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

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

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

LAND USE

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

ENVIRONMENT

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

RELATION TO SOUTHERN NEVADA STRONG

INVEST IN COMPLETE COMMUNITIES

Goals focus on fostering complete communities within the region by integrating placemaking, safety, a variety of housing options, fresh food options, health services, cultural amenities, natural resources, and recreation and parks.
1. Stabilizing and strengthening existing neighborhoods through placemaking improvements.
2. Encouraging an adequate supply of housing in a range of price, income, density, ownership and building types.
3. Supporting access to healthcare facilities, healthy food, parks, and community services.
4. Improving neighborhood safety and protecting residents from the harmful effects of pollution and hazardous materials.
5. Promoting resource-efficient land use and development practices.

SUMMARY OF LAND USE & ENVIRONMENT STRATEGIES BY GUIDING PRINCIPLE

EQUITABLE

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

RESILIENT

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

HEALTHY

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

LIVEABLE

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

INNOVATIVE

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

A. Develop compact and mixed-use neighborhoods with walkable access to jobs, amenities, education, services, and transit.

B. Focus new development in infill and redevelopment areas.

C. Utilize new development models that provide a broad mix of housing and neighborhood types to accommodate residents with varied incomes and in different stages of life.

D. Improve the quality of districts and neighborhoods to promote an authentic, vibrant sense of place.

E. Preserve and reuse historic structures and sites.
A VISION FOR LAND USE AND CHARACTER

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

APPROACH

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

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

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

<table>
<thead>
<tr>
<th>MASTER PLAN</th>
<th>GENERAL PLAN</th>
<th>ZONING ORDINANCE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Provides general policies, a guiding framework</td>
<td>Finer grain detail of parcel-specific future land use,</td>
<td>Provides specific regulations, the law</td>
</tr>
<tr>
<td>Describes what should happen in the future, recommends land use for the next 10 to 20 years</td>
<td>Implements the goals and strategies of this plan and sets the stage for future rezonings</td>
<td>Describes what is and what is not allowed today</td>
</tr>
<tr>
<td>Adopted under NRS278.160.1(d)</td>
<td>Adopted under NRS278.160.1(d)</td>
<td>Adopted under NRS 278.250</td>
</tr>
<tr>
<td>Includes recommendations that involve other agencies and groups</td>
<td></td>
<td>Deals only with development-related issues under city control</td>
</tr>
<tr>
<td>Flexible to respond to changing conditions</td>
<td>Amended over time via subarea planning to implement place type strategies</td>
<td>Fairly rigid, requires formal amendment to change</td>
</tr>
</tbody>
</table>
**LAND USE TOOLS**

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

**GOALS**

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

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

**AREAS OF THE CITY**

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

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

**OUTCOMES**

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

**OPPORTUNITIES + CHALLENGES**

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

**KEY ACTIONS**

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

Because the city has developed over time through a series of subdivisions and development agreements, a variety of other documents govern land use and development in those areas. As each area has its own definition of land use types (over 2 dozen), this planning process sought to unify them based on similar place-based characteristics. These resulting existing land uses provide a glimpse at how land is used at the time of this plan’s adoption.

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

For a detailed comparison of General Plan categories and future place types, please see the appendix.
LAND USE PLACE TYPES

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

RELATION TO GENERAL PLAN AND ZONING

Detailed below are the place type descriptions that correlate to the areas identified on the Place Types Framework Map. The Framework Map indicates what the place types should be in Las Vegas in 2050. This does not mean that the City should change its zoning districts immediately to correspond to the Place Types Map, but some areas, especially corridors, are recommended for greater design standards and flexibility in uses that should be prioritized as short-term General Plan and zoning form-based amendments. Others will have longer-term future General Plan Amendments (GPA) based on the Place Types Framework Map and OnBoard Mobility Plan build out. Others may be required to utilize new GPA and zoning if requesting a rezone within the areas on the map that have yet to transition to the Framework Plan’s designated place types.

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

FACTORS CONSIDERED

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

- **Existing Land Use.** Many residential neighborhoods are not expected to change. Much of the change (as described in Chapter 1: Case for Change) is expected to be along commercial corridors.
- **Existing Zoning.** Las Vegas currently has dozens of zoning districts that are expected to condense over time to a more streamlined set of place-based zoning districts. The current zoning was utilized as a tool in developing the propensity for change tool as described in Chapter 1, which helps guide the future transition to the place type approach. Many master planned neighborhoods are governed by land development agreements that restrict their ability to change.
- **Capacity of Streets, Infrastructure, Facilities, and Services.** Accessibility to and the capacity of the street network help establish the types and intensity of uses that may be served in an area without adversely impacting traffic operations. The RTC’s planned rapid transit corridors were prioritized for increased density to maximize the potential success of those routes. Nodes planned for stations, connector corridors, and increased pedestrian access from existing neighborhoods will all help build the development required to support a robust transit system. As described in Chapter 1: A Case for Change, the limitations of the water supply from Lake Mead place an emphasis on decreasing water demand and maximizing efficiency of new development. Utilizing the existing utility network already established within the city rather than expanding outward will most efficiently use the systems already in place. The availability of community facilities such as schools and recreational facilities affects the areas that are especially attractive for residential development, while police and fire protection also assist with the quality of life provided to all land uses.
- **Market Conditions.** The nature of residential, commercial, and industrial land uses are evolving, with aging development types often becoming less desirable or obsolete. This can result in an oversupply of certain types of development, especially

This plan focuses on the areas intended for more significant transformation. As neighborhoods are not likely to see significant change, they are not indicated on the map. Further planning area study will result in more targeted recommendations for neighborhood place types.
commercial. Meanwhile, market segments of the population are seeking alternatives to the single family home, driving demand for flats, townhouses, and walkable urban amenities. Redevelopment of existing uses, especially commercial into mixed uses, is encouraged, and the place types reflect a balance and mixture of uses targeted to key areas.

- **Land Use Patterns in the Region.** Land use patterns for surrounding communities and the region were also considered. This plan supports the Southern Nevada Strong regional plan’s strategy to grow from within, not out by redeveloping underutilized property within city limits and limiting further expansion outward. This includes limiting future expansion of the SNPLMA boundary and instead redeveloping existing land within the city and the 29,000 acres remaining for disposal within city limits. See Section II.B Natural Features for more on how BLM land is disposed.

