

DECEMBER 20, 1984

AGENDA

SPECIAL MEETING

City of Las Vegas

PLANNING COMMISSION

Page 1

COUNCIL CHAMBERS • 400 EAST STEWART AVENUE

PHONE 386-6301

COMMISSION ACTION

ITEM

CALL TO ORDER:

2:00 P.M. in the Council Chambers of City Hall,
400 East Stewart Avenue, Las Vegas, Nevada.

ROLL CALL:

ANNOUNCEMENT:

Satisfaction of Open Meeting Law.

NEW BUSINESS:

1. GENERAL PLAN
UPDATE

Public Hearing on General Plan Update for the
City of Las Vegas.

MINUTES

CITY PLANNING COMMISSION

DECEMBER 20, 1984

CALL TO ORDER:

A special meeting of the City Planning Commission was called to order at 2:00 P.M. by Chairman Mack in the Council Chambers at City Hall, 400 East Stewart Avenue, Las Vegas, Nevada.

PRESENT:

Chairman Michael Mack
Commissioner Sherri Tracy
Commissioner Joe Johnston
Commissioner Robert Bugbee
Commissioner Maggi Coleman
Commissioner Fred Kennedy
Commissioner Robert Guthrie

STAFF PRESENT:

Harold P. Foster, Director, Department of Community
Planning and Development
Howard Null, Chief, Planning Division
Don Eginton, Senior Planner
Val Steed, Deputy City Attorney
Al Bell, Consultant, The Planning Center
Linda Owens, Deputy City Clerk

ANNOUNCEMENT:

Mr. Foster stated the agenda for this special meeting of the City Planning Commission has been posted and mailed in accordance with NRS Chapter 241 and affidavits are on file in the office of the Department of Community Planning and Development.

NEW BUSINESS:

1. GENERAL PLAN
UPDATE

PUBLIC HEARING ON GENERAL PLAN UPDATE FOR THE CITY OF
LAS VEGAS.

HAROLD FOSTER stated this public hearing culminates a year and a half of work in preparation of the General Plan Update for the City of Las Vegas. Staff, a planning consultant, The Planning Center, a Citizens Advisory Committee, and a Technical Advisory Committee as well as public agencies and organizations have been involved in this planning process. The General Plan consists of two booklets: The Las Vegas General Plan, Goals, Objectives, Policies and Programs and the Appendix of the Community Profiles. Staff recommends adoption of the General Plan along with the Master Plan of Streets and Highways. He thanked everyone involved in the preparation of this Plan. The Plan sets forth future

guidelines for the development of the City and consists of three parts: the Long-Range Plan to beyond the year 2000, the Mid-Range Plan to 2000, and a Short-Range Plan to the year 1990. The Long-Range Plan basically consists of the City's growth policies and governmental structure to accommodate the expected population of up to 300,000 persons at the turn of the Century. The Mid-Range Plan involves policies and programs on economic development; land use; housing; public facilities, services and financing, transportation; conservation; environmental hazards; parks and recreation; historic preservation; and visual environment. The last part is the Short-Range Plan which provides the administrative mechanism to fulfill the concepts contained both in the Long and Mid-Range Plans to provide appropriate and compatible land uses.

AL BELL stated this drafted General Plan is one of the most forward thinking plans because it looks at multiple time periods and a broad scope of subjects. It gives significant coverage in the area of public facilities and financing. This will serve as a management tool that the City can use for all of its deliberations. He felt the City's Department of Community Planning and Development has the most complete and detailed data that he has seen. The goals, objectives, policies and programs that are in the drafted Plan were derived from the activities of the groups mentioned by Mr. Foster and which culminated in a Resource Document Report that provides the analytic basis for the recommendations in the General Plan. This resource document will be retained by the Department of Community Planning and Development and updated as needed. It will serve as the basis for identifying the need to formally review your General Plan as circumstances change.

IRENE PORTER, Executive Director, Southern Nevada Homebuilders Association, appeared and stated the members of the Association support the Policy Document, but are requesting more time to study the Community Profiles. She requested the letter she sent to the Department of Community Planning and Development on behalf of the Association and Mr. Foster's letter of reply be made a part of the record. They requested a change to the provision that the persons receiving the most flood protection will pay the highest portion of the assessment as found in Section 4.9.1 on Page 38. They feel everyone should pay the same proportionate amount. They also object to the Metropolitan Police Department reviewing defensible space design features on zoning items.

HAROLD FOSTER stated the flood protection improvements would be paid for on an equitable basis among all affected property owners. What we're saying is there needs to be these improvements. They need to be paid for and as we develop an ordinance the input from the Homebuilders and everyone else in the community will determine who will pay for them. This should resolve all the differences. He felt the wording is general enough that it doesn't lock anyone into a particular type of ordinance structure.

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COMMISSIONER COLEMAN felt this provision did not limit it to the property owners around the flood area, but to everybody in the valley because they are affected by flood control.

CHAIRMAN MACK indicated that point has been made and is now part of the record so he did see a problem with the wording.

COMMISSIONER BUGBEE then made a Motion to amend Policy 4.12.1, Program 1, on Page 40, to read as follows: "CONSIDER DEFENSIBLE SPACE DESIGN FEATURES WHERE APPROPRIATE." Motion carried UNANIMOUSLY.

JACK KENNEY, 2330 Abarta Street, appeared as a member of the Citizens Advisory Committee stating he feels higher density should be developed more extensively along the freeways.

DICK BOBERTZ, 4241 Park Court, appeared commending the General Plan. However, he felt the present roads are not maintained properly due to a lack of funds and that a major expansion of roads into the desert would not be feasible. Therefore, he felt Policy 5.1.3 on Page 48 should be deleted regarding an outerbelt highway.

COMMISSIONER BUGBEE felt a lot of the roads in the outlying areas will be developed by private contractors and will not be paid by the taxpayers.

COMMISSIONER TRACY stated the word "pursue" in Policy 5.1.3 on Page 48 should be deleted and substituted with the word "determine." Also, on Policy 5.1.3, Program 1, the word "Coordinate" should be deleted and "Determine" inserted in its place.

HAROLD FOSTER said this policy was primarily included in the General Plan Update to accommodate anticipated traffic from the Hughessite property to the west of the City when it develops.

DICK BOBERTZ thought that inserting the word "determine" in Policy 5.1.3 as suggested would be satisfactory.

COMMISSIONER TRACY made a Motion to delete the word "pursue" in Policy 5.1.3 on Page 48 and delete "Coordinate" in Policy 5.1.3, Program 1, and insert "determine" for both words. Motion carried UNANIMOUSLY.

RICHARD SERFAS, Assistant Planning Coordinator for the Department of Comprehensive Planning for Clark County, appeared stating the County commends the City on the Updated General Plan. He requested the written comments sent to Harold Foster from Clark County be included in the record of this meeting.

FLORENCE MLYNARCZYK, 7475 West Charleston Boulevard, appeared as a member of the Citizens Advisory Committee. She feels this is a very good General Plan and will be checking to see that the City is following it.

HAROLD FOSTER stated a Resolution has been prepared to adopt the General Plan as amended with the Community Profiles to be held in abeyance for input from the Southern Nevada Homebuilders Association and others. He also stated that on Page 56 of the Conservation Section relating to air quality that staff would like to amend Policy 6.1.1 to read as follows: "IT IS POLICY TO PARTICIPATE IN REGIONAL AND STATEWIDE AIR QUALITY IMPROVEMENT EFFORTS AND TO MAINTAIN AIR QUALITY STANDARDS IN THE CITY AS SET FORTH IN THE LAS VEGAS AIR QUALITY IMPLEMENTATION PLAN."

COMMISSIONER JOHNSTON made a Motion to amend the air quality verbage in the General Plan as recommended by Staff. Motion carried UNANIMOUSLY.

HAROLD FOSTER then read the Resolution as follows:

WHEREAS, the City of Las Vegas has a General Plan; and
WHEREAS, this Plan was adopted in 1975 and has been reviewed and amended periodically since its adoption; and
WHEREAS, the Plan includes the mandatory and optional subjects of the Nevada Revised Statutes (N.R.S.); and
WHEREAS, the City desires to maintain its proper role in shaping future development within its existing and potential boundaries; and
WHEREAS, the City of Las Vegas determined that a comprehensive review and assessment of the Plan was desirable in light of changing fiscal and development conditions; and
WHEREAS, the services of a consulting firm were engaged and a Citizens Advisory Committee and Technical Advisory Committee were established for this purpose; and
WHEREAS, as a result of this process, a comprehensive statement of policies and guidelines has been developed reflecting the recommendations of the consulting firm, the input from the citizens' and technical advisory committees, the input from the Planning Commission, and staff.
NOW, THEREFORE, BE IT RESOLVED that the Planning Commission of the City of Las Vegas hereby adopt the updated comprehensive statement of policies and guidelines in the form of a document entitled, "Las Vegas General Plan (1985)" for the City of Las Vegas, Nevada, and that said General Plan, supplemented by the Master Plan of Streets and Highways, constitutes the City's Master Plan as referred to in Nevada Revised Statutes, Chapter 278.

PASSED, ADOPTED and APPROVED this 20th Day of December, 1984.
Michael Mack, Chairman
Attest: Harold P. Foster, Secretary

COMMISSIONER JOHNSTON made a Motion to ADOPT THE Resolution of the General Plan. Motion carried UNANIMOUSLY.

HAROLD FOSTER said the Community Profiles will be held in abeyance and a public

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hearing will be held on them in the future.

ADJOURNMENT:

There being no further business to come before the City Planning Commission,
the meeting adjourned at 3:20 P.M.

DEPARTMENT OF COMMUNITY PLANNING AND DEVELOPMENT

HAROLD P. FOSTER, DIRECTOR

COMMISSIONER TRACY: 4.12.1, Program 1.

CHAIRMAN MACK: No. We're on 4.12, is that not it?

COMMISSIONER BUGBEE: 4.1 --

CHAIRMAN MACK: Design of public and private spaces which minimizes opportunities for, or discourages criminal activity. -- encourage the design of structures and spaces that crime is difficult to conceal.

COMMISSIONER BUGBEE: Okay, Program 1 then.

COMMISSIONER JOHNSTON: I really don't think you should remove any because any time you have a poll run or anything, the major concern of the general public is crime. It comes out nine times out of ten. The general concern is crime and I don't think it should be removed from any General Plan. If anything to reduce it should be stopped by the community, I believe.

COMMISSIONER BUGBEE: Can we remove the last two words or the last three? We'll just put it "consider including defensible space design features, where appropriate, in the City's zoning." Eliminate "and subdivision regulations."

HAROLD FOSTER: End it "where appropriate."

COMMISSIONER BUGBEE: Fine. End it "where appropriate" and cut that last -- "in the City's zoning" and if I can move that I will.

CHAIRMAN MACK: Okay. Could we have a motion on the floor to remove -- to stop the sentence at "appropriate."

COMMISSIONER BUGBEE: Read the full sentence.

CHAIRMAN MACK: Okay. Program 1 would say "consider including defensible space design features where appropriate."

VAL STEED: Mr. Chairman. In what? If you're going to use the word "including" you might as well tell us where.

COMMISSIONER TRACY: That's right. You are to strike the word "including."

CHAIRMAN MACK: Good point.

COMMISSIONER BUGBEE: In Planning. It's a general term and covers the whole area.

COMMISSIONER JOHNSTON: "Consider defensible space design features where appropriate."

CHAIRMAN MACK: "Consider defensible space design features where appropriate." Eliminate "including" and "in the City's."

COMMISSIONER BUGBEE: Okay. Fair enough.

CHAIRMAN MACK: Should we have a vote on it? (VOTED)
MOTION CARRIED UNANIMOUSLY.

NAME

Irene Porter

JACK KENNEY 452.7714

DICK ROBERTZ

Pickard Serfas

Norman H. Mlynarczyk

ADDRESS

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Clark County, Dept. of Comprehensive

7425 W. Char. Bl. 89117

1 RESOLUTION ADOPTING THE GENERAL
2 PLAN FOR THE CITY OF LAS VEGAS

3 WHEREAS, the City of Las Vegas has a General Plan; and

4 WHEREAS, this Plan was adopted in 1975 and has been reviewed and
5 amended periodically since its adoption; and

6 WHEREAS, the Plan includes the mandatory and optional subjects
7 of the Nevada Revised Statutes (N.R.S.); and

8 WHEREAS, the City desires to maintain its proper role in shaping
9 future development within its existing and potential boundaries; and

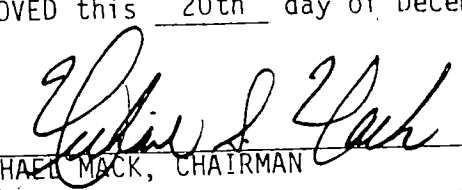
10 WHEREAS, the City of Las Vegas determined that a comprehensive
11 review and assessment of the Plan was desirable in light of changing fiscal
12 and development conditions; and

13 WHEREAS, the services of a consulting firm were engaged and a
14 Citizens Advisory Committee and Technical Advisory Committee were established
15 for this purpose; and

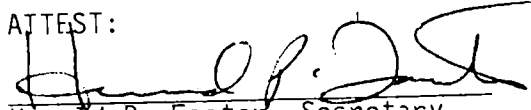
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17 of policies and guidelines has been developed reflecting the recommendations
18 of the consulting firm, the input from the citizens' and technical advisory
19 committees, the input from the Planning Commission, and staff.

20 NOW, THEREFORE, BE IT RESOLVED that the Planning Commission of
21 the City of Las Vegas hereby adopt the updated comprehensive statement
22 of policies and guidelines in the form of a document entitled, "Las Vegas
23 General Plan (1985)" for the City of Las Vegas, Nevada, and that said
24 General Plan, supplemented by the Master Plan of Streets and Highways,
25 constitutes the City's Master Plan as referred to in Nevada Revised Statutes
26 Chapter 278.

27 PASSED, ADOPTED AND APPROVED this 20th day of December, 1984.

28
29 
MICHAEL MACK, CHAIRMAN

30 ATTEST:

31 
Harold P. Foster, Secretary
32

DRAFT

Community Profiles

City of Las Vegas
general plan



City of Las Vegas
general plan

community profiles

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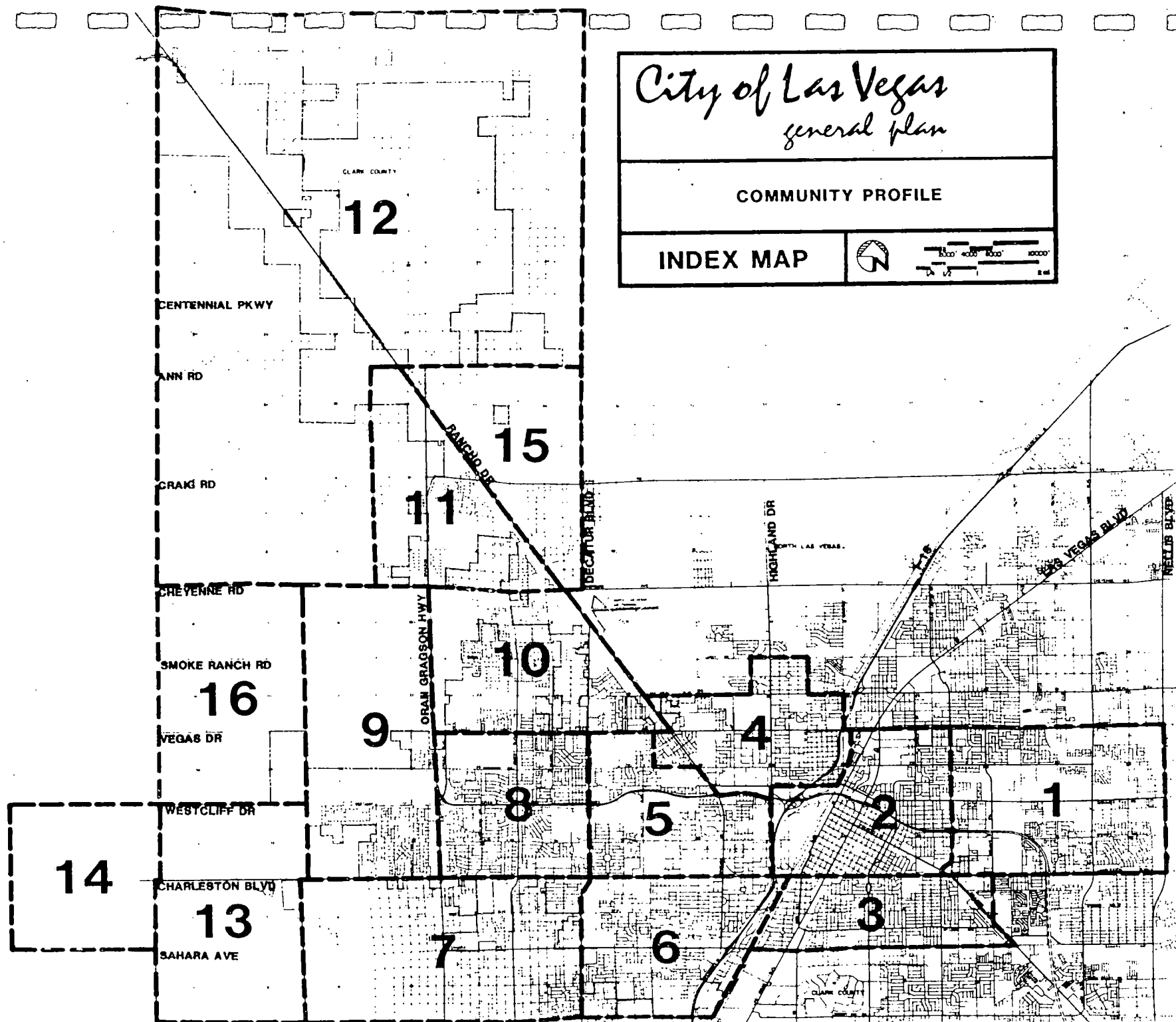
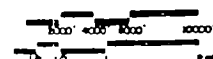
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City of Las Vegas general plan

COMMUNITY PROFILE

INDEX MAP



COMMUNITY PROFILE NO. 1 (CP-1)

The following points are, where appropriate, keyed to reference letters for special conditions indicated on the Community Profile Map.

This area is substantially developed in a mixed use, urban and suburban character with a scattering of very small to moderate sized vacant parcels generally throughout the Community Profile. The vacant parcels represent just over 28% of the land area.

- (A) For an area so highly developed this Community Profile contains a very large amount of vacant publicly owned land, most of it in two large parcels.
- (B) There is a substantial concentration of relatively large park sites in the form of Nature Park and Freedom Park. These are significant community assets.
- (C) There is a significant concentration of mobile home parks and units compared to other portions of the City; the highest in number and proportion of any profile. They offer a substantial supply of relatively affordable housing. Some may eventually transition to other uses if land prices increase sufficiently. They are located generally in the easterly two-thirds of the area.
- (D) There are numerous public housing projects within the area, mostly in the westerly half of the profile area.
- (E) There is a potential for a commercial center of subregional scale at Lamb and Bonanza. Careful design consideration will need to be given to individual projects in order for this potential to be realized.
- (F) There are significant employment center opportunities, particularly on the City owned property south of I-515 and along the eastern edge of the Community Profile.
- (G) There is excellent freeway access from I-515 serving the southwesterly third of the community. Access is to both the west and the south.
- (H) Las Vegas Wash runs diagonally through the easterly portion of the area and will require special treatment in the Master Plan of Drainage and Flood Control.

A particular challenge in this Community Profile, because of the pattern of parcels which are either vacant or vulnerable to redevelopment, will be the protection of residential neighborhoods from encroachment of incompatible uses.

The tabulations that follow indicate the character of the Community Profile, assist in evaluating proposed zone changes or development projects, serve as a basis for monitoring and updating the Community Profile and may indicate further policies and programs for the area's improvement.

COMMUNITY PROFILE NO. 1

DATA SUMMARY

A. Description

1. Boundaries: North - Owens Avenue
 : East - Nellis Boulevard
 : South - Charleston Boulevard
 : West - Eastern Avenue

2. Size : 3,977.9 net acres

3. RPD : Urban and Suburban

B. Natural Features or Constraints

1. Topography - Generally flat with a gentle slope toward Las Vegas Wash.
2. Drainage - Las Vegas Wash and associated washes generally in the northeastern portion of the area. Most of the area between Lamb Boulevard and Nellis Boulevard north of Bonanza Road is subject to flooding.

C. Existing Development/Improved Areas

1. 2,860.8 acres - 71.9%
2. Residential: 1,454.7 acres - 12,083 dwelling units
8.3 DU/Acre - gross average
3. Non-residential: 648.0 acres

D. Vacant Land

1. Total - 1,117.1 ac.
2. Subdivided - 117.1 ac.

E. Potential Development

1. Zoned for suburban uses and densities:
806.7 acres - 3,574 dwelling units
See Land Use Summary for details.
2. Subdivided for suburban uses and densities:
117.1 acres - 1,297 dwelling units
See Land Use Summary for details.

F. Population Characteristics

See attached Population, Housing and Employment Summary.

G. Housing

See attached Population, Housing and Employment Summary.

H. Land Use - See attached table.

I. Action Priorities

1. Complete and implement Flood Control Master Plan recommendations for the Las Vegas Wash area.
2. Prepare plans for employment center promotion on the City owned property south of I-515.
3. Consider sub-regional center at Lamb and Bonanza.
4. Document resolutions of intent and add to map and text.
5. Determine where special permits have been approved and record accordingly.
6. Review Bureau of Land Management, County, Water District, Flood Control District and School District planning activities to identify possible impacts on this area not otherwise accounted for in the General Plan.

LAND USE SUMMARY

COMMUNITY PROFILE AREA

1

DATE: 12/83

EXISTING LAND USES:	AREA: NET ACRES	% OF AREA
Residential Uses	1454.7 A.	36.6 %
Civic Uses	467.7 A.	11.7 %
Commercial Uses	151.1 A.	3.8 %
Industrial Uses	29.7 A.	0.7 %
Misc.	----- A.	----- %
Rights-of-Way	758.1 A.	19.1 %
Vacant Land	1117.1 A.	28.1 %
TOTAL:	3977.9 A.	100 %

RESIDENTIAL DEVELOPMENT	NUMBER OF UNITS	PERCENT OF UNITS	NET AREA ACRES	PERCENT OF AREA	UNITS/ACRE
Single Family	5721	47.4%	983.5	67.6%	5.8
Townhouse/Condo	822	6.8%	66.5	4.6%	12.4
Mobile Home	1817	15.0%	202.1	13.9%	9.0
Multi-Family	3723	30.8%	202.6	13.9%	18.4
TOTAL:	12,083	100%	1454.7	100%	8.3

VACANT LAND	NET AREA	PERCENT OF AREA	VACANT COMMERCIAL	NET AREA	PERCENT OF AREA
"R" Zones	806.7A.	72.2%	"C-1" Zones	157.4A.	82.4%
"CV" Zones	61.3A.	5.5%	"C-2" Zones	33.7A.	17.6%
"C" Zones	191.1A.	17.1%	"P-R" Zones	-----A.	-----%
"M" Zones	58.0A.	5.2%	Other	-----A.	-----%
TOTAL:	1117.1A.	100.0%	TOTAL:	191.1A.	100%

VACANT "R" LAND	UNITS PER ACRE	POSSIBLE UNITS	VACANT SUBDIVIDED "R" LAND	LOTS/ UNITS	UNITS ACRE
R-3 290.1A.	2	580	R-E ----- A.	-----	-----
R-1 206.1A.	5	1031	R-1 48.9 A.	296	6.1
R-2 7.1A.	10	71	R-3 ----- A.	-----	-----
R-3 32.0A.	19	608	R-PD7 7.3 A.	76	10.4
R-4 0.6A.	37	22	R-PD11 9.5 A.	106	11.2
R-PD 7.2A.	7	50	R-CL 22.8 A.	231	10.1
R-PD9 13.9A.	9	125	R-MHP 13.5 A.	150	11.1
R-CL 65.6A.	8	525	R-2 2.3 A.	40	17.4
R-MHP 60.5A.	8	484	R-4 9.2 A.	310	33.7
R-PD12 6.5A.	12	78	R-PD15 3.6 A.	88	24.4
R ----- A.	-----	-----	----- A.	-----	-----
----- A.	-----	-----	----- A.	-----	-----
TOT. 689.6 A.	-----	3574	TOT. 117.1 A.	1297	11.1

VACANT "R" LAND: 689.6 A.

VACANT SUBDIVIDED "R" LAND: 117.1 A.

TOTAL 806.7 A.

