requirements that support the 2020 Master Plan by mandating standards for zoning and land-use, special purpose and overlay districts, and commercial and residential development standards for parking, traffic, landscape, signage, and non-conforming uses.

Title 19, 19.00.040 Relationship to (2020 Master) Plan

The adoption of the title is consistent and compatible with and furthers the goals, policies, objectives and programs of the (2020 Master) Plan.

RELATIONSHIP TO TITLE 18: SUBDIVISION DEVELOPMENT

The Subdivision Ordinance, Title 18, was adopted by the City Council January, 2001, and sets subdivision standards. Title 18 ensures that all development, division, and mapping conforms with State law, and is consistent with the city's General Plan (Master Plan 2020).

The purpose and intent of this Title is to ensure that all development, division, and mapping under this Title occurs in conformance with State law; that such activity is consistent with the city's General Plan (Master Plan) and applicable development regulations, including any standards, plans or policies that have been adopted by the City Council so as to have a regulatory effect; that required on-site and off-site dedications and public improvements are properly installed or guaranteed; and that appropriate process is followed in the review and approval of applications made under this Title.

RELATIONSHIP TO CITY OF LAS VEGAS STREET STANDARDS

The Public Works Department complies with uniformed specifications standard drawings for all streets within the city. The specifications for different street types including arterial,

collector and residential streets, include an exact street width for each designation. Other specifications required by the city include driveways, gutters, sidewalks and bus turnouts. These specifications are in place for public right-of-way consistency and the safety of the community.

RELATIONSHIP TO 2020 MASTER PLAN

The 2020 Master Plan, "Master Plan," was adopted by the City Council in September 2000, and consists of a policy document and a series of specific plans, or elements. The Master Plan document is the city's road map for future growth and development. According to the introduction to the Master Plan, it "…is intended to provide a broad and comprehensive level of policy direction for future land-use decisions and related aspects of corporate planning in the city of Las Vegas through the year 2020. The intent of the Plan is also to ensure that the city of Las Vegas is in compliance with the requirements of all applicable state laws. Although a principal role of this document is to provide guidance to city staff, the Planning Commission and City Council in the determination of planning-related decisions, the Master Plan is also intended to act as a readable, handy reference to the development community and the general public."

Written and maintained by the city's Planning & Development Department, the Master Plan is the city's most comprehensive guide for future growth and development. It covers a variety of topics from population and land-use to public buildings and parks. The most important piece of this plan is the Comprehensive Policy Plan, which contains long-term goals, objectives, and policies to guide public decision-making. The supporting elements contain technical information meant to assist in policy development by providing pertinent background and analysis.

The policies and goals of the Master Plan are derived through a public process, with input solicited from a range of community stakeholders. Through numerous public meetings, this input is used to create an overall long-range vision for the city. That vision is then adopted by the City Council and is subsequently used, as noted above, to evaluate and guide policy decisions.

In preparing this element, the city of Las Vegas has considered how policies stipulated in the Master Plan direct future decisions affecting community design. Where appropriate, this Community Design Element reflects the concurrence of city policy with these other policy sets.

THE RELATIONSHIP TO EXISTING MASTER PLAN ELEMENTS:

Conservation Element (11/06/05) Ordinance 5529

This element provides guidance for the conservation, development and utilization of natural resources, including, without limitation, water and its hydraulic force, underground water, water supply, solar or wind energy, forests, soils, rivers and other waters, harbors, fisheries, wildlife, minerals and other natural resources.

Historic Properties Preservation Element (09/05/07) Ordinance 5931

This element of the Las Vegas 2020 Master Plan ("Master Plan") establishes standards, goals, objectives, and policies for the protection of historic properties located within the city of Las Vegas legal boundaries. It also includes an inventory of significant historical, archaeological and architectural properties as defined by a city, county or region, and a statement of methods to encourage the preservation of those properties.

Housing Element (7/18/01)

The Housing Element existing housing conditions, including an inventory of available housing, plans for improving housing standards, and demographic characteristics of the community. This element also identifies impediments to the development of affordable housing, and presents a plan for improvement in all aspects of affordable housing policy, including maintenance, conversion, rehabilitation, construction and inventory.

Land-Use Element (7/06/05) GPA 6363

This element provides an inventory and classification of types of natural land and of existing land cover and uses, and comprehensive plans for the most desirable utilization of land. The land-use element addresses mixed-use development, transit-oriented development, master-planned communities and gaming enterprise districts. It also includes a provision concerning the acquisition and use of land that is under federal management within the city.

Population Element (4/03/03)

The Population Element provides an estimate of the total population which the natural resources of the city, county or region will support on a continuing basis without unreasonable impairment.

Recreation Trails Element (01/16/02)

This element provides for a comprehensive system of recreation areas, including, without limitation, natural reservations, parks, parkways, trails, reserved riverbank strips, beaches, playgrounds and other recreation areas, including, when practicable, the locations and proposed development thereof.

Parks and Recreation Element (3/15/00 Resolution # 44-2000)

The Parks element deals specifically with the current and projected need for recreational amenities based on population projections.

Public Buildings Element (11/01/07)

The Public Buildings Element inventories and assesses the present and future needs of public buildings given various population trends, level of service goals, and administrative space needed. All aspects of city government and their buildings are analyzed and recommendations are provided based on future needs and service requirements of particular city functions.

Transportation Element (in progress)

This element provides a plan for a comprehensive transportation system, including, without limitation, locations of rights-of-way, terminals, viaducts and grade separations. The plan may also include port, harbor, aviation and related facilities.

Transit Element (2/24/08)

This element includes a proposed multimodal system of transit lines, including mass transit, streetcar, motorcoach and trolley coach lines, paths for bicycles and pedestrians, satellite parking and related facilities.

Public Safety Element (9/05/01)

This element combines information required in several sections. It contains projections regarding police and fire protection, geologic hazards, hazardous materials, drainage and flood control, and more.

THE RELATIONSHIP TO 2020 MASTER PLAN POLICY DOCUMENT:

The CLV uses this document to set forth a vision statement for the city's future and establish policies and objectives regarding how to achieve certain defined goals as contained in the Master Plan. The Planning Department often uses this document as a source to justify land-use recommendations.

The following themes of the 2020 Master Plan Policy Themes document support the creation and implementation of a Community Design Element:

Reurbanization

This section addresses the need for creating a vibrant, urban environment at the core of the city where people choose to live, work and play. It supports the Community Design Element by establishing goals for sustainable development such as high quality mass-transit opportunities, mixed-use development with educational and cultural amenities all within a reasonable walking distance, and preservation of historic buildings. In addition, this policy theme establishes goals for the creation of attractive and safe public open spaces and pedestrian routes within distinctive districts that provide a variety of amenities.

Neighborhood Revitalization

This policy theme supports the Community Design Element by establishing goals for land-use, affordable housing, historic preservation, walkable and interesting urban environments, and community safety. It also establishes policies for the creation of Special Area Plans that address specific community needs such as beautification and commercial or industrial encroachment.

Newly Developing Areas

This policy theme establishes goals for the design and appearance of newly developing areas. The individual policies and objectives support the Community Design Element by providing direction for walkable and sustainable communities, adequate neighborhood parks and trails, picturesque streets lined with trees and a range of housing types and options.

THE RELATIONSHIP TO CITY OF LAS VEGAS STRATEGIC PLANNING GUIDE PRIORITIES:

The city of Las Vegas supports sustainable community design through the following "Priorities":

- Create, integrate, and manage orderly and sustainable development and growth of our community,
- Support and encourage sustainability, livability, and pride in our neighborhoods.


COMMUNITY
DESIGN ELEMENT

BACKGROUND

Community design describes the relationship between the physical, aesthetic, and functional components of towns and cities. High-quality community design not only creates a visually pleasing environment, but it also has the ability to promote a healthy, safe and sustainable community by encouraging walkable neighborhoods and urban centers. Community design concepts can apply equally to new development and the revitalization of mature urban areas.

Community design is a discipline which blends the skills of comprehensive urban planning, architecture, landscape architecture and civil engineering. However, it is directly affected by the social, economic, ecological, political, legal and aesthetic forces that are influential in shaping the urban environment.

Time Capsule in Centennial Plaza, adjacent to the Fifth Street School and Lewis Avenue.

The city of Las Vegas is able to set guidelines and standards for existing and future development through measures such as:

- Zoning and subdivision regulations
- Community design plans or urban design elements of:
  - Area plans (such as the Downtown North Land Use Plans).
  - Neighborhood plans.
  - Historic and/or environmental plans.
  - Corridor plans.
  - Parks plans (such as the Floyd Lamb Park Master Plan).
- Community design details, including:
  - Building relationships and massing.
  - Transitional buffers.
  - Streetscape concepts involving landscaping, signage systems, and coordinated benches and planters.