- **Public Input - Preserve, Enhance, Transform (PET)** Comments and opinion about land use patterns and related community planning issues as conveyed at various public forums and stakeholder interviews helped shape this plan’s place type direction. The Preserve, Enhance, Transform mapping tool that helped guide conversations during the planning process helps shape to what extent different areas of the city are expected to change. There are features that must be preserved to promote the city’s best assets or enhanced to better meet this plan’s guiding principles. Other less desirable characteristics have a different impact on community perceptions and economic vitality. These areas or characteristics must be either significantly changed or completely transformed. Transform areas are the focus of this plan to accommodate forecasted growth, support transit, and meet the guiding principles and generally mixed-use place types that need short-term zoning changes to achieve this plan’s vision.

- **PlaceBuild Tool.** The planning team developed the PlaceBuild tool, which provided a planning area-level land use planning model that provided the following functionality:
  - Tabulation of existing land use patterns and zoning categories into a simpler set of working categories. These categories focused on the following land uses, which were those high a relatively more likely potential for change in the future: Single-Family Residential, Attached Residential, Multi-family Residential, Commercial, Industrial, Vacant Private.
  - Assessed the redevelopment potential of aggregated land use areas based on portion of site area currently containing a building. Areas with relatively less building ground floor square footage (i.e., places with large surface parking lots) were deemed to have greater redevelopment potential in general.
  - PlaceBuild tool allows for percentages of each land use area, separately for high, medium, and low redevelopment potential, to be assigned future Place Type for that percentage of the area. Future Place Type assignments considered the density (FAR) of future development alongside setting targets for housing units per acre, amount of public open space, and land area for infrastructure (setbacks, road circulation, etc.)
  - Based on forecasting potential land use changes, the PlaceBuild tool provides a projection of future housing capacity, open space, commercial space creation, and water utilization.

### CHARACTER TYPES

<table>
<thead>
<tr>
<th>Walkable Node</th>
<th>Linear Corridor</th>
<th>Linear Corridor</th>
<th>Walkable Node</th>
</tr>
</thead>
<tbody>
<tr>
<td>Regional Center</td>
<td>Mixed-Use Center</td>
<td>Neighborhood Mixed-Use</td>
<td>Mixed Residential</td>
</tr>
<tr>
<td>Linear Corridor</td>
<td>Mixed-Use Corridor</td>
<td>Mixed Residential</td>
<td>Neighborhood Mixed-Use</td>
</tr>
<tr>
<td>Neighborhood Mixed Residential</td>
<td>Traditional Neighborhood Mixed Residential</td>
<td>Subdivision Retrofit</td>
<td>Neighborhood</td>
</tr>
</tbody>
</table>

**Public Input**
- **Place Build (Change Propensity)**
- **Implementation Priority (zoning changes)**
- **Place Types (generally)**
  - **Preserve**
    - Case by case
    - Subdivision Retrofit
    - Rural Preservation
  - **Enhance**
    - Gradual
    - Traditional Nhd.
    - Mixed Residential
    - Regional Center
  - **Transform**
    - Immediate (gradual when dependent on RTC rapid transit expansion)
    - Nhd. Center Mixed Use
    - Mixed Use Center
    - Corridor Mixed Use
    - Regional Center

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

### General Plan Categories

<table>
<thead>
<tr>
<th>Regional Center</th>
<th>Character and Density</th>
<th>Applicable Special Areas</th>
</tr>
</thead>
<tbody>
<tr>
<td>TC - Town Center</td>
<td>Includes Town Center subdesignations of L, M, ML, MLA, SC, GC, MS, SX, UC, EC, PC, PF (6-50 du/acre)</td>
<td>TC</td>
</tr>
<tr>
<td>FBC - Form-Based Code</td>
<td>Diverse, human-scale, walkable mixed-use built environments, accessible (6-50 du/acre)</td>
<td>DTLV</td>
</tr>
</tbody>
</table>

### Mixed Use Center

#### Title 19.06

| TUD - 1 - Transit-Oriented Development | Higher intensity, mixed-use TUD, suitable for LRT (> 40 du/acre) | F F F F F F F F F |
| TUD - 2 - Transit-Oriented Development | Moderate intensity, mixed-use TUD, suitable for BRT (> 30 du/acre) | F F F F F |

### Special Mixed Use

| TC - Transit-Oriented Center | Higher intensity, linear corridor oriented mixed-use, suitable for LRT (> 40 du/acre) | F F F F |
| TC - Transit-Oriented Center | Moderate intensity, linear corridor oriented mixed-use, suitable for BRT (> 30 du/acre) | F F F F |

### Neighborhood Mixed Use Center

| NNMU - Neighborhood Mixed-Use Center | Moderate intensity neighborhood-oriented mixed use and town centers | F T T T T T T T T |

### Low Density Residential

| L - Low | Single family housing, (< 5 du/acre) | CE, GT, IMR, LM |
| ML - Medium Low | Single family housing, (< 10 du/acre) | X X X X X |
| MLA - Medium Low Attached | Single and multi-family housing, typically attached, and x-plexes (10-15 du/acre) | GT, LM |
| SF1 - Single Family Detached 1 | Single family housing, (< 3.5 du/acre) | SUM |
| SF2 - Single Family Detached 2 | Single family housing, (< 6 du/acre) | SUM |
| SF3 - Single Family Detached 3 | Single family housing, (< 10 du/acre) | SUM |
| SFZL - Single Family Zero Lot Line | Single family housing, (< 12 du/acre) | SUM |
| MCD - Planned Community Development | Mixed residential development, subject to conductions and adjacency standards (2-10 du/acre) | X |
| TND - Traditional Neighborhood Dev. | Balanced mix of residential, commercial, and civic uses with multi-modal complete streets (Variable density) | X X X X X X X X |

### Medium Density Residential

| M - Medium | Multi-family housing, townhomes, and plexes (15-25 du/acre) |
| MF1 - Multi-Family Low Density | Multi-family housing, townhomes, and plexes (< 14 du/acre) |
| MF2 - Multi-Family Medium Density | Multi-family housing, townhomes, and plexes (< 21 du/acre) |
| SFA - Single Family Attached | Attached single family housing (< 18 du/acre) |
| SFSD - Single Family Special Lot | Attached or detached single family housing (< 15 du/acre) |
| MFU - Multi-Family Medium | Multi-family housing, townhomes, and plexes (15-25 du/acre) |

### High Density Residential

| H - High Density | Multi-family housing, apartments, condominiums, townhomes, and high-rise residential (> 25 du/acre) | X X X |
| MF3 - High Density MultiFamily | Large apartments, condominiums, and other multi-family dwellings (No maximum density) |