POPULATION, HOUSING AND EMPLOYMENT
SUMMARY

COMMUNITY PROFILE AREA 1

DATE JANUARY 1984

POPULATION CHARACTERISTICS

1. TOTAL POPULATION	<u>26,110</u>	No.	
2. RACE			
A. White	<u>21,801</u>	No.	<u>83.5 %</u>
B. Black	<u>1,662</u>	No.	<u>6.4 %</u>
C. Spanish Origin	<u>3,741</u>	No.	<u>14.3 %</u>
3. SEX			
A. Male	<u>13,050</u>	No.	<u>50.0 %</u>
B. Female	<u>13,060</u>	No.	<u>50.0 %</u>
4. AGE			
a. Under 5	<u>2,577</u>	No.	<u>9.9 %</u>
b. 5-14	<u>4,488</u>	No.	<u>17.2 %</u>
c. 15-59	<u>16,843</u>	No.	<u>64.5 %</u>
d. 60-64	<u>781</u>	No.	<u>3.0 %</u>
e. 65 or over	<u>1,421</u>	No.	<u>5.4 %</u>
5. PERSONS PER HOUSEHOLD	<u>2.90</u>	No.	
6. PERSONS PER FAMILY	<u>3.28</u>	No.	
7. PERSONS IN GROUP QUARTERS	<u>21</u>	No.	
8. PERSONS IN HOUSEHOLD			
a. 1	<u>1,568</u>	No.	<u>17.3 %</u>
b. 2-4	<u>6,160</u>	No.	<u>68.1 %</u>
c. 5 or more	<u>1,317</u>	No.	<u>14.6 %</u>
9. MARITAL STATUS			
a. Married	<u>11,811</u>	No.	<u>45.2 %</u>
b. Single	<u>7,234</u>	No.	<u>27.7 %</u>
10. NUMBER OF WORKERS IN FAM	<u>6,570</u>	No.	
11. TRIP TO WORK			
a. Private Vehicle	<u>11,466</u>	No.	<u>92.4 %</u>
b. Public Transit	<u>243</u>	No.	<u>2.0 %</u>
12. SCHOOL ENROLLMENT			
a. K-8	<u>4,058</u>	No.	<u>0.45 NO/DU</u>
b. 9-12	<u>1,455</u>	No.	<u>0.16 NO/DU</u>
c. 12 and over	<u>913</u>	No.	<u>0.10 NO/DU</u>
13. RESIDENCE IN 1975			
a. Same House	<u>6,545</u>	No.	<u>25.1 %</u>
b. Different House	<u>17,004</u>	No.	<u>65.1 %</u>
c. Same County	<u>8,094</u>	No.	<u>31.0 %</u>
d. Out of County	<u>8,910</u>	No.	<u>34.1 %</u>

14. OCCUPATION

a. Managerial/Professional	<u>1,602</u>	No.	<u>13.0 %</u>
b. Technical/Sales/ Administrative	<u>3,503</u>	No.	<u>28.5 %</u>
c. Service	<u>4,096</u>	No.	<u>33.4 %</u>
d. Precision Production/ Crafts/Repair	<u>1,637</u>	No.	<u>13.3 %</u>
e. Operations/Fabricators/ Laborers	<u>1,284</u>	No.	<u>10.5 %</u>
f. All others	<u>159</u>	No.	<u>1.3 %</u>

15. EMPLOYMENT FIELD

a. Construction	<u>1,138</u>	No.	<u>9.3 %</u>
b. Manufacturing	<u>540</u>	No.	<u>4.4 %</u>
c. Transportation	<u>466</u>	No.	<u>3.8 %</u>
d. Communications/Utilities	<u>315</u>	No.	<u>2.6 %</u>
e. Wholesale Trade	<u>340</u>	No.	<u>2.8 %</u>
f. Retail Trade	<u>2,093</u>	No.	<u>17.0 %</u>
g. Finance Related	<u>694</u>	No.	<u>5.7 %</u>
h. Business & Repair Services	<u>716</u>	No.	<u>5.8 %</u>
i. Entertainment & Related	<u>3,987</u>	No.	<u>32.5 %</u>
j. Professional	<u>1,422</u>	No.	<u>11.6 %</u>
k. Government	<u>459</u>	No.	<u>3.7 %</u>

16. INCOME

a. Household			
1) Less than \$10,000	<u>2,008</u>	No.	<u>22.3 %</u>
2) More than \$50,000	<u>161</u>	No.	<u>1.8 %</u>
3) Median	<u>17,825</u>	No.	
4) Mean	<u>18,055</u>	No.	
b. Unrelated Individuals			
1) Less than \$8,000	<u>1,313</u>	No.	<u>44.1 %</u>
2) More than \$25,000	<u>90</u>	No.	<u>5.0 %</u>
3) Median	<u>9,062</u>	No.	
4) Mean	<u>9,606</u>	No.	

17. Household Income Type

a. With earnings	<u>8,315</u>	No.	<u>92.5 %</u>
b. With Social Security Pmts.	<u>1,376</u>	No.	<u>15.3 %</u>
c. With Public Asst. Pmts.	<u>398</u>	No.	<u>4.4 %</u>

18. Poverty Status (Persons)

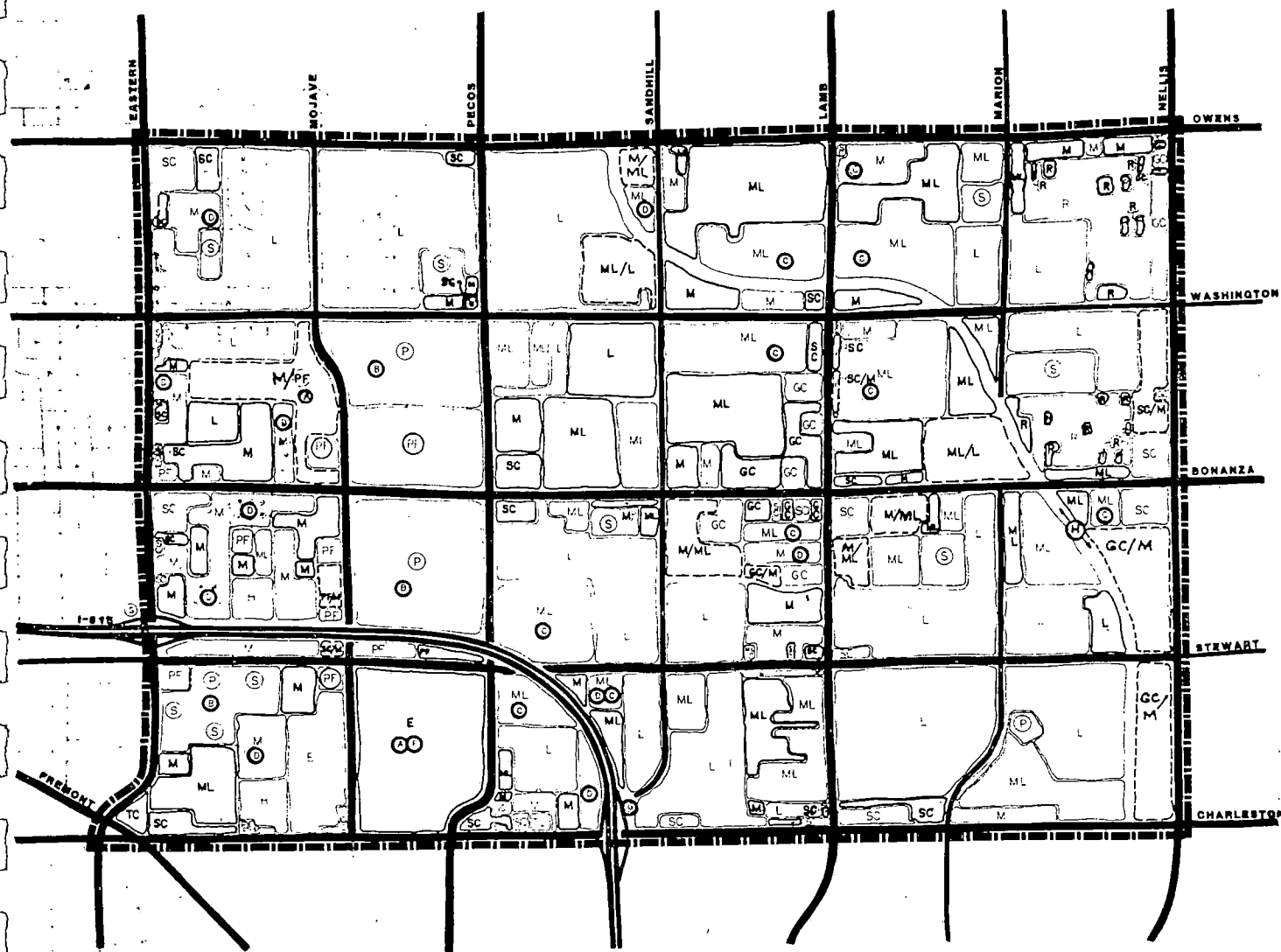
	<u>2,424</u>	No.	<u>9.3 %</u>
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HOUSING CHARACTERISTICS

1. TENURE			
a. Owner Occupied	6,030	No.	67.1 %
b. Renter Occupied	2,958	No.	32.9 %
2. BATHROOMS			
a. 0 or 1/2	115	No.	1.3 %
b. 1 or more	8,873	No.	98.7 %
3. KITCHEN FACILITIES			
a. Complete	9,674	No.	98.7 %
b. Not complete	123	No.	1.3 %
4. SEWAGE DISPOSAL			
a. Public	9,680	No.	98.8 %
b. All others	117	No.	1.2 %
5. AIR CONDITIONING			
a. None	416	No.	4.2 %
b. System Installed	9,381	No.	95.8 %
6. HEATING			
a. None	2	No.	---
b. System Installed	9,795	No.	100.0 %
7. VEHICLES AVAILABLE			
a. None	335	No.	3.7 %
b. 1	3,429	No.	38.2 %
c. 2	3,282	No.	36.5 %
d. 3 or more	1,942	No.	21.6 %
8. UNITS IN STRUCTURE			
a. 1	5,749	No.	64.0 %
b. 2	116	No.	1.3 %
c. 3 and 4	1,013	No.	11.3 %
d. 5 or more	847	No.	9.4 %
e. Mobile Home	1,263	No.	14.0 %
9. YEAR BUILT			
a. '70-'79	5,629	No.	62.6 %
b. '50-'69	3,155	No.	35.1 %
c. '49 or before	204	No.	2.3 %
10. BEDROOMS			
a. 0	292	No.	3.3 %
b. 1	687	No.	7.6 %
c. 2	2,921	No.	32.5 %
d. 3 or more	5,088	No.	56.6 %
11. MORTGAGE PAYMENT/MONTH			
a. Less than \$200	148	No.	2.5 %
b. \$200-\$349	1,193	No.	19.8 %
c. \$350-\$599	2,297	No.	38.1 %
d. \$600 or more	481	No.	8.0 %
e. Median	416	No.	
12. RENTAL/MONTH			
a. Less than \$200	642	No.	21.7 %
b. \$200-\$299	745	No.	25.2 %
c. \$300-\$499	1,140	No.	38.5 %
d. \$500 or more	336	No.	11.4 %
e. Median	374	No.	

City of Las Vegas

general plan



Legend

- R Rural Density Residential 0-3 du/ac
- L Low Density Residential 3-6 du/ac
- ML Medium Low Density Residential 6-12 du/ac
- M Medium Density Residential 12-20 du/ac
- H High Density Residential 20+ du/ac

- GC General Commercial
- SC Service Commercial/Office
- TC Tourist Commercial
- E Employment

- (P) Parks/Recreation
- (S) School
- (PF) Public Facility (as noted)
- (A) Special Condition (refer to text)

- Preferred Use
- Variable Uses
- Existing Development (no short range change)

- Freeway/Expressway
- Primary Thoroughfare
- Secondary Thoroughfare
- Interchange

NOTE: All Density Ranges Are In Gross Acres
See Text For Definition
OCT 1984

COMMUNITY PROFILE NO. 2 (CP-2)

The following points are, where appropriate, keyed to reference letters for special conditions indicated on the Community Profile Map.

This area is almost totally developed (over 91%) and is the most urban Community Profile in the City. It constitutes the City's "Downtown". The entire profile is within the short-range planning horizon and is designated an urban area in the Mid-Range Plan.

- (A) The dominant feature of this portion of the City is the tourist/gaming center centered on Fremont Street and extending partially along Main Street and Las Vegas Boulevard toward "The Strip" in the unincorporated County. This is the focal point of the entire City. Continual expansion is underway.
- (B) There is an opportunity for a major expansion of tourist/gaming and general commercial use west of Downtown on the Union Pacific Railroad property. This potential can readily be achieved so long as its development is accompanied by necessary access improvements.
- (C) Cashman Field Sports-Convention Complex north of the downtown core is a visitor attraction that reinforces the general level of activity within this profile.
- (D) The Metropolitan Area freeway system converges in this area so the overall access potential is outstanding. There are, however, congestion problems that will need to be remedied.
- (E) The largest single concentration of redevelopment activity is focused on an area bounded by Washington Avenue, Maryland Parkway, Charleston Boulevard and Highland Drive.
- (F) Office, professional and financial institution uses are rapidly developing in proximity to governmental centers, particularly south of Fremont Street.
- (G) This Community Profile is the location of government centers for federal, state, County and City offices. They serve as a catalyst for private business development.
- (H) There is direct rail passenger access in this area via the Union Plaza Hotel. This general vicinity is also a preferred location for a high speed rail station when that system becomes operational.
- (I) Not only is the freeway system centered on this area, but the transit system hub station will also be located here. All modes of transportation linking the significant points of interest and activity in the Las Vegas area will come together here.
- (J) There is an area of potential flooding generally centered on Bruce Street north of Washington Avenue.
- (K) This Community Profile contains the single largest concentration of historic buildings in the city, thus deserving priority attention in view of the redevelopment pressures that now exist.

COMMUNITY PROFILE NO. 2

DATA SUMMARY

A. Description

1. Boundaries: North - Owens Avenue
: East - Eastern Avenue
: South - Charleston Boulevard
: West - Highland Drive/Union Pacific Railroad
2. Size : 2,776.3 net acres
3. RPD : Urban and Suburban

B. Natural Features or Constraints

1. Topography - Generally flat with some local variation to the north and east.
2. Drainage - Main channel along Washington Avenue to Las Vegas Wash. Downtown protected in some measure by the Freeway/Railroad systems. Area along Bruce Street north of Washington is flood prone.

C. Existing Development/Improved Areas

1. 2,528.4 acres -91.1%
2. Residential: 765.7 acres - 11,376 dwelling units
14.9 DU/Acre - gross average
3. Non-residential: 978.3 acres

D. Vacant Land

1. Total - 247.9 ac.
2. Subdivided - none

E. Potential Development

1. Zoned for suburban uses and densities:
55.3 acres - 1,073 dwelling units*
See Land Use Summary for details.
2. Subdivided for suburban uses and densities: none

*Includes only vacant land.

F. Population Characteristics

See attached Population, Housing and Employment Summary.

G. Housing

See attached Population, Housing and Employment Summary.

H. Land Use - See attached table

I. Action Priorities

1. Complete and implement Flood Control Master Plan recommendations for the Washington Avenue/Bruce Street area.
2. Coordinate with Union Pacific Railroad for land use and circulation planning, including location of high speed rail station.
3. Continue with design and implementation of downtown transit/people mover complex.
4. Revise sign code to stimulate aggressive signing in tourist/commercial corridor and moderate signing in adjacent office commercial, general commercial and residential areas.
5. Explore zone code revision to eliminate cumulative zoning and replace it with a mixed use overlay district.
6. Document resolutions of intent and add to map and text.
7. Determine where any special permits have been approved and record accordingly.
8. Review Bureau of Land Management, County, Water District, Flood Control District and School District planning activities to identify possible impacts on this area not otherwise accounted for in the General Plan.

LAND USE SUMMARY

COMMUNITY PROFILE AREA

2

DATE: 12/83

EXISTING LAND USES:	AREA: NET ACRES	% OF AREA
Residential Uses	765.7 A.	27.6 %
Civic Uses	362.6 A.	13.1 %
Commercial Uses	190.6 A.	6.9 %
Industrial Uses	316.0 A.	11.4 %
Misc.	109.1 A.	3.9 %
Rights-of-Way	784.4 A.	28.2 %
Vacant Land	247.9 A.	8.9 %
TOTAL:	2776.3	100 %

RESIDENTIAL DEVELOPMENT	NUMBER OF UNITS	PERCENT OF UNITS	NET AREA ACRES	PERCENT OF AREA	UNITS/ACRE
Single Family	3,601	31.6%	507.3	66.2%	7.1
Townhouse/Condo	88	0.8%	4.7	0.6%	18.7
Mobile Home	451	4.0%	17.3	2.3%	26.0
Multi-Family	7,236	63.6%	236.4	30.9%	30.6
TOTAL:	11,376	100.0%	765.7	100.0%	14.9

VACANT LAND	NET AREA	PERCENT OF AREA	VACANT COMMERCIAL	NET AREA	PERCENT OF AREA
"R" Zones	55.3A.	22.3%	"C-1" Zones	9.2A.	34.7%
"CV" Zones	5.7A.	1.5%	"C-2" Zones	17.3A.	65.3%
"C" Zones	26.5A.	10.7%	"P-R" Zones	---A.	---
"M" Zones	162.4A.*	65.5%	Other	---A.	---
TOTAL:	247.9A.	100.0%	TOTAL:	26.5A.	100%

VACANT "R" LAND	UNITS PER ACRE	POSSIBLE UNITS	VACANT SUBDIVIDED "R" LAND	LOTS/ UNITS	UNITS ACRE
R-E A.			R-E A.		
R-1 6.4A.	5	52	R-1 A.		
R-2 11.5A.	10	115	R-3 A.		
R-3 13.3A.	19	252	R-PD A.		
R-4 16.6A.	37	614	R-PD A.		
R-PD A.			R-CL A.		
R-CL 7.5A.	8	60	R-MHP A.		
R-MHP A.			R A.		
R A.			R A.		
R A.			R A.		
* 116.9 acres Proposed Resort Facility			R A.		
TOT. 55.3A.		1073	TOT. A.		

VACANT "R" LAND: 55.3 A.

VACANT SUBDIVIDED "R" LAND: A.

TOTAL 55.3 A.

POPULATION, HOUSING AND EMPLOYMENT
SUMMARY

COMMUNITY PROFILE AREA 2

DATE JANUARY 1984

POPULATION CHARACTERISTICS

1. TOTAL POPULATION	<u>20,937</u>	No.	
2. RACE			
A. White	<u>17,749</u>	No.	<u>64.8 %</u>
B. Black	<u>1,294</u>	No.	<u>6.2 %</u>
C. Spanish Origin	<u>2,347</u>	No.	<u>11.2 %</u>
3. SEX			
A. Male	<u>11,508</u>	No.	<u>55.0 %</u>
B. Female	<u>9,429</u>	No.	<u>45.0 %</u>
4. AGE			
a. Under 5	<u>1,187</u>	No.	<u>5.7 %</u>
b. 5-14	<u>1,644</u>	No.	<u>7.8 %</u>
c. 15-59	<u>13,537</u>	No.	<u>64.7 %</u>
d. 60-64	<u>1,360</u>	No.	<u>6.5 %</u>
e. 65 or over	<u>3,209</u>	No.	<u>15.3 %</u>
5. PERSONS PER HOUSEHOLD	<u>1.96</u>	No.	
6. PERSONS PER FAMILY	<u>2.72</u>	No.	
7. PERSONS IN GROUP QUARTERS	<u>390</u>	No.	
8. PERSONS IN HOUSEHOLD			
a. 1	<u>4,772</u>	No.	<u>45.6 %</u>
b. 2-4	<u>5,170</u>	No.	<u>49.3 %</u>
c. 5 or more	<u>535</u>	No.	<u>5.1 %</u>
9. MARITAL STATUS			
a. Married	<u>8,454</u>	No.	<u>40.4 %</u>
b. Single	<u>9,644</u>	No.	<u>46.1 %</u>
10. NUMBER OF WORKERS IN FAM	<u>4,012</u>	No.	
11. TRIP TO WORK			
a. Private Vehicle	<u>7,812</u>	No.	<u>74.3 %</u>
b. Public Transit	<u>736</u>	No.	<u>7.0 %</u>
12. SCHOOL ENROLLMENT			
a. K-8	<u>1,419</u>	No.	<u>0.14 NO/DU</u>
b. 9-12	<u>712</u>	No.	<u>0.07 NO/DU</u>
c. 12 and over	<u>505</u>	No.	<u>0.05 NO/DU</u>
13. RESIDENCE IN 1975			
a. Same House	<u>7,129</u>	No.	<u>34.1 %</u>
b. Different House	<u>12,639</u>	No.	<u>60.5 %</u>
c. Same County	<u>5,743</u>	No.	<u>27.4 %</u>
d. Out of County	<u>6,896</u>	No.	<u>32.9 %</u>

HOUSING CHARACTERISTICS

1. TENURE			
a. Owner Occupied	2,544	No.	24.3 %
b. Renter Occupied	7,922	No.	75.7 %
2. BATHROOMS			
a. 0 or 1/2	340	No.	3.2 %
b. 1 or more	10,126	No.	96.8 %
3. KITCHEN FACILITIES			
a. Complete	10,733	No.	90.6 %
b. Not complete	1,115	No.	9.4 %
4. SEWAGE DISPOSAL			
a. Public	11,732	No.	99.0 %
b. All others	116	No.	1.0 %
5. AIR CONDITIONING			
a. None	1,122	No.	9.5 %
b. System Installed	10,726	No.	90.5 %
6. HEATING			
a. None	46	No.	0.4 %
b. System Installed	11,802	No.	99.6 %
7. VEHICLES AVAILABLE			
a. None	2,674	No.	25.5 %
b. 1	4,952	No.	47.5 %
c. 2	1,922	No.	18.4 %
d. 3 or more	918	No.	8.8 %
8. UNITS IN STRUCTURE			
a. 1	3,417	No.	32.7 %
b. 2	580	No.	5.5 %
c. 3 and 4	1,875	No.	17.9 %
d. 5 or more	4,231	No.	40.4 %
e. Mobile Home	353	No.	3.5 %
9. YEAR BUILT			
a. 170-179	2,222	No.	21.2 %
b. 180-189	5,491	No.	52.5 %
c. 190 or before	2,753	No.	26.3 %
10. BEDROOMS			
a. 0	1,946	No.	18.6 %
b. 1	3,892	No.	37.2 %
c. 2	2,805	No.	26.8 %
d. 3 or more	1,823	No.	17.4 %
11. MORTGAGE PAYMENT/MONTH			
a. Less than \$200	272	No.	10.7 %
b. \$200-\$349	629	No.	24.7 %
c. \$350-\$599	576	No.	22.6 %
d. \$600 or more	41	No.	1.6 %
e. Median	308	No.	
12. RENTAL/MONTH			
a. Less than \$200	2,037	No.	25.7 %
b. \$200-\$299	4,156	No.	52.5 %
c. \$300-\$499	1,466	No.	18.5 %
d. \$500 or more	122	No.	1.5 %
e. Median	253	No.	

14. OCCUPATION

a. Managerial/Professional	<u>1,292</u>	No.	<u>12.2 %</u>
b. Technical/Sales/ Administrative	<u>2,573</u>	No.	<u>24.4 %</u>
c. Service	<u>3,917</u>	No.	<u>37.1 %</u>
d. Precision Production/ Crafts/Repair	<u>1,186</u>	No.	<u>11.2 %</u>
e. Operations/Fabricators/ Laborers	<u>1,460</u>	No.	<u>13.8 %</u>
f. All others	<u>133</u>	No.	<u>1.3 %</u>

15. EMPLOYMENT FIELD

a. Construction	<u>881</u>	No.	<u>8.3 %</u>
b. Manufacturing	<u>365</u>	No.	<u>3.5 %</u>
c. Transportation	<u>468</u>	No.	<u>4.4 %</u>
d. Communications/Utilities	<u>278</u>	No.	<u>2.6 %</u>
e. Wholesale Trade	<u>270</u>	No.	<u>2.6 %</u>
f. Retail Trade	<u>1,620</u>	No.	<u>15.5 %</u>
g. Finance Related	<u>506</u>	No.	<u>4.8 %</u>
h. Business & Repair Services	<u>435</u>	No.	<u>4.1 %</u>
i. Entertainment & Related	<u>4,353</u>	No.	<u>41.2 %</u>
j. Professional	<u>815</u>	No.	<u>7.7 %</u>
k. Government	<u>457</u>	No.	<u>4.3 %</u>

16. INCOME

a. Household			
1) Less than \$10,000	<u>4,757</u>	No.	<u>45.5 %</u>
2) More than \$50,000	<u>178</u>	No.	<u>1.7 %</u>
3) Median	<u>12,587</u>	No.	
4) Mean	<u>14,490</u>	No.	
b. Unrelated Individuals			
1) Less than \$8,000	<u>4,118</u>	No.	<u>55.2 %</u>
2) More than \$25,000	<u>210</u>	No.	<u>2.8 %</u>
3) Median	<u>7,291</u>	No.	
4) Mean	<u>7,501</u>	No.	