The implementation of these guidelines and policies help to enhance the quality of life through the built and natural environment. Improving the character of the community will require environmentally and aesthetically sensitive design.

EXISTING CONDITIONS

THE PLANNING CONTEXT

The Planning and Development Department prepares and implements plans to administer and recommend entitlements, and offer advice about development that will enhance the quality of life of the citizens of Las Vegas. The department also provides technical information to the public regarding zoning and development reviews and long range planning issues and data. In addition, the Planning and Development Department makes recommendations to the city of Las Vegas Planning Commission and City Council for development applications.

Planning Commission: The Planning Commission is a seven member board which makes recommendations to the City Council on the city's Master Plan, zoning cases and other related issues, and makes final decisions on subdivision maps.

City Council: The City Council, including the mayor, is the governing body of the city and exercises legislative power by enacting ordinances, resolutions, orders and other policies necessary for the management and execution of the powers vested in the city through the City Charter.

Local public art project "El Jardin," located at the East Las Vegas Community/Senior Center.

DESIGN REVIEW COMMITTEES

Design review committees are a large part of the development application process for certain communities. They are groups whose membership is comprised of government representatives and/or citizens. These committees consider the design and aesthetics of proposed development in a specific plan area.

The following is a list of current design review committees in the city of Las Vegas:

CITY REFERRAL GROUP

The City Referral Group reviews Development Plans, General Development Plans and proposals for development within the Summerlin Master-Planned Community. The City Referral Group consists of representatives of the city of Las Vegas Departments of Planning & Development, Fire and Rescue, Leisure Services, and any other city department or agency as determined by the City Manager.

Comm Design Elem;Plans-MPlan;indd;rs08/06/08

DOWNTOWN DESIGN REVIEW COMMITTEE (DDRC)

The Downtown Design Review Committee (DDRC) reviews signs and exterior elevations proposed to be located within the Downtown Entertainment District, Casino Overlay District and the Las Vegas Boulevard Scenic Byway Overlay District. Within the Scenic Byway overlay, 75% of the total sign surface area for proposed signage must consist of illumination in the form of neon signs, animated signs, or a combination thereof. The DDRC is composed of two members of the Planning Commission, one representative of the Planning & Development Department designated by the Director, and one representative of the city's Office of Business Development designated by the Director, and three downtown business owners designated by the Mayor.

HISTORIC PRESERVATION COMMISSION

The Historic Preservation Commission (HPC) is an 11-member advisory group made up of citizens knowledgeable in historic preservation, construction, history, planning, architecture, and real estate. The purpose of the HPC is to promote the preservation of historic resources within the city of Las Vegas, including, but not limited to cultural heritage resources, buildings, structures, sites and objects through education and action.

CITY OF LAS VEGAS COMMUNITY DESIGN DOCUMENTS

The city of Las Vegas has several policy documents that contain design guidelines and standards for development.

The city of Las Vegas has addressed community design in the following documents:

1992 General Plan "Urban Design" Element

The Las Vegas General Plan, adopted on April 1, 1992 (Ordinance 3636), contains an urban design element which outlines goals, objectives, policies and programs for urban design. The "Urban Design Element" describes how land use, community facilities, infrastructure, circulation systems, housing, and historic and environmental preservation are connected with the urban design of the area. The 1992 General Plan will be updated to meet NRS standards. As part of this initiative, the Community Design Element will replace the "Urban Design Element" and provide a current set of guidelines for establishing a comprehensive community design guide for future growth.

Las Vegas 2020 Master Plan (9/6/00) Ordinance # 2000-62

The "Las Vegas 2020 Master Plan" provides a comprehensive level of policy direction for future land use decisions based upon several themes. These themes include Reurbanization, Neighborhood Revitalization, Newly Developing Areas, Economic Diversity, Cultural Enhancement, Fiscal Management and Regional Cooperation, and are incorporated into each of the Plan's elements. The key characteristics of community design brings together many aspects of other Master Plan Elements, such as the Conservation Element, Historic Properties Preservation Plan Element, Housing Element, Land Use Element, Population Element, and Recreation Trails Element. This combination of elements allows for the formation of community design and a sense of place for its residents.

Las Vegas Urban Design Guidelines and Standards (3/17/97)

The "Las Vegas Urban Design Guidelines and Standards" manual focuses on landscape, wall and buffer standards, along with design standards such as site planning, exterior features, building design, and parking and traffic circulation. The manual establishes standards to allow for aesthetically compatible development, to direct the character and form of the community. The standards within the manual also focus on the health and welfare of the citizens through conservation of water, reduction of air pollution, and improved public safety. The guidelines and standards allow for the creation of an aesthetically pleasing, functional, safe community for its residents.

City of Las Vegas Zoning Code Title 19 (3/24/97) Ordinance 4073

The city of Las Vegas Zoning Code, provides development requirements by mandating standards for zoning and land-use, special purpose and overlay districts, and commercial and residential development standards for parking, traffic, landscape, signage, and non-conforming uses.

SPECIAL AREA PLANS

The city of Las Vegas has several Special Area Plans that implement development standards and permitted land uses for properties within a specific plan area in addition to any standards mandated by the Las Vegas Zoning Code. In some instances, special area plan standards supersede those of the Zoning Code.

The following special area plans were developed by the city of Las Vegas and are implemented through the Planning & Development department.

Downtown Centennial Plan (7/5/00) Bill 2000-49

The *Las Vegas Downtown Centennial Plan* establishes fundamental planning, development and land-use concepts, and urban design standards to guide the redevelopment of the original core of the growing Las Vegas Valley beyond its centennial. The Plan sets forth a long-term strategy to re-establish Downtown Las Vegas as the region's premier artistic, cultural, civic, financial and urban residential center of the valley. The Plan includes development design guidelines and serves an area of Downtown Las Vegas defined as the geographic area generally contained within the boundaries of the southern parcels along Interstate-515 on the north, the western parcels along Sixth Street on the east, Sahara Avenue on the south, and Interstate-15 on the west, and extending along East Fremont Street to Charleston Boulevard.

John S. Park Neighborhood Historic District Design Guidelines (1/24/07)

The *John S. Park Neighborhood Historic District Design Guidelines* illustrates architectural standards for the John S. Park Neighborhood Historic District, generally bound by Charleston Boulevard to the north, Franklin Avenue to the south, 10th Street to the east, and Las Vegas Boulevard to the west. The Guidelines contain design recommendations for private development and provide general instructions for the protection of the historic character-defining features of the neighborhood.

Las Vegas Medical District (as amended August 1, 2007) Resolution R-57-2007

The Las Vegas Medical District is generally bounded by Alta Drive to the north, Charleston Boulevard to the south, Martin Luther King Boulevard to the east, and Rancho Drive to the west. The intent of the *Las Vegas Medical District Plan* is to provide for future and continued development in this area of an interrelated and cohesive mix of uses in a manner that is safe, orderly, and manageable for pedestrians. The Plan sets forth design guidelines for the private development and public street standards of the area.

Montecito Town Center (as revised 10/4/06) Bill No. 2006-53

The Montecito Town Center encompasses an area bounded by Elkhorn Road to the north, I-215 to the south, Durango Drive to the east, and El Capitan Way to the west. The purpose of the *Montecito Town Center Land Use and Design Standards* is to guide the physical development of land within the boundaries of the Plan area through development design guidelines, by prescribing the land use, site development standards, and landscape and architectural design.

Torrey Pines Development Standards and Guidelines (5/27/97) Z-18-97

The *Torrey Pines Development Standards and Guidelines* include public development design guidelines and provide the parameters of development for the Torrey Pines Care Center, located on the southeast corner of Oakey Boulevard and Torrey Pines Drive.

Town Center Development Standards (as revised 10/4/06) Bill No. 2006-53

The *Town Center Development Standards* include public and private development design guidelines, provide minimum requirements for development and uses within Town Center and provide for the review of architecture, engineering, landscaping plans, and signage plans by the city prior to approval. Town Center is located in the Centennial Hills area of Northwest Las Vegas.

The following special area plans were developed by private entities and are implemented by the city of Las Vegas.

Centennial Centre Plan (2/8/99) Z-76-98 (1)

The *Centennial Centre Plan* governs the design and construction of Centennial Centre, an area located in the northwest portion of Las Vegas at the southwest quadrant of Highway 95 and the 1-215 Beltway. The Centennial Centre Plan includes design guidelines for development.

Cliff's Edge (Providence) (as revised 9/19/07) ZON-1520

The *Cliff's Edge Master Development Plan* focuses on an area which encompasses approximately 1,150 acres with Grand Teton Drive on the north, Centennial Parkway and I-215 on the south, Hualapai Way on the east, and Puli Road on the west. The purpose of the Plan is to guide the physical development of land within the boundaries of the Plan area by prescribing the land uses, establishing a

process of development, establishing design criteria, and providing the criteria for project approval. The Cliff's Edge Master Development Plan includes design guidelines for public and private development. The plan also focuses on ensuring quality, achieving visual continuity and consistency in design, and protecting property values.