### Commercial

| GC - General Commercial | All types of commercial offices, businesses or retail | X X X |
| SC - Service Commercial | Low intensity commercial offices, businesses, or retail | X X |
| CC - Community Commercial | Medium intensity offices, businesses, or retail |
| VC - Village Commercial | Medium intensity mix of neighborhood-oriented offices, businesses, and retail |
| TDC - Town Center* | Large commercial, community complexes that become a primary business center for Summerlin |
| EC - Employment Center | Office, light industry, business and support commercial services and higher density multi-family residential |
| NF - Neighborhood Focus | Low intensity, neighborhood-oriented retail, offices, services, and recreational amenities |
| NC - Neighborhood Commercial | Low intensity, neighborhood-oriented retail and services |

### Industrial

| LIR - Light Industrial and Research | Medium to low intensity industrial activities, light assembly, commercial, business parks |
| PR-O5 - Parks and Open Space | Parks, recreational facilities, golf courses, open spaces, trails |
| COS - Public and semi-public parks, recreational facilities, golf courses, open spaces, trails, and civic spaces | SUM |
I.B LAND USE PLACE TYPES

COMPATIBLE ZONING CATEGORIES: LVMC TITLE 19

<table>
<thead>
<tr>
<th>General Plan Categories</th>
<th>Character and Density</th>
<th>Applicable Special Areas</th>
</tr>
</thead>
<tbody>
<tr>
<td>Public Facilities</td>
<td></td>
<td></td>
</tr>
<tr>
<td>PF</td>
<td>Public and semi-public buildings and facilities, civic uses and spaces, infrastructure, and utilities</td>
<td>All</td>
</tr>
</tbody>
</table>

Rural Preservation

<table>
<thead>
<tr>
<th>U</th>
<th>Undeveloped land</th>
</tr>
</thead>
<tbody>
<tr>
<td>RNP - Rural Neighborhood Preservation</td>
<td>Large lot, single family estates, ranches, typically in suburban areas designated for preservation (&lt; 2 du/acre)</td>
</tr>
<tr>
<td>DR - Desert Rural</td>
<td>Large lot, single family estates, ranches, typically in suburban or peripheral rural areas (&lt; 2.5 du/acre)</td>
</tr>
<tr>
<td>R - Rural</td>
<td>Medium large lot, single family estates, ranches, typically in suburban or peripheral rural areas (&lt; 3.6 du/acre)</td>
</tr>
<tr>
<td>ER - Estate Residential</td>
<td>Large lot, suburban single family estates (&lt; 2 du/acre)</td>
</tr>
<tr>
<td>EQR - Equestrian Residential</td>
<td>Large lot, suburban single family estates (&lt; 2 du/acre)</td>
</tr>
</tbody>
</table>

Notes

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

Special Areas, Master Planned Communities, and Development Agreements

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

[City of Las Vegas Master Plan Communities map]
1. REGIONAL CENTER

INTENT AND STRATEGIES

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

TOOLS

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

REGIONAL CENTER CHARACTER

<table>
<thead>
<tr>
<th>PRESERVE, ENHANCE, OR TRANSFORM</th>
<th>Generally Enhance or Preserve, Downtown has more Transform opportunities</th>
</tr>
</thead>
<tbody>
<tr>
<td>CHARACTER TYPE</td>
<td>Walkable Node</td>
</tr>
<tr>
<td>USES</td>
<td>Shopping, services, dining, employment, residential and office (especially on upper floors), civic, transportation</td>
</tr>
<tr>
<td>CONNECTIVITY</td>
<td>Walkable multi-modal emphasis; grid system</td>
</tr>
<tr>
<td>BUILDING FRONTAGE</td>
<td>Storefronts with direct access to sidewalk</td>
</tr>
<tr>
<td>BUILDING TYPES</td>
<td>High-rise; mid-rise</td>
</tr>
<tr>
<td>BUILDING FEATURES</td>
<td>Storefronts facing street; pedestrian entrances connected to sidewalks; strong emphasis on placemaking and character</td>
</tr>
</tbody>
</table>
| SITE DESIGN | • Reduce dominance of surface parking lots  
• Greenbelt streetscape  
• Drive-thrus discouraged |
| REDEVELOPMENT OPPORTUNITIES | • 25-50+ DU/acre |
| PARK TYPES | Plazas, mini/pocket parks, squares, neighborhood parks |
| LOCATION EXAMPLES | • Downtown (comprised of 12 subdistricts, see Downtown Vision 2045 Plan)  
• Centennial Hills Town Center  
• Summerlin Centre (collaborate with Clark County) |
| GENERAL PLAN CATEGORIES | Main Street (MS); Mixed Use (MXU); Town Center (TC); Form-Based Code (FBC); Suburban Mixed-Use (SX); Urban Core (UC); General Commercial (GC); Employment Center (EC); Service Commercial (SC) |

Mixture of uses
Tallest buildings in Downtown (Centennial Hills and Summerlin smaller scales)
INTENT AND STRATEGIES

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

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

TOOLS

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

MIXED-USE CENTER CHARACTER

<table>
<thead>
<tr>
<th>PRESERVE, ENHANCE, OR TRANSFORM</th>
<th>Transform</th>
</tr>
</thead>
<tbody>
<tr>
<td>CHARACTER TYPE</td>
<td>Walkable Node</td>
</tr>
<tr>
<td>USES</td>
<td>Shopping, services, dining, employment, residential and office (especially on upper floors), civic, transportation</td>
</tr>
<tr>
<td>CONNECTIVITY</td>
<td>Walkable multi-modal emphasis, re-establish grid system; access management</td>
</tr>
<tr>
<td>BUILDING FRONTAGE</td>
<td>Storefronts with direct access to sidewalk</td>
</tr>
<tr>
<td>BUILDING TYPES</td>
<td>Mid-rise; low-rise; flats; live/ work</td>
</tr>
<tr>
<td>BUILDING FEATURES</td>
<td>Storefronts facing street; Pedestrian entrances connected to sidewalks</td>
</tr>
<tr>
<td>SITE DESIGN</td>
<td>Substantially reduce surface parking lots; Urban style streetscape</td>
</tr>
<tr>
<td>REDEVELOPMENT OPPORTUNITIES</td>
<td>4.5 stories typical</td>
</tr>
<tr>
<td>PARK TYPES</td>
<td>Mini/pocket parks, squares, neighborhood parks, schools</td>
</tr>
<tr>
<td>LOCATION EXAMPLES</td>
<td>Hubs of the planning areas at major intersections along transit corridors</td>
</tr>
<tr>
<td>GENERAL PLAN CATEGORIES</td>
<td>General Commercial (GC); Office (O); Service Commercial (SC)</td>
</tr>
</tbody>
</table>

