

**PROPOSED  
BILL NO. 2021-\_\_**

**ORDINANCE NO. \_\_\_\_\_**

**AN ORDINANCE AMENDING LAS VEGAS MUNICIPAL CODE TITLE 19.04, COMPLETE STREETS; CREATING NEW STANDARDS FOR TRAILS CONSISTENT WITH THE LAYERED COMPLETE STREET NETWORK DESCRIBED IN THE CITY OF LAS VEGAS 2050 MASTER PLAN; AND PROVIDING FOR OTHER MATTERS PROPERLY RELATED THERETO**

Proposed by: Seth Floyd, Community Development Director

Summary: Repeals the Trails Element of the Las Vegas 2020 Master Plan; Amends LVMC Title 19.04 by adding new sections for trails and bike streets consistent with the “Layered Complete Street Network” described within the City of Las Vegas 2050 Master Plan.

THE CITY COUNCIL OF CITY COUNCIL DOES HEREBY ORDAIN AS FOLLOWS:

SECTION 1: This ordinance specifically addresses the means of implementing the aspects of the City of Las Vegas 2050 Master Plan that pertain to trails, as described in Section 2 and Section 3 of Ordinance No. \_\_\_\_\_. The Trails Element of the Las Vegas Master Plan 2020 is hereby repealed.

SECTION 2: Title 19, Chapter 4, Section 10 of the Municipal Code of the City of Las Vegas, Nevada (1983 Edition) is hereby amended by adding the following sections thereto:

**19.04.010 – STREET CONNECTIVITY**

**A. Purpose**

The purpose of this Chapter is to set forth requirements for achieving a connected transportation system as outlined in the City’s ~~General~~ *Master Plan* to provide a safe and accessible environment for a variety of transportation modes and users. *The Layered Complete Street Network consists of the streets, trails, and facilities within the City of Las Vegas that safely and comfortably accommodate all users, regardless of mode, age, or ability. This includes pedestrians, bicyclists, mobility devices, public transportation, carpoolers, motorcyclists, single-occupant vehicles, trucks, public safety officials, and other users of the City’s streets, as generally described within this Chapter.* All proposed development shall be designed in a manner that provides for and facilitates the logical overall design, placement and continuity of streets with respect to adjacent land parcels, and in accordance with this Title, The City’s Master Plan of Streets and Highways and LVMC Title 13.

**B. Applicability**

1. The street connectivity standards set forth herein are minimum requirements and shall apply to all new development projects whether utilizing public streets, private streets or private drives.

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Except as otherwise provided in this Chapter, any request to deviate from these standards shall require the submittal of an application for a Variance, which shall be subject to the procedures and standards set forth in LVMC 19.16.140.

2. Where a proposed development is adjacent to existing improvements, the Director of Public Works shall determine the extent to which it is appropriate to implement the standards outlined in this Chapter and approve, if necessary, designs for the transition from existing improvements to those that meet the standards of this Chapter. The Director may approve a deferral of the Amenity Zone standards pursuant to LVMC 19.02.025.

SECTION 3: Title 19, Chapter 4, Section 20 of the Municipal Code of the City of Las Vegas, Nevada (1983 Edition) is hereby amended by adding the following sections thereto:

**19.04.20 – ~~ROADWAY~~LAYERED COMPLETE STREET NETWORK**

*A. The Layered Complete Street Network shall include a roadway network within the City and Downtown Las Vegas, trails, and bike street as described in Sections B-D and generally identified within the Master Plan of Streets and Highways and the chapter, section or element of the Master Plan required pursuant to NRS 278.160 (1)(h) including a streets and highways, transit, and transportation plan.*

~~A.~~ *B.* The roadway network of the City shall generally be laid out as outlined below:

1. Arterials shall follow section lines unless otherwise addressed in LVMC Title 13.
2. Major collector road spacing shall be at distances not exceeding 2,640 feet (1/2 mile) from an arterial or another major collector;
3. Minor collector road spacing shall not be closer than 660 feet from an arterial, major collector or another minor collector;
4. Residential and Local Street spacing shall be at intervals of no more than 660 feet.
5. High Density Residential or Mixed-Use Development shall provide street connections at intervals of no more than 330 feet.

~~B.~~ *C.* The roadway network within the Downtown Las Vegas Overlay (DTLV-O), as described in LVMC 19.10.110, shall include the following street types consistent with the Vision 2045 Downtown Las Vegas Masterplan to provide compatible thoroughfare standards between Transect Zones enumerated within LVMC Chapter 19.09:

1. Downtown Alleys shall provide mid-block mobility and access abutting properties.
2. Minor Neighborhood Streets shall generally serve residential neighborhoods and local traffic.
3. Major Neighborhood Streets shall generally serve residential, commercial, and mixed-use neighborhoods.
4. Commercial Streets shall generally serve commercial and mixed use neighborhoods and distribute traffic from minor or major neighborhood streets to avenues or boulevards.
5. Avenues shall generally distribute traffic from minor or major neighborhood streets to avenues or boulevards and provide access to commercial and residential neighborhoods.