Enterprise Park (11/29/94) Z-136-94

The Las Vegas Enterprise Park is a mixed-use business park located on the southwest corner of Martin Luther King Boulevard and Lake Mead Boulevard. The *Enterprise Park Design and Development Standards* contain design guidelines pertaining to development and provides for an environment exclusively for and conducive to the development and protection of modern administrative facilities, research institutions and specialized manufacturing operations all of the non-nuisance type.

Grand Canyon Village (as amended 4/2/03) Z-0093-00

The purpose of the *Grand Canyon Village Master Development Plan and Design Standards* is to guide the physical development of land within the boundaries of the Plan area by prescribing the land uses, establishing a process of development, and providing the criteria for project approval. The Plan includes design guidelines relating to public and private development and serves an area which encompasses three parcels with US 95 on the north, Grand Teton Drive on the south, Grand Canyon Drive on the west, and Tee Pee Lane on the east.

Grand Teton Village (9/4/02) Z-0014-02

The purpose of the *Grand Teton Village Master Development Plan and Design Standards* is to guide the physical development of land within the boundaries of the Plan area by prescribing the land uses, establishing a process of development, and providing the criteria for project approval. The Plan contains design guidelines relating to public and private development and serves an area which encompasses 24 parcels with the Grand Teton Drive on the north, Farm Road on the south, Hualapai Way on the west, and Grand Canyon Drive on the east.

Iron Mountain Ranch (10/12/98) Z-16-98

In order to ensure that a strong overall community concept is achieved, the *Iron Mountain Ranch Design Guidelines* address three levels of planning including master planning, site planning, and architectural planning. The Iron Mountain Ranch Design Guidelines contain design guidelines relating to public and private develop-

ment. Iron Mountain Ranch is generally bounded by Jones Boulevard on the west, Decatur Boulevard on the east, Iron Mountain Road on the north, and Whispering Sands Drive on the south.

Kyle Canyon Development (as revised 9/19/07) ZON-22351

The *Kyle Canyon Design Guidelines* provide the standards for the Kyle Canyon community which is bordered by Moccasin Road to the north, Grand Teton to the south, Fort Apache on the east and Puli Road on the west. The Guidelines establish standards for residential density, building design and layout, commercial uses and signage, open space and landscaping, and other development features within Kyle Canyon. Furthermore, the Design Guidelines include design recommendations relating to public and private development and are intended to provide a vehicle by which to protect and maintain the long-term quality and value of the community.

Las Vegas Technology Center Plan Phases 1 & 2 (respectively: 11/20/85, 2/26/99) Z-68-85, Z-87-98

The *Las Vegas Technology Center Plan Phases 1 & 2* is intended to ensure that the goals and intent of the Technology Center Plan are carried out as each phase of the Center is constructed. The Plan includes design guidelines for public development and serves an area directly adjacent to US-95 between Cheyenne Boulevard and Smoke Ranch Road.

Lone Mountain (6/23/97) Z-33-97

The *Lone Mountain Master Development Plan* encompasses an area bounded by Craig Road to the north, Cheyenne Avenue to the south, Jensen Street to the east, and I-215 to the west. The purpose of the Lone Mountain Master Development Plan and Design Standards is to guide the physical development of land within the boundaries of the Plan area through public and private development design guidelines, by prescribing the land uses, establishing a process of development, and providing the criteria for project approval.

Lone Mountain West (as amended 6/25/07) R-59-2007

The *Lone Mountain West Master Development Plan* encompasses an area bounded by Lone Mountain Road to the north, Cheyenne Avenue to the south, I-215 to the east, and Puli Road to the west. The purpose of the *Lone Mountain Master Development Plan and Design*

Standards is to guide the physical development of land within the boundaries of the Plan area through public and private development design guidelines, by prescribing the land uses, establishing a process of development, and landscape and architectural design.

Spectrum (1/10/91) Z-111-88

The *Spectrum Master Plan* includes design guidelines for public and private development, and sets forth development standards, land use provisions, and general provisions for the Plan area, generally bound by Stewart Avenue to the north, Charleston Boulevard to the south, Pecos Street to the east, and Mojave Road to the west.

Summerlin Development Standards (as amended 9/15/04) Z-135-93

The *Summerlin Development Standards* contains design guidelines for public and private development, and sets forth development standards, parking standards, and signage standards for the Summerlin Planned Community located in the Southwest portion of Las Vegas.

Sun City Summerlin Development Standards (as amended 1/27/97) Z-44-87

The *Sun City Summerlin Development Standards* contains design guidelines for public and private development, and provide an overall framework and comprehensive set of guidelines to allow the community to develop and progress in an orderly and cohesive manner. Sun City is located in the northwest portion of the Summerlin area.

ANALYSIS

The city of Las Vegas has a long history of community design policies that support sustainability. The 2020 Master Plan, based on smart growth principles, envisions a dense, mixed use, walkable community. The Master Plan policies are designed to provide residents with a wide variety of housing choices, transit options and recreation amenities. Additionally, the City Council identified two Strategic Priorities within its Strategic Plan that speak directly to sustainability:

- Create, integrate, and manage orderly and sustainable development and growth of our community,
- Support and encourage sustainability, livability, and pride in our neighborhoods.

The City Manager has issued a sustainability policy in 2007 governing city operations that promotes environmentally-responsible development, the reduction of resource consumption, and sustainability education and training. Even so, the city faces challenges in promoting sustainable community design. One such challenge is regional coordination.

"Spirit Tower" by artist Rita Deanin Abbey, stands at the entrance to the Summerlin Library and Performing Arts Center.

At time of adoption of this element, there are six quasi-governmental and governmental agencies that have input on development decisions within the corporate limits of the city of Las Vegas. These include: the Regional Transportation Commissions, the Southern Nevada Water Authority, the Regional Flood Control District, the Clark County School District, Clark County Air Quality, and the Clark County Airport Commission. The Southern Nevada Regional Planning Coalition is a non-profit planning organization that seeks to coordinate regional planning. The "Southern Nevada Regional Policy Plan" supports resource conservation through sustainable development that addresses transportation, density and land-use issues.

Planning resource conservation through sustainable development requires active participation from all jurisdictions, which is not always an easy task. Each jurisdiction has specific issues relating directly to existing economic and social circumstances within that community. There is rarely one solution that can meet the needs of the entire region, yet individual communities don't exist in a vacuum. For example, transportation is typically managed on a regional scale; however, it requires input and cooperation from each affected jurisdiction to create and maintain a successful system. Taking that one step further, if each jurisdiction supports say, Transit Oriented Development, a full-scale redesign of the regional transportation system will need to be planned and implemented to ac-

commodate alternative modes of transportation, improvements to existing infrastructure, routes and linkages.

Another challenge will be education and staff allocation. Sustainability has become a leading influence in urban design and planning initiatives. Much of sustainable development practice is based on scientific evidence, which requires constant review. Planning agencies must be able to devote resources toward research and networking in order to remain current with the latest technologies.

The greatest challenge will be overcoming the high cost and adverse effects of unfettered development manifested in loss of open spaces, natural resources, and overall quality of life. Community design is not simply about making sure every housing development has a park. It's about connectivity between neighborhoods and communities and how to improve movement between them. It's about how this movement impacts development patterns for the city of Las Vegas and entire region. It's about resource management. It's about providing choices and alternatives to citizens.

The following is a list of issues that have a discernable impact on the quality of life for Las Vegas' citizens. Each presents unique challenges for municipalities. More importantly, each issue is firmly linked to the others, requiring complex solutions and coordination on a massive scale. It is difficult to group the issues under strictly "sustainability" or "safety" headings. Instead, the issues below are listed roughly in order of context, beginning with neighborhood design (streets, buildings, etc.), transportation planning, and finally resource conservation issues.

ISSUES

SMART GROWTH

In communities across the nation, there is a growing concern that current development patterns dominated by sprawl are no longer in the long-term interest of our cities, existing suburbs, small towns, rural communities, or wilderness areas.

Outdoor cafes bring life and security to the street, increasing pedestrian comfort.

Much of the existing patterns of urban and suburban development have the ability to seriously impair our quality of life. The symptoms are: more congestion and air pollution resulting from our increased dependence on automobiles, the loss of precious open space, the need for costly improvements to roads and public services, the inequitable distribution of economic resources, and the loss of a sense of community. Though supportive of growth, communities are questioning the economic costs of abandoning infrastructure in the city, only to rebuild it further out.

Spurring the smart growth movement are demographic shifts, a strong environmental ethic, increased fiscal concerns, and more nuanced views of growth. The result is both a new demand and a new opportunity for smart growth.