Mid-rise mixed-use buildings to support transit
### 3. CORRIDOR MIXED-USE

**INTENT AND STRATEGIES**

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

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

**TOOLS**

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

### CORRIDOR MIXED-USE CHARACTER

<table>
<thead>
<tr>
<th>PRESERVE, ENHANCE, OR TRANSFORM</th>
<th>Transform</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>CHARACTER TYPE</strong></td>
<td>Linear corridor</td>
</tr>
<tr>
<td><strong>USES</strong></td>
<td>Shopping, services, dining, employment, residential and office (especially on upper floors), civic</td>
</tr>
<tr>
<td><strong>CONNECTIVITY</strong></td>
<td>Walkable multi-modal emphasis; access management; fixed route transit</td>
</tr>
<tr>
<td><strong>LOT SIZE</strong></td>
<td>Consider elimination of minimum lot widths/depth/lot area - allow smaller units, more flexibility</td>
</tr>
<tr>
<td><strong>BUILDING FRONTAGE</strong></td>
<td>Storefronts with direct access to sidewalk; one bay of parking in front acceptable</td>
</tr>
<tr>
<td><strong>BUILDING TYPES</strong></td>
<td>Mid-rise; low-rise; flats; row houses; live/work</td>
</tr>
<tr>
<td><strong>SITE DESIGN</strong></td>
<td>Storefronts facing street; Pedestrian entrances connected to sidewalks</td>
</tr>
<tr>
<td><strong>SITE DESIGN</strong></td>
<td>Reduce dominance of surface parking lots</td>
</tr>
<tr>
<td><strong>SITE DESIGN</strong></td>
<td>Greenbelt streetscape</td>
</tr>
<tr>
<td><strong>SITE DESIGN</strong></td>
<td>Drive-thru acceptable</td>
</tr>
<tr>
<td><strong>REDEVELOPMENT OPPORTUNITIES (RELATION TO PLACE BUILD)</strong></td>
<td>2-3 stories typical</td>
</tr>
<tr>
<td><strong>REDEVELOPMENT OPPORTUNITIES (RELATION TO PLACE BUILD)</strong></td>
<td>Residential densities ~20 units/acre for low rise apartment buildings (greater densities if more rapid transit)</td>
</tr>
<tr>
<td>TOC-1 (T5-C)</td>
<td>40 DU/acre</td>
</tr>
<tr>
<td>TOC-1 (T5-C)</td>
<td>LRT supportive</td>
</tr>
<tr>
<td>TOC-2 (T4-C)</td>
<td>30 DU/acre</td>
</tr>
<tr>
<td>TOC-2 (T4-C)</td>
<td>BRT supportive</td>
</tr>
<tr>
<td><strong>PARK TYPES</strong></td>
<td>Greenways, neighborhood parks</td>
</tr>
</tbody>
</table>

- Flip strip malls to be parking in rear, building along corridor
- Slightly transition to adjacent neighborhoods
INTENT AND STRATEGIES

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

- Integration of non-detached houses should be gradual and context sensitive, which may include the relaxation of some zoning district standards over time pending further planning area analysis.

- Some homes that have converted to offices could be re-converted back to homes.

- Consider infill of cottage-style, smaller single-family units.

TOOLS

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

<table>
<thead>
<tr>
<th>NEIGHBORHOOD CENTER MIXED-USE CHARACTER</th>
<th>PRESERVE, ENHANCE, OR TRANSFORM</th>
<th>Transform and Enhance</th>
</tr>
</thead>
<tbody>
<tr>
<td>CHARACTER TYPE</td>
<td>Walkable Node</td>
<td></td>
</tr>
<tr>
<td>USES</td>
<td>Shopping, services, dining, employment</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Residential and office (especially on upper floors)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Civic</td>
<td></td>
</tr>
<tr>
<td>CONNECTIVITY</td>
<td>Walkable emphasis, establish grid system when converted from strip malls; access management</td>
<td></td>
</tr>
<tr>
<td>BUILDING FRONTAGE</td>
<td>Limit front-yard parking;</td>
<td></td>
</tr>
<tr>
<td>BUILDING TYPES</td>
<td>Mid-rise; low-rise; flats; live/work</td>
<td></td>
</tr>
<tr>
<td>BUILDING FEATURES</td>
<td>Storefronts facing street; pedestrian entrances connected to sidewalks; strong emphasis on placemaking and character</td>
<td></td>
</tr>
<tr>
<td>SITE DESIGN</td>
<td>Reduce parking lots</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Landscape greenbelt</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Shade trees</td>
<td></td>
</tr>
<tr>
<td>REDEVELOPMENT OPPORTUNITIES</td>
<td>Strip mall retrofit</td>
<td></td>
</tr>
<tr>
<td></td>
<td>2-3 stories typical</td>
<td></td>
</tr>
<tr>
<td></td>
<td>25 units per acre or less</td>
<td></td>
</tr>
<tr>
<td>PARK TYPES</td>
<td>Mini/pocket parks, squares, neighborhood parks, schools</td>
<td></td>
</tr>
<tr>
<td>LOCATION EXAMPLES</td>
<td>Neighborhood-serving “main streets” at major intersections citywide</td>
<td></td>
</tr>
<tr>
<td>GENERAL PLAN CATEGORIES</td>
<td>General Commercial (GC); Office (O); Service Commercial (SC); Employment Center (EC); Neighborhood Focus (NF); Town Center (TC); Village Center (VC)</td>
<td></td>
</tr>
</tbody>
</table>
5. MIXED RESIDENTIAL