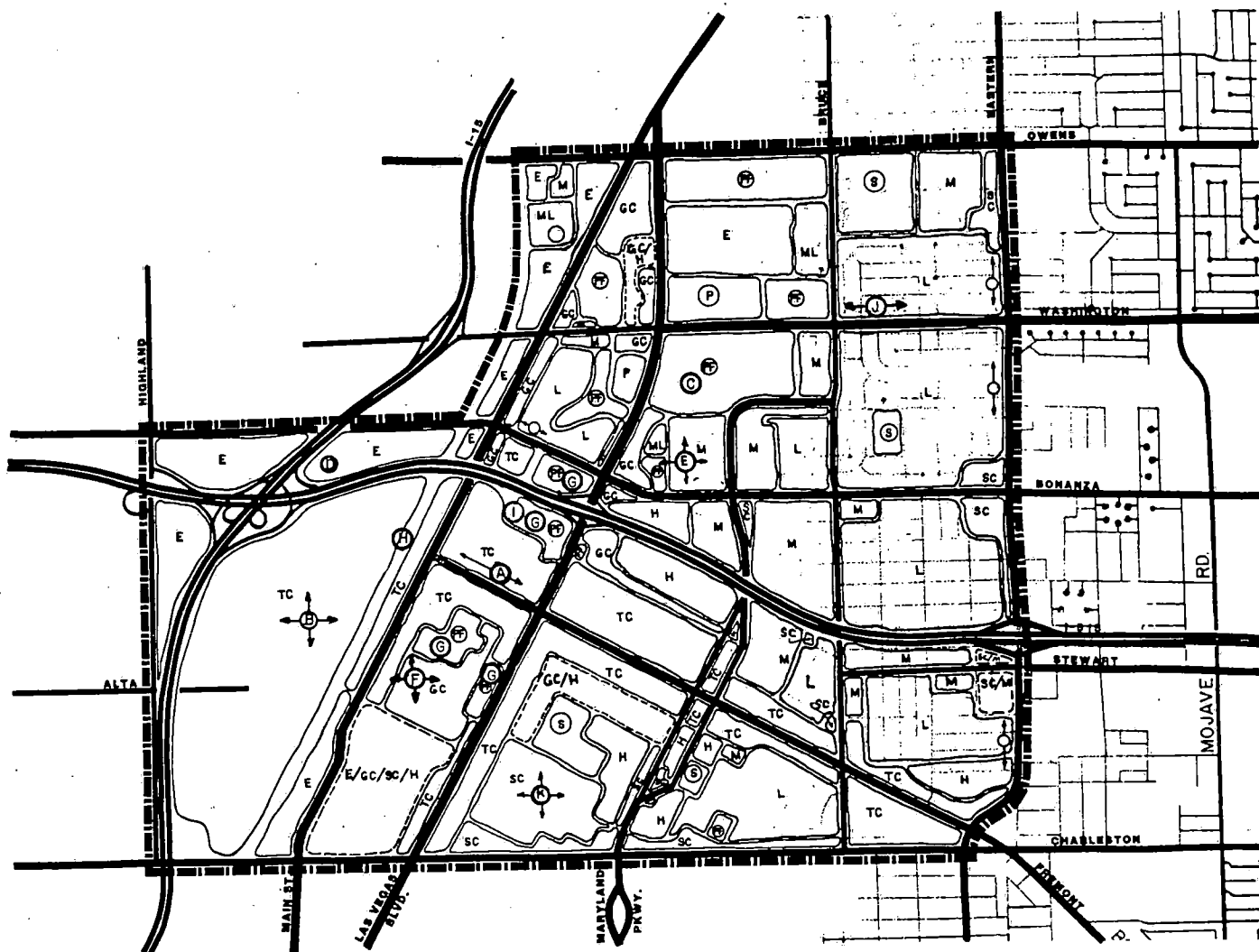
17. Household Income Type

a. With earnings	<u>8,197</u>	No.	<u>78.3 %</u>
b. With Social Security Pmts.	<u>2,804</u>	No.	<u>26.8 %</u>
c. With Public Asst. Pmts.	<u>583</u>	No.	<u>5.6 %</u>

18. Poverty Status (Persons)

	<u>3,636</u>	No.	<u>17.4 %</u>
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City of Las Vegas general plan



Legend

- R Rural Density Residential 0-3 du/ac
- L Low Density Residential 3-6 du/ac
- ML Medium Low Density Residential 6-12 du/ac
- M Medium Density Residential 12-20 du/ac
- H High Density Residential 20+ du/ac
- GC General Commercial
- SC Service Commercial/Office
- TC Tourist Commercial
- E Employment

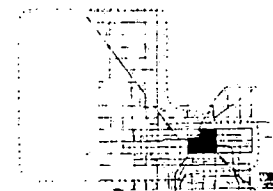
- (P) Parks/Recreation
- (S) School
- (PF) Public Facility (as noted)
- (A) Special Condition (refer to text)

- Preferred Use
- Variable Uses
- Existing Development (no short range change)

- Freeway/Expressway
- Primary Thoroughfare
- Secondary Thoroughfare
- Interchange

NOTE: All Density Ranges Are in Gross Acres.
See Text For Definition.

NOV. 1984.



COMMUNITY PROFILE NO. 3 (CP-3)

The following points are, where appropriate, keyed to reference letters for special conditions indicated on the Community Profile Map.

This area is largely developed in a combination of urban and suburban uses with most of the vacant parcels at the extreme easterly and westerly edges of the profile area. It is over 94% developed, making this area the most completely developed of all profiles. CP-3 is designated for both urban and suburban uses.

- (A) This area contains two potential tourist corridors: one along Fremont Street towards Henderson and the other along the Las Vegas Boulevard towards "The Strip".
- (B) The central portion of CP-3, generally between Fremont Street and Las Vegas Boulevard, is composed largely of existing single family residential neighborhoods of a relatively stable nature.
- (C) A major rail-oriented Employment Center is located along the west edge of the profile.
- (D) Moderately dense areas of mixed residential and commercial uses are located at the periphery of the profile area.

COMMUNITY PROFILE NO. 3

DATA SUMMARY

A. Description

1. Boundaries: North - Charleston Boulevard
: East - Fremont Street/Mojave Road
: South - Sahara Avenue
: West - Union Pacific Railroad
2. Size : 2,080.9 net acres
3. RPD : Urban and Suburban

B. Natural Features or Constraints

1. Topography - Generally flat.
2. Drainage - minor concerns.

C. Existing Development/Improved Areas

1. 2,055.1 acres - 94.3%
2. Residential: 881.4 acres - 9,201 dwelling units
10.4 DU/Acre - gross average
3. Non-residential: 577.0 acres

D. Vacant Land

1. Total - 119.3 ac.
2. Subdivided - none

E. Potential Development

1. Zoned for urban and suburban uses and densities:
119.3 acres - 611 dwelling units*
See Land Use Summary for details.
2. Subdivided for urban and suburban uses and densities: none

*Vacant land only.

F. Population Characteristics

See attached Population, Housing and Employment Summary.

G. Housing

See attached Population, Housing and Employment Summary.

H. Land Use - See attached table.

I. Action Priorities

1. Standards for consolidated access for shallow office strips along Maryland Parkway and Eastern Avenue need to be developed.
2. Special area plans should be prepared to guide development in the mixed use residential areas.
3. Document resolutions of intent and add to map and text.
4. Determine where special permits have been approved and record accordingly.
5. Review Bureau of Land Management, County, Water District, Flood Control District and School District planning activities to identify possible impacts on this area not otherwise accounted for in the General Plan.

LAND USE SUMMARY

COMMUNITY PROFILE AREA 3

DATE: 12/83

EXISTING LAND USES:	AREA: NET ACRES	% OF AREA
Residential Uses	881.4 A.	42.4 %
Civic Uses	134.3 A.	6.4 %
Commercial Uses	271.1 A.	13.0 %
Industrial Uses	103.4 A.	5.0 %
Misc. Tourist/Commercial	68.2 A.	3.3 %
Rights-of-Way	503.2 A.	24.2 %
Vacant Land	119.3 A.	5.7 %
TOTAL:	2080.9	100 %

RESIDENTIAL DEVELOPMENT	NUMBER OF UNITS	PERCENT OF UNITS	NET AREA ACRES	PERCENT OF AREA	UNITS/ ACRE
Single Family	4239	46.1%	716.0	81.2%	5.9
Townhouse/Condo	----	----	----	----	----
Mobile Home	179	1.9%	20.7	2.4%	8.6
Multi-Family	4783	52.0%	144.7	16.4%	33.1
TOTAL:	9201	100.0%	881.4	100%	10.4

VACANT LAND	NET AREA	PERCENT OF AREA	VACANT COMMERCIAL	NET AREA	PERCENT OF AREA
"R" Zones	50.8A.	42.6%	"C-1" Zones	11.5A.	22.5%
"CV" Zones	16.2A.	13.6%	"C-2" Zones	20.7A.	40.4%
"C" Zones	51.2A.	42.9%	"P-R" Zones	2.5A.	4.9%
"M" Zones	1.1A.	0.9%	Other	16.5A.	32.2%
TOTAL:	119.3A.	100.0%	TOTAL:	51.2A.	100%

VACANT "R" LAND	UNITS PER ACRE	POSSIBLE UNITS	VACANT SUBDIVIDED "R" LAND	LOTS/ UNITS	UNITS ACRE
R-E A.	2		R-E A.		
R-1 33.3A.	5	166	R-1 A.		
R-2 7.5A.	10	75	R-3 A.		
R-3 A.			R-PD A.		
R-4 10.0A.	37	370	R-PD A.		
R-PD A.			R-CL A.		
R-PD A.			R-MHP A.		
R-CL A.			R A.		
R-MHP A.			R A.		
R A.			R A.		
R A.			R A.		
TOT. 50.8A.		611	TOT. A.		

VACANT "R" LAND: 50.8 A.

VACANT SUBDIVIDED "R" LAND: A.

TOTAL 50.8 A.

POPULATION, HOUSING AND EMPLOYMENT
SUMMARY

COMMUNITY PROFILE AREA 3

DATE JANUARY 1984

POPULATION CHARACTERISTICS

1. TOTAL POPULATION	<u>17,548</u>	No.	
2. RACE			
A. White	<u>15,631</u>	No.	<u>89.1 %</u>
B. Black	<u>666</u>	No.	<u>3.8 %</u>
C. Spanish Origin	<u>1,998</u>	No.	<u>11.4 %</u>
3. SEX			
A. Male	<u>9,029</u>	No.	<u>51.5 %</u>
B. Female	<u>8,519</u>	No.	<u>48.5 %</u>
4. AGE			
a. Under 5	<u>795</u>	No.	<u>4.5 %</u>
b. 5-14	<u>1,673</u>	No.	<u>9.5 %</u>
c. 15-59	<u>11,237</u>	No.	<u>64.0 %</u>
d. 60-64	<u>1,244</u>	No.	<u>7.1 %</u>
e. 65 or over	<u>2,599</u>	No.	<u>14.8 %</u>
5. PERSONS PER HOUSEHOLD	<u>2.18</u>	No.	
6. PERSONS PER FAMILY	<u>2.81</u>	No.	
7. PERSONS IN GROUP QUARTERS	<u>-0-</u>	No.	
8. PERSONS IN HOUSEHOLD			
a. 1	<u>2,850</u>	No.	<u>35.3 %</u>
b. 2-4	<u>4,754</u>	No.	<u>58.8 %</u>
c. 5 or more	<u>479</u>	No.	<u>5.9 %</u>
9. MARITAL STATUS			
a. Married	<u>8,007</u>	No.	<u>45.6 %</u>
b. Single	<u>7,083</u>	No.	<u>40.4 %</u>
10. NUMBER OF WORKERS IN FAM	<u>3,985</u>	No.	
11. TRIP TO WORK			
a. Private Vehicle	<u>7,536</u>	No.	<u>83.4 %</u>
b. Public Transit	<u>550</u>	No.	<u>6.1 %</u>
12. SCHOOL ENROLLMENT			
a. K-8	<u>1,554</u>	No.	<u>0.19 NO/DU</u>
b. 9-12	<u>741</u>	No.	<u>0.09 NO/DU</u>
c. 12 and over	<u>626</u>	No.	<u>0.08 NO/DU</u>
13. RESIDENCE IN 1975			
a. Same House	<u>7,886</u>	No.	<u>44.9 %</u>
b. Different House	<u>8,891</u>	No.	<u>50.7 %</u>
c. Same County	<u>3,464</u>	No.	<u>19.7 %</u>
d. Out of County	<u>5,427</u>	No.	<u>30.9 %</u>

14. OCCUPATION:

a. Managerial/Professional	<u>1,610</u>	No.	<u>17.5 %</u>
b. Technical/Sales/ Administrative	<u>2,459</u>	No.	<u>26.7 %</u>
c. Service	<u>3,250</u>	No.	<u>35.3 %</u>
d. Precision Production/ Crafts/Repair	<u>934</u>	No.	<u>10.1 %</u>
e. Operations/Fabricators/ Laborers	<u>861</u>	No.	<u>9.4 %</u>
f. All others	<u>91</u>	No.	<u>1.0 %</u>

15. EMPLOYMENT FIELD

a. Construction	<u>579</u>	No.	<u>6.3 %</u>
b. Manufacturing	<u>531</u>	No.	<u>5.6 %</u>
c. Transportation	<u>313</u>	No.	<u>3.4 %</u>
d. Communications/Utilities	<u>219</u>	No.	<u>2.4 %</u>
e. Wholesale Trade	<u>160</u>	No.	<u>1.7 %</u>
f. Retail Trade	<u>1,522</u>	No.	<u>16.5 %</u>
g. Finance Related	<u>441</u>	No.	<u>4.8 %</u>
h. Business & Repair Services	<u>477</u>	No.	<u>5.2 %</u>
i. Entertainment & Related	<u>3,716</u>	No.	<u>40.4 %</u>
j. Professional	<u>923</u>	No.	<u>10.0 %</u>
k. Government	<u>426</u>	No.	<u>4.6 %</u>

16. INCOME

a. Household			
1) Less than \$10,000	<u>2,625</u>	No.	<u>32.7 %</u>
2) More than \$50,000	<u>475</u>	No.	<u>5.9 %</u>
3) Median	<u>17,752</u>	No.	
4) Mean	<u>22,744</u>	No.	
b. Unrelated Individuals			
1) Less than \$8,000	<u>2,233</u>	No.	<u>48.6 %</u>
2) More than \$25,000	<u>263</u>	No.	<u>5.7 %</u>
3) Median	<u>9,153</u>	No.	
4) Mean	<u>11,443</u>	No.	

17. Household Income Type

a. With earnings	<u>6,821</u>	No.	<u>84.9 %</u>
b. With Social Security Pmts.	<u>1,977</u>	No.	<u>24.6 %</u>
c. With Public Asst. Pmts.	<u>343</u>	No.	<u>4.3 %</u>

18. Poverty Status (Persons)

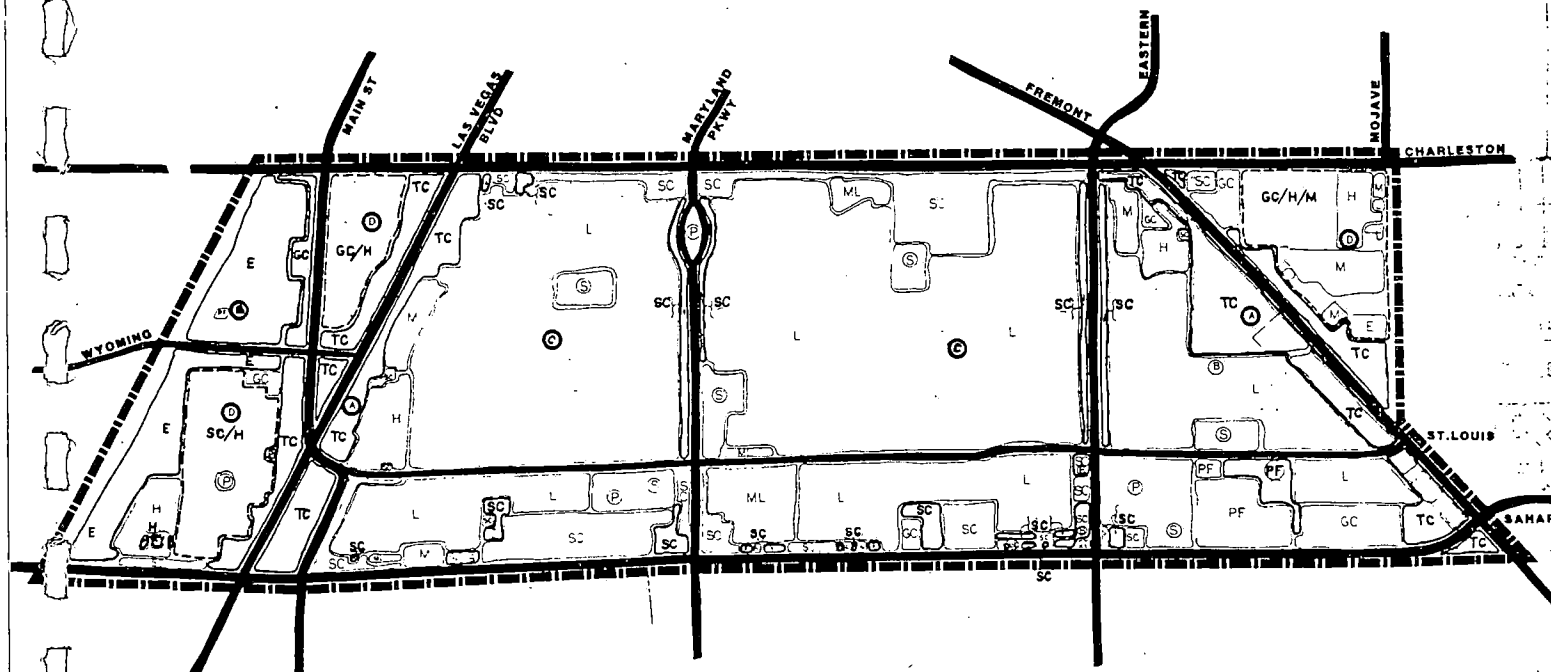
	<u>1,726</u>	No.	<u>9.8 %</u>
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HOUSING CHARACTERISTICS

1. TENURE			
a. Owner Occupied	3,787	No.	47.1 %
b. Renter Occupied	4,246	No.	52.9 %
2. BATHROOMS			
a. 0 or 1/2	369	No.	4.6 %
b. 1 or more	7,664	No.	95.4 %
3. KITCHEN FACILITIES			
a. Complete	8,357	No.	97.1 %
b. Not complete	252	No.	2.9 %
4. SEWAGE DISPOSAL			
a. Public	8,578	No.	99.6 %
b. All others	51	No.	0.4 %
5. AIR CONDITIONING			
a. None	484	No.	5.6 %
b. System Installed	8,125	No.	94.4 %
6. HEATING			
a. None	32	No.	0.4 %
b. System Installed	8,577	No.	99.6 %
7. VEHICLES AVAILABLE			
a. None	1,247	No.	15.5 %
b. 1	3,576	No.	44.5 %
c. 2	2,059	No.	25.6 %
d. 3 or more	1,151	No.	14.3 %
8. UNITS IN STRUCTURE			
a. 1	4,329	No.	53.9 %
b. 2	396	No.	4.9 %
c. 3 and 4	388	No.	4.8 %
d. 5 or more	2,908	No.	36.2 %
e. Mobile Home	12	No.	0.1 %
9. YEAR BUILT			
a. 170-179	861	No.	10.7 %
b. 150-169	5,891	No.	73.5 %
c. 149 or before	1,281	No.	15.9 %
10. BEDROOMS			
a. 0	822	No.	10.2 %
b. 1	1,900	No.	23.7 %
c. 2	2,160	No.	26.9 %
d. 3 or more	3,151	No.	39.2 %
11. MORTGAGE PAYMENT/MONTH			
a. Less than \$200	203	No.	5.4 %
b. \$200-\$349	945	No.	25.0 %
c. \$350-\$599	903	No.	23.8 %
d. \$600 or more	464	No.	12.3 %
e. Median	397	No.	
12. RENTAL/MONTH			
a. Less than \$200	739	No.	17.4 %
b. \$200-\$299	2,243	No.	52.8 %
c. \$300-\$499	1,016	No.	23.9 %
d. \$500 or more	157	No.	3.7 %
e. Median	325	No.	

City of Las Vegas

general plan



Legend

- | | | | |
|----|---|------|-----------------------------------|
| R | Rural Density Residential 0-3 du/ac | (P) | Parks/Recreation |
| L | Low Density Residential 3-6 du/ac | (S) | School |
| ML | Medium Low Density Residential 6-12 du/ac | (PF) | Public Facility (as noted) |
| M | Medium Density Residential 12-20 du/ac | (A) | Special Condition (refer to text) |
| H | High Density Residential 20+ du/ac | | |
| GC | General Commercial | | |
| SC | Service Commercial/Office | | |
| TC | Tourist Commercial | | |
| E | Employment | | |
-
- | | |
|--|--|
| | Preferred Use |
| | Variable Uses |
| | Existing Development (no short range change) |

- | | |
|--|------------------------|
| | Freeway/Expressway |
| | Primary Thoroughfare |
| | Secondary Thoroughfare |
| | Interchange |

NOTE: All Density Ranges Are in Gross Acres
See Text For Definition.
OCT 1984

COMMUNITY PROFILE NO. 4 (CP-4)

The following points are, where appropriate, keyed to reference letters for special conditions indicated on the Community Profile Map.

This area is over 72% developed in an unusually varied mixture of urban and suburban uses with a distribution of vacant parcels generally throughout the profile. They vary from substandard individual lots to almost a quarter-section in size. The profile is of urban and suburban character.

- (A) Although its development potential is far from being reached, the area is well located in proximity to both the downtown and future Union Pacific Gaming Center as well as the Cashman Field Complex.
- (B) There is excellent access to the freeway system and Rancho Drive, giving the Community outstanding regional accessibility.
- (C) By comparison to any other Community Profile there is a considerable diversity of land uses, neighborhood street patterns and living environments.
- (D) There is potential for a unique tourist/gaming center focused on the City approved Jackson Avenue Plan but it needs improved access, visibility and linkage with other nearby activity centers.
- (E) The profile area is surrounded by two freeways, a railroad, a major highway and the City of North Las Vegas. It is, in effect, a small self-contained community with distinctly different neighborhoods: a notable diversity in such a small area. They are described more specifically as follows:
 - (E-1) This area, generally bounded by Washington Avenue on the north, Highland Drive on the east, Gragson Highway on the south and Rancho Drive on the west, is a transitional zone shifting to urban residential and employment center/commercial development.
 - (E-2) This relatively small area between Washington Avenue, H Street, Bonanza Road and Highland Drive is an almost totally developed, mixed use area of moderately large parcels, primarily in employment and public housing uses.
 - (E-3) This area, located south of Owens Avenue between the Union Pacific Railroad and H Street and bounded on the south by the I-15 Freeway, is a very "fine grained" mixed use area of tourist/gaming, service commercial, public and various residential densities mostly on very small lots subdivided many years ago. A random scattering of vacant lots exists throughout the area. The local street pattern is a very uniform grid.

- (E-4) This area is between Owens Avenue, H Street, Washington Avenue and Highland Drive. It is mostly developed in a variety of residential and public uses at a medium scale. There is a scattering of vacant, relatively small, primarily rectangular parcels throughout the area.
- (E-5) This area, bounded by Owens Avenue, Highland Drive, Washington Avenue and Tonopah Drive is a rural, very low density enclave almost totally developed and structured around a large, square, internal loop road.
- (E-6) This area is bounded on the north by Owens Avenue, the east by Tonopah Drive, the south by Washington Avenue and the west by Pyramid Drive. It consists of two large existing stable suburban neighborhoods with limited convenience commercial uses and a large vacant area in between. The local street pattern is finalized within the subdivisions and is non-existent in the vacant area.
- (E-7) This area is between Lake Mead Boulevard, Tonopah Drive, Owens Avenue and Rancho Drive. It is a mixed use area of relatively large parcels interspersed with considerable vacant acreage. The local street system is quite varied.
- (E-8) This area is bounded by Lake Mead Boulevard, Highland Drive, Owens Avenue and Tonopah Drive. It is almost totally vacant. Because of this, there is an opportunity to design one or two projects which could serve as a quality catalyst for stimulating other improvements in the surrounding community.
- (E-9) This area is between Lake Mead Boulevard, Commerce Street, Owens Avenue and Highland Drive. It is largely developed in a moderate to large scale pattern of mixed uses dominated by two large single family neighborhoods. Vacant land consists of a variety of sizes and shapes generally on the periphery of existing development along thoroughfares. The local street pattern is a mix of typical suburban subdivision interrupted grids and intermediate collector streets.
- (E-10) This area is bounded by Carey Avenue, H Street, Lake Mead Boulevard and Highland Drive. It is characterized by a grid pattern mixed residential use with detached single family residential predominating. There are scattered vacant lots. The local street pattern is a very formal, uniform rectangular grid centered on a central park.
- (E-11) This small area is bounded by Carey Avenue, Highland Drive, Lake Mead Boulevard and Comstock Drive. It is predominantly developed in a public housing project and public uses with a relatively large vacant parcel occupying most of the northerly portion of the area. The local street pattern is complete within the public housing project and non-existent beyond that.

COMMUNITY PROFILE NO. 4

DATA SUMMARY

A. Description

1. Boundaries: North - Carey Avenue/Lake Mead Boulevard
: East - Union Pacific Railroad
: South - Gragson Highway/Bonanza Road
: West - Rancho Drive/Pyramid Drive
2. Size : 2,379.1 net acres
3. RPD : Urban and Suburban

B. Natural Features or Constraints

1. Topography - Generally flat with a gentle slope generally toward Washington Avenue and Lake Mead Boulevard.
2. Drainage - Major areas subject to flooding generally between Vegas Drive and Washington Avenue from Rancho Drive across the entire profile area to I-15 and also throughout most of the northern portion of the community between Carey Avenue and Lake Mead Boulevard from Comstock Drive to Commerce Street.

C. Existing Development/Improved Areas

1. 1,715.9 acres - 72.1%
2. Residential: 973.5 acres - 7,113 dwelling units
7.3 DU/Acre - gross average
3. Non-residential: 241.6 acres

D. Vacant Land

1. Total - 663.2 ac.
2. Subdivided - none

E. Potential Development

1. Zoned for urban/suburban uses and densities:
661.3 acres - 6,231 dwelling units*
See Land Use Summary for details.

*Includes vacant land only.