The features that distinguish smart growth in a community vary from place to place. In general, smart growth invests time, attention, and resources in restoring community and vitality to center cities and older suburbs. Smart growth concepts include creating town-centers, transit and pedestrian oriented design, and encouraging a greater mix of housing, commercial and retail uses. Smart growth principles also focus on the preservation of open space, along with many other environmental amenities.

TRADITIONAL NEIGHBORHOOD DEVELOPMENT (TND)

Traditional Neighborhood Development is a comprehensive planning system that includes a variety of housing types and land-uses in a defined area. The variety of uses permits educational facilities, civic buildings and commercial establishments to be located within walking distance of residential areas. A TND is served by a network of paths, streets and lanes suitable for pedestrians as well as vehicles. This provides residents the option of walking, biking or driving to places within their neighborhood. Present and future modes of transit are also considered during the planning stages.

This traditional neighborhood development in Sacramento, CA, encourages walkability with compact housing surrounding a large green space and path network.

Public and private spaces have equal importance, creating a balanced community that serves a wide range of home and business owners. The inclusion of civic buildings and civic space – in the form of plazas, greens, parks and squares – enhances community identity and value.

The city of Las Vegas has a Traditional Neighborhood Development land use designation that allows for a balanced mix of pedestrian-oriented housing, commercial and civic uses. Street connectivity and multi-modal transportation is encouraged. It is important that the city of Las Vegas continue to support TND, and by drawing upon our best examples from the past, we can plan future communities that will more successfully serve the needs of those who live and work within them.

The city of Reno has embraced the river front with several gathering spaces throughout the River Walk District.

SENSE OF PLACE

Community design incorporates many visual elements of a city to create a sense of place for its residents, and promotes high quality development to strengthen the physical image of the city. Creating a more unified community through design will strengthen the bond between residents and where they live and work. Forming a physically attractive, unique place will have a positive impact on visitors as well.

It is important for a community to have an identity, and form a sense a place for its residents. Strategically placing gateway monuments or signage at primary entry points of the city will allow for visitors and residents to recognize that they are entering or exiting the city. Placing a recognizable city logo in public spaces and facilities will allow for identification of the city. By unifying public elements such as streetlights, landscaping, street furniture, sidewalks and signage, community identification can be achieved.

STREETSCAPES

Davis, CA has enhanced streets with meandering sidewalks, large trees and ample seating.

A streetscape is defined as the elements within and along the street right-of-way that define its appearance, identity, and functionality, including adjacent buildings and land-uses, street furniture, landscaping, trees, sidewalks, and pavement treatments, among others. Community streetscapes should emphasize the idea that the whole is greater than the sum of the parts; a streetscape should flow naturally and contain elements that contribute to the overall cohesiveness of the community. Streetscapes can improve the pedestrian experience by fostering a safe, pleasant, and convenient environment; increase the commercial viability of a community; and provide a unified design that can carry people through and to the area.

An inviting, aesthetically pleasing streetscape has the opportunity to create a walkable, pedestrian friendly community. It is important to create roads and streetscapes with the pedestrian in mind, and encourage human scale design to form a walkable community. A key element to create a well rounded streetscape that promotes pedestrian activity is the creation of narrower streets, which in turn slows traffic and increases pedestrian safety.

THIRD PLACES

This outdoor chess game provides opportunity for community interaction outside the home and workplace.

Third places refer to social surroundings separate from the two usual social environments of the home and the workplace. Third places are anchors of community life and facilitate and foster broader, more creative interaction between community members. Several characteristics indicate a third place. The use of many third places is free or inexpensive, the availability of food and drink is important for the creation of a third place, third places are also highly accessible and within walking distance for many, and third places involve a social group constituted by those who regularly gather there. Farmers' markets are an example of a third place; farmers' markets aid farmers' business, preserve natural resources, and assist in the experience of local culture. An increasing percentage of American workers now telecommute, not from home, but from a third place; many workers cite isolation when telecommuting from home and find working in public spaces a happy medium between the home office and the corporate office.

CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)

CPTED is a multi-disciplinary approach to deterring criminal behavior. Consistent with the widespread implementation of defensible space guidelines in the 1970s, CPTED principles advocate proper design and effective use of the built environment that can lead to a reduction in the fear and incidence of crime and an improvement in the quality of life. The three most common built environment strategies are natural surveillance, natural access control and natural territorial reinforcement.

Natural surveillance and access control strategies limit the opportunity for crime. Natural surveillance increases the threat of apprehension by taking steps to increase the perception that people can be seen. Natural surveillance occurs by designing the placement of physical features, activities and people in such a way as to maximize visibility and foster positive social interaction among legitimate users of private and public space. Potential offenders feel increased scrutiny and limitations on their escape routes.

Natural access control limits the opportunity for crime by taking steps to clearly differentiate between public space and private space. By selectively placing entrances and exits, fencing, lighting and landscape to limit access or control flow, natural access control occurs.

Territorial reinforcement promotes social control through increased definition of space and improved proprietary concern. An environment designed to clearly delineate private space does two things. First, it creates a sense of ownership. Owners have a vested interest and are more likely to challenge intruders or report them to the police. Second, the sense of owned space creates an environment where "strangers" or "intruders" stand out and are more easily identified. By using buildings, fences, pavement, signs, lighting and landscape to express ownership and define public, semi-public and private space, natural territorial reinforcement occurs. Additionally, these objectives can be achieved by assignment of space to designated users in previously unassigned locations.

LAND-USE

Land-use refers to the types of activities allowed on a particular parcel of land, typically within urban and rural areas. These uses, such as manufacturing, residential, and commercial, are all governed by a set of designations assigned to each parcel or a group of parcels, usually within a certain boundary. Each designation, known as a parcel's zoning, comes with a list of approved uses that can legally operate on the zoned parcel. These are found in a government's ordinances or zoning regulations.

Since the late 18th and early 19th centuries, major changes in agriculture, manufacturing, and transportation were beginning to have a profound effect on socioeconomic and cultural conditions throughout the world. Recent significant effects of land-use include urban sprawl, soil erosion, soil degradation, salinization, and desertification. Land-use change, together with use of fossil fuels, are the major anthropogenic sources of carbon dioxide, a dominant greenhouse gas.

Land-use and land management practices have a major impact on natural resources including water, soil, nutrients, plants and animals. Land-use information can be used to develop solutions for natural resource management issues such as salinity and water quality. For instance, water bodies in a region that has been deforested or having erosion will have different water quality than those in areas that are forested.

City of Las Vegas has several different land uses within the downtown area, ranging from industrial to residential with many opportunities for increased density.

Smart growth supports the integration of mixed land-uses into communities as a critical component of achieving better places to live. By putting uses in close proximity to one another, alternatives to driving, such as walking or biking, once again become viable. Mixed land-uses also provides a more diverse and sizable population and commercial base for supporting viable public transit. It can enhance the vitality and perceived security of an area by increasing the number and attitude of people on the street. It helps streets, public spaces and pedestrian-oriented retail again become places where people meet, attracting pedestrians back onto the street and helping to revitalize community life.

Mixed land uses can convey substantial fiscal and economic benefits. Commercial and public uses in close proximity to residential areas are often reflected in higher property values, and therefore, help raise local tax revenues. Businesses recognize the benefits associated with areas able to attract more people, as there is increased economic activity when there are more people in an area to shop. In today's service economy, communities find that by mixing land uses, they make their neighborhoods attractive to workers who increasingly balance quality of life criteria with salary to determine where they will settle. Smart growth provides a means for communities to alter the planning context, which currently renders mixed land uses illegal in most of the country.

Density is an important factor in the creation of strong, utilized transit routes throughout a city. Commercial, office and high density residential uses along major corridors produces activity in an area, and allows for increased transit routes to services provided. The clustering of mixed uses along a specific route or block allows residents to access transit services, along with other public amenities provided in the community. Transit services become more cost effective with increased density, since each route is able to serve more people within a smaller area.

FORM-BASED CODES

Form-Based codes, or Smart Codes, are a method of regulating development to achieve a specific urban form. Form-based codes create a predictable public realm primarily by controlling physical form, with a lesser focus on land use, through city or county regulations.

Form-based codes address the relationship between building facades and the public realm, the form and mass of buildings in relation to one another, and the scale and types of streets and blocks. The regulations and standards in Form-based codes, presented in both diagrams and words, are keyed to a *regulating plan* that designates the appropriate form and

scale (and therefore, character) of development rather than only distinctions in land-use types. This is in contrast to conventional zoning's focus on the micromanagement and segregation of land uses, and the control of development intensity through abstract and uncoordinated parameters (e.g., FAR, dwellings per acre, setbacks, parking ratios, traffic LOS) to the neglect of an integrated built form. Not to be confused with design guidelines or general statements of policy, Form-based codes are regulatory, not advisory.