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6. Bike Emphasis Avenues shall generally provide additional space for bicycle traffic, while also distributing traffic from minor or major neighborhood streets to avenues or boulevards and providing access to commercial and residential neighborhoods.
7. Boulevards shall generally move high volumes of vehicular traffic through Downtown.
8. Transit Emphasis Streets shall consist of identified routes with lanes dedicated to accommodate a form of high-capacity transit, such as light rail transit or bus rapid transit.

*D. The trails and bike street network of the City shall generally be integrated into or overlay the roadway networks described in subsections B and C. These facilities are for the exclusive use or shared use of pedestrians, bicyclists, and/or equestrians. Where completely separated from a roadway, they shall follow their own respective alignments. This network consists of:*

- 1. Regional trails*
- 2. Shared-use trails*
- 3. Urban paths, which include urban trails, protected bike lanes, and cycletracks*
- 4. Equestrian trails*
- 5. Off-Street trails*

SECTION 4: Title 19, Chapter 4 of the Municipal Code of the City of Las Vegas, Nevada (1983 Edition) is hereby amended by adding the following sections thereto:

### ***19.04.400 - TRAILS AND BIKE STREETS***

*A. The purpose of LVMC Sections 19.04.410 to 19.04.460 is to implement and describe standards for development of a trail network and bike streets throughout the City in a manner consistent with the "Layered Complete Street Network" described within the Master Plan. Where the provisions of these trail standards conflict with City Engineering Standards, the Engineering Standards shall apply, unless in the judgement of either the Director of Public Works or their designee the application of the trail standards is consistent with the intent of the Engineering Standards or otherwise provides an acceptable alternative.*

*B. Where a proposed development is adjacent to existing improvements, the Director of Public Works, or their designee, shall determine the extent to which it is appropriate to implement the standards outlined in this Chapter and approve, if necessary, designs for the transition from existing improvements to those that meet the standards of this Chapter. The Director, or their designee, may approve a deferral of the Amenity Zone standards pursuant to LVMC 19.02.025. The trail path shall not be deferred.*

*C. Included within the element of the Master Plan that pertains to transportation and streets and highways are a map and a schedule pertaining to streets and highways. That map and schedule are presently referred to in the Plan element as the Master Plan of Streets and Highways Map and Schedule 13-1A. That map and schedule, together with subsequent amendments thereto, are hereby adopted by reference and made a part of this Chapter as if fully set forth herein. In this Chapter, that map shall be referred to as the "Map" and Schedule 13-1A as "Schedule 13-1A." To the extent the Map and Schedule 13-1A appear in the Plan element, they constitute part of the City's Master Plan for regional planning purposes. To the extent they are incorporated by reference in this Chapter 13.12, they are to function*

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*as part of the regulation of streets and highways encompassed by this Chapter in conjunction with the requirements of LVMC 19.02.130.*

*D. If trail standards, the master planned community trail standards shall take precedence over LVMC 19.04.410 – 19.04.440.*

*E. For the Amenity Zone of any of the trail types as set forth in LVMC 19.04.410 – 19.04.440:*

- 1. In addition to required landscaping, the following amenities may be placed within the prescribed width of each zone:
  - a. Benches and seating*
  - b. Bicycle racks, lockers, or corrals*
  - c. Bollards and pedestrian safety elements*
  - d. Electric vehicle charging stations where adjacent to on-street parking*
  - e. Fire hydrants, placed in accordance with the fire code*
  - f. Mailboxes*
  - g. Parking meters*
  - h. Public art*
  - i. Shade structures, hanging plants, or trail lighting*
  - j. Street lighting, public or permitted signage, or traffic control devices*
  - k. Transit Shelters for bus stops or transit stations*
  - l. Trash or recycling bins*
  - m. Any other amenity deemed acceptable by the Director of Planning or the Director of Public Works that enhances the thoroughfare’s urban environment and does not create a hazardous condition for pedestrians, bicyclists, equestrians, or motorists.**
- 2. The vegetation species schedule listed under LVMC Title 13.48 are appropriate for public and private trails.*
- 3. Utility conduits and permitted underground dry utilities shall be located under the trail*
- 4. Utility conduits and permitted underground dry utilities shall not be permitted under the trail landscaping, except for meandering sidewalks. In the case of meandering sidewalks, the utility conduits and permitted underground dry utilities shall be placed under the trail hardscaping as much as possible, subject to the approval of the Director of Public Works. No utility or utility appurtenance may be placed in such a manner that blocks or inhibits pedestrian flow, Sight Visibility Restriction Zones, access to a building door or entrance, ramp, or access way, prevent or otherwise obstruct a handicapped or disabled pedestrian from passing or traversing, or cause a safety hazard.*

*F. Pursuant to LVMC Title 19.02 of the Las Vegas Municipal Code, trails are defined as “public improvements.” Subsection 19.2.130 stipulates: “The sub-divider is responsible for the construction of all public improvements and for any private improvements associated with the parcel map or subdivision that may be required by the City.” Other sections of this title provide for landscaping plans along street corridors and the scheduling or improvements. Consequently, recreation trails required by the City will be constructed by a developer and dedicated to the City to be owned and maintained by the City. Within new developments, whether in new areas or infill areas, LVMC Title 19.02 places the responsibility for the construction and maintenance of trails on homeowners associations or other*