INTENT AND STRATEGIES

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

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

TOOLS

• Diverse housing options
• Neighborhood Character
• Infill housing

MIXED RESIDENTIAL CHARACTER

<table>
<thead>
<tr>
<th>PRESERVE, ENHANCE, OR TRANSFORM</th>
<th>Enhance</th>
</tr>
</thead>
<tbody>
<tr>
<td>CHARACTER TYPE</td>
<td>Neighborhood; Linear Corridor</td>
</tr>
<tr>
<td>USES</td>
<td>• Predominantly attached residential • Some detached residential with accessory dwelling units • Some civic, small-scale commercial to support neighborhood uses only</td>
</tr>
<tr>
<td>CONNECTIVITY</td>
<td>Retrofit existing multi-family complexes to emphasize sidewalks, bike connections; access management opportunities for shared/cross access; blend of curvilinear and grid street/block types</td>
</tr>
<tr>
<td>LOT SIZE</td>
<td>Consider elimination of minimum lot widths/depth/lot area - allow smaller units, more flexibility; zoning changes to accommodate the mixture</td>
</tr>
<tr>
<td>BUILDING FRONTAGE</td>
<td>Front street where possible, especially along corridors;</td>
</tr>
<tr>
<td>BUILDING TYPES</td>
<td>Flats; courtyard cottages; live/work, row house; duplex/quadplex</td>
</tr>
<tr>
<td>BUILDING FEATURES</td>
<td>Reduce front facing garages; porches/balconies; building-integrated parking</td>
</tr>
<tr>
<td>SITE DESIGN</td>
<td>• Xeriscape focus, increase tree canopy cover using resilient Mojave species • internal campus style complexes emphasize walkable neighborhood character, not parking lots</td>
</tr>
<tr>
<td>REDEVELOPMENT OPPORTUNITIES</td>
<td>Integrate new “missing middle” housing on transforming commercial lots</td>
</tr>
<tr>
<td>PARK TYPES</td>
<td>Mini parks; Neighborhood Parks; Schools</td>
</tr>
<tr>
<td>LOCATION EXAMPLES</td>
<td>Downtown South, East Las Vegas, West Side, Charleston, Meadows, Rancho, Angel Park</td>
</tr>
<tr>
<td>GENERAL PLAN CATEGORIES</td>
<td>Multi-Family Medium (MFM and MF2); Single-family Attached (SFA); Medium (M); Multi-Family Low (MF1)</td>
</tr>
</tbody>
</table>
INTENT AND STRATEGIES

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

- Integration of non-detached houses should be gradual and context sensitive, which may include the relaxation of some zoning district standards over time pending further planning area analysis.

- Some homes that have converted to offices could be re-converted back to homes.

- Consider infill of cottage-style, smaller single-family units.

TOOLS

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

TRADITIONAL NEIGHBORHOOD CHARACTER

<table>
<thead>
<tr>
<th>CHARACTER TYPE</th>
<th>Preserve, Enhance, or Transform</th>
</tr>
</thead>
<tbody>
<tr>
<td>USES</td>
<td>Neighborhood</td>
</tr>
<tr>
<td>CONNECTIVITY</td>
<td>traditional neighborhood-style grid patterns; sidewalks, bike connections</td>
</tr>
<tr>
<td>LOT SIZE</td>
<td>Consider elimination of minimum lot widths/depth/lot area - allow smaller units, more flexibility</td>
</tr>
<tr>
<td>BUILDING FRONTAGE</td>
<td>traditional neighborhood-style grid patterns; sidewalks, bike connections</td>
</tr>
<tr>
<td>BUILDING TYPES</td>
<td>Detached house, duplex/triplex, live/work, row house</td>
</tr>
<tr>
<td>BUILDING FEATURES</td>
<td>Reduce front facing garages</td>
</tr>
<tr>
<td>SITE DESIGN</td>
<td>Xeriscape focus, increase tree canopy cover</td>
</tr>
<tr>
<td></td>
<td>Opportunity to adjust water consumption assumptions, especially for exterior uses/irrigation</td>
</tr>
<tr>
<td>REDEVELOPMENT OPPORTUNITIES</td>
<td>Gradual incorporation of alternative housing types, zoning changes to permit accessory dwelling units or permit splits to duplex</td>
</tr>
<tr>
<td>PARK TYPES</td>
<td>Mini parks; Neighborhood Parks; Schools</td>
</tr>
<tr>
<td>LOCATION EXAMPLES</td>
<td>Downtown South, East Las Vegas, West Side, Charleston, Meadows, Rancho, Angel Park</td>
</tr>
<tr>
<td>GENERAL PLAN CATEGORIES</td>
<td>High (H); Medium Low Attached (MLA); Medium Low (ML); Low (L)</td>
</tr>
</tbody>
</table>
INTENT AND STRATEGIES

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

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

TOOLS

- Traditional Neighborhood Design
- Neighborhood Character
- Diverse housing options

SEE ALSO II.4: Neighborhood Connections and Buffers

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

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

INTENT AND STRATEGIES

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

LAND USE PLAN IMPLEMENTATION

IMPLEMENTATION STRATEGIES

PHASED APPROACH BY AREA

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

IDENTIFIED OPPORTUNITY SITES

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

MANAGEMENT OF GENERAL PLAN AMENDMENTS

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

- Future development applications and approvals, shall largely conform with the plan’s vision or with the Area plan for a portion of the City. For any project that affects the new placetypes, the City’s planners must discuss the projects attributes and relationship to the planning area itself, considering additional measures that are recommended within other chapters of the plan. Projects that clearly or closely align with the plan’s vision and the 2050 general plan map may receive an expedited review and priority to change or approval, no matter the location within the City.
- Any projects running counter to the plan’s vision may be subject to (at the discretion of the City Council and Planning Commission, after approval to LVMC Title 19:
  - Higher GPA application fees,
  - Approval of a non-conforming GPA’s annually or semiannually,
  - Making GPA’s only available during a special Planning Commission or City Council meeting to discuss why changes are necessary.

ADDITIONAL STRATEGIES

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

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

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

A. MIXED-USE TOOLKIT

MIXED-USE

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

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

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

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

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

APPLICABLE PLACE TYPES

- Regional Center
- Mixed-Use Center
- Corridor Mixed-Use
- Neighborhood Center Mixed-Use
- Mixed Residential
- Traditional Neighborhoods
- New Subdivision
- Subdivision Retrofit

WALKABLE SITE DESIGN

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

- Improved community health
- Increased social interaction
- Walkable, bikeable neighborhoods
- More efficient use of public services, utilities and infrastructure

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

APPLICABLE PLACE TYPES

- Regional Center
- Mixed-Use Center
- Corridor Mixed-Use
- Neighborhood Center Mixed-Use
- Mixed Residential
- Traditional Neighborhoods
- New Subdivision
- Subdivision Retrofit

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

- Comfortable places to sit and wait.
- Buffers between pedestrians and traffic in the travel lane.
- Interesting and inviting buildings which address the street with observable doors and windows.
- Safe and frequent locations for crossing.
- Continuous sidewalks of appropriate width.
- Improved attractiveness of buildings and amenities
- Strengthen the corridor character and neighborhood identity
- Better delineate parking areas and reduce their visual dominance on the corridor
- Improve visibility of existing businesses
- Promote uses that will be successful to fit the character of the area, gradually reducing auto-oriented uses
- Promote uncluttered signs
- Incorporate missing-middle housing types such as lofts, townhouses, and stacket flats to transition to adjacent residential neighborhoods
TRANSIT-ORIENTED DEVELOPMENT

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

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

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

Plan around Transit Stations

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

Use Regulations

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

Bulk, Setback and Area Controls

- Encourage land to be used for buildings rather than surface parking or expansive yards. This includes reducing the amount of parking allowed or required, and increasing the amount of building that may or must be built.
- Locate buildings close to the street and sidewalk so those on foot, bike or transit can easily reach building entrances.
- Remove maximum lot coverage requirements in core TOD areas.
- Encourage building design that will engage passersby. First floor uses should include active storefronts that attract customers, pedestrian-scale design, with the primary operable pedestrian entrance oriented to the corridor.