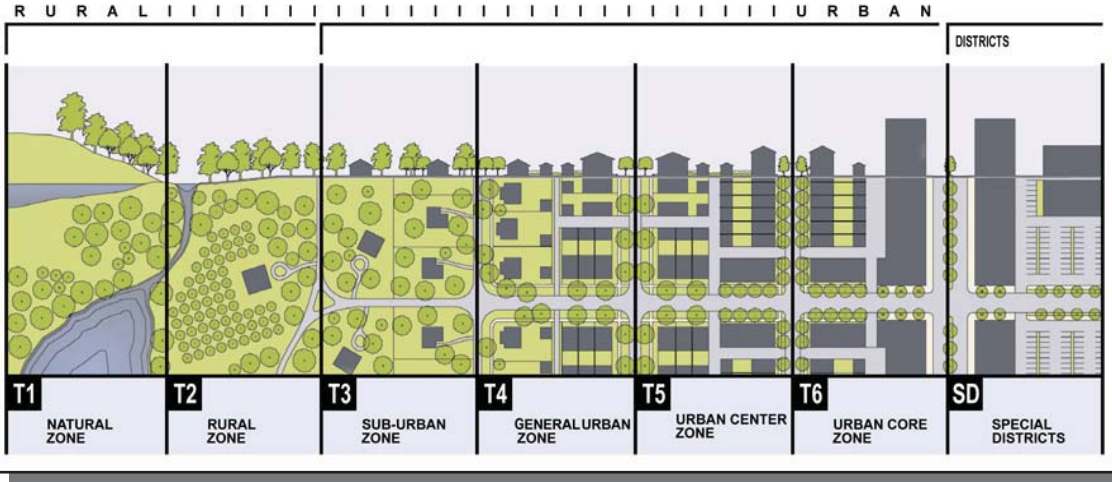
Form-based codes are drafted to achieve a community vision based on time-tested forms of urbanism. Ultimately, a Form-based code is a tool; the quality of development outcomes is dependent on the quality and objectives of the community plan that a code implements.

Form-based codes commonly include the following elements:

- *Regulating Plan*. A plan or map of the regulated area designating the locations where different building form standards apply, based on clear community intentions regarding the physical character of the area being code.
- *Public Space Standards*. Specifications for the elements within the public realm (e.g., sidewalks, travel lanes, on-street parking, street trees, street furniture, etc.).
- *Building Form Standards*. Regulations controlling the configuration, features, and functions of buildings that define and shape the public realm.
- *Administration*. A clearly defined application and project review process.
- *Definitions*. A glossary to ensure the precise use of technical terms.

Form-based codes also sometimes include:

- *Architectural Standards*. Regulations controlling external architectural materials and quality.
- *Landscaping Standards*. Regulations controlling landscape design and plant materials on private property as they impact public spaces (e.g. regulations about parking lot screening and shading, maintaining sight lines, insuring unobstructed pedestrian movements, etc.).
- *Signage Standards*. Regulations controlling allowable signage sizes, materials, illumination, and placement.
- *Environmental Resource Standards*. Regulations controlling issues such as storm water drainage and infiltration, development on slopes, tree protection, solar access, etc.
- *Annotation*. Text and illustrations explaining the intentions of specific code provisions.



A graphic representation of development and zoning codes helps determine where different uses and building types belong, or where they might be inappropriate.

INFILL AND REDEVELOPMENT

An infill site is typically found within a downtown area or a suburb surrounded by development, with easy access to or already existing infrastructure. Redevelopment refers to improving already developed properties. Developing an infill site adds to the density of a community, and creates a connection between developments. The higher density, in turn, creates a more walkable community, and decreases the reliance on the automobile. Redeveloping properties within a community improves the aesthetics of the area, and creates a more cohesive built environment.

High-density, mixed use development is encouraged downtown to increase walkability.

It is important for infill development to be compatible with the existing surroundings. The new building or buildings should be similar in proportion, height and setbacks to surrounding buildings, to create visually organized development and promote pedestrian activity. In addition, development should be compatible with street hierarchy. For instance, higher density development is more appropriate for arterials, whereas lower density might be more appropriate on local streets designed for a lower rate of traffic speed.

HISTORIC PRESERVATION

The city of Las Vegas has many buildings, objects, districts and sites, which have historic, archaeological, cultural and/or architectural significance that should be preserved in order to appreciate the early development of the city. It is important for these resources to be preserved as a "living" part of the community and not simply in text and photographs.

The historic U.S. Post Office and Courthouse in downtown Las Vegas is undergoing a complete restoration for use as a museum.

The early character of Las Vegas is represented by a wide range of resources that include not only monumental buildings and prestigious homes, but also more common and functional buildings.

In the city of Las Vegas, many historic properties are demolished or inappropriately remodeled, resulting in the complete or partial loss of important historical and architectural information. Rising demands for the redevelopment of older areas in the city of Las Vegas threaten existing historical areas and properties and hinder historic preservation efforts.

The city of Las Vegas Historic Properties Preservation Element establishes standards, goals, objectives, and policies for the protection of historic properties located within the city of Las Vegas legal boundaries. Additionally, the city of Las Vegas Historic Preservation Commission (HPC) oversees preservation activities in the city for buildings, structures and places of historical and architectural significance.

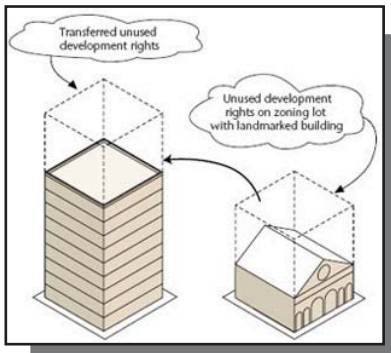
PARKING MANAGEMENT

Cars having programs, such as this one in Berkeley, CA, are an effective parking management strategy.

Parking Management includes a variety of strategies that encourage more efficient use of existing parking facilities, improve the quality of service provided to parking facility users and improve parking facility design. Parking Management can help address a wide range of transportation problems, and help achieve a variety of transportation, land-use development, economic, and environmental objectives.

Specific Parking Management strategies include shared parking, regulations that encourage more efficient parking facility use, priced parking, parking cash out, overflow plans, transit and rideshare improvements, and implementing Smart Growth and Transit-Oriented Development strategies.

TRANSFER OF DEVELOPMENT RIGHTS (OR "AIR RIGHTS")



Transfer of development rights encourages preservation and can increase density where appropriate.

Air rights are a type of development right in real estate. Generally speaking, owning or renting land or a building gives one the right to use and develop the empty space above the property. Those rights are air rights.

Many communities utilize the air rights concept to encourage the preservation of historic buildings or rural landscapes. For example: in an area where a thirty-five story building height is allowed, the owner of a two-story historic building may sell his/her air rights to a proposed high-rise developer within the same area. The developer of the high rise can now build a sixty-eight story office building.

Other types of development rights include subsurface rights (rights to oil or minerals under property), riparian water rights (rights to river water in front of property), and littoral rights (rights to ocean and beach in front of property).

EASEMENTS

An easement is a legal agreement between a property owner and a land trust, non-profit organization, or government agency that permanently limits uses of the land or property in order to protect its conservation or historic values. It allows the property owner to continue to own and use the land, and to sell it or pass it on to heirs. In common law, an easement came to be treated as a property right in and of itself and is still treated as a kind of property by most jurisdictions. Easements are typically used to protect historic resources and open space.

A preservation easement is a voluntary legal agreement that protects a significant historic, archaeological, or cultural resource. An easement provides assurance to the owner of an historic or cultural property that the property's intrinsic values

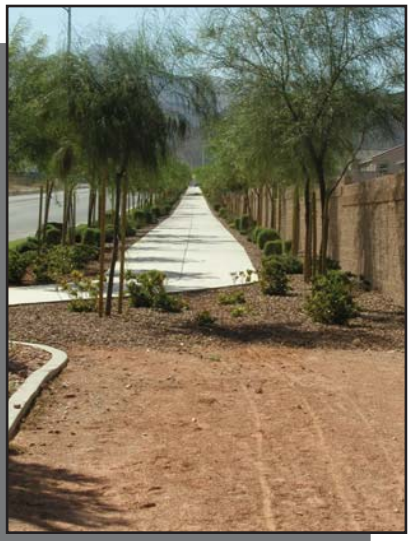
will be preserved through subsequent ownership. In addition, the owner may obtain substantial tax benefits.

Historic preservation and conservation easements also are used to protect historic landscapes, battlefields, traditional cultural places, or archaeological sites. Under the terms of an easement, the property owner grants a portion of, or interest in, their property rights to an organization whose mission includes historic preservation. Once recorded, an easement becomes part of the property's chain of title and usually "runs with the land" in perpetuity, thus binding not only the owner who grants the easement but all future owners as well.