2. Subdivided for suburban uses and densities:

3.9 acres - 41 dwelling units
See Land Use Summary for details.

F. Population Characteristics

See attached Population, Housing and Employment Summary.

G. Housing

See attached Population, Housing and Employment Summary.

H. Land Use - See attached table

I. Action Priorities

1. Complete and implement Flood Control Master Plan recommendations for the area.
2. Develop implementation strategy for Jackson Avenue Plan.
3. Tie dominant access pattern into design of Union Pacific Tourist/Gaming Center so a strong four-way linkage is made between Downtown/Cashman Field/Jackson Avenue complex and the Union Pacific Center.
4. Determine whether any special permits have been approved and record accordingly.
5. Review Bureau of Land Management, County, Water District, Flood Control District and School District planning activities to identify possible impacts on this area not otherwise accounted for in the General Plan.

LAND USE SUMMARY

COMMUNITY PROFILE AREA 4

DATE: 12/83

EXISTING LAND USES:	AREA:	NET ACRES	% OF AREA
Residential Uses	973.5	A.	40.9 %
Civic Uses	116.5	A.	4.9 %
Commercial Uses	72.8	A.	3.1 %
Industrial Uses	42.8	A.	1.8 %
Misc. Tourist/Commercial	9.5	A.	0.4 %
Rights-of-Way	500.8	A.	21.0 %
Vacant Land	663.2	A.	27.9 %
TOTAL:	2379.1		100 %

RESIDENTIAL DEVELOPMENT	NUMBER OF UNITS	PERCENT OF UNITS	NET AREA ACRES	PERCENT OF AREA	UNITS/ ACRE
Single Family	3318	46.6%	732.6	75.2%	4.5
Townhouse/Condo	132	1.9%	2.6	0.3%	50.8
Mobile Home	106	1.5%	12.3	1.3%	8.6
Multi-Family	3557	50.0%	226.0	23.2%	14.1
TOTAL:	7113	100%	973.5	100%	7.3

VACANT LAND	NET AREA	PERCENT OF AREA	VACANT COMMERCIAL	NET AREA	PERCENT OF AREA
"R" Zones	588.0A.	88.7%	"C-1" Zones	34.3A.	46.8%
"CV" Zones	-----A.	----	"C-2" Zones	39.0A.	53.2%
"C" Zones	73.3A.	11.0%	"P-R" Zones	-----A.	-----%
"M" Zones	1.9A.	0.3%	Other	-----A.	-----%
TOTAL:	663.2A.	100.0%	TOTAL:	73.3A.	100%

VACANT "R" LAND	UNITS PER ACRE	POSSIBLE UNITS	VACANT SUBDIVIDED "R" LAND	LOTS/ UNITS	UNITS ACRE
R-E 314.2A.	2	628	R-E A.		
R-1 158.8A.	5	794	R-1 A.		
R-2 32.7A.	10	327	R-3 A.		
R-3 57.5A.	19	1092	R-PD A.		
R-4 8.0A.	37	296	R-PD A.		
R-PD A.			R-CL A.		
R-PD A.			R-MHP A.		
R-CL A.			R A.		
R-MHP 16.8A.	8	134	R A.		
R A.			R A.		
R A.			R A.		
TOT. 588.0A.		3271	TOT. A.		

VACANT "R" LAND: 588.0 A.

VACANT SUBDIVIDED "R" LAND: ----- A.

TOTAL 588.0 A.

POPULATION, HOUSING AND EMPLOYMENT
SUMMARY

COMMUNITY PROFILE AREA 4

DATE JANUARY 1984

POPULATION CHARACTERISTICS

1. TOTAL POPULATION	<u>19,500</u>	No.	
2. RACE			
A. White	<u>4,488</u>	No.	<u>23.0 %</u>
B. Black	<u>14,829</u>	No.	<u>76.0 %</u>
C. Spanish Origin	<u>391</u>	No.	<u>2.0 %</u>
3. SEX			
A. Male	<u>9,183</u>	No.	<u>47.1 %</u>
B. Female	<u>10,317</u>	No.	<u>52.9 %</u>
4. AGE			
a. Under 5	<u>1,877</u>	No.	<u>9.6 %</u>
b. 5-14	<u>4,098</u>	No.	<u>21.0 %</u>
c. 15-59	<u>11,565</u>	No.	<u>59.3 %</u>
d. 60-64	<u>616</u>	No.	<u>3.2 %</u>
e. 65 or over	<u>1,344</u>	No.	<u>6.9 %</u>
5. PERSONS PER HOUSEHOLD	<u>3.09</u>	No.	
6. PERSONS PER FAMILY	<u>3.57</u>	No.	
7. PERSONS IN GROUP QUARTERS	<u>124</u>	No.	
8. PERSONS IN HOUSEHOLD			
a. 1	<u>1,278</u>	No.	<u>20.4 %</u>
b. 2-4	<u>3,574</u>	No.	<u>57.1 %</u>
c. 5 or more	<u>1,409</u>	No.	<u>22.5 %</u>
9. MARITAL STATUS			
a. Married	<u>6,408</u>	No.	<u>32.9 %</u>
b. Single	<u>7,117</u>	No.	<u>36.5 %</u>
10. NUMBER OF WORKERS IN FAM	<u>4,118</u>	No.	
11. TRIP TO WORK			
a. Private Vehicle	<u>6,551</u>	No.	<u>89.9 %</u>
b. Public Transit	<u>375</u>	No.	<u>5.1 %</u>
12. SCHOOL ENROLLMENT			
a. K-8	<u>3,685</u>	No.	<u>0.59 NO/DU</u>
b. 9-12	<u>1,627</u>	No.	<u>0.30 NO/DU</u>
c. 12 and over	<u>598</u>	No.	<u>0.10 NO/DU</u>
13. RESIDENCE IN 1975			
a. Same House	<u>9,387</u>	No.	<u>48.1 %</u>
b. Different House	<u>8,255</u>	No.	<u>42.3 %</u>
c. Same County	<u>5,622</u>	No.	<u>28.8 %</u>
d. Out of County	<u>2,631</u>	No.	<u>13.5 %</u>

HOUSING CHARACTERISTICS

1. TENURE			
a. Owner Occupied	<u>2,733</u>	No.	<u>43.6 %</u>
b. Renter Occupied	<u>3,541</u>	No.	<u>56.4 %</u>
2. BATHROOMS			
a. 0 or 1/2	<u>107</u>	No.	<u>1.7 %</u>
b. 1 or more	<u>6,167</u>	No.	<u>98.3 %</u>
3. KITCHEN FACILITIES			
a. Complete	<u>6,522</u>	No.	<u>97.5 %</u>
b. Not complete	<u>168</u>	No.	<u>2.5 %</u>
4. SEWAGE DISPOSAL			
a. Public	<u>6,519</u>	No.	<u>97.4 %</u>
b. All others	<u>171</u>	No.	<u>2.6 %</u>
5. AIR CONDITIONING			
a. None	<u>427</u>	No.	<u>6.4 %</u>
b. System Installed	<u>6,263</u>	No.	<u>93.6 %</u>
6. HEATING			
a. None	<u>5</u>	No.	<u>0.1 %</u>
b. System Installed	<u>6,685</u>	No.	<u>99.9 %</u>
7. VEHICLES AVAILABLE			
a. None	<u>1,262</u>	No.	<u>20.1 %</u>
b. 1	<u>2,552</u>	No.	<u>40.7 %</u>
c. 2	<u>1,422</u>	No.	<u>22.7 %</u>
d. 3 or more	<u>1,038</u>	No.	<u>16.5 %</u>
8. UNITS IN STRUCTURE			
a. 1	<u>3,278</u>	No.	<u>52.2 %</u>
b. 2	<u>460</u>	No.	<u>7.3 %</u>
c. 3 and 4	<u>1,040</u>	No.	<u>16.6 %</u>
d. 5 or more	<u>1,391</u>	No.	<u>22.2 %</u>
e. Mobile Home	<u>105</u>	No.	<u>1.7 %</u>
9. YEAR BUILT			
a. 170-179	<u>1,251</u>	No.	<u>19.9 %</u>
b. 150-169	<u>4,567</u>	No.	<u>72.8 %</u>
c. 149 or before	<u>456</u>	No.	<u>7.3 %</u>
10. BEDROOMS			
a. 0	<u>267</u>	No.	<u>4.3 %</u>
b. 1	<u>1,237</u>	No.	<u>19.7 %</u>
c. 2	<u>1,738</u>	No.	<u>27.7 %</u>
d. 3 or more	<u>3,032</u>	No.	<u>48.3 %</u>
11. MORTGAGE PAYMENT/MONTH			
a. Less than \$200	<u>208</u>	No.	<u>7.6 %</u>
b. \$200-\$349	<u>829</u>	No.	<u>30.3 %</u>
c. \$350-\$599	<u>693</u>	No.	<u>25.4 %</u>
d. \$600 or more	<u>150</u>	No.	<u>5.5 %</u>
e. Median	<u>330</u>	No.	
12. RENTAL/MONTH			
a. Less than \$200	<u>1,532</u>	No.	<u>43.3 %</u>
b. \$200-\$299	<u>1,256</u>	No.	<u>35.5 %</u>
c. \$300-\$499	<u>500</u>	No.	<u>14.1 %</u>
d. \$500 or more	<u>81</u>	No.	<u>2.3 %</u>
e. Median	<u>223</u>	No.	

14. OCCUPATION

a. Managerial/Professional	<u>852</u>	No.	<u>11.3 %</u>
b. Technical/Sales/ Administrative	<u>1,641</u>	No.	<u>21.8 %</u>
c. Service	<u>3,552</u>	No.	<u>47.1 %</u>
d. Precision Production/ Crafts/Repair	<u>579</u>	No.	<u>7.7 %</u>
e. Operations/Fabricators/ Laborers	<u>893</u>	No.	<u>11.8 %</u>
f. All others	<u>22</u>	No.	<u>0.3 %</u>

15. EMPLOYMENT FIELD

a. Construction	<u>498</u>	No.	<u>6.6 %</u>
b. Manufacturing	<u>283</u>	No.	<u>3.8 %</u>
c. Transportation	<u>317</u>	No.	<u>4.2 %</u>
d. Communications/Utilities	<u>227</u>	No.	<u>3.0 %</u>
e. Wholesale Trade	<u>96</u>	No.	<u>1.3 %</u>
f. Retail Trade	<u>741</u>	No.	<u>9.8 %</u>
g. Finance Related	<u>294</u>	No.	<u>3.9 %</u>
h. Business & Repair Services	<u>262</u>	No.	<u>3.5 %</u>
i. Entertainment & Related	<u>3,518</u>	No.	<u>46.7 %</u>
j. Professional	<u>891</u>	No.	<u>11.8 %</u>
k. Government	<u>395</u>	No.	<u>5.2 %</u>

16. INCOME

a. Household

1) Less than \$10,000	<u>2,574</u>	No.	<u>41.0 %</u>
2) More than \$50,000	<u>173</u>	No.	<u>2.8 %</u>
3) Median	<u>12,774</u>	No.	
4) Mean	<u>19,024</u>	No.	

b. Unrelated Individuals

1) Less than \$8,000	<u>1,455</u>	No.	<u>59.1 %</u>
2) More than \$25,000	<u>36</u>	No.	<u>1.5 %</u>
3) Median	<u>6,190</u>	No.	
4) Mean	<u>8,841</u>	No.	

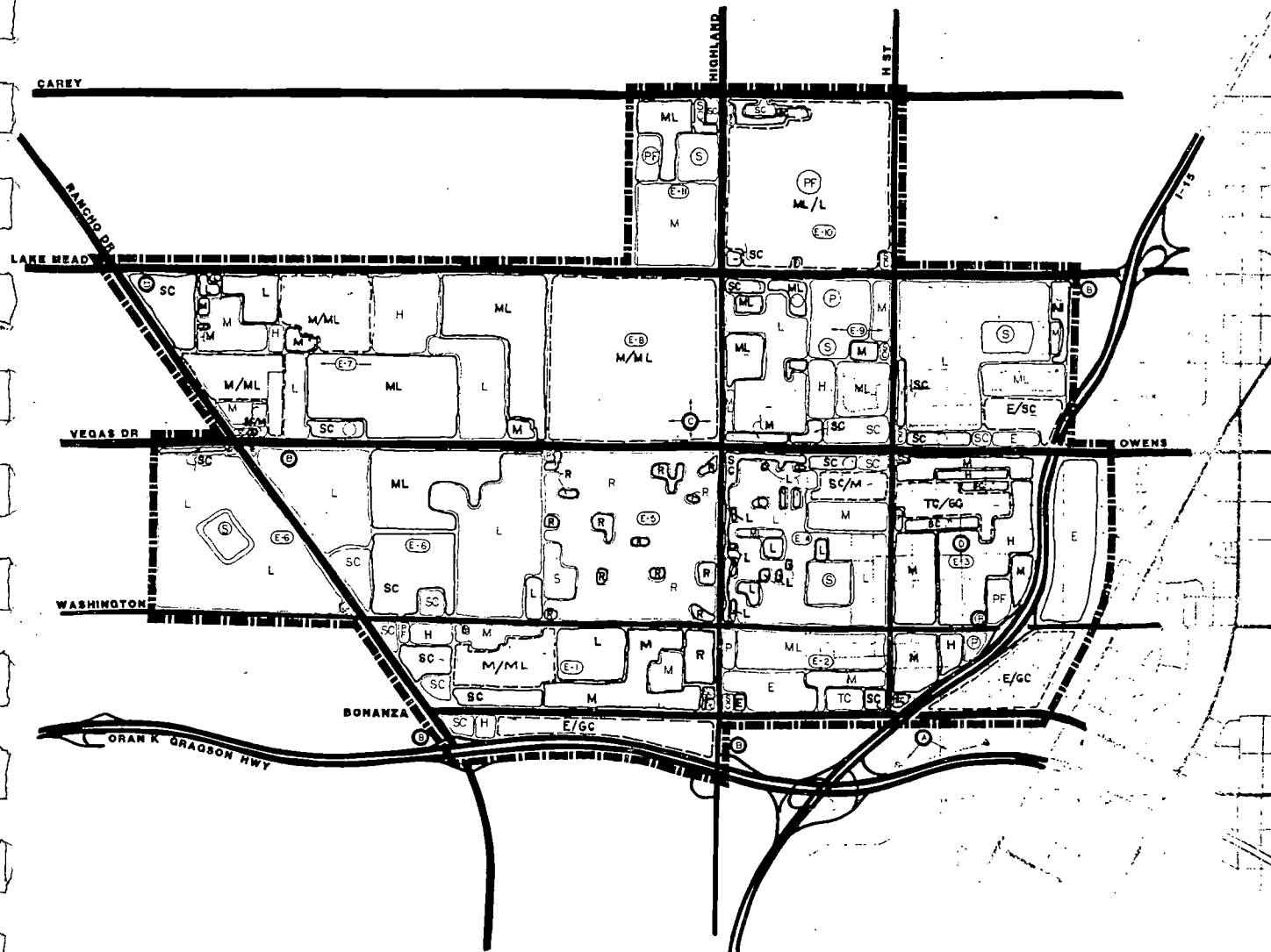
17. Household Income Type

a. With earnings	<u>5,106</u>	No.	<u>81.4 %</u>
b. With Social Security Pmts.	<u>1,255</u>	No.	<u>19.7 %</u>
c. With Public Asst. Pmts.	<u>418</u>	No.	<u>14.6 %</u>

18. Poverty Status (Persons)

<u>4,695</u>	No.	<u>24.1 %</u>
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City of Las Vegas general plan



Legend

- R Rural Density Residential 0-3 du/ac
- L Low Density Residential 3-6 du/ac
- ML Medium Low Density Residential 6-12 du/ac
- M Medium Density Residential 12-20 du/ac
- H High Density Residential 20+ du/ac

- GC General Commercial
- SC Service Commercial/Office
- TC Tourist Commercial
- E Employment

- (P) Parks/Recreation
- (S) School
- (PF) Public Facility (as noted)
- (A) Special Condition (refer to text)

- Preferred Use
- Variable Uses
- Existing Development (no short range change)

- Freeway/Expressway
- Primary Thoroughfare
- Secondary Thoroughfare
- Interchange

NOTE: All Density Ranges Are In Gross Acres.
See Text For Definition

OCT 1984



Community Profile

4

COMMUNITY PROFILE NO. 5 (CP-5)

The following points are, where approximate, keyed to reference letters for special conditions indicated on the Community Profile Map.

This area is almost 93 percent developed in suburban uses with a scattering of small vacant parcels south of the Gragson Highway and one large parcel at the eastern edge of the community. It is designated for suburban use.

- (A) The most unique feature of the community is the emerging medical complex between Alta Drive, Highland Drive, Charleston Boulevard and Rancho Drive. Already well established, this area can be expected to transition to a complete "medical campus" environment.
- (B) There is an opportunity for an important employment center with ancillary service commercial and some residential use just north of the medical complex.
- (C) The Meadows Mall complex is a focal point for regional activity.
- (D) The regional circulation system comes to a unique focus in this area with I-15 and the Oran K. Gragson Highway converging along the easterly quarter of the community.
- (E) There is a substantial amount of public land in this community with these lands in the northerly portion of the community devoted largely to recreation uses and those in the southerly portion committed mainly to public utilities.
- (F) The freeway system includes interchanges with the thoroughfare network at Highland, Rancho, Valley View, Decatur and Charleston, thus providing the community with outstanding regional access.

COMMUNITY PROFILE NO. 5

DATA SUMMARY

A. Description

1. Boundaries: North - Vegas Drive/Washington Avenue/Gragson Highway
: East - Pyramid Drive/Rancho Drive/Highland Drive
: South - Charleston Boulevard
: West - Decatur Boulevard
2. Size : 2,562.0 net acres
3. RPD : Urban and Suburban

B. Natural Features or Constraints

1. Topography - Generally flat with a gentle slope to the southeast.
2. Drainage - No unusual problem areawide, but significant flooding is experienced at the Charleston Boulevard railroad underpass.

C. Existing Development/Improved Areas

1. 2,372.3 acres - 92.6%
2. Residential: 920.8 acres - 4,372 dwelling units
4.8 DU/Acre - gross average
3. Non-residential: 1006.4 acres

D. Vacant Land

1. Total - 189.7 ac.
2. Subdivided - None

E. Potential Development

1. Zoned for suburban uses and densities:
189.7 acres - 556 dwelling units*
See Land Use Summary for details.
2. Subdivided for suburban uses and densities: none

*Includes vacant land only.

F. Population Characteristics

See attached Population, Housing and Employment Summary.

G. Housing

See attached Population, Housing and Employment Summary.

H. Land Use - See attached table

I. Action Priorities

1. Complete and implement Flood Control Master Plan recommendations to solve the Charleston Boulevard underpass problem.
2. Prepare a specific plan for the medical center complex to generate a self-contained "campus" atmosphere and facilitate an orderly transition of uses.
3. Work with owner(s) of the proposed employment center expansion to devise an optimum plan for uses on the site and integrate with surrounding uses.
4. Document resolutions of intent and add to map and text.
5. Determine where special permits have been approved and record accordingly.
6. Review Bureau of Land Management, County, Water District, Flood Control District and School District planning activities to identify possible impacts on this area not otherwise accounted for in the General Plan.

LAND USE SUMMARY

COMMUNITY PROFILE AREA 5

DATE: 12/83

EXISTING LAND USES:	AREA: NET ACRES	% OF AREA
Residential Uses	920.8 A.	35.9 %
Civic Uses	764.9 A.	29.9 %
Commercial Uses	241.5 A.	9.4 %
Industrial Uses	----- A.	----- %
Misc.	----- A.	----- %
Rights-of-Way	445.1 A.	17.4 %
Vacant Land	189.7 A.	7.4 %
TOTAL:	2562.0	100 %

RESIDENTIAL DEVELOPMENT	NUMBER OF UNITS	PERCENT OF UNITS	NET AREA ACRES	PERCENT OF AREA	UNITS/ ACRE
Single Family	3508	80.2%	856.9	93.1%	4.1
Townhouse/Condo	209	4.8%	34.5	3.7%	6.1
Mobile Home	1	---	0.3	---	3.3
Multi-Family	654	15.0%	29.1	3.2%	22.5
TOTAL:	4372	100%	920.8	100%	4.8

VACANT LAND	NET AREA	PERCENT OF AREA	VACANT COMMERCIAL	NET AREA	PERCENT OF AREA
"R" Zones	143.3A.	75.5%	"C-1" Zones	43.7A.	94.2%
"CV" Zones	----- A.	-----	"C-2" Zones	----- A.	-----
"C" Zones	46.4A.	24.5%	"P-R" Zones	0.3A.	0.6%
"M" Zones	-----	-----	Other	2.4A.	5.2%
TOTAL:	189.7A.	100.0%	TOTAL:	46.4A.	100%

VACANT "R" LAND	UNITS PER ACRE	POSSIBLE UNITS	VACANT SUBDIVIDED "R" LAND	LOTS/ UNITS	UNITS ACRE
R-E 12.8A.	2	25	R-E ----- A.	-----	-----
R-1 64.0A.	5	320	R-1 ----- A.	-----	-----
R-2 0.3A.	10	3	R-3 ----- A.	-----	-----
R-3 1.2A.	19	22	R-PD ----- A.	-----	-----
R-4 1.0A.	37	37	R-PD ----- A.	-----	-----
R-PD2 5.6A.	2	11	R-CL ----- A.	-----	-----
R-PD4 23.8A.	4	95	R-MHP ----- A.	-----	-----
R-CL ----- A.	-----	-----	R ----- A.	-----	-----
R-MHP ----- A.	-----	-----	R ----- A.	-----	-----
R-A 29.9A.	1	29	----- A.	-----	-----
R-D 4.7 A.	3	14	----- A.	-----	-----
TOT. 143.3A.	-----	556	TOT. ----- A.	-----	-----

VACANT "R" LAND: 143.3 A.

VACANT SUBDIVIDED "R" LAND: ----- A.

TOTAL 143.3 A.

POPULATION, HOUSING AND EMPLOYMENT
SUMMARY

COMMUNITY PROFILE AREA 5

DATE JANUARY 1984

POPULATION CHARACTERISTICS

1. TOTAL POPULATION	<u>12,366</u>	No.	
2. RACE			
A. White	<u>11,434</u>	No.	<u>92.5 %</u>
B. Black	<u>407</u>	No.	<u>3.3 %</u>
C. Spanish Origin	<u>618</u>	No.	<u>5.0 %</u>
3. SEX			
A. Male	<u>6,059</u>	No.	<u>49.0 %</u>
B. Female	<u>6,307</u>	No.	<u>51.0 %</u>
4. AGE			
a. Under 5	<u>612</u>	No.	<u>4.9 %</u>
b. 5-14	<u>1,927</u>	No.	<u>15.6 %</u>
c. 15-59	<u>8,078</u>	No.	<u>65.3 %</u>
d. 60-64	<u>554</u>	No.	<u>4.5 %</u>
e. 65 or over	<u>1,195</u>	No.	<u>9.7 %</u>
5. PERSONS PER HOUSEHOLD	<u>2.82</u>	No.	
6. PERSONS PER FAMILY	<u>3.16</u>	No.	
7. PERSONS IN GROUP QUARTERS	<u>417</u>	No.	
8. PERSONS IN HOUSEHOLD			
a. 1	<u>719</u>	No.	<u>16.9 %</u>
b. 2-4	<u>2,974</u>	No.	<u>69.9 %</u>
c. 5 or more	<u>562</u>	No.	<u>13.2 %</u>
9. MARITAL STATUS			
a. Married	<u>5,843</u>	No.	<u>47.3 %</u>
b. Single	<u>3,984</u>	No.	<u>32.2 %</u>
10. NUMBER OF WORKERS IN FAM	<u>3,049</u>	No.	
11. TRIP TO WORK			
a. Private Vehicle	<u>5,643</u>	No.	<u>92.3 %</u>
b. Public Transit	<u>111</u>	No.	<u>1.8 %</u>
12. SCHOOL ENROLLMENT			
a. K-8	<u>1,654</u>	No.	<u>0.39 NO/DU</u>
b. 9-12	<u>1,063</u>	No.	<u>0.25 NO/DU</u>
c. 12 and over	<u>524</u>	No.	<u>0.12 NO/DU</u>
13. RESIDENCE IN 1975			
a. Same House	<u>5,727</u>	No.	<u>46.3 %</u>
b. Different House	<u>6,128</u>	No.	<u>49.6 %</u>
c. Same County	<u>3,149</u>	No.	<u>25.5 %</u>
d. Out of County	<u>2,979</u>	No.	<u>24.1 %</u>

14. OCCUPATION

a. Managerial/Professional	<u>1,627</u>	No.	<u>26.6 %</u>
b. Technical/Sales/ Administrative	<u>2,004</u>	No.	<u>32.8 %</u>
c. Service	<u>1,395</u>	No.	<u>22.8 %</u>
d. Precision Production/ Crafts/Repair	<u>565</u>	No.	<u>9.2 %</u>
e. Operations/Fabricators/ Laborers	<u>494</u>	No.	<u>8.1 %</u>
f. All others	<u>32</u>	No.	<u>0.5 %</u>

15. EMPLOYMENT FIELD

a. Construction	<u>449</u>	No.	<u>7.3 %</u>
b. Manufacturing	<u>250</u>	No.	<u>4.1 %</u>
c. Transportation	<u>247</u>	No.	<u>4.0 %</u>
d. Communications/Utilities	<u>123</u>	No.	<u>2.0 %</u>
e. Wholesale Trade	<u>156</u>	No.	<u>2.6 %</u>
f. Retail Trade	<u>1,202</u>	No.	<u>19.7 %</u>
g. Finance Related	<u>408</u>	No.	<u>6.7 %</u>
h. Business & Repair Services	<u>296</u>	No.	<u>4.8 %</u>
i. Entertainment & Related	<u>1,503</u>	No.	<u>24.6 %</u>
j. Professional	<u>1,031</u>	No.	<u>16.9 %</u>
k. Government	<u>385</u>	No.	<u>6.3 %</u>

16. INCOME

a. Household			
1) Less than \$10,000	<u>677</u>	No.	<u>16.0 %</u>
2) More than \$50,000	<u>581</u>	No.	<u>13.7 %</u>
3) Median	<u>25,667</u>	No.	
4) Mean	<u>32,429</u>	No.	
b. Unrelated Individuals			
1) Less than \$8,000	<u>622</u>	No.	<u>41.4 %</u>
2) More than \$25,000	<u>169</u>	No.	<u>11.5 %</u>
3) Median	<u>9,809</u>	No.	
4) Mean	<u>14,521</u>	No.	