Impact Studies

- Require study of potential development impacts on the entire transportation system. Where already required, modify Traffic Impact Study standards into Transportation Impact Studies that evaluate development impacts to all modes of travel.

Parking Management

- Implement standards to limit parking in core TOD areas. Regulations like maximum parking standards, parking space reductions, shared parking, payment-in-lieu of parking programs, floor-to-area ratios (or requiring them where they do not exist) can be applied for this purpose.
- Provide incentives in core TOD areas to reduce parking, or encourage structured lots over surface lots.
- Include amenities for bicyclists, pedestrians and transit riders, including wider sidewalks, bike storage facilities, bus shelters, lighting and landscaping in the standards for site plan review.
- Arrange parking in the rear yard (or side only if necessary) to provide safer pedestrian access to storefronts.
- Recognize the variables contributing to parking demand, and match local policies to individual geographic factors such as density, transit access, income, and household size.
Placemaking promotes healthy, sustainable, attractive places where people can live, work, shop, and recreate. This includes striving for a desirable recreation and trailway systems, a balanced economy and local employment options, variety of housing choices, attractive neighborhoods, and overall positive quality of life.

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

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

Downtown’s role as the city’s primary cultural destination, as outlined in the 2045 Downtown Plan, would be supported through the development of additional cultural opportunities in the neighborhood and mixed-use nodes. New venues that draw from a citywide or regional market should be directed downtown; smaller venues that draw primarily from the nearby neighborhoods should be directed to commercial nodes and park spaces within walking distance. Locations in or adjacent to parks create a focal point for community or neighborhood gatherings.

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

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

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

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

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

B. NEIGHBORHOOD TOOLKIT

DIVERSE HOUSING OPTIONS

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

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

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

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

In order to strengthen existing housing and a range of affordable options, new infill attached units should be integrated into the city’s neighborhoods. Undeveloped areas should be planned with a mixture of housing options (see section below on Traditional Neighborhood Design).

TRADITIONAL NEIGHBORHOOD DESIGN

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

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

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

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

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

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**APPLICABLE PLACE TYPES**

- Regional Center
- Mixed-Use Center
- Corridor Mixed-Use
- Neighborhood Center Mixed-Use
- Mixed Residential
- Traditional Neighborhoods
- New Subdivision
- Subdivision Retrofit
NEIGHBORHOOD CHARACTER

Residents celebrate the fact that Las Vegas’s neighborhoods are varied and those characteristics help define areas to preserve, enhance, or transform. Whether historic, urban, or more suburban in character, the public has expressed a desire to retain the character of the city’s neighborhoods. However, even the most stable and vital neighborhoods were recognized as needing some level of intervention to make them more sustainable.

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

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

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

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

APPLICABLE PLACE TYPES

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- Mixed-Use Center
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When warranted, additional overlays or design standards could be integrated into zoning to help promote the character of specific place or area.
C. REDEVELOPMENT TOOLKIT

INFILL HOUSING

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

APPLICABLE PLACE TYPES

Regional Center
Mixed-Use Center
Corridor Mixed-Use
Neighborhood Center Mixed-Use
Mixed Residential
Traditional Neighborhoods
New Subdivision
Subdivision Retrofit

ADAPTIVE REUSE

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

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

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

Buildings within Downtown Las Vegas, including within the Fremont East, Arts, and Gateway Districts that were former commercial and industrial uses have been converted to restaurants, live-work buildings, offices, and retail establishments. One notable adaptive reuse effort was the conversion of the former US Post Office and Federal building to the National Museum of Organized Crime and Law Enforcement. The Post Office was designated on the National Register of Historic Places in 1983, the Nevada State Register of Historic Places in 2002, and the Las Vegas Historic Property Register in 2003. Built during the Depression, this building changed uses multiple times; it served as a Federal building and courthouse and was the location of historic trials of former members of the mob and the Kefauver Committee’s investigation into organized crime.

After extensive renovations funded in part by grants from the National Park Service, Nevada Commission for Cultural Affairs, and the Commission for the Las Vegas Centennial, the building has been home to the “Mob Museum” since 2012.

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

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

- **Discretionary Developer Impact fees**: imposed on developers by municipalities to help fund additional public services, infrastructure, or transportation facilities required due to the new development. CLV currently imposes these.
  - NRS 278B (see also Chapters 4 and 5) indicates that "streets, including all their appurtenances, traffic signals and incidentals necessary for any such facilities" are an allowable use for impact fees. NRS 278B 160.1 specifies that "a local government may by ordinance impose an impact fee in a service area to pay the cost of constructing a capital improvement or facility expansion necessitated by and attributable to new development."

- **Exactions**: The City currently imposes one-time, negotiated requirements (usually through development agreements) to provide in-kind services, property, or payment as a condition for development approval where existing infrastructure, including transportation, lacks the capacity to accommodate new development.

- **Joint Development/Operating Agreements (NRS 277)**: groups of agencies partner with a private developer to improve land use, specifically for 2050 place types. The City may solicit private developer involvement and then provide the partner with access to land near infrastructure, as was done with Symphony Park and City Hall under lease-purchase agreements. The City has also altered zoning and other regulations to incentivize the private partner to improve the land.

- **TIF: NRS 279 / Article VIII LV City Charter**: TIF captures additional tax revenue generated when properties increase in value. TIF districts are already established and split between the existing tax districts and the fund for projects inside RDA, with a focus on those that attract new economic activity. CLV uses TIF to provide rebate incentives for key infrastructure costs for projects in RDA-1 and 2. These may be for streets, water lines, storm drains, traffic signals, utilities and other infrastructure costs. RDA assesses the current property value before development then after. A portion of the tax increment is then rebated annually to developer.