The most common type of easement in the city of Las Vegas is a pedestrian walkway easement. This is typically a requirement by the city when a landscape "amenity zone" separates curb and sidewalk. This easement allows the city to maintain and set standards for the concrete sidewalk on private property, and require the property owners to maintain the landscaping back of curb. This type of easement ensures public safety, while also promoting an aesthetically pleasing streetscape for pedestrians.

NEIGHBORHOOD STREET LAYOUT/ CONNECTIVITY

The design of subdivisions has been know to follow one of two patterns: street grid or street hierarchy. The grid system evolved from the survey of communities which was divided into rectangular parcels of land. The grid system creates a pattern that has the potential for expansion. All streets are "through" streets in a grid system, and therefore allow any street to become an arterial thoroughfare. During the 1960s and 1970s, a new concept for development involving a hierarchical street system became popular. This way of design controlled the size and use of the roadway with specific design requirements based on traffic capacity. Although there is still much debate over which style of design is superior, the hierarchical system has become the dominant concept for street design.



The city of Las Vegas has an extensive trail network that provides connectivity between communities.

A common denominator for subdivision design is the importance of connectivity, not only for cars but pedestrians as well. By designing neighborhoods with connected, narrower streets, land is being used much more efficiently. Connecting open spaces to trails within a subdivision will encourage different modes of transportation such as walking or bicycling.

The city center of a region should be a well defined central business district with linkages to suburbs and surrounding communities. The downtown should act as the city's hub, providing both business and residential opportunities for the

entire region. It is important to create connectivity between the downtown and surrounding areas, to create a strong urban core.

TRANSPORTATION/LINKAGES/ CONNECTIVITY

Transportation has become an increasing problem in most cities today. In response to this issue, a multi-modal approach to transportation is encouraged to alleviate congestion on the roadways. In the past, many cities have simply increased the size of road as the numbers of cars increased.

The Metro Orange Line in Los Angeles, CA, is a dedicated transitway that is part of a large network of light and heavy rail lines throughout Los Angeles county.

Transportation issues can be improved through the use of an alternative transportation method such as a shared vehicles program. The use of alternative transportation contributes to improved air quality, better traffic conditions, and shorter commute time.

The American Planning Association acknowledges the importance of automotive transportation and supports the automobile within a policy context provides for mitigating its environmental and resource impacts, while increasing non-automotive transportation choices, car-pooling, van pooling and flexible work hours. There are many opportunities to include the automobile in a diversified transportation plan that includes high transit service, connectivity within the road network, walking and bike trails, and carsharing programs.

CARSHARING

Carsharing is a model of car rental where people rent cars for short periods of time, often by the hour. The organization renting the cars may be a commercial business or the users may be organized as a democratically-controlled company, public agency, cooperative, ad hoc grouping. Today there are more than six hundred cities in the world where people can carshare. The term carsharing is also used for carpooling or ride sharing some places.

As is often the case with innovations that spring up more or less spontaneously in different parts of the world, operations are organized in many different ways in different places, according to the objectives of the organizers and users. A small informal start-up may have only one shared car, and only a handful of sharers. In the larger services that are increasingly coming into existence, participants are typically city-dwellers whose transportation needs are largely met by public transit, walking, or cycling.

MASS TRANSIT

The design of mass transportation amenities such as bus stops, special lanes and park and rides, can enhance service and add to the community design. It is important to have active uses such as restaurants and shopping near mass transportation hubs and stops. These active uses, located near mass transportation, allow for waiting areas, places to do business, and a sense of safety with a well lit area. In order to increase ridership it is important to have a reliable, efficient bus system. It is important for cities to give bus movement priority to reduce delays by forming special lanes designed for buses only, and easy access bus stops.

A Sacramento, CA lightrail system shares road space with vehicles and carries up to 50,000 passengers on a typical workday.

TRANSIT ORIENTED DEVELOPMENT (TOD)

Transit Oriented Development is a fast-growing trend in creating vibrant, livable communities. Also known as Transit Oriented Design, it is the creation of compact, walkable communities centered around high quality transportation systems. TOD contributes to the reduction of auto emissions by reducing the dependency on the automobile.

Additionally, many on-going issues have created the need for TOD. Rapidly growing traffic congestion, a growing desire for quality urban lifestyle, a growing desire for walkable lifestyles away from traffic, and increasing support for smart growth principles have helped to bring TOD to the forefront of local development. Smart growth aims to provide communities with a wider range of transportation systems in order to alleviate many of these issues. Many communities are beginning to implement new approaches to transportation planning by blending a multi-modal approach to transportation with supportive development patterns in order to create a variety of transportation options.

Transportation hubs, like this one in Los Angeles, provide multi-modal transportation opportunities to commuters.

Through the city of Las Vegas Conservation Element, the city sets forth an Action Statement which indicates a desire to promote the integration of pedestrian-friendly design elements into new residential development projects, which are intended to make walking through neighborhoods to local schools, parks, and shopping, a safe and pleasurable alternative to automobile trips for the same purposes.

TOD concepts promote a healthy, safe, and sustainable community by reducing car accidents and injuries, creating a healthier lifestyle by providing further opportunities for walking, and greatly reducing pollution and environmental destruction.

Denver's free MallRide carries passengers through the mixed use office, retail and residential downtown core and connects to transportation hubs.

The city does not have an established fixed transit system, with the exception of the monorail that runs within Clark County but stops just south of the city of Las Vegas legal

boundaries. The Regional Transportation Commission provides mass transportation for residents in the form of a bus system which encompasses multiple jurisdictions within Clark County.

OPEN SPACE

City of Las Vegas has several parks like Cimmarron Rose Park, located in northwest Las Vegas.

It is important for every community to include areas for open space, walking paths, bike paths, and sidewalks. These amenities allow for connections between residents, and protect environmental resources (Smart Growth Tool Kit 5).

Traditional suburban development typically divides land into a checkerboard layout of nearly identical lots with little or no area designated for open space or trail systems. This style of development can be an inefficient use of land which subtracts from the community's overall visual cohesiveness and sustainability potential.

The city of Las Vegas Parks Element provides a strategy for an adequate amount of parks and recreational facilities in convenient and accessible locations to best serve the needs of the community. The element further serves to identify the adequacies and deficiencies of the present system by evaluating the spatial distribution, accessibility, location, quantity, size and facilities of the community's existing parks.

LOW IMPACT DEVELOPMENT (LID)

Low Impact Development is an innovative stormwater management, ecosystem-based approach with a basic principle that is modeled after nature. LID's goal is to mimic a site's predevelopment hydrology by using design techniques that permit infiltration, filter, store, evaporate, and detain runoff close to its source. Techniques are based on the premise that stormwater management should not be seen as stormwater disposal.

LID is a versatile approach that can be applied equally well to new development, urban retrofits, and redevelopment/ revitalization projects. Low Impact Development is an environmentally sound technology and an economically sustainable approach to addressing the adverse impacts of urbanization. By managing runoff close to its source, LID can enhance the local environment, protect public health, and improve community livability.

WATER MANAGEMENT

Southern Nevada receives nearly 90 percent of its water from the Colorado River. The remaining 10 percent comes from groundwater that is pumped out through existing wells within Clark County. As water resource demands continue to rise, water conservation becomes a prominent concern.

The Southern Nevada Water Authority (SNWA) has worked to develop and manage a flexible portfolio of diverse water resources. This portfolio includes a variety of Colorado River and in-state resources, including both surface and groundwater rights, and applications for permits to use groundwater. To address water resource issues, the SNWA has developed a Water Resource Plan, which is reviewed annually and updated as necessary. Important components of the plan include conservation programs and drought response. In its efforts to make the best use of its Colorado River allocation, the SNWA has implemented one of the most comprehensive water conservation programs in the nation. The SNWA also implemented an aggressive drought management program in response to the worst drought on record in the Colorado River system. Additionally, the SNWA offers a wide variety of programs and incentives to encourage water conservation, including an irrigation clock rebate program, water smart homes, water efficient technology, and water smart education.

The Water Supply and Quality segment of the city of Las Vegas Conservation Element indicates ways in which the city can be involved in regional actions to help conserve potable water, increase the use of reclaimed water, and control erosion.

Incorporating natural arroyos into new development helps maintain water return-flow to the Colorado River.

LAS VEGAS WASH/ARROYOS

The Las Vegas Wash, including the vast number of arroyos or drainage channels found throughout the Valley, is the primary channel for water run-off in the Las Vegas Valley with an average of more than 150 million gallons a day returning to Lake Mead. This water supports local wetlands and serves as a crucial cleansing point for urban runoff. Water from the valley, particularly urban runoff, accumulates fertilizer residue, oil and grease from the streets and other contaminants as it makes its way to the Wash. Wetlands vegetation helps clean the water that comes from the valley by filtering it, reducing pollutants as the water travels toward Lake Mead. However, erosion in the Wash has reduced wetlands acreage from a peak of approximately 2,000 acres to roughly 200 acres. The reduction of wetlands can result in decreased filtration for the Las Vegas Wash water. Without the wetlands to filter incoming water, the overall water quality of the Las Vegas Valley will significantly decrease.