17. Household Income Type

a. With earnings	<u>3,881</u>	No.	<u>91.6 %</u>
b. With Social Security Pmts.	<u>751</u>	No.	<u>17.2 %</u>
c. With Public Asst. Pmts.	<u>129</u>	No.	<u>3.0 %</u>

18. Poverty Status (Persons)

<u>702</u>	No.	<u>5.7 %</u>
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HOUSING CHARACTERISTICS

1. TENURE			
a. Owner Occupied	3,268	No.	77.1 %
b. Renter Occupied	971	No.	22.9 %
2. BATHROOMS			
a. 0 or 1/2	8	No.	0.2 %
b. 1 or more	4,231	No.	99.8 %
3. KITCHEN FACILITIES			
a. Complete	4,530	No.	99.9 %
b. Not complete	6	No.	0.1 %
4. SEWAGE DISPOSAL			
a. Public	4,488	No.	98.9 %
b. All others	48	No.	1.1 %
5. AIR CONDITIONING			
a. None	137	No.	3.0 %
b. System installed	4,399	No.	97.0 %
6. HEATING			
a. None	12	No.	0.3 %
b. System installed	4,524	No.	99.7 %
7. VEHICLES AVAILABLE			
a. None	51	No.	1.2 %
b. 1	1,097	No.	25.9 %
c. 2	1,817	No.	42.9 %
d. 3 or more	1,274	No.	30.0 %
8. UNITS IN STRUCTURE			
a. 1	3,575	No.	84.3 %
b. 2	5	No.	0.1 %
c. 3 and 4	128	No.	3.0 %
d. 5 or more	483	No.	11.4 %
e. Mobile Home	48	No.	1.1 %
9. YEAR BUILT			
a. 1970-1979	1,047	No.	24.7 %
b. 1950-1969	3,058	No.	72.1 %
c. 1949 or before	134	No.	3.2 %
10. BEDROOMS			
a. 0	102	No.	2.4 %
b. 1	327	No.	7.7 %
c. 2	689	No.	16.3 %
d. 3 or more	3,121	No.	73.6 %
11. MORTGAGE PAYMENT/MONTH			
a. Less than \$200	116	No.	3.6 %
b. \$200-\$349	661	No.	20.2 %
c. \$350-\$599	1,012	No.	31.0 %
d. \$600 or more	721	No.	22.1 %
e. Median	489	No.	
12. RENTAL/MONTH			
a. Less than \$200	43	No.	4.4 %
b. \$200-\$299	253	No.	26.1 %
c. \$300-\$499	454	No.	46.8 %
d. \$500 or more	190	No.	19.6 %
e. Median	409	No.	

The map displays a grid of land parcels with various zoning or land use codes. The streets are labeled as follows:

- VEGAS DR** (top horizontal street)
- WASHINGTON** (second horizontal street from top)
- FRANK & DRAGON** (third horizontal street from top)
- ALTA** (fourth horizontal street from top)
- CHARLESTON** (bottom horizontal street)
- DECATUR** (left vertical street)
- VALLEY VIEW** (second vertical street from left)
- RANCHO DR** (third vertical street from left)
- WINDLAND** (right vertical street)

Land use codes and lot labels include:

- PF** (Professional Office)
- P** (Public Use)
- SC** (Single-Family Detached)
- L** (Light Industrial)
- S** (Single-Family Detached - Small)
- ML** (Medium-Density Residential)
- GC** (General Commercial)
- R** (Residential Single-Family)
- E** (Employment)
- H** (Heavy Industrial)
- E/SC/M** (Employment/Single-Family Detached/Medium-Density Residential)
- A** (Amusement/Recreation)

The map also shows a river or canal running through the block, and a large area of land to the right of the block, possibly a park or undeveloped land.

R	Rural Density Residential	0-3 du/ac
L	Low Density Residential	3-6 du/ac
ML	Medium Low Density Residential	6-12 du/ac
M	Medium Density Residential	12-20 du/ac
H	High Density Residential	20+ du/ac

- GC General Commercial
SC Service Commercial/Office
TC Tourist Commercial
E Employment

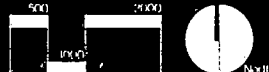
- (P) Parks/Recreation
(S) School
(PF) Public Facility (as noted)
(A) Special Condition (refer to text)

-  Freeway/Expressway
 Primary Thoroughfare
 Secondary Thoroughfare
 Interchange

NOTE: All Density Ranges Are in Gross Acres.
See Text For Definition.

OCT 1984

 Preferred Use
 Variable Uses
 Existing Development
 (no short range change)



Community Profile

5

COMMUNITY PROFILE NO. 6 (CP-6)

The following points are, where approximate, keyed to reference letters for special conditions indicated on the Community Profile Map.

This area is almost 84% developed in a variety of suburban uses. It is designated for suburban use. The vacant parcels are of small to moderate size and are randomly scattered throughout the community.

- (A) The area is characterized by a broad variety of uses dominated by a preponderance of detached single family homes in subdivisions through the central portion of the profile.
- (B) There is a large freeway/railway oriented employment center along the entire east side of the community which also extends westerly between Charleston Boulevard and Pennwood Avenue beyond Valley View Boulevard.
- (C) The community has excellent freeway access to the east via Charleston Boulevard and Sahara Avenue.
- (D) Both Charleston Boulevard and Sahara Avenue are severely impacted by strip commercial development, thus restricting their ultimate capacity.
- (E) There are several small scale rural density enclaves scattered along the northern portion of the community.

COMMUNITY PROFILE NO. 6

DATA SUMMARY

A. Description

1. Boundaries: North - Charleston Boulevard
: East - Union Pacific Railroad
: South - Desert Inn Road
: West - Decatur Boulevard
2. Size : 3,047.8 net acres
3. RPD : Urban and Suburban

B. Natural Features or Constraints

1. Topography - Generally flat with a gentle slope to the east.
2. Drainage - There is a flooding impound problem on the west side of the Union Pacific Railroad tracks as well as at the Charleston Boulevard underpass and Sahara Avenue overpass.

C. Existing Development/Improved Areas

1. 2,567.5 acres - 84.2%
2. Residential: 1,245.3 acres - 10,452 dwelling units
8.4 DU/Acre - gross average
3. Non-residential: 696.2 acres

D. Vacant Land

1. Total - 480.3 ac.
2. Subdivided - 6.1 ac.

E. Potential Development

1. Zoned for suburban uses and densities:
273.6 acres - 1,759 dwelling units
See Land Use Summary for details.
2. Subdivided for suburban uses and densities:
6.1 acres - 16 dwelling units
See Land Use Summary for details.

F. Population Characteristics

See attached Population, Housing and Employment Summary.

G. Housing

See attached Population, Housing and Employment Summary.

H. Land Use - See attached table

I. Action Priorities

1. Complete and implement Flood Control Master Plan recommendations for the eastern perimeter.
2. Analyze and evaluate means of reducing traffic friction along Charleston and Sahara.
3. Document resolutions of intent and add to map and text.
4. Determine where special permits have been approved and record accordingly.
5. Review Bureau of Land Management, County, Water District, Flood Control District and School District planning activities to identify possible impacts on this area not otherwise accounted for in the General Plan.

LAND USE SUMMARY

COMMUNITY PROFILE AREA 6

DATE: 12/83

EXISTING LAND USES:	AREA: NET ACRES	% OF AREA
Residential Uses	1245.3 A.	40.9 %
Civic Uses	98.8 A.	3.2 %
Commercial Uses	220.8 A.	7.2 %
Industrial Uses	350.8 A.	11.5 %
Misc.	25.8 A.	0.9 %
Rights-of-Way	626.0 A.	20.5 %
Vacant Land	480.3 A.	15.8 %
TOTAL:	3047.8	100 %

RESIDENTIAL DEVELOPMENT	NUMBER OF UNITS	PERCENT OF UNITS	NET AREA ACRES	PERCENT OF AREA	UNITS/ACRE
Single Family	4156	39.8%	931.1	74.8%	4.5
Townhouse/Condo	247	2.4%	22.3	1.8%	11.1
Mobile Home	695	6.6%	65.2	5.2%	10.7
Multi-Family	5354	51.2%	226.7	18.2%	23.6
TOTAL:	10,452	100%	1245.3	100%	8.4

VACANT LAND	NET AREA	PERCENT OF AREA	VACANT COMMERCIAL	NET AREA	PERCENT OF AREA
"R" Zones	279.7A.	58.2%	"C-1" Zones	69.1A.	94.7%
"CV" Zones	-----A.	-----	"C-2" Zones	-----A.	-----
"C" Zones	73.0A.	15.2%	"P-R" Zones	3.3A.	4.5%
"M" Zones	127.6A.	26.6%	Other	0.6A.	0.8%
TOTAL:	480.3A.	100.0%	TOTAL:	73.0A.	100%

VACANT "R" LAND	UNITS PER ACRE	POSSIBLE UNITS	VACANT SUBDIVIDED "R" LAND	LOTS/ UNITS	UNITS ACRE
R-E 103.5A.	2	207	R-E A.		
R-1 120.3A.	5	601	R-1 6.1 A.	16	2.6
R-2 A.			R-3 A.		
R-3 49.1A.	19	932	R-PD A.		
R-4 0.5A.	37	18	R-PD A.		
R-PD6 0.2A.	6	1	R-CL A.		
R-PD A.			R-MHP A.		
R-CL A.			R A.		
R-MHP A.			R A.		
R A.			R A.		
R A.			R A.		
TOT. 273.6A.		1759	TOT. 6.1 A.	16	2.6

VACANT "R" LAND: 273.6 A.

VACANT SUBDIVIDED "R" LAND: 6.1 A.

TOTAL 279.7 A.

POPULATION, HOUSING AND EMPLOYMENT
SUMMARY

COMMUNITY PROFILE AREA 6

DATE JANUARY 1984

POPULATION CHARACTERISTICS

1. TOTAL POPULATION	<u>21,578</u>	No.	
2. RACE			
A. White	<u>19,593</u>	No.	<u>90.8 %</u>
B. Black	<u>1,135</u>	No.	<u>5.3 %</u>
C. Spanish Origin	<u>1,252</u>	No.	<u>5.8 %</u>
3. SEX			
A. Male	<u>10,579</u>	No.	<u>49.0 %</u>
B. Female	<u>10,999</u>	No.	<u>51.0 %</u>
4. AGE			
a. Under 5	<u>1,262</u>	No.	<u>5.8 %</u>
b. 5-14	<u>2,898</u>	No.	<u>13.4 %</u>
c. 15-59	<u>14,502</u>	No.	<u>67.2 %</u>
d. 60-64	<u>1,088</u>	No.	<u>5.0 %</u>
e. 65 or over	<u>1,828</u>	No.	<u>8.5 %</u>
5. PERSONS PER HOUSEHOLD	<u>2.42</u>	No.	
6. PERSONS PER FAMILY	<u>3.10</u>	No.	
7. PERSONS IN GROUP QUARTERS	<u>12</u>	No.	
8. PERSONS IN HOUSEHOLD			
a. 1	<u>2,630</u>	No.	<u>29.3 %</u>
b. 2-4	<u>5,585</u>	No.	<u>62.3 %</u>
c. 5 or more	<u>754</u>	No.	<u>8.4 %</u>
9. MARITAL STATUS			
a. Married	<u>9,668</u>	No.	<u>44.8 %</u>
b. Single	<u>7,750</u>	No.	<u>35.9 %</u>
10. NUMBER OF WORKERS IN FAM	<u>5,273</u>	No.	
11. TRIP TO WORK			
a. Private Vehicle	<u>10,403</u>	No.	<u>92.5 %</u>
b. Public Transit	<u>177</u>	No.	<u>1.6 %</u>
12. SCHOOL ENROLLMENT			
a. K-8	<u>2,541</u>	No.	<u>0.29 NO/DU</u>
b. 9-12	<u>1,240</u>	No.	<u>0.14 NO/DU</u>
c. 12 and over	<u>722</u>	No.	<u>0.08 NO/DU</u>
13. RESIDENCE IN 1975			
a. Same House	<u>6,987</u>	No.	<u>32.4 %</u>
b. Different House	<u>13,439</u>	No.	<u>62.3 %</u>
c. Same County	<u>6,415</u>	No.	<u>29.7 %</u>
d. Out of County	<u>7,024</u>	No.	<u>32.6 %</u>

14. OCCUPATION

a. Managerial/Professional	<u>2,664</u>	No.	<u>23.2 %</u>
b. Technical/Sales/ Administrative	<u>3,451</u>	No.	<u>30.0 %</u>
c. Service	<u>3,223</u>	No.	<u>28.0 %</u>
d. Precision Production/ Crafts/Repair	<u>1,238</u>	No.	<u>10.8 %</u>
e. Operations/Fabricators/ Laborers	<u>842</u>	No.	<u>7.3 %</u>
f. All others	<u>79</u>	No.	<u>0.7 %</u>

15. EMPLOYMENT FIELD

a. Construction	<u>830</u>	No.	<u>7.2 %</u>
b. Manufacturing	<u>529</u>	No.	<u>4.6 %</u>
c. Transportation	<u>374</u>	No.	<u>3.3 %</u>
d. Communications/Utilities	<u>372</u>	No.	<u>3.2 %</u>
e. Wholesale Trade	<u>305</u>	No.	<u>2.7 %</u>
f. Retail Trade	<u>1,863</u>	No.	<u>16.2 %</u>
g. Finance Related	<u>841</u>	No.	<u>7.3 %</u>
h. Business & Repair Services	<u>601</u>	No.	<u>5.2 %</u>
i. Entertainment & Related	<u>3,556</u>	No.	<u>30.9 %</u>
j. Professional	<u>1,663</u>	No.	<u>14.5 %</u>
k. Government	<u>470</u>	No.	<u>4.1 %</u>

16. INCOME

a. Household			
1) Less than \$10,000	<u>2,210</u>	No.	<u>24.8 %</u>
2) More than \$50,000	<u>796</u>	No.	<u>8.9 %</u>
3) Median	<u>20,527</u>	No.	
4) Mean	<u>27,364</u>	No.	
b. Unrelated Individuals			
1) Less than \$8,000	<u>1,796</u>	No.	<u>41.3 %</u>
2) More than \$25,000	<u>367</u>	No.	<u>8.4 %</u>
3) Median	<u>11,978</u>	No.	
4) Mean	<u>14,352</u>	No.	

17. Household Income Type

a. With earnings	<u>7,921</u>	No.	<u>89.0 %</u>
b. With Social Security Pmts.	<u>1,685</u>	No.	<u>18.9 %</u>
c. With Public Asst. Pmts.	<u>287</u>	No.	<u>3.2 %</u>

18. Poverty Status (Persons)

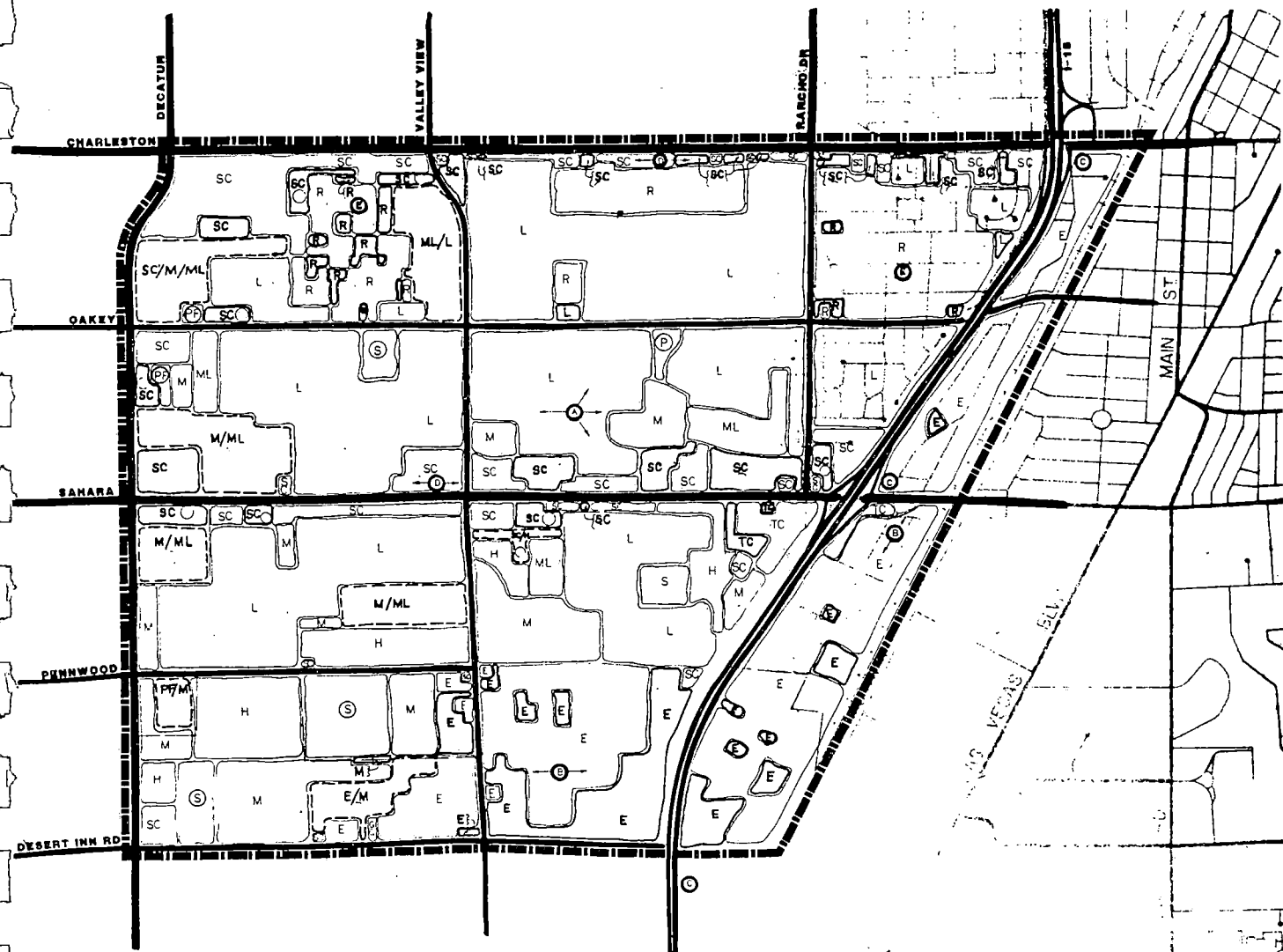
<u>1,864</u>	No.	<u>8.6 %</u>
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HOUSING CHARACTERISTICS

1. TENURE			
a. Owner Occupied	4,255	No.	47.8 %
b. Renter Occupied	4,650	No.	52.2 %
2. BATHROOMS			
a. 0 or 1/2	126	No.	1.4 %
b. 1 or more	8,779	No.	98.6 %
3. KITCHEN FACILITIES			
a. Complete	9,840	No.	99.5 %
b. Not complete	51	No.	0.5 %
4. SEWAGE DISPOSAL			
a. Public	9,828	No.	99.4 %
b. All others	65	No.	0.6 %
5. AIR CONDITIONING			
a. None	129	No.	1.3 %
b. System Installed	9,762	No.	98.7 %
6. HEATING			
a. None	-0-	No.	-0-
b. System Installed	9,891	No.	100.0 %
7. VEHICLES AVAILABLE			
a. None	494	No.	5.5 %
b. 1	5,987	No.	44.8 %
c. 2	2,868	No.	32.2 %
d. 3 or more	1,556	No.	17.5 %
8. UNITS IN STRUCTURE			
a. 1	4,073	No.	45.7 %
b. 2	13	No.	0.1 %
c. 3 and 4	297	No.	3.3 %
d. 5 or more	5,970	No.	44.6 %
e. Mobile Home	552	No.	6.2 %
9. YEAR BUILT			
a. 170-179	5,357	No.	60.2 %
b. 150-169	3,483	No.	39.1 %
c. 149 or before	65	No.	0.7 %
10. BEDROOMS			
a. 0	590	No.	6.6 %
b. 1	1,652	No.	18.6 %
c. 2	2,626	No.	29.5 %
d. 3 or more	4,037	No.	45.3 %
11. MORTGAGE PAYMENT/MONTH			
a. Less than \$200	28	No.	10.9 %
b. \$200-\$349	846	No.	31.4 %
c. \$350-\$599	1,153	No.	50.8 %
d. \$600 or more	874	No.	5.8 %
e. Median	462	No.	
12. RENTAL/MONTH			
a. Less than \$200	506	No.	10.9 %
b. \$200-\$299	1,460	No.	31.4 %
c. \$300-\$499	2,361	No.	50.8 %
d. \$500 or more	269	No.	5.8 %
e. Median	379	No.	

City of Las Vegas

general plan



Legend

- R Rural Density Residential 0-3 du/ac
- L Low Density Residential 3-6 du/ac
- ML Medium Low Density Residential 6-12 du/ac
- M Medium Density Residential 12-20 du/ac
- H High Density Residential 20+ du/ac

- GC General Commercial
- SC Service Commercial/Office
- TC Tourist Commercial
- E Employment

- (P) Parks/Recreation
- (S) School
- (PF) Public Facility (as noted)
- (A) Special Condition (refer to text)

- Preferred Use
- Variable Uses
- Existing Development (no short range change)

- Freeway/Expressway
- Primary Thoroughfare
- Secondary Thoroughfare
- Interchange

NOTE: All Density Ranges Are In Gross Acres
See Text For Definition
OCT 1984

COMMUNITY PROFILE NO. 7 (CP-7)

The following points are, where approximate, keyed to reference letters for special conditions indicated on the Community Profile Map.

This area is partially developed in mixed use suburban and rural residential uses. Almost 60% of the land is vacant, most of it in areas that are rural in character.

- (A) Most of the central portion of the profile is in partially developed rural neighborhoods characterized by a rural street grid system and randomly developed parcels. This portion of the profile area has very limited and incomplete public improvements.
- (B) At the western edge of the profile area almost completely vacant land will eventually provide a transition to the Peccole and Husite properties further west.
- (C) These larger parcels, unencumbered by an existing street pattern have a potential for the use of master plans to provide more detailed development guidance than that provided by the community profile land use designation.
- (D) There is excellent existing and potential east/west access via Charleston Boulevard and Sahara Avenue, although both of these routes are impacted by strip commercial development.
- (E) North/south access via Rainbow Boulevard and Decatur Boulevard is satisfactory and provides freeway access within one to two miles.

Guidance in this community profile is to fill out and protect the rural character where it is well established and provide appropriate transition to suburban uses around the eastern, northern and western periphery of the community.

The following tabulations further indicate the character of the Community Profile, assist in evaluating proposed zone changes or development projects, serve as a basis for monitoring and updating the Community Profile and may indicate further policies and programs for the area's improvement.

COMMUNITY PROFILE NO. 7

DATA SUMMARY

A. Description

1. Boundaries: North - Charleston Boulevard
: East - Decatur Boulevard
: South - Desert Inn Road
: West - Durango Drive

2. Size : 2,647.3 net acres

3. RPD : Suburban and Rural

B. Natural Features or Constraints

1. Topography - Gentle slope to the east.
2. Drainage - Localized washes generally in the western portion of the area.

C. Existing Development/Improved Areas

1. 1,069.8 acres - 40.4%
2. Residential: 471.7 acres - 2,314 dwelling units
4.9 DU/Acre - gross average
3. Non-residential: 258.7 acres

D. Vacant Land

1. Total - 1,577.5 ac.
2. Subdivided - 2.4 ac.

E. Potential Development

1. Zoned for suburban and rural uses and densities:
1551.7 acres - 3,382 dwelling units
See Land Use Summary for details.
2. Subdivided for suburban uses and densities.
2.4 acres - 14 dwelling units
See Land Use Summary for details.

F. Population Characteristics

See attached Population, Housing and Employment Summary.

G. Housing

See attached Population, Housing and Employment Summary.

H. Land Use - See attached table

I. Action Priorities

1. Complete and implement Flood Control Master Plan recommendations for detention basins to protect the area.
2. Complete water and sewer planning to serve the portion of the profile area slated for City expansion.
3. Analyze and evaluate means of reducing traffic friction along Charleston and Sahara.
4. Document resolutions of intent and add to map and text.
5. Determine where special permits have been approved and record accordingly.
6. Review Bureau of Land Management, County, Water District, Flood Control District and School District planning activities to identify possible impacts on this area not otherwise accounted for in the General Plan.