- **Land Banking**: Establishment of a new bank through legislation or a community land trust (CLT) authorized under NRS 82 - a non-profit property trust to ensure the long-term availability / access to land. Land is taken off the market and separated so that land appreciation is removed. The trust is thus reserved for desired place types and affordable housing or assemblage.

- **Transfer of Development Rights and conservation easements** - NRS 111.390. Currently, there are no TDR programs in Southern Nevada, but the development of one could allow certain rights to be moved or swapped (maybe moreso for peripheral areas). Establishment of such a program could potentially be used to swap private lands or public lands.

- **Discretionary and/or voluntary Inclusionary Zoning** (See Chapter 3: Housing)

- **Incentive programs**:
  - Density Bonus – Currently authorized under the Title 19.09 Form-Based Code; this can be expanded into other parts of the City.
  - Fee Reductions and Waivers – reduce project costs for desired place type development. A fee study may also determine whether certain fee types must increase.
  - Parking Maximums and reductions (See Chapter 4)
  - Expedited Approvals – Under discussion

CATALYTIC REDEVELOPMENT SITES

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

- **Amend zoning for corridor and mixed-use place types to incorporate stronger design standards and a more flexible mixture of uses.**

- **Develop a set of incentives for sites outside the RDA to help finance redevelopment.**

- **Work with property owners of catalytic sites to encourage packaging their sites for redevelopment by marketing them via requests for proposals or qualifications.**

- **Host investor tours, developer matchmaking events to spark interest in key redevelopment sites.**

- **Streamline the development review process and entitlements for priority redevelopment sites.**

**KEY ACTIONS**

- Amend zoning for corridor and mixed-use place types to incorporate stronger design standards and a more flexible mixture of uses.
- Develop a set of incentives for sites outside the RDA to help finance redevelopment.
- Work with property owners of catalytic sites to encourage packaging their sites for redevelopment by marketing them via requests for proposals or qualifications.
- Host investor tours, developer matchmaking events to spark interest in key redevelopment sites.
- Streamline the development review process and entitlements for priority redevelopment sites.
Existing shopping centers can retrofit their parking lots to turn underutilized outlot spaces into mixed-use development projects including housing. This will support the density required to secure rapid transit.

1. NELLIS/BONANZA MIXED-USE CENTER

2. MEADOWS MALL RETROFIT

Concept 1: Outlot Development

Concept 2: Partial Redevelopment

3. CSN/CHARLESTON CORRIDOR MIXED-USE

4. LAKE MEAD NEIGHBORHOOD MIXED-USE

HOW PLANNING AND ZONING SHAPES REDEVELOPMENT

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

PRESEVE AND REUSE HISTORIC STRUCTURES AND SITES

Since the City’s founding on May 15, 1905 in Downtown Las Vegas, where 110 acres of the original townsite were auctioned off upon completion of the San Pedro, Los Angeles, and Salt Lake Railroad, Las Vegas has maintained a remarkable modern, yet rapidly evolving story. Through the Depression and construction of Hoover Dam, Las Vegas has been an important enough for the City. To help achieve this, a Historic Preservation Commission (HPC) was created in 1991 to oversee preservation efforts.

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

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

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

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

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

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

KEY ACTIONS

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

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

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

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

<table>
<thead>
<tr>
<th>NAME</th>
<th>LOCATION</th>
<th>LOCAL</th>
<th>STATE</th>
<th>NATIONAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bentley Square Neighborhood Historic District</td>
<td>Area bounded by Byrnes Ave; D St; Leonard Ave; and G St.</td>
<td>9/21/2016</td>
<td>-</td>
<td>10/23/2009</td>
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<tr>
<td>Beverly Green Historic District</td>
<td>-</td>
<td>9/21/2016</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Bonanza Underpass</td>
<td>-</td>
<td>1/8/2004</td>
<td></td>
<td></td>
</tr>
<tr>
<td>El Cortez Hotel and Casino</td>
<td>600 Fremont St</td>
<td>2/13/2013</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Eureka Locomotive</td>
<td>Address Restricted</td>
<td>1/12/1995</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Frank Wilt House</td>
<td>901 E Ogden Ave</td>
<td>6/3/1994</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Green Shack</td>
<td>2504 E. Fremont</td>
<td>6/3/1994</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Huntridge Theater</td>
<td>1208 E Charleston Blvd</td>
<td>1/15/1999</td>
<td>7/22/1993</td>
<td></td>
</tr>
<tr>
<td>Jay Dayton Smith House</td>
<td>624 S 6th St</td>
<td>-</td>
<td>2/20/1987</td>
<td></td>
</tr>
<tr>
<td>John S. Park Historic District</td>
<td>Roughly bounded by Charleston Blvd; Las Vegas Blvd; Franklin Ave; and S. Ninth St.</td>
<td>3/19/2003</td>
<td>-</td>
<td>5/16/2003</td>
</tr>
<tr>
<td>Las Concha Motel Lobby</td>
<td>770 N Las Vegas Blvd</td>
<td>7/18/2015</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Las Vegas High School Academic Building and Gymnasium</td>
<td>315 S. 7th Street</td>
<td>4/2/2003</td>
<td>9/24/1986</td>
<td></td>
</tr>
<tr>
<td>Las Vegas High School Neighborhood District</td>
<td>Roughly bounded by E. Bridger; S. 9th; E. Gass; and S. 6th Sts.</td>
<td>1/30/1991</td>
<td></td>
<td></td>
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<tr>
<td>Little Church of the West*</td>
<td>3960 Las Vegas Blvd S.</td>
<td>9/14/1992</td>
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<tr>
<td>Lorelai Park Historic District</td>
<td>730 Twin Lakes Dr</td>
<td>5/20/2009</td>
<td>12/6/2013</td>
<td></td>
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<tr>
<td>Mesquite Club</td>
<td>702 E St Louis Ave</td>
<td>5/20/2009</td>
<td></td>
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<tr>
<td>Morelli House</td>
<td>861 S Bridge Ave</td>
<td>10/1/2001</td>
<td>6/3/2012</td>
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<tr>
<td>Old Las Vegas High School</td>
<td>315 S 7th St</td>
<td>4/2/2003</td>
<td>9/24/1986</td>
<td></td>
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<tr>
<td>Railroad Cottage Historic District**</td>
<td>601-629 S. Casino Center</td>
<td>12/2/1987</td>
<td></td>
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<tr>
<td>Smith J Dayton House</td>
<td>624 S 6th St</td>
<td>2/20/1987</td>
<td></td>
<td></td>
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<tr>
<td>Spanish Trail (Mormon Road Historic District)</td>
<td>From California border to Arizona across southern Nevada, through Las Vegas</td>
<td>8/22/2001</td>
<td></td>
<td></td>
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<tr>
<td>The Henderson House</td>
<td>704 S 9th St</td>
<td>8/20/2006</td>
<td>-</td>
<td>8/6/2006</td>
</tr>
<tr>
<td>Tule Springs Ranch (Floyd Lamb Park)</td>
<td>9200 Tule Springs Rd</td>
<td>1/9/2008</td>
<td>9/23/2011</td>
<td></td>
</tr>
<tr>
<td>U.S. Post Office and Courthouse</td>
<td>300 Stewart Ave</td>
<td>5/15/2002</td>
<td>2/10/1983</td>
<td></td>
</tr>
<tr>
<td>Victory Hotel (Formerly Lincoln Hotel)*</td>
<td>307 Main Street</td>
<td>1987</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Wendell House</td>
<td>600 E Charleston Blvd</td>
<td>2/17/2016</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Notes:
- Properties marked with a *no longer exist, having either burned down or been demolished.
- Properties marked with a **are no longer historically listed as they have moved from their original location.
AS BUILDINGS AND NEIGHBORHOODS AGE, THE CITY MUST CONTINUALLY MAKE ASSESSMENTS OF PRESERVATION OPPORTUNITIES AND CHALLENGES