The Las Vegas Wash is the primary channel for water run-off in the Las Vegas Valley with an estimated 150 million gallons a day returning to Lake Mead.

Additionally, the Las Vegas Wash serves as a source of return-flow credits to the Colorado River, the source of nearly 90 percent of Southern Nevada's water supply. The Bureau of Reclamation, which is responsible for keeping track of Colorado River water, deducts any returned water in the form of return-flow credits from Nevada's river withdrawals. Because Southern Nevada returns approximately 300,000 acre-feet of water to the Colorado River system each year, it receives signifi-

cant return-flow credits. This allows for additional withdrawal, stretching the original allocation.

Maintaining Las Vegas Wash flow levels will ensure the continuation of return-flow into the Colorado River and consequently, the continued allocation of water to the Las Vegas Valley.

The Las Vegas Wash Coordination Committee (LVWCC) has developed a long-term Comprehensive Adaptive Management Plan for the Wash. The plan contains specific actions aimed at protecting and enhancing the Wash and surrounding wetlands. Also, the LVWCC has taken efforts to improve the Wash. Efforts have focused on revegetation work, reduction of the channelization of the Wash in order to decrease erosion and facilitate the formation of wetlands, and the creation of erosion control structures.

LANDSCAPING

Creating a lush, yet water-efficient landscape can present many challenges in the Mojave Desert and inappropriate landscaping can have detrimental effects on the environment. Because the desert ground is impermeable, that is, water is not easily able to flow through the soil, water is not able to soak in at deep levels and opportunities for runoff and water waste are created.

Water-efficient landscaping significantly reduces water waste.

Water-efficient plants and trees aid in the decrease of water waste. While nearly all water used indoors can be recycled, water used outside cannot usually be recycled due to evaporation; this is known as "consumptive use." The Bureau of Reclamation, which is responsible for keeping track of Colorado River water, deducts any returned water (return-flow credits) from Nevada's river withdrawals. Consumptive use water, such as landscape watering, does not earn the valley any return-flow credits as the water is not returned to the system. By decreasing the amount of water used outdoors through appropriate landscaping choices, the amount of water runoff can decrease, allowing the salvaged water to be reallocated for non-consumptive uses.

The physical nature of the desert makes water conservation difficult as desert ground is impermeable and water runoff is common. Inappropriate landscape choices in new and existing communities result in an unnecessary usage of water resources and a decreased potential for return-flow credits. Also, communities' overuse of impermeable surfaces, "hardscape," such as parking lots and sidewalks affects Las Vegas' water supply by contributing to run off and water waste. Hardscape surfaces seal the soil surface and do not allow fluids to pass

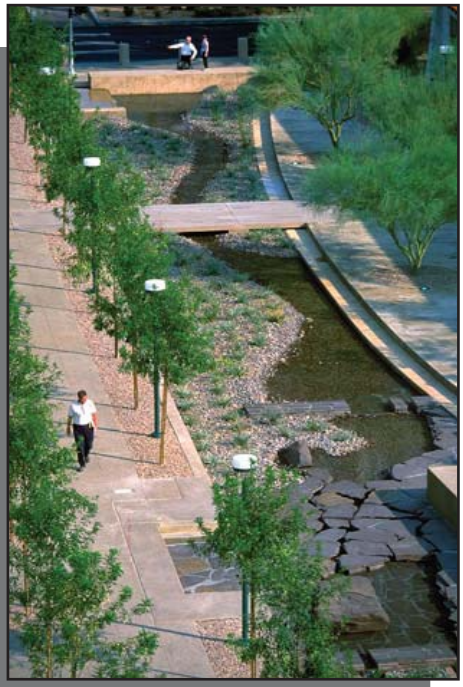
through them. Hardscape stops water infiltration, contributes to water runoff, and hinders natural groundwater recharge.

The Southern Nevada Water Authority (SNWA) provides information and incentives for desert appropriate landscaping. Xeriscape involves the use of colorful flowers, plants, and trees and is a water-saving alternative to yards consisting primarily of grass.

TREE PLANTING

Trees can benefit a community in many ways. As a city grows, community and urban forests can provide for economic revitalization, resolution of development issues, and an increased quality of life. In desert regions, the urban forest canopy remains a distinctive feature of the landscape that provides residents protection from the elements and forms a living connection to earlier generations that planted and tended the trees. Trees aid by conserving energy, reducing atmospheric carbon dioxide, improving air quality, reducing stormwater runoff, increasing property values, and contributing to human health.

The city of Las Vegas is working to create a tree planting program which will create, integrate, and manage orderly and sustainable development and growth; support and encourage sustainability and livability; promote healthy lifestyles; and aid in the revitalization of mature areas and the urban core.



The Lewis Avenue Corridor in downtown Las Vegas provides a shaded lunchtime retreat.

IMPLEMENTATION

The 2020 Master Plan outlines a long-range vision for the city's future that is implemented incrementally over time. To remain relevant and useful throughout the planning period, long-range planning efforts must be integrated closely with the city's strategic plan and capital improvement programming. Linking long-range planning with the capital improvement program balances competing expenditures and coordinates scheduling to provide cost efficient and timely public improvements.

It is important that the community design initiatives outlined in this element are linked closely with the city's sustainability, health, safety and transportation plans and programs in order to provide a more comprehensive plan. Each of these concepts is dependent upon the other for effective implementation.

One method of ensuring this coordination is to use the city's Capital Improvement Plan (CIP) to implement the Master Plan elements. The CIP is a fiscal and management tool the city uses to prioritize capital projects and allocate the necessary resources to fund those projects. The city's new focus on performance based budgeting requires a concerted effort to coordinate capital expenditures so that budgeting and long-range planning are linked logically and efficiently. Each department in the city should coordinate capital improvements and operating and maintenance forecasts and expenditures within their individual budgets with the overall long range planning as contained in the Master Plan, and within this element.

The goal of this document is to assist decision makers in developing plans provide healthy and sustainable opportunities for movement throughout the city, increase safety for residents and visitors, and link existing and new communities while maintaining unique community identities.

The recommendations below were developed from an analysis of several issues and current urban design concepts that impact the quality of life for residents in urban communities, and the quality of experience for visitors. Each issue was analyzed for its specific relationship to the others within this element, and for its potential to support the goals, objectives and policies of the 2020 Master Plan.

Recommendation #1: Create development standards for Transit Oriented Design to improve transportation connectivity and opportunities.

Providing opportunities for multi-modal transportation and increased connectivity between the city of Las Vegas and surrounding region promotes healthy, safe and sustainable communities. In turn, the overall quality of life for residents and visitors will improve.

Strategies:

- Incorporate Smart Growth concepts into Transit Oriented Development and design.
- Develop design guidelines for sustainable, walkable communities that promote safe and healthy lifestyles for residents and visitors.
- Develop guidelines that require streets and pathways to link to adjacent communities as part of a larger network of streets, trails and transportation nodes/ facilities.
- Develop guidelines for neighborhood design that discourages cul-de-sacs, dead ends, walls and gated communities.
- Create land-use patterns that allow for mixed uses and increased density in urban areas to reduce auto-dependency.
- Coordinate with the Regional Transportation Commission on transportation plans to improve connectivity to existing and future transit nodes.
- Work with RTC to develop carshare program for near the proposed downtown transportation hub.
- Provide opportunities for multi-modal transportation.
- Develop parking management strategies for existing and new development.

Recommendation #2: Use Form-Based codes to improve community design standards.

This element recognizes that the city of Las Vegas is made up of several distinct communities, each of which has a unique population with diverse opportunities for recreation, employment, and housing. How each neighborhood functions as part of the entire community is a key component of the quality of life for the individual citizen. The adoption of form-based codes will improve transportation opportunities and provide direction for individual district design guidelines. Both contribute to the value of the community by creating a unique sense of place that connects functionally and visually to the surrounding community.

Strategies:

- Create opportunities for nodes, or districts, with identifying gateway and streetscape amenities that foster community ownership and enhance the unique characteristics.
- Develop new street design standards that require narrower streets for safe and pleasing pedestrian travel.
- Require design elements such as street furniture, landscaping, and pavement treatments in new development.
- Review existing neighborhoods for opportunities to include design elements such as street furniture, landscaping, and pavement treatments.
- Develop design guidelines for contextual infill development within existing neighborhoods.
- Develop requirements for contextual development for neighborhood transition zones for visual and functional connectivity to adjacent neighborhoods and communities.
- Prohibit utility equipment from being placed on sidewalks in order to improve pedestrian and handicap accessibility.
- Work with local law enforcement agencies to enhance the CPTED practice.