LAND USE SUMMARY

COMMUNITY PROFILE AREA

7

DATE: 12/83

EXISTING LAND USES:	AREA:	NET ACRES	% OF AREA
Residential Uses	471.7	A.	17.8 %
Civic Uses	181.7	A.	6.9 %
Commercial Uses	77.0	A.	2.9 %
Industrial Uses	-----	A.	----- %
Misc.	-----	A.	----- %
Rights-of-Way	339.4	A.	12.8 %
Vacant Land	1577.5	A.	59.6 %
TOTAL:	2647.3		100 %

RESIDENTIAL DEVELOPMENT	NUMBER OF UNITS	PERCENT OF UNITS	NET AREA ACRES	PERCENT OF AREA	UNITS/ACRE
Single Family	1359	58.7%	426.9	90.5%	3.2
Townhouse/Condo	212	9.2%	10.2	2.2%	20.8
Mobile Home	7	0.3%	1.9	0.4%	3.7
Multi-Family	736	31.8%	32.7	6.9%	22.5
TOTAL:	2314	100%	471.7	100%	4.9

VACANT LAND	NET AREA	PERCENT OF AREA	VACANT COMMERCIAL	NET AREA	PERCENT OF AREA
"R" Zones	1554.1A.	98.5%	"C-1" Zones	18.3A.	78.2%
"CV" Zones	-----A.	-----	"C-2" Zones	5.1A.	21.8%
"C" Zones	23.4A.	1.5%	"P-R" Zones	-----A.	-----%
"M" Zones	-----A.	-----	Other	-----A.	-----%
TOTAL:	1577.5A.	100.0%	TOTAL:	23.4A.	100%

VACANT "R" LAND	UNITS PER ACRE	POSSIBLE UNITS	VACANT SUBDIVIDED "R" LAND	LOTS/ UNITS	UNITS ACRE
R-3 1527.9A.	2	3055	R-E A.		
R-1 4.0A.	5	20	R-1 2.4 A.	14	5.8
R-2 A.			R-3 A.		
R-3 5.4A.	19	102	R-PD A.		
R-4 A.			R-PD A.		
R-PD4 1.5A.	4	6	R-CL A.		
R-PD10 2.9A.	10	29	R-MHP A.		
R-CL A.			R A.		
R-MHP A.			R A.		
R-D 0.6A.	3	1	R A.		
R-PD18 9.4A.	18	169	R A.		
TOT. 1551.7A.		3382	TOT. 2.4 A.	14	5.8

VACANT "R" LAND: 1551.7 A.

VACANT SUBDIVIDED "R" LAND: 2.4 A.

TOTAL 1554.1 A.

POPULATION, HOUSING AND EMPLOYMENT
SUMMARY

COMMUNITY PROFILE AREA 7

DATE JANUARY 1984

POPULATION CHARACTERISTICS

1. TOTAL POPULATION	<u>9,701</u>	No.	
2. RACE			
A. White	<u>9,225</u>	No.	<u>95.1 %</u>
B. Black	<u>94</u>	No.	<u>1.0 %</u>
C. Spanish Origin	<u>480</u>	No.	<u>4.9 %</u>
3. SEX			
A. Male	<u>5,024</u>	No.	<u>51.8 %</u>
B. Female	<u>4,677</u>	No.	<u>48.2 %</u>
4. AGE			
a. Under 5	<u>721</u>	No.	<u>7.4 %</u>
b. 5-14	<u>1,804</u>	No.	<u>18.6 %</u>
c. 15-59	<u>6,520</u>	No.	<u>67.2 %</u>
d. 60-64	<u>275</u>	No.	<u>2.8 %</u>
e. 65 or over	<u>381</u>	No.	<u>3.9 %</u>
5. PERSONS PER HOUSEHOLD	<u>3.21</u>	No.	
6. PERSONS PER FAMILY	<u>3.45</u>	No.	
7. PERSONS IN GROUP QUARTERS	<u>193</u>	No.	
8. PERSONS IN HOUSEHOLD			
a. 1	<u>293</u>	No.	<u>10.0 %</u>
b. 2-4	<u>2,084</u>	No.	<u>71.2 %</u>
c. 5 or more	<u>549</u>	No.	<u>18.8 %</u>
9. MARITAL STATUS			
a. Married	<u>4,914</u>	No.	<u>50.7 %</u>
b. Single	<u>2,246</u>	No.	<u>23.2 %</u>
10. NUMBER OF WORKERS IN FAM	<u>2,470</u>	No.	
11. TRIP TO WORK			
a. Private Vehicle	<u>4,427</u>	No.	<u>95.3 %</u>
b. Public Transit	<u>16</u>	No.	<u>0.3 %</u>
12. SCHOOL ENROLLMENT			
a. K-8	<u>1,606</u>	No.	<u>0.54 NO/DU</u>
b. 9-12	<u>951</u>	No.	<u>0.32 NO/DU</u>
c. 12 and over	<u>435</u>	No.	<u>0.15 NO/DU</u>
13. RESIDENCE IN 1975			
a. Same House	<u>3,093</u>	No.	<u>31.9 %</u>
b. Different House	<u>5,802</u>	No.	<u>59.8 %</u>
c. Same County	<u>3,276</u>	No.	<u>33.8 %</u>
d. Out of County	<u>2,526</u>	No.	<u>26.0 %</u>

14. OCCUPATION

a. Managerial/Professional	<u>1,317</u>	No.	<u>28.3 %</u>
b. Technical/Sales/ Administrative	<u>1,550</u>	No.	<u>33.3 %</u>
c. Service	<u>935</u>	No.	<u>20.1 %</u>
d. Precision Production/ Crafts/Repair	<u>460</u>	No.	<u>9.9 %</u>
e. Operations/Fabricators/ Laborers	<u>335</u>	No.	<u>7.2 %</u>
f. All others	<u>60</u>	No.	<u>1.3 %</u>

15. EMPLOYMENT FIELD

a. Construction	<u>342</u>	No.	<u>7.3 %</u>
b. Manufacturing	<u>147</u>	No.	<u>3.2 %</u>
c. Transportation	<u>141</u>	No.	<u>3.0 %</u>
d. Communications/Utilities	<u>144</u>	No.	<u>3.1 %</u>
e. Wholesale Trade	<u>194</u>	No.	<u>4.2 %</u>
f. Retail Trade	<u>722</u>	No.	<u>15.5 %</u>
g. Finance Related	<u>413</u>	No.	<u>8.9 %</u>
h. Business & Repair Services	<u>282</u>	No.	<u>6.1 %</u>
i. Entertainment & Related	<u>1,143</u>	No.	<u>24.5 %</u>
j. Professional	<u>774</u>	No.	<u>16.6 %</u>
k. Government	<u>267</u>	No.	<u>5.7 %</u>

16. INCOME

a. Household

1) Less than \$10,000	<u>229</u>	No.	<u>7.7 %</u>
2) More than \$50,000	<u>470</u>	No.	<u>15.9 %</u>
3) Median	<u>34,078</u>	No.	
4) Mean	<u>36,435</u>	No.	

b. Unrelated Individuals

1) Less than \$8,000	<u>157</u>	No.	<u>29.3 %</u>
2) More than \$25,000	<u>114</u>	No.	<u>21.3 %</u>
3) Median	<u>14,818</u>	No.	
4) Mean	<u>16,910</u>	No.	

17. Household Income Type

a. With earnings	<u>2,793</u>	No.	<u>94.2 %</u>
b. With Social Security Pmts.	<u>314</u>	No.	<u>10.6 %</u>
c. With Public Asst. Pmts.	<u>23</u>	No.	<u>0.8 %</u>

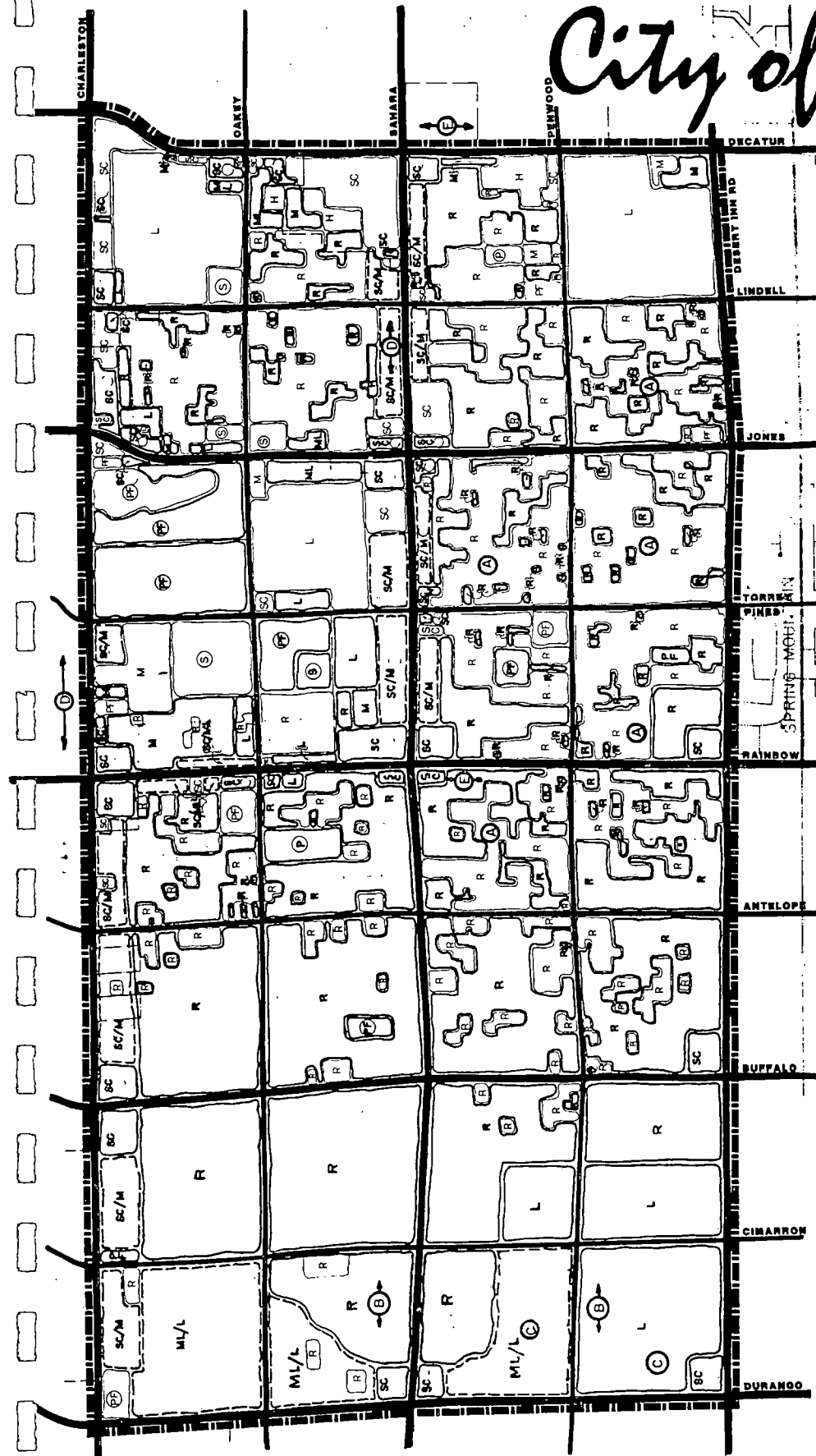
18. Poverty Status (Persons)

<u>343</u>	No.	<u>3.5 %</u>
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HOUSING CHARACTERISTICS

1. TENURE			
a. Owner Occupied	2,489	No.	-0- %
b. Renter Occupied	475	No.	16.0 %
2. BATHROOMS			
a. 0 or 1/2	-0-	No.	-0- %
b. 1 or more	2,964	No.	100.0 %
3. KITCHEN FACILITIES			
a. Complete	3,255	No.	98.8 %
b. Not complete	41	No.	1.2 %
4. SEWAGE DISPOSAL			
a. Public	2,467	No.	74.8 %
b. All others	829	No.	25.2 %
5. AIR CONDITIONING			
a. None	18	No.	0.5 %
b. System Installed	3,278	No.	99.5 %
6. HEATING			
a. None	-0-	No.	-0- %
b. System Installed	3,296	No.	100.0 %
7. VEHICLES AVAILABLE			
a. None	23	No.	0.8 %
b. 1	560	No.	18.9 %
c. 2	1,199	No.	40.4 %
d. 3 or more	1,182	No.	39.9 %
8. UNITS IN STRUCTURE			
a. 1	2,597	No.	87.6 %
b. 2	22	No.	0.7 %
c. 3 and 4	120	No.	4.0 %
d. 5 or more	225	No.	7.6 %
e. Mobile Home	-0-	No.	-0- %
9. YEAR BUILT			
a. 170-179	2,155	No.	72.7 %
b. 150-169	803	No.	27.1 %
c. 149 or before	6	No.	0.2 %
10. BEDROOMS			
a. 0	-0-	No.	-0- %
b. 1	173	No.	5.8 %
c. 2	365	No.	12.3 %
d. 3 or more	2,426	No.	81.8 %
11. MORTGAGE PAYMENT/MONTH			
a. Less than \$200	31	No.	1.2 %
b. \$200-\$349	297	No.	11.9 %
c. \$350-\$599	640	No.	25.7 %
d. \$600 or more	1,144	No.	46.0 %
e. Median	660	No.	
12. RENTAL/MONTH			
a. Less than \$200	-0-	No.	-0- %
b. \$200-\$299	51	No.	10.7 %
c. \$300-\$499	275	No.	57.9 %
d. \$500 or more	113	No.	23.8 %
e. Median	440	No.	

City of Las Vegas general plan



Legend

- R Rural Density Residential 0-3 du/ac
- L Low Density Residential 3-6 du/ac
- ML Medium Low Density Residential 6-12 du/ac
- M Medium Density Residential 12-20 du/ac
- H High Density Residential 20+ du/ac

- GC General Commercial
- SC Service Commercial/Office
- TC Tourist Commercial
- E Employment

- P Parks/Recreation
- S School
- PF Public Facility (as noted)
- A Special Condition (refer to text)

- Preferred Use
- Variable Uses
- Existing Development (no short range change)
- Freeway/Expressway
- Primary Thoroughfare
- Secondary Thoroughfare
- Interchange

NOTE: All Density Ranges Are in Gross Acres.
See Text For Definition.
NOV. 1984



Community Profile

7

COMMUNITY PROFILE NO. 8 (CP-8)

The following points are, where approximate, keyed to reference letters for special conditions indicated on the Community Profile Map.

This area is suburban in character and is approximately 75% developed. Most of the remaining vacant land is located along thoroughfares as small to medium sized parcels. Over half of the vacant land in the northern portion of the profile is committed to a suburban use by recent zoning approvals.

- (A) This profile area is predominantly in conventional single family use with a scattering of moderate density projects generally around the periphery of the community.
- (B) The community enjoys excellent freeway access via Decatur Boulevard, Jones Boulevard and Rainbow/Lorenzi Boulevards.
- (C) The primary commercial development for this profile is along Charleston and Decatur Boulevards.

COMMUNITY PROFILE NO. 8

DATA SUMMARY

A. Description

1. Boundaries: North - Vegas Drive
 : East - Decatur Boulevard
 : South - Charleston Boulevard
 : West - Rainbow Boulevard/Gragson Highway
2. Size : 2,808.7 net acres
3. RPD : Urban and Suburban

B. Natural Features or Constraints

1. Topography - Generally flat with a gentle slope to the southeast.
2. Drainage - Flooding occurs on the Gragson Highway at the Rainbow Boulevard Interchange.

C. Existing Development/Improved Areas

1. 2,113.8 acres - 75.3%
2. Residential: 1,257.1 acres - 10,548 dwelling units
8.4 DU/Acre - gross average
3. Non-residential: 268.6 acres

D. Vacant Land

1. Total - 694.9 ac.
2. Subdivided - 11.8 ac.

E. Potential Development

1. Zoned for suburban uses and densities.
583.7 acres - 4,097 dwelling units
See Land Use Summary for details.

2. Subdivided for suburban uses and densities:

11.8 acres - 87 dwelling units
See Land Use Summary for details.

F. Population Characteristics

See attached Population, Housing and Employment Summary.

G. Housing

See attached Population, Housing and Employment Summary.

H. Land Use - See attached table

I. Action Priorities

1. Analyze and evaluate means of reducing traffic friction along Charleston and Decatur Boulevards.
2. Document resolutions of intent and add to map and text.
3. Determine where special permits have been approved and record accordingly.
4. Review Bureau of Land Management, County, Water District, Flood Control District and School District planning activities to identify possible impacts on this area not otherwise accounted for in the General Plan.
5. Complete and implement applicable Flood Control Master Plan recommendations.

LAND USE SUMMARY

COMMUNITY PROFILE AREA

8

DATE: 12/83

EXISTING LAND USES:	AREA: NET ACRES	% OF AREA
Residential Uses	1257.1 A.	44.8 %
Civic Uses	135.0 A.	4.8 %
Commercial Uses	133.6 A.	4.8 %
Industrial Uses	----- A.	----- %
Misc.	----- A.	----- %
Rights-of-Way	588.1 A.	20.9 %
Vacant Land	694.9 A.	24.7 %
TOTAL:	2808.7	100 %

RESIDENTIAL DEVELOPMENT	NUMBER OF UNITS	PERCENT OF UNITS	NET AREA ACRES	PERCENT OF AREA	UNITS/ ACRE
Single Family	6849	64.9%	1089.7	86.7%	6.3
Townhouse/Condo	676	6.4%	47.1	3.8%	14.4
Mobile Home	1	----	0.5	----	2.0
Multi-Family	3022	28.7%	119.8	9.5%	25.2
TOTAL:	10,548	100%	1257.1	100%	8.4

VACANT LAND	NET AREA	PERCENT OF AREA	VACANT COMMERCIAL	NET AREA	PERCENT OF AREA
"R" Zones	595.5A.	85.74	"C-1" Zones	90.7A.	96.0%
"CV" Zones	4.9A.	0.7%	"C-2" Zones	3.8A.	4.0%
"C" Zones	94.5A.	13.6%	"P-R" Zones	-----A.	-----%
"M" Zones	-----	----	Other	-----A.	-----%
TOTAL:	694.9A.	100.0%	TOTAL:	94.5A.	100%

VACANT "R" LAND	UNITS PER ACRE	POSSIBLE UNITS	VACANT SUBDIVIDED "R" LAND	LOTS/ UNITS	UNITS ACRE
R-E 120.9A.	2	241	R-E ----- A.	-----	-----
R-1 227.0A.	5	1135	R-1 ----- A.	-----	-----
R-2 ----- A.	-----	-----	R-3 ----- A.	-----	-----
R-3 44.8A.	19	851	R-PD7 3.9 A.	41	10.5
R-4 1.6A.	37	59	R-PD ----- A.	-----	-----
R-PD7 23.5A.	7	164	R-CL 7.9 A.	46	5.8
R-PD18 32.0A.	18	576	R-MHP ----- A.	-----	-----
R-CL 133.9A.	8	1071	R ----- A.	-----	-----
R-MHP ----- A.	-----	-----	R ----- A.	-----	-----
R ----- A.	-----	-----	----- A.	-----	-----
R ----- A.	-----	-----	----- A.	-----	-----
TOT. 583.7A.	-----	4097	TOT. 11.8 A.	87	7.4

VACANT "R" LAND: 583.7 A.

VACANT SUBDIVIDED "R" LAND: 11.8 A.

TOTAL 595.5 A.

POPULATION, HOUSING AND EMPLOYMENT
SUMMARY

COMMUNITY PROFILE AREA 8

DATE JANUARY 1984

POPULATION CHARACTERISTICS

1. TOTAL POPULATION	<u>22,672</u>	No.	
2. RACE			
A. White	<u>21,287</u>	No.	<u>93.9 %</u>
B. Black	<u>506</u>	No.	<u>2.2 %</u>
C. Spanish Origin	<u>1,184</u>	No.	<u>5.2 %</u>
3. SEX			
A. Male	<u>11,388</u>	No.	<u>50.2 %</u>
B. Female	<u>11,284</u>	No.	<u>49.8 %</u>
4. AGE			
a. Under 5	<u>1,495</u>	No.	<u>6.6 %</u>
b. 5-14	<u>5,872</u>	No.	<u>17.1 %</u>
c. 15-59	<u>15,270</u>	No.	<u>67.4 %</u>
d. 60-64	<u>732</u>	No.	<u>3.2 %</u>
e. 65 or over	<u>1,303</u>	No.	<u>5.7 %</u>
5. PERSONS PER HOUSEHOLD	<u>2.85</u>	No.	
6. PERSONS PER FAMILY	<u>3.37</u>	No.	
7. PERSONS IN GROUP QUARTERS	<u>-0-</u>	No.	
8. PERSONS IN HOUSEHOLD			
a. 1	<u>1,466</u>	No.	<u>18.5 %</u>
b. 2-4	<u>5,279</u>	No.	<u>66.7 %</u>
c. 5 or more	<u>1,164</u>	No.	<u>14.7 %</u>
9. MARITAL STATUS			
a. Married	<u>10,437</u>	No.	<u>46.0 %</u>
b. Single	<u>6,868</u>	No.	<u>30.3 %</u>
10. NUMBER OF WORKERS IN FAM	<u>5,642</u>	No.	
11. TRIP TO WORK			
a. Private Vehicle	<u>10,415</u>	No.	<u>94.0 %</u>
b. Public Transit	<u>222</u>	No.	<u>2.0 %</u>
12. SCHOOL ENROLLMENT			
a. K-8	<u>3,406</u>	No.	<u>0.43 NO/DU</u>
b. 9-12	<u>1,837</u>	No.	<u>0.23 NO/DU</u>
c. 12 and over	<u>746</u>	No.	<u>0.09 NO/DU</u>
13. RESIDENCE IN 1975			
a. Same House	<u>10,135</u>	No.	<u>44.7 %</u>
b. Different House	<u>11,135</u>	No.	<u>49.1 %</u>
c. Same County	<u>5,026</u>	No.	<u>22.2 %</u>
d. Out of County	<u>6,109</u>	No.	<u>26.9 %</u>

14. OCCUPATION

a. Managerial/Professional	<u>2,178</u>	No.	<u>19.4 %</u>
b. Technical/Sales/ Administrative	<u>3,617</u>	No.	<u>32.2 %</u>
c. Service	<u>3,006</u>	No.	<u>26.7 %</u>
d. Precision Production/ Crafts/Repair	<u>1,410</u>	No.	<u>12.5 %</u>
e. Operations/Fabricators/ Laborers	<u>984</u>	No.	<u>8.8 %</u>
f. All others	<u>43</u>	No.	<u>0.4 %</u>

15. EMPLOYMENT FIELD

a. Construction	<u>964</u>	No.	<u>8.6 %</u>
b. Manufacturing	<u>422</u>	No.	<u>3.8 %</u>
c. Transportation	<u>407</u>	No.	<u>3.6 %</u>
d. Communications/Utilities	<u>426</u>	No.	<u>3.8 %</u>
e. Wholesale Trade	<u>327</u>	No.	<u>2.9 %</u>
f. Retail Trade	<u>2,005</u>	No.	<u>17.8 %</u>
g. Finance Related	<u>755</u>	No.	<u>6.7 %</u>
h. Business & Repair Services	<u>727</u>	No.	<u>6.5 %</u>
i. Entertainment & Related	<u>3,046</u>	No.	<u>27.1 %</u>
j. Professional	<u>1,446</u>	No.	<u>12.9 %</u>
k. Government	<u>664</u>	No.	<u>5.9 %</u>

16. INCOME

a. Household			
1) Less than \$10,000	<u>1,220</u>	No.	<u>15.3 %</u>
2) More than \$50,000	<u>316</u>	No.	<u>4.0 %</u>
3) Median	<u>21,671</u>	No.	
4) Mean	<u>23,399</u>	No.	
b. Unrelated Individuals			
1) Less than \$8,000	<u>1,087</u>	No.	<u>39.6 %</u>
2) More than \$25,000	<u>237</u>	No.	<u>8.6 %</u>
3) Median	<u>10,584</u>	No.	
4) Mean	<u>12,485</u>	No.	