Buildings and sites typically become eligible for designation once they are at least 40 to 50 years old. Each year, hundreds of new properties in Las Vegas reach this threshold. However, due to the vast majority of the City’s historic properties or potential historic properties being located within Downtown Las Vegas, East Las Vegas, Downtown South, West Las Vegas, Twin Lakes, and the Charleston planning areas, which are seeing the greatest redevelopment pressures, many of these properties have the potential to be lost to redevelopment or modifications before they can be preserved.

While other neighborhoods and structures outside of Downtown Las Vegas will continue to age, many may not show signs of being historically or archaeologically remarkable. However, historic surveys can be conducted to identify properties within a certain geographic area, historic period, or architectural styles that may be eligible for a historic designation either individually or as a group. Historic surveys are useful for informing the City about what historic resources are available in the community and where efforts should be focused. The HPC can provide recommendations on what criteria should be included in surveys and specific measures that could be taken to ensure preservation and/or adaptive reuse.

Cultural Resource Inventories must be conducted on property that is scheduled for construction. Such an inventory would identify any ruins, structures, or cultural material that is present, evaluate how ground disturbing activities have potential to impact the property’s historical or archaeological context, and provide guidance on mitigating such damages.

Ultimately, the decision to seek historic designation lies with individual property owners. Many owners may not be aware of the benefits of preservation (tax incentives, grant opportunities, providing character to neighborhoods, etc.) and do not seek that option as a result. Others may be more amenable to the option if they are sought out by the City or HPC. While buying historically important properties is always an option for the City, Las Vegas will be a better community if its residents and business community take it upon themselves to preserve these sites. Because historic preservation attempts to balance property rights with the underlying value to the community, undertaking a historic survey or preservation outreach can be a delicate balancing act. Developing that mindset can come about if the HPC and City staff proactively conduct outreach with the owners of historic properties.

OUTCOMES

1 local historic district per 100,000 residents w/ a process for reviewing new projects by 2050

The number of designated historic districts and neighborhoods increases over time

The number of eligible structures and sites designated as local historic landmarks, added to local historic districts, and/or rehabilitated, restored, or converted through adaptive reuse increases over time

IMPLEMENTATION STRATEGIES

• Continue to strengthen the City’s Historic Preservation Office and Commission
  - Continue review of applications for certificates of appropriateness for work on locally designed historic sites against the standards contained in LVMC Title 19.10.150, historic district design guidelines (as applicable), and the U.S. Secretary of the Interior’s Standards for the Treatment of Historic Properties.
  - Maintain Certified Local Government status, as recognized by the National Park Service and SHPO, through this plan, and maintenance of the HPC and historic preservation ordinance
  - Provide technical assistance to property owners or non-profit organizations seeking to add properties or historic districts to the National Register of Historic Places
  - Continue to update the inventory of designated and eligible historic structures and sites in the community, as well as include any archeological resources
  - Conduct proactive historic surveys for the following locations and resource types:
    - In areas targeted for redevelopment or when they reach the 40 to 50-year old threshold for historic eligibility
    - Potential historic properties and neighborhoods located within Downtown Las Vegas, East Las Vegas, Downtown South, West Las Vegas, and the Charleston planning areas shall receive primary consideration.
    - Scenic byways
    - Signage
    - Paleolithic and archaeological sites within or near the Tule Springs National Monument or the Red Rock Canyon National Conservation Area

• Prioritize education about value of historic preservation resources available, celebrating cultural heritage
  - Collaborate with local non-profit or for-profit entities to support local events, recognition programs, and tourism efforts that celebrate and leverage the economic value of local historic resources
  - Install additional historic markers to commemorate dates, events, or structures that highlight the contributions of people and places past, including monuments, signage, and historic roadside markers (NRS 383.091)
  - Balance redevelopment pressures with preservation efforts to preserve key resources while encouraging adaptive reuse and sensitive infill development
  - Develop outreach plans and actions to target owners of critically endangered historic properties.
  - Study and consider the adoption of a demolition by neglect ordinance
  - Consider proactive purchase of key resources to hold in the public trust
  - Require a cultural resources inventory as part of redevelopment projects
  - Provide incentives to encourage the rehabilitation of historic buildings and reinvestment in older and historic neighborhoods and commercial areas
  - Provide local financial assistance to low- and moderate-income homeowners, residents, seniors, and/or businesses vulnerable to rising real estate values and maintenance costs associated with historic preservation

EQUITABLE

Investment in older properties, especially in urban neighborhoods, ensures they are able to be appreciated by future generations.

RESILIENT

Preserving Las Vegas’ history allows the stories of the past to be shared with future generations. Historic preservation is more efficient than building new.

HEALTHY

Rehabilitating historic buildings gives them new life and vitality while mitigating unsafe or blighting conditions.

LIVABLE

Historic neighborhoods with diverse structures, sites, and landmarks help create place and character.

INNOVATIVE

Adaptive reuse of buildings preserves architectural integrity while also creating new uses and experiences for owners or visitors.

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