Recommendation #3: Establish guidelines and standards for infill and new development that support sustainable growth through resource conservation and management.

The conservation of environmental and man-made resources is essential to the future growth and well-being of the city. Considerations for infill development, adaptive reuse of existing buildings, and water and open-space conservation are vital to a quality community design plan.

Strategies:

- Create incentives for infill development and increased density within urban areas.
- Encourage preservation of existing and historic buildings.
- Create guidelines for water management systems in new developments that help reduce water waste and encourage conservation while maintaining growth.
- Establish design guidelines for maintaining existing natural run-off systems.
- Minimize destruction and mismanagement of ecosystems created by new and existing development.
- Establish guidelines to integrate the Las Vegas Wash and existing arroyos into new development.
- Establish guidelines to preserve the flow of water in the Las Vegas Wash.
- Establish guidelines to preserve the natural habitats of native plants and animals.
- Create guidelines for appropriate landscape choices in new and existing communities to reduce water waste and runoff.
- Reduce requirements for hardscapes such as sidewalks and parking areas.
- Define zones for selling and buying air rights to encourage higher density development in key areas and preservation of historic or sensitive resources.
- Research feasibility of conservation and preservation easements.
- Create more open space in proximity to neighborhoods based on national standards.

CONCLUSION

The continuous growth of Las Vegas requires the need for quality design in community planning and development, to create a more attractive, cohesive environment. The goals, objectives and policies created in the Community Design Element will enhance the overall quality of life through urban design by creating healthy, safe and sustainable communities.

The principles of this Element not only provide community design guidance for future development, but for existing properties as well. Promoting well-designed infill development increases the visual cohesiveness of a neighborhood while encouraging walkability. In order to preserve and enhance the existing character of a community, aesthetically and environmentally sensitive design is imperative to maintain a sense of place.

It is also important for the city to recognize its responsibility to minimize the effects of urbanization on the environment. The way by which communities are designed has a tremendous impact on the environment, and it is imperative that the city take into consideration how the environment is effected by growth. Mixed use development, infill and water conservation are a few ways in which the city can manage environmental impacts on the community, while at the same time creating sustainability.

The Community Design Element will serve to strengthen three main components of community design, including sustainability, safety, and input by members of the public that live, visit and work in the area. The adoption and implementation of this Element shows the city's support to improve the quality of life for its residents and visitors through well designed communities.

APPENDICES

1. Community Design Matrix
2. Status Analysis Matrix
3. Public Process

Comm Design Elem;Plans-MPlan;indd;rs08/06/08

APPENDIX 1: COMMUNITY DESIGN MATRIX

	Architectural Guidelines	Color Guidelines	Commercial Design Guidelines	Construction Standards	Design Review	Infrastructure Development	Land Use	Landscape Guidelines/ Open Space	Neighborhood Design Guidelines	Permitted Uses	Site Planning Guidelines	Transportation /Circulation
Centennial Centre Plan	■							■				
Cliff's Edge (Providence)	■	■	■		■		■	■	■		■	
Downtown Centennial Plan	■			■				■		■	■	■
Downtown North Land Use Plan							■					
Enterprise Park	■			■	■	■		■				
Floyd Lamb Park Master Plan							■					
Grand Canyon Village	■		■				■	■	■		■	
Grand Teton Village	■						■	■	■		■	
Iron Mountain Ranch	■						■	■				■
John S. Park Neighborhood Historic District Design Guidelines	■				■			■				
Kyle Canyon Development Standards	■	■			■	■	■	■	■	■		■
Las Vegas Medical District	■						■	■				
Las Vegas Redevelopment Plan	■					■	■	■				
Las Vegas Technology Center Plan Phases 1 & 2	■				■	■				■		

APPENDIX 1: COMMUNITY DESIGN MATRIX, CONTINUED

	Architectural Guidelines	Color Guidelines	Commercial Develop. Guidelines	Construction Standards	Design Review	Infrastructure Development	Land Use	Landscape Guidelines/ Open Space	Neighborhood Design Guidelines	Permitted Uses	Site Develop. Guidelines	Transportation /Circulation
Lone Mountain	■		■				■	■	■		■	
Lone Mountain West	■		■				■	■	■		■	
Montecito Town Center	■		■				■	■			■	
Northwest Equestrian Park Plan											■	
Northwest Open Space Plan								■				
Rancho Charleston							■					
Scenic Byway Plan	■						■					
Spectrum	■					■						
Summerlin Development Standards	■				■							
Sun City Summerlin Development Standards	■				■			■	■		■	
Title 19	■		■				■	■		■	■	
Torrey Pines Development Standards and Guidelines	■	■					■	■			■	
Town Center Development Standards	■	■	■				■	■	■	■	■	■
West Las Vegas Plan						■	■					

APPENDIX 2: STATUS ANALYSIS

PROGRAM SUMMARY	FISCAL YEAR OF IMPLEMENTATION	COMPLETE YES/NO	IMPLEMENTATION
Review the City's Zoning, Subdivision and other applicable regulations for urban design considerations.	1991/92	YES	Ongoing. The city of Las Vegas zoning code contains considerations on various aspects of urban design, such as landscape, signage, and parking.
Review and expand adopted Landscape and Wall Buffer System Guidelines to incorporate broader urban design considerations.	1991	YES	Ongoing. The city of Las Vegas zoning code includes expanded landscape and wall buffer guidelines which allow for extended urban design considerations.
Establish developer incentives for providing community amenities in proposed development projects.	1991	YES	Ongoing. The city of Las Vegas zoning code provides the zoning classification Residential Planned Development (R-PD), which gives the developer more design control, while requiring additional amenities such as landscaping and open space.
Develop urban design guidelines, regulations and review procedures to implement the Development Intensity Level (DIL) system.	1991	YES	Ongoing. Although no longer referred to as the DIL system, the city of Las Vegas has implemented several design guidelines, regulations and review procedures to implement a land-use classification system.
Include in Downtown Develop. Plan implementation: ▪ Overall urban design concept ▪ Refinements to Downtown Design Standards ▪ Refinements to Las Vegas Blvd Urban Design Plan ▪ Downtown Design Review Committee	1991/92/93	YES	Ongoing. The city of Las Vegas Downtown Centennial plan establishes planning concepts, development and land use concepts, and urban design standards to guide the redevelopment of the original core of Las Vegas.
Include urban design element with resident input in neighborhood plans, corridor plans and community facility plans.	1991	YES	Ongoing. The relevant city of Las Vegas plans contain urban design elements that guide the development of land by prescribing the land uses, establishing a process of development, and providing guidelines for landscape and architectural design.
Develop urban design guidelines, regulations, and plans for utility distribution, flood control systems, and solid waste collection sites.	1991	YES	Ongoing. The city of Las Vegas Public Safety Element and Conservation Element provide relevant guidelines, regulations, and plans.
Develop urban design guidelines, regulations, and plans for street, highway and trail systems, and transit and parking facilities.	1991	YES	Ongoing. The city of Las Vegas Transit Element, Transportation Trails Element, and Recreational Trails Element contain guidelines, regulations, and plans for city transportation systems.
Develop urban design elements for all City housing programs.	1991	YES	Ongoing. The city of Las Vegas Master Plan Housing Element contains strategies that provide for high-quality residential environments through the proper direction of neighborhood design.
Develop urban design guidelines, regulations, and plans for historic districts and sites specified by the Historic Preservation Commission.	1991	YES	Ongoing. General design guidelines for historic areas as well as specific historic district guidelines have been developed.
Develop landscape programs which provide attractive but low water usage plant material.	1991	YES	Ongoing. The city of Las Vegas zoning code contains basic landscape guidelines for plant material. Individual city of Las Vegas special area plans offer additional information based on the needs of the particular plan area.

APPENDIX 3: PUBLIC PARTICIPATION

Three neighborhood meetings were conducted on:

Monday, March 24, 2008
6:30 p.m. to 8:00 p.m.
Mirabelli Community Center
6200 Hargrove Ave.
Las Vegas, Nevada 89107

Tuesday, March 25, 2008
6:30 p.m. to 8:00 p.m.
Centennial Hills Community Center
6601 N Buffalo Dr.
Las Vegas, NV 89131

Wednesday, March 26, 2008
6:30 p.m. to 8:00 p.m.
Rafael Rivera Community Center
2900 Stewart Ave.
Las Vegas, NV 89101

Presentation on the draft Parks & Recreation Element was made to the Parks & Recreation Advisory Commission on October 10, 2007.

Presentation on the draft Park & Recreation Element was made to the City Council on November 21, 2007.

Presentation to the Planning Commission was made on May 22, 2008

The Planning Commission adopted the element on October 25, 2007.

The City Council adopted the element on April 2, 2008.