17. Household Income Type

a. With earnings	<u>7,198</u>	No.	<u>90.5 %</u>
b. With Social Security Pmts.	<u>1,189</u>	No.	<u>15.0 %</u>
c. With Public Asst. Pmts.	<u>239</u>	No.	<u>3.0 %</u>

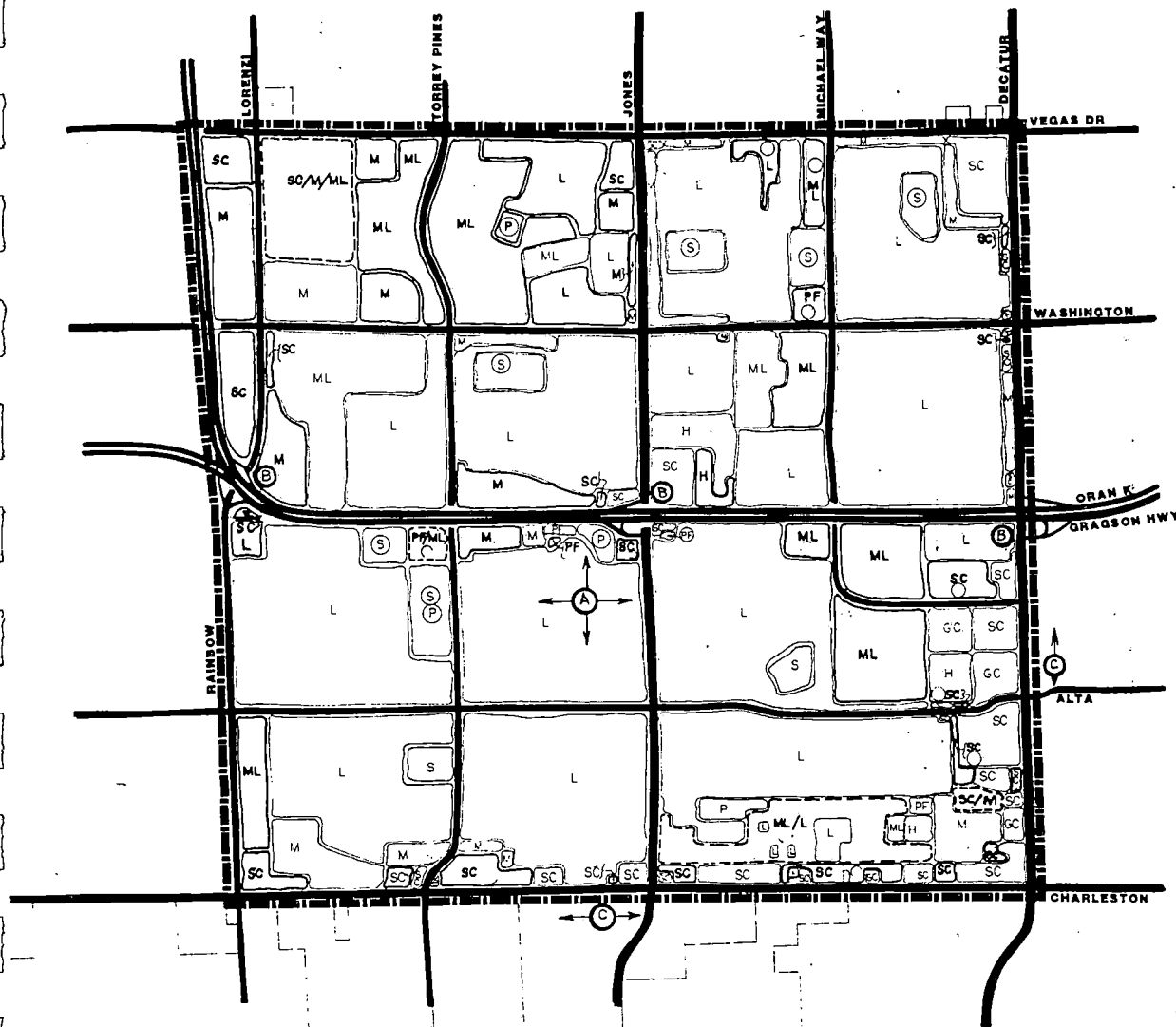
18. Poverty Status (Persons)

<u>1,194</u>	No.	<u>5.3 %</u>
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HOUSING CHARACTERISTICS

1. TENURE			
a. Owner Occupied	5,868	No.	73.8 %
b. Renter Occupied	2,083	No.	26.2 %
2. BATHROOMS			
a. 0 or 1/2	46	No.	0.6 %
b. 1 or more	7,905	No.	99.4 %
3. KITCHEN FACILITIES			
a. Complete	8,146	No.	99.4 %
b. Not complete	49	No.	0.6 %
4. SEWAGE DISPOSAL			
a. Public	8,141	No.	99.3 %
b. All others	54	No.	0.7 %
5. AIR CONDITIONING			
a. None	381	No.	4.6 %
b. System Installed	7,814	No.	95.4 %
6. HEATING			
a. None	-0-	No.	-0- %
b. System Installed	8,195	No.	100.0 %
7. VEHICLES AVAILABLE			
a. None	224	No.	2.8 %
b. 1	2,595	No.	32.6 %
c. 2	2,939	No.	37.0 %
d. 3 or more	2,193	No.	27.6 %
8. UNITS IN STRUCTURE			
a. 1	6,437	No.	81.0 %
b. 2	16	No.	0.2 %
c. 3 and 4	491	No.	6.2 %
d. 5 or more	995	No.	12.5 %
e. Mobile Home	12	No.	0.1 %
9. YEAR BUILT			
a. '70-'79	2,415	No.	30.4 %
b. '50-'69	5,493	No.	69.1 %
c. '49 or before	43	No.	0.5 %
10. BEDROOMS			
a. 0	40	No.	0.5 %
b. 1	727	No.	9.1 %
c. 2	1,353	No.	17.0 %
d. 3 or more	5,831	No.	73.5 %
11. MORTGAGE PAYMENT/MONTH			
a. Less than \$200	214	No.	3.6 %
b. \$200-\$349	2,011	No.	34.3 %
c. \$350-\$599	1,993	No.	34.0 %
d. \$600 or more	924	No.	14.0 %
e. Median	385	No.	
12. RENTAL/MONTH			
a. Less than \$200	224	No.	10.8 %
b. \$200-\$299	347	No.	16.7 %
c. \$300-\$499	1,094	No.	52.5 %
d. \$500 or more	359	No.	17.2 %
e. Median	365	No.	

City of Las Vegas general plan



Legend

- R Rural Density Residential 0-3 du/ac
- L Low Density Residential 3-6 du/ac
- ML Medium Low Density Residential 6-12 du/ac
- M Medium Density Residential 12-20 du/ac
- H High Density Residential 20+ du/ac

- GC General Commercial
- SC Service Commercial/Office
- TC Tourist Commercial
- E Employment

- (P) Parks/Recreation
- (S) School
- (PF) Public Facility (as noted)
- (A) Special Condition (refer to text)

- Preferred Use
- Variable Uses
- Existing Development (no short range change)

- Freeway/Expressway
- Primary Thoroughfare
- Secondary Thoroughfare
- Interchange

NOTE: All Density Ranges Are In Gross Acres
See Text For Definition
OCT 1984

COMMUNITY PROFILE NO. 9 (CP-9)

The following points are, where appropriate, keyed to reference letters for special conditions indicated on the Community Profile Map.

This area is partially developed in a suburban character with a high proportion of the land area still vacant (81.1%). It is designated for suburban development.

- (A) Most of the existing development consists of conventional single family subdivisions in the southerly fourth of the Community Profile.
- (B) Some of the vacant land consists of infill parcels along Rainbow Boulevard, Charleston Boulevard and Westcliff Drive.
- (C) The vast majority of vacant land is in large federal and private ownerships occupying the northerly two-thirds of the profile area.
- (D) All of this Community Profile is in the short-range planning horizon, although it is recognized that only a small proportion of the vacant land area will develop by 1990.
- (E) The most significant feature of this area is its strategic location between the existing urban concentration and the City's major expansion corridor to the west. This is already well underway with the Peccole Development immediately to the west. Existing development is less than a mile away from the eastern edge of Summa Corporation's Husite property. The General Plan envisions a planned development occurring on the Husite property. The intervening space, much of it in CP-9, will not be vacant in the future as suburban development rapidly links the areas.
- (F) A proposed freeway extension westerly from the Oran K. Gragson Highway (Las Vegas Expressway) north of Westcliff Drive, highlights the fact that this area is pivotal in the westward extension of urban/suburban development.
- (G) An amenity opportunity exists because of the proximity to Angel Park and regional bikeway along Charleston Boulevard.

- (H) The area subject to flooding along the west side of Gragson Highway south of Cheyenne needs to be protected from inundation by effective design of development on the property and upstream from it and by implementation of the applicable Flood Control Master Plan recommendations.
- (I) The vast amount of Bureau of Land Management (BLM) land in the County affords the City an opportunity to pursue its existing program of obtaining sites for future public use purposes at low cost and well in advance of need. This program should be continued.

It should be recalled that the dominant citywide point of significance is this area's link to the west. The major point with respect to the community profile area itself is its existing and future role as a quality residential area with a generally suburban character. This accounts for the emphasis on consideration of impacts on single family residential areas in the design of new development.

The following tabulations further indicate the character of the Community Profile, assist in evaluating proposed zone changes or development projects, serve as a basis for monitoring and updating the Community Profile and may indicate further policies and programs for the area's improvement.

COMMUNITY PROFILE NO. 9

DATA SUMMARY

A. Description

1. Boundaries: North - Cheyenne Avenue
: East - Oran K. Gragson Highway and Rainbow Boulevard
: South - Charleston Boulevard
: West - Durango Drive (extended)
2. Size : 4,858.5 net acres
3. RPD : Suburban

B. Natural Features or Constraints

1. Topography - gentle slope from west to east.
2. Drainage - Washes generally at Lake Mead, Washington and Westcliff; flooding for approximately one mile along west side of Gragson Highway.
3. Southerly portion is down-slope from Angel Park detention basin.

C. Existing Development/Improved Areas

1. 918.7 acres - 18.9%
2. Residential: 546.2 acres - 3332 dwelling units - 6.1 DU/Acre - gross average
3. Non-residential: 36.7 acres

D. Vacant Land

1. Total - 3939.8 ac.
2. Subdivided - 37.9

E. Potential Development

1. Zoned for suburban uses and densities:
3,885.7 acres - 8,274 dwelling units
See Land Use Summary for details.

2. Subdivided for suburban uses and densities:

37.9 acres - 327 dwelling units

3. 3780.5 acres of vacant R-E zoning is designated. That density is inappropriate for the long term character of this area.

F. Population Characteristics

See attached Population, Housing and Employment Summary.

G. Housing

See Population, Housing and Employment Summary.

H. Land Use - See attached Land Use Table.

I. Action Priorities

1. Protect major access corridor to the west between Westcliff Drive and Husite.
2. Insure that adequate water, sewer, and drainage facilities are planned and programmed to serve development to the west and protect necessary rights-of-way.
3. Preserve traffic carrying capacities of east/west routes as much as possible.
4. Confirm City acquisition of BLM parcels.
5. Undertake formal review of forthcoming Husite Plan for City implications as soon as it is available.
6. Document resolutions of intent and add to map and text.
7. Determine whether any special permits have been approved and record accordingly.
8. Review Bureau of Land Management, County, Water District, Flood Control District and School District planning activities to identify possible impacts on this area not otherwise accounted for in the General Plan.

LAND USE SUMMARY

COMMUNITY PROFILE AREA 9 (CP-9)

DATE: 12/83

EXISTING LAND USES:	AREA: NET ACRES	% OF AREA
Residential Uses	546.2 A.	11.3 %
Civic Uses	20.8 A.	0.4 %
Commercial Uses	15.9 A.	0.3 %
Industrial Uses	---- A.	---- %
Misc.	---- A.	---- %
Rights-of-Way	335.8 A.	6.9 %
Vacant Land	3939.8 A.	81.1 %
TOTAL:	4858.5	100 %

RESIDENTIAL DEVELOPMENT	NUMBER OF UNITS	PERCENT OF UNITS	NET AREA ACRES	PERCENT OF AREA	UNITS/ACRE
Single Family	3124	93.8%	531.0	97.2%	5.9
Townhouse/Condo	208	6.2%	15.2	2.8%	13.7
Mobile Home	----	----	----	----	----
Multi-Family	----	----	----	----	----
TOTAL:	3332	100.0%	546.2	100.0%	6.1

VACANT LAND	NET AREA	PERCENT OF AREA	VACANT COMMERCIAL	NET AREA	PERCENT OF AREA
"R" Zones	3923.6A.	99.6%	"C-1" Zones	16.2A.	100 %
"CV" Zones	-----A.	-----	"C-2" Zones	-----A.	----- %
"C" Zones	16.2A.	0.4%	"P-R" Zones	-----A.	----- %
"M" Zones	-----	-----	Other	-----A.	----- %
TOTAL:	3939.8A.	100.0%	TOTAL:	16.2A.	100%

VACANT "R" LAND	UNITS PER ACRE	POSSIBLE UNITS	VACANT SUBDIVIDED "R" LAND	LOTS/ UNITS	UNITS ACRE
R-E 3780.5A.	2	7561	R-E A.		
R-1 42.6A.	5	213	R-1 6.5 A.	34	5.2
R-2 A.			R-3 A.		
R-3 A.			R-PD A.		
R-4 A.			R-PD A.		
R-PD A.			R-CL 31.4 A.	293	9.3
R-CL 62.6A.	8	500	R-MHP A.		
R-MHP A.			R A.		
R A.			R A.		
R A.			R A.		
TOT. 3885.7A.		8274	TOT. 37.9 A.	327	8.6

VACANT "R" LAND: 3885.7 A.

VACANT SUBDIVIDED "R" LAND: 37.9 A.

TOTAL 3923.6 A.

POPULATION, HOUSING AND EMPLOYMENT
SUMMARY

COMMUNITY PROFILE AREA 9

DATE JANUARY 1984

POPULATION CHARACTERISTICS

1. TOTAL POPULATION	<u>9,123</u>	No.	
2. RACE			
A. White	<u>8,285</u>	No.	<u>90.8 %</u>
B. Black	<u>294</u>	No.	<u>3.2 %</u>
C. Spanish Origin	<u>449</u>	No.	<u>4.9 %</u>
3. SEX			
A. Male	<u>4,585</u>	No.	<u>50.3 %</u>
B. Female	<u>4,538</u>	No.	<u>49.7 %</u>
4. AGE			
a. Under 5	<u>773</u>	No.	<u>8.5 %</u>
b. 5-14	<u>1,847</u>	No.	<u>20.2 %</u>
c. 15-59	<u>6,107</u>	No.	<u>66.9 %</u>
d. 60-64	<u>169</u>	No.	<u>1.9 %</u>
e. 65 or over	<u>227</u>	No.	<u>2.5 %</u>
5. PERSONS PER HOUSEHOLD	<u>3.42</u>	No.	
6. PERSONS PER FAMILY	<u>3.42</u>	No.	
7. PERSONS IN GROUP QUARTERS	<u>-0-</u>	No.	
8. PERSONS IN HOUSEHOLD			
a. 1	<u>165</u>	No.	<u>6.2 %</u>
b. 2-4	<u>1,941</u>	No.	<u>75.1 %</u>
c. 5 or more	<u>548</u>	No.	<u>20.6 %</u>
9. MARITAL STATUS			
a. Married	<u>4,569</u>	No.	<u>94.8 %</u>
b. Single	<u>1,934</u>	No.	<u>1.9 %</u>
10. NUMBER OF WORKERS IN FAM	<u>2,327</u>	No.	
11. TRIP TO WORK			
a. Private Vehicle	<u>4,274</u>	No.	<u>94.8 %</u>
b. Public Transit	<u>86</u>	No.	<u>1.9 %</u>
12. SCHOOL ENROLLMENT			
a. K-8	<u>1,673</u>	No.	<u>0.63 NO/DU</u>
b. 9-12	<u>649</u>	No.	<u>0.24 NO/DU</u>
c. 12 and over	<u>342</u>	No.	<u>0.13 NO/DU</u>
13. RESIDENCE IN 1975			
a. Same House	<u>2,436</u>	No.	<u>20.2 %</u>
b. Different House	<u>5,782</u>	No.	<u>63.4 %</u>
c. Same County	<u>3,165</u>	No.	<u>34.7 %</u>
d. Out of County	<u>2,618</u>	No.	<u>28.7 %</u>

14. OCCUPATION

a. Managerial/Professional	914	No.	20.2 %
b. Technical/Sales/ Administrative	1,403	No.	30.9 %
c. Service	1,328	No.	29.3 %
d. Precision Production/ Crafts/Repair	530	No.	11.7 %
e. Operations/Fabricators/ Laborers	333	No.	7.3 %
f. All others	28	No.	0.6 %

15. EMPLOYMENT FIELD

a. Construction	460	No.	10.1 %
b. Manufacturing	178	No.	3.9 %
c. Transportation	168	No.	3.7 %
d. Communications/Utilities	149	No.	3.3 %
e. Wholesale Trade	89	No.	2.0 %
f. Retail Trade	795	No.	17.5 %
g. Finance Related	251	No.	5.5 %
h. Business & Repair Services	204	No.	4.5 %
i. Entertainment & Related	1,257	No.	27.7 %
j. Professional	596	No.	13.1 %
k. Government	379	No.	8.4 %

16. INCOME

a. Household

1) Less than \$10,000	139	No.	5.2 %
2) More than \$50,000	120	No.	4.5 %
3) Median	26,012	No.	
4) Mean	27,427	No.	

b. Unrelated Individuals

1) Less than \$8,000	193	No.	32.8 %
2) More than \$25,000	89	No.	15.1 %
3) Median	12,409	No.	
4) Mean	13,475	No.	

17. Household Income Type

a. With earnings	2,597	No.	97.4 %
b. With Social Security Pmts.	235	No.	8.8 %
c. With Public Asst. Pmts.	35	No.	1.3 %

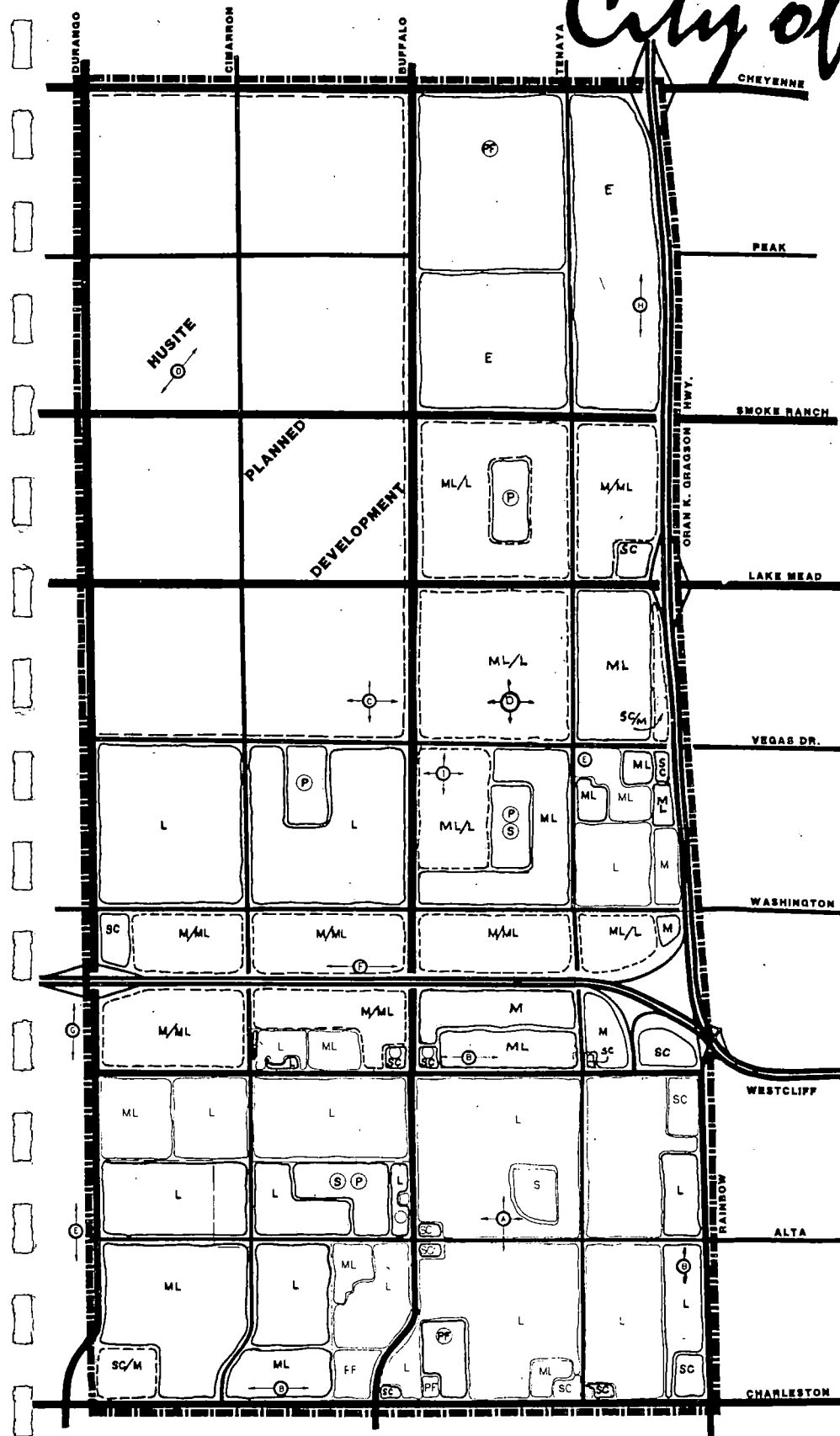
18. Poverty Status (Persons)

	305	No.	3.3 %
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HOUSING CHARACTERISTICS

1. TENURE			
a. Owner Occupied	2,356	No.	88.3 %
b. Renter Occupied	311	No.	11.7 %
2. BATHROOMS			
a. 0 or 1/2	28	No.	1.1 %
b. 1 or more	2,639	No.	98.9 %
3. KITCHEN FACILITIES			
a. Complete	2,780	No.	98.1 %
b. Not complete	53	No.	1.9 %
4. SEWAGE DISPOSAL			
a. Public	2,736	No.	96.6 %
b. All others	97	No.	3.4 %
5. AIR CONDITIONING			
a. None	17	No.	0.6 %
b. System Installed	2,826	No.	99.4 %
6. HEATING			
a. None	7	No.	0.2 %
b. System Installed	2,826	No.	99.8 %
7. VEHICLES AVAILABLE			
a. None	-0-	No.	-0- %
b. 1	528	No.	19.8 %
c. 2	1,056	No.	39.6 %
d. 3 or more	1,083	No.	40.6 %
8. UNITS IN STRUCTURE			
a. 1	2,564	No.	96.1 %
b. 2	-0-	No.	-0- %
c. 3 and 4	-0-	No.	-0- %
d. 5 or more	69	No.	2.6 %
e. Mobile Home	35	No.	1.3 %
9. YEAR BUILT			
a. '70-'79	2,262	No.	84.8 %
b. '50-'69	395	No.	14.8 %
c. '49 or before	10	No.	0.4 %
10. BEDROOMS			
a. 0	-0-	No.	-0- %
b. 1	58	No.	2.2 %
c. 2	83	No.	3.1 %
d. 3 or more	2,526	No.	94.7 %
11. MORTGAGE PAYMENT/MONTH			
a. Less than \$200	10	No.	0.4 %
b. \$200-\$349	197	No.	8.4 %
c. \$350-\$599	1,090	No.	46.5 %
d. \$600 or more	816	No.	34.6 %
e. Median	582	No.	
12. RENTAL/MONTH			
a. Less than \$200	5	No.	1.6 %
b. \$200-\$299	-0-	No.	-0- %
c. \$300-\$499	33	No.	10.6 %
d. \$500 or more	214	No.	68.8 %
e. Median	496	No.	

City of Las Vegas general plan



Legend

R	Rural Density Residential 0-3 du/ac
L	Low Density Residential 3-6 du/ac
ML	Medium Low Density Residential 6-12 du/ac
M	Medium Density Residential 12-20 du/ac
H	High Density Residential 20+ du/ac

GC	General Commercial
SC	Service Commercial/Office
TC	Tourist Commercial
E	Employment

P	Parks/Recreation
S	School
PF	Public Facility (as noted)
A	Special Condition (refer to text)

	Preferred Use
	Variable Uses
	Existing Development (no short range change)
	Freeway/Expressway
	Primary Thoroughfare
	Secondary Thoroughfare
	Interchange

NOTE: All Density Ranges Are in Gross Acres
See Text For Definition.

NOV 1984

COMMUNITY PROFILE NO. 10 (CP-10)

This area is slightly over half developed in a variety of urban, suburban and rural uses, with 48.1% of the land areas still vacant. It is designated for suburban and rural development.

The following points are, where appropriate, keyed to reference letters for special conditions indicated on the Community Profile Map.

(A) The vacant land is generally scattered throughout the area, with every quarter section evidencing some vacant parcels. The westerly portion of CP-10, generally between the Gragson Highway and Torrey Pines Drive, differs from this pattern in that it is almost totally vacant: less than 15% is developed.

(B) A portion in the northwest of this profile area is in federal ownership.

(C) The central portion of CP-10, generally between Decatur and Torrey Pines is influenced in the short run mainly by existing uses.

(D) The periphery of the profile area is influenced mainly by the Rancho Drive and Gragson Highway transportation corridors extending to the north.

Hence, the short-range land use pattern is aimed at preserving as much as possible the residential enclaves in the central portion of the community, intensifying land uses along the dominant transportation routes and shaping commercial uses to reduce strip commercial potential along the thoroughfares.

(E) A special condition affecting this area is the overflight zone related to the North Las Vegas air terminal. The thrust of land use proposals in CP-10 is to reduce as much as possible the number of residential inhabitants regularly exposed to aircraft noise and hazard by designating employment and very low density uses.

(F) There is a long, narrow area subject to flooding along Rancho Drive. This condition must be mitigated by general flood control improvements outside the property involved as well as site improvements as the land develops or redevelops.

The most significant feature of this area is its transitional role in both north/south and east/west directions. In the north/south axis it represents a less intense mixed use character than the more completely suburban development to the south. Yet it is generally more intensive in use than the area along

Rancho Drive to the north. At the same time, it serves as a transition area between a predominantly industrial sector of the City of North Las Vegas to the east and the relatively low density pattern anticipated to the west in CP-9.