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*maintenance organizations. The City may require as a condition of approval the dedication of the right-of-way for a trail and its construction by a developer whose property the trail crosses.*

**19.04.410 - REGIONAL TRAILS**

*A. Regional Trails are major regional trailways and greenways for pedestrians and bicyclists that have minimal street crossings, grade-separated overcrossing or undercrossings, and dedicated rights of way, connecting to other jurisdictions within the region. Regional Trails sometimes share space with a major freeway, highway, utility corridor, or regional flood control facility, as described in EXHIBIT A.*

**19.04.420 – SHARED-USE TRAILS**

*A. Shared-Use Trails are local serving paved paths and trails that are shared by bicyclists and pedestrians, as described in EXHIBIT A.*

**19.04.430 - URBAN PATHS**

*A. Urban Paths consist of three unique trail designations, as described in EXHIBIT A:*

*1. Urban Trails*

*a. A marked and designated route, especially within Downtown Las Vegas*

*2. Protected Bike Lanes*

*a. Bikeways that are at street level and use a variety of methods for physical protection from passing motor vehicle traffic*

*3. Cycletracks*

*a. A street which has a minimum right-of-way width of eighty feet and an existing or potential design capacity of two travel lanes of traffic in each direction with a center turn lane or raised median with left turn pockets and an exclusive use by bicyclists and pedestrians along one side of the street.*

*B. In addition to the amenities described in LVMC Title 19.04.390.B1, the following amenities may be placed in the Urban Path amenity zone:*

*1. Overhead weather protection attached to abutting building facades*

*2. Any other amenity deemed acceptable by the Director of Planning or the Director of Public Works that enhances the thoroughfare's urban environment and does not create a hazardous condition for pedestrians, bicyclists, or motorists.*

**19.04.440 – EQUESTRIAN TRAILS**

*A. Equestrian Trails are specifically dedicated for equine-use using different materials, but can also be utilized by hikers and pedestrians, as described in EXHIBIT A.*

**19.04.450 – OFF-STREET TRAILS**

*A. An improved existing or future unpaved off-street trail serving a low-impact recreational purpose exclusively for hikers, mountain bikes, or equestrians consisting of any type of natural surface within a city park or open space, natural desert, arroyo, hillside, foothill, or mountainous area. The Director of Planning or the Director of Public Works may provide Development Standards for an off-street trail on a per-project basis.*

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***19.04.460 – SPECIAL SECTIONS***

*A. Where a specific trail or bike street, capital improvement project, or other complete street roadway project has identified a segment for the purposes of high quality urban design, safety, or multi-modal transportation, the Director of Planning or the Director of Public Works may provide for a special cross section that is unique to the trail, road, or street.*

SECTION 5: The cross sections, diagrams, tables, and images contained within EXHIBIT A shall be placed in the appropriate subsections of each amended portion referenced and described in Section 4.

SECTION 6: If any section, subsection, subdivision, paragraph, sentence, clause or phrase in this ordinance, or any part thereof is for any reason held to be unconstitutional, invalid, or ineffective by any court of competent jurisdiction, such decision shall not affect the validity or effectiveness of the remaining portions of this ordinance or any part thereof. The City Council of the City of Las Vegas hereby declares that it would have passed each section, subsection, subdivision, paragraph, sentence, clause, or phrase thereof irrespective of the fact that any one or more sections, subsections, subdivisions, paragraphs, sentences, clauses or phrases be declared unconstitutional, invalid, or ineffective.

SECTION 7: All ordinances or parts of ordinances, or sections, subsections phrases, sentences, clauses or paragraphs contained in the Municipal Code of the City of Las Vegas, Nevada, 1983 Edition, in conflict herewith are hereby repealed.

PASSED, ADOPTED and APPROVED this \_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_.

**APPROVED:**

By: \_\_\_\_\_

Carolyn G. Goodman, Mayor

Attest:

By: \_\_\_\_\_

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**PROPOSED**

LuAnn D. Holmes, MMC  
City Clerk

Approved as to Form:

By: \_\_\_\_\_

DRAFT

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The above ordinance was first proposed and read by title to the City Council on \_\_\_\_\_  
and referred to the Recommending Committee composed of the following members:

\_\_\_\_\_

The Recommending Committee, held on \_\_\_\_\_ reported to the City Council on the  
above ordinance \_\_\_\_\_, at the \_\_\_\_\_ City  
Council meeting. The proposed ordinance was read by title to the City Council and was adopted by the  
following vote:

VOTING "AYE": \_\_\_\_\_

VOTING "NO": \_\_\_\_\_

ABSENT: \_\_\_\_\_

**APPROVED:**

By: \_\_\_\_\_

Carolyn G. Goodman, Mayor

Attest:

By: \_\_\_\_\_

LuAnn D. Holmes, MMC  
City Clerk