- (G) There is potential for a sub-regional shopping center in the vicinity of Gragson Highway and Lake Mead Boulevard.

A development factor that is a particular complication in this community profile is the very irregular pattern of the City/County boundary line. This makes continuity of development policy very difficult. The situation would be considerably eased if county islands and peninsulas could become part of the City.

The following tabulations further indicate the character of the Community Profile, assist in evaluating proposed zone changes or development projects, serve as a basis for monitoring and updating the Community Profile and may indicate further policies and programs for the area's improvement.

COMMUNITY PROFILE NO. 10

DATA SUMMARY

A. Description

1. Boundaries: North - Cheyenne Avenue
: East - Rancho Drive
: South - Vegas Drive
: West - Oran K. Gragson Highway
2. Size : 3,337.8 net acres
3. RPD : Suburban and Rural

B. Natural Features or Constraints

1. Topography - gentle slope from west to east.
2. Drainage - Surface streets primarily; flooding along entire west side of Rancho Drive.

C. Existing Development/Improved Areas

1. 1731.6 acres - 51.9%
2. Residential: 1071.2 acres - 5652 dwelling units
5.3 DU/Acre - gross average
3. Non-residential: 124.4 acres

D. Vacant Land

1. Total - 1606.2 ac.
2. Subdivided - 124.4

E. Potential Development

1. Zoned for suburban and rural uses and densities:
1319.0 acres - 5,460 dwelling units
See Land Use Summary for details.

2. Subdivided for suburban uses and densities:

124.4 acres - 753 dwelling units

3. 1048.3 acres of R-E zoning is designated. That density is inappropriate for the long term character of much of this area.

F. Population Characteristics

See attached Population, Housing and Employment Summary.

G. Housing

See Population, Housing and Employment Summary.

H. Land Use - See attached Land Use Table.

I. Action Priorities

1. Complete and implement Flood Control Master Plan recommendations for area along Rancho Drive.
2. Proceed with annexation areas to eliminate islands and irregular boundaries.
3. Pursue state legislative changes to permit annexing of County islands and to eliminate irregular boundaries which make it difficult to develop the area in a logical fashion.
4. Evaluate the neighborhood in the vicinity of Vegas Drive and Rancho Drive to reconcile mixed use conflicts.
5. Document resolutions of intent and add to map and text.
6. Determine where special permits have been approved and record accordingly.
7. Review Bureau of Land Management, County, Water District, Flood Control District and School District planning activities to identify possible impacts on this area not otherwise accounted for in the General Plan.

LAND USE SUMMARY

COMMUNITY PROFILE AREA 10

DATE: 12/83

EXISTING LAND USES:	AREA: NET ACRES	% OF AREA
Residential Uses	1071.2 A.	32.1 %
Civic Uses	73.0 A.	2.2 %
Commercial Uses	50.7 A.	1.5 %
Industrial Uses	----- A.	----- %
Misc.	0.7 A.	----- %
Rights-of-Way	536.0 A.	16.1 %
Vacant Land	1606.2 A.	48.1 %
TOTAL:	3337.8	100.0 %

RESIDENTIAL DEVELOPMENT	NUMBER OF UNITS	PERCENT OF UNITS	NET AREA ACRES	PERCENT OF AREA	UNITS/ ACRE
Single Family	4131	73.1%	974.5	91.0%	4.2
Townhouse/Condo	583	10.3%	37.4	3.5%	15.6
Mobile Home	38	0.7%	8.4	0.8%	4.5
Multi-Family	900	15.9%	50.9	4.7%	17.7
TOTAL:	5652	100.0%	1071.2	100.0%	5.3

VACANT LAND	NET AREA	PERCENT OF AREA
"R" Zones	1443.4A.	89.9%
"CV" Zones	-----A.	-----
"C" Zones	162.8A.	10.1%
"M" Zones	-----A.	-----%
TOTAL:	1606.2A.	100.0%

VACANT COMMERCIAL	NET AREA	PERCENT OF AREA
"C-1" Zones	54.8A.	33.7%
"C-2" Zones	108.0A.	66.3%
"P-R" Zones	-----A.	-----%
Other	-----A.	-----%
TOTAL:	162.8A.	100%

VACANT "R" LAND	UNITS PER ACRE	POSSIBLE UNITS
R-E 1048.3A.	2	2096
R-1 53.0A.	5	265
R-2 0.7A.	10	7
R-3 104.6A.	19	1987
R-4 2.9A.	37	107
R-PD2 4.0A.	2	8
R-PD8 1.4A.	8	11
R-PD11 1.3A.	11	14
R-PD14 30.4A.	14	425
R-D 46.9A.	3	140
R-PD9 1.6A.	9	14
R-PD10 10.5A.	10	105
R-PD21 13.4A.	21	281
TOT. 1319.0A.		5460

VACANT SUBDIVIDED "R" LAND	LOTS/ UNITS	UNITS ACRE
R-E 22.1 A.	52	2.4
R-1 27.3 A.	158	5.8
R-3 3.3 A.	72	21.8
R-PD2 32.1 A.	80	2.5
R-PD10 0.7 A.	5	7.1
R-CL 10.2 A.	78	7.6
R-MHP A.		
R-PD8 28.7 A.	308	10.7
R A.		
A.		
A.		
A.		
TOT. 124.4 A.	753	6.1

VACANT "R" LAND: 1319.0 A.

VACANT SUBDIVIDED "R" LAND: 124.4 A.

TOTAL 1443.4 A.

POPULATION, HOUSING AND EMPLOYMENT
SUMMARY

COMMUNITY PROFILE AREA 10

DATE JANUARY 1984

POPULATION CHARACTERISTICS

1. TOTAL POPULATION	<u>15,374</u>	No.	
2. RACE			
A. White	<u>14,353</u>	No.	<u>93.4 %</u>
B. Black	<u>554</u>	No.	<u>3.6 %</u>
C. Spanish Origin	<u>818</u>	No.	<u>5.3 %</u>
3. SEX			
A. Male	<u>7,593</u>	No.	<u>49.4 %</u>
B. Female	<u>7,781</u>	No.	<u>50.6 %</u>
4. AGE			
a. Under 5	<u>1,191</u>	No.	<u>7.7 %</u>
b. 5-14	<u>2,519</u>	No.	<u>16.4 %</u>
c. 15-59	<u>10,460</u>	No.	<u>68.0 %</u>
d. 60-64	<u>458</u>	No.	<u>3.0 %</u>
e. 65 or over	<u>746</u>	No.	<u>4.9 %</u>
5. PERSONS PER HOUSEHOLD	<u>2.81</u>	No.	
6. PERSONS PER FAMILY	<u>3.22</u>	No.	
7. PERSONS IN GROUP QUARTERS	<u>27</u>	No.	
8. PERSONS IN HOUSEHOLD			
a. 1	<u>1,013</u>	No.	<u>18.0 %</u>
b. 2-4	<u>5,946</u>	No.	<u>70.1 %</u>
c. 5 or more	<u>670</u>	No.	<u>11.9 %</u>
9. MARITAL STATUS			
a. Married	<u>7,704</u>	No.	<u>50.1 %</u>
b. Single	<u>3,960</u>	No.	<u>25.8 %</u>
10. NUMBER OF WORKERS IN FAM	<u>4,044</u>	No.	
11. TRIP TO WORK			
a. Private Vehicle	<u>7,510</u>	No.	<u>94.7 %</u>
b. Public Transit	<u>123</u>	No.	<u>1.6 %</u>
12. SCHOOL ENROLLMENT			
a. K-8	<u>2,186</u>	No.	<u>0.40 NO/DU</u>
b. 9-12	<u>990</u>	No.	<u>0.18 NO/DU</u>
c. 12 and over	<u>692</u>	No.	<u>0.13 NO/DU</u>
13. RESIDENCE IN 1975			
a. Same House	<u>4,247</u>	No.	<u>27.6 %</u>
b. Different House	<u>9,813</u>	No.	<u>63.8 %</u>
c. Same County	<u>5,666</u>	No.	<u>36.9 %</u>
d. Out of County	<u>4,147</u>	No.	<u>27.0 %</u>

14. OCCUPATION

a. Managerial/Professional	<u>1,856</u>	No.	<u>23.1 %</u>
b. Technical/Sales/	<u>2,560</u>	No.	<u>31.8 %</u>
Administrative	<u>1,929</u>	No.	<u>24.0 %</u>
c. Service			
d. Precision Production/	<u>1,143</u>	No.	<u>14.2 %</u>
Crafts/Repair			
e. Operations/Fabricators/	<u>545</u>	No.	<u>6.8 %</u>
Laborers	<u>15</u>	No.	<u>0.2 %</u>
f. All others			

15. EMPLOYMENT FIELD

a. Construction	<u>703</u>	No.	<u>8.7 %</u>
b. Manufacturing	<u>368</u>	No.	<u>4.6 %</u>
c. Transportation	<u>335</u>	No.	<u>4.2 %</u>
d. Communications/Utilities	<u>333</u>	No.	<u>4.1 %</u>
e. Wholesale Trade	<u>257</u>	No.	<u>3.2 %</u>
f. Retail Trade	<u>1,328</u>	No.	<u>16.5 %</u>
g. Finance Related	<u>530</u>	No.	<u>6.6 %</u>
h. Business & Repair			
Services	<u>412</u>	No.	<u>5.1 %</u>
i. Entertainment & Related	<u>2,127</u>	No.	<u>26.4 %</u>
j. Professional	<u>1,064</u>	No.	<u>13.2 %</u>
k. Government	<u>533</u>	No.	<u>6.6 %</u>

16. INCOME

a. Household

1) Less than \$10,000	<u>862</u>	No.	<u>15.8 %</u>
2) More than \$50,000	<u>299</u>	No.	<u>5.5 %</u>
3) Median	<u>20,136</u>	No.	
4) Mean	<u>23,275</u>	No.	

b. Unrelated Individuals

1) Less than \$8,000	<u>738</u>	No.	<u>3.7 %</u>
2) More than \$25,000	<u>196</u>	No.	<u>10.0 %</u>
3) Median	<u>10,366</u>	No.	
4) Mean	<u>11,431</u>	No.	

17. Household Income Type

a. With earnings	<u>5,171</u>	No.	<u>94.5 %</u>
b. With Social Security Pmts.	<u>758</u>	No.	<u>13.9 %</u>
c. With Public Asst. Pmts.	<u>134</u>	No.	<u>2.5 %</u>

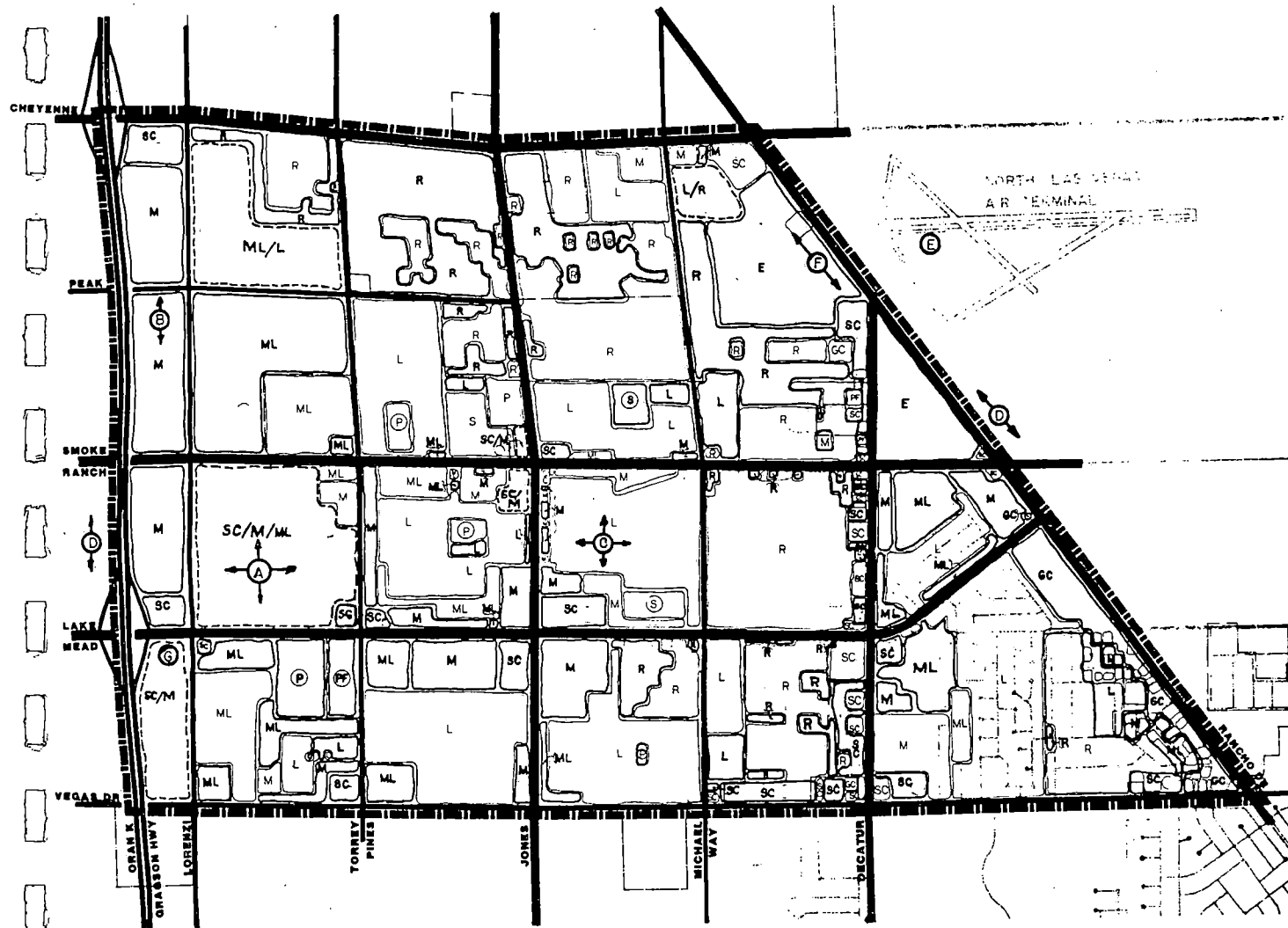
18. Poverty Status (Persons)

	<u>850</u>	No.	<u>5.5 %</u>
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HOUSING CHARACTERISTICS

1. TENURE			
a. Owner Occupied	3,907	No.	71.4 %
b. Renter Occupied	1,563	No.	28.6 %
2. BATHROOMS			
a. 0 or 1/2	11	No.	0.2 %
b. 1 or more	5,459	No.	99.8 %
3. KITCHEN FACILITIES			
a. Complete	5,809	No.	99.7 %
b. Not complete	15	No.	0.3 %
4. SEWAGE DISPOSAL			
a. Public	5,020	No.	86.2 %
b. All others	804	No.	13.8 %
5. AIR CONDITIONING			
a. None	86	No.	1.5 %
b. System Installed	5,738	No.	98.5 %
6. HEATING			
a. None	5	No.	0.1 %
b. System Installed	5,819	No.	99.9 %
7. VEHICLES AVAILABLE			
a. None	168	No.	3.1 %
b. 1	1,539	No.	28.1 %
c. 2	2,227	No.	40.7 %
d. 3 or more	1,536	No.	28.1 %
8. UNITS IN STRUCTURE			
a. 1	4,081	No.	74.6 %
b. 2	80	No.	1.5 %
c. 3 and 4	704	No.	12.9 %
d. 5 or more	579	No.	10.6 %
e. Mobile Home	26	No.	0.5 %
9. YEAR BUILT			
a. 170-179	3,260	No.	59.6 %
b. 150-169	2,119	No.	38.7 %
c. 149 or before	91	No.	1.7 %
10. BEDROOMS			
a. 0	73	No.	1.3 %
b. 1	385	No.	7.0 %
c. 2	1,462	No.	26.7 %
d. 3 or more	3,550	No.	64.9 %
11. MORTGAGE PAYMENT/MONTH			
a. Less than \$200	39	No.	1.0 %
b. \$200-\$349	602	No.	15.4 %
c. \$350-\$599	1,736	No.	44.4 %
d. \$600 or more	976	No.	25.0 %
e. Median	508	No.	
12. RENTAL/MONTH			
a. Less than \$200	39	No.	1.0 %
b. \$200-\$349	602	No.	15.4 %
c. \$350-\$599	1,736	No.	44.4 %
d. \$600 or more	976	No.	25.0 %
e. Median	508	No.	

City of Las Vegas general plan



Legend

R	Rural Density Residential 0-3 du/ac
L	Low Density Residential 3-6 du/ac
ML	Medium Low Density Residential 6-12 du/ac
M	Medium Density Residential 12-20 du/ac
H	High Density Residential 20+ du/ac

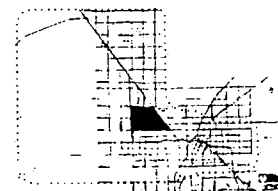
GC	General Commercial
SC	Service Commercial/Office
TC	Tourist Commercial
E	Employment

P	Parks/Recreation
S	School
PF	Public Facility (as noted)
A	Special Condition (refer to text)

	Preferred Use
	Variable Uses
	Existing Development (no short range change)

	Freeway/Expressway
	Primary Thoroughfare
	Secondary Thoroughfare
	Interchange

NOTE: All Density Ranges Are in Gross Acres.
See Text For Definition.
NOV. 1984



COMMUNITY PROFILE NO. 11 (CP-11)

The following points are, where appropriate, keyed to reference letters for special conditions indicated on the Community Profile Map.

This area is 66% undeveloped with those uses presently developed characterized by scattered rural and suburban residential neighborhoods. It is designated for partially rural and partially suburban development.

- (A) The dominant physical feature of this profile is the convergence within it of two major access routes: Gragson Highway and Rancho Drive. The future method of connecting these two routes will have significant impacts on land use potential in their vicinity.
- (B) There are several existing developed and partially developed rural enclaves throughout the community and the plan attempts to preserve those living environments while still achieving a variety of development densities and intensities related to the excellent circulation access.

The following tabulations further indicate the character of the Community Profile, assist in evaluating proposed zone changes or development projects, serve as a basis for monitoring and updating the Community Profile and may indicate further policies and programs for the area's improvement.

COMMUNITY PROFILE NO. 11

DATA SUMMARY

A. Description

1. Boundaries: North - Ann Road
 : East - Rancho Drive
 : South - Cheyenne Avenue
 : West - Buffalo Drive
2. Size : 2,896.7 net acres
3. RPD : Suburban and Rural

B. Natural Features or Constraints

1. Topography - Gentle slope to the east.
2. Drainage - Extensive areas subject to flooding along entire west side of Oran K. Gragson Highway and Rancho Drive, as well as in an east/west direction generally along Gowan Road.

C. Existing Development/Improved Areas

1. 985.5 acres - 34%
2. Residential: 483.0 acres - 1,855 dwelling units
3.8 DU/Acre - gross average
3. Non-residential: 40.0 acres

D. Vacant Land

1. Total - 1,911.2 ac.
2. Subdivided - 86.1 ac.

E. Potential Development

1. Zoned for suburban and rural uses and densities:
1645.3 acres - 6,129 dwelling units
See Land Use Summary for details.

2. Subdivided for suburban uses and densities:

86.1 acres - 581 dwelling units
See Land Use Summary for details.

F. Population Characteristics

See attached Population, Housing and Employment Summary.

G. Housing

See attached Population, Housing and Employment Summary.

H. Land Use - See attached table

I. Action Priorities

1. Complete and implement Flood Control Master Plan recommendations for the entire area.
2. Work with the State Department of Transportation to develop a Gragson Highway/Rancho Drive interchange design which will provide direct local thoroughfare access for traffic in both directions (thus facilitating intensified development between Craig Road and Ann Road.
3. Continue the process of obtaining designated Bureau of Land Management parcels.
4. Document resolutions of intent and add to map and text.
5. Determine where special permits have been approved and record accordingly.
6. Review Bureau of Land Management, County, Water District, Flood Control District and School District planning activities to identify possible impacts on this area not otherwise accounted for in the General Plan.

LAND USE SUMMARY

COMMUNITY PROFILE AREA

11

DATE: 12/83

EXISTING LAND USES:	AREA: NET ACRES	% OF AREA
Residential Uses	483.0 A.	16.6 %
Civic Uses	25.1 A.	0.8 %
Commercial Uses	16.9 A.	0.6 %
Industrial Uses	----- A.	----- %
Misc.	----- A.	----- %
Rights-of-Way	462.5 A.	16.0 %
Vacant Land	1911.2 A.	66.0 %
TOTAL:	2896.7	100 %

RESIDENTIAL DEVELOPMENT	NUMBER OF UNITS	PERCENT OF UNITS	NET AREA ACRES	PERCENT OF AREA	UNITS/ACRE
Single Family	1300	70.1%	384.3	79.6%	3.4
Townhouse/Condo	-----	-----	-----	-----	-----
Mobile Home	399	21.5%	91.3	18.9%	4.4
Multi-Family	156	8.4%	7.4	1.5%	21.1
TOTAL:	1855	100%	483.0	100%	3.8

VACANT LAND	NET AREA	PERCENT OF AREA	VACANT COMMERCIAL	NET AREA	PERCENT OF AREA
"R" Zones	1731.4A.	90.6%	"C-1" Zones	28.3A.	15.7%
"CV" Zones	-----A.	-----	"C-2" Zones	151.5A.	84.5%
"C" Zones	179.8A.	9.4%	"P-R" Zones	-----A.	-----%
"M" Zones	-----	-----	Other	-----A.	-----%
TOTAL:	1911.2A.	100.0%	TOTAL:	179.8A.	100%

VACANT "R" LAND	UNITS PER ACRE	POSSIBLE UNITS	VACANT SUBDIVIDED "R" LAND	LOTS/ UNITS	UNITS ACRE
R-3 1321.1A.	2	2642	R-E 2.8 A.	5	1.8
R-1 81.5A.	5	407	R-1 39.5 A.	219	5.6
R-2 3.6A.	10	36	R-3 1.1 A.	24	21.8
R-3 38.2A.	19	725	R-PD6 12.4 A.	97	7.8
R-4 2.5A.	37	92	R-PD A.	-----	-----
R-PD6 13.9A.	6	85	R-CL 26.4 A.	224	8.5
R-PD9 15.7A.	9	141	R-MHP A.	-----	-----
R-CL 89.5A.	8	716	R-D 4.1 A.	12	2.9
R-PD20 34.9A.	20	698	R A.	-----	-----
R-D 2.6A.	5	7	----- A.	-----	-----
R-PD14 17.2A.	14	240	----- A.	-----	-----
R-PD18 24.6A.	18	442	----- A.	-----	-----
TOT. 1645.3A.	-----	6129	TOT. 86.1 A.	581	6.7

VACANT "R" LAND: 1645.3 A.

VACANT SUBDIVIDED "R" LAND: 86.1 A.

TOTAL 1731.4 A.

POPULATION, HOUSING AND EMPLOYMENT
SUMMARY

COMMUNITY PROFILE AREA 11 & 15

DATE JANUARY 1984

POPULATION CHARACTERISTICS

1. TOTAL POPULATION	<u>3,584</u>	No.	
2. RACE			
A. White	<u>3,377</u>	No.	<u>94.2 %</u>
B. Black	<u>112</u>	No.	<u>3.1 %</u>
C. Spanish Origin	<u>153</u>	No.	<u>4.3 %</u>
3. SEX			
A. Male	<u>1,811</u>	No.	<u>50.5 %</u>
B. Female	<u>1,773</u>	No.	<u>49.5 %</u>
4. AGE			
a. Under 5	<u>285</u>	No.	<u>8.0 %</u>
b. 5-14	<u>554</u>	No.	<u>15.5 %</u>
c. 15-59	<u>2,370</u>	No.	<u>66.1 %</u>
d. 60-64	<u>86</u>	No.	<u>2.4 %</u>
e. 65 or over	<u>286</u>	No.	<u>8.0 %</u>
5. PERSONS PER HOUSEHOLD	<u>3.29</u>	No.	
6. PERSONS PER FAMILY	<u>3.36</u>	No.	
7. PERSONS IN GROUP QUARTERS	<u>201</u>	No.	
8. PERSONS IN HOUSEHOLD			
a. 1	<u>77</u>	No.	<u>7.0 %</u>
b. 2-4	<u>841</u>	No.	<u>76.9 %</u>
c. 5 or more	<u>175</u>	No.	<u>16.0 %</u>
9. MARITAL STATUS			
a. Married	<u>1,908</u>	No.	<u>53.2 %</u>
b. Single	<u>815</u>	No.	<u>22.7 %</u>
10. NUMBER OF WORKERS IN FAM	<u>907</u>	No.	
11. TRIP TO WORK			
a. Private Vehicle	<u>1,604</u>	No.	<u>93.9 %</u>
b. Public Transit	<u>16</u>	No.	<u>0.9 %</u>
12. SCHOOL ENROLLMENT			
a. K-8	<u>492</u>	No.	<u>0.48 NO/DU</u>
b. 9-12	<u>174</u>	No.	<u>0.17 NO/DU</u>
c. 12 and over	<u>143</u>	No.	<u>0.14 NO/DU</u>
13. RESIDENCE IN 1975			
a. Same House	<u>851</u>	No.	<u>23.7 %</u>
b. Different House	<u>2,475</u>	No.	<u>69.1 %</u>
c. Same County	<u>1,563</u>	No.	<u>43.6 %</u>
d. Out of County	<u>912</u>	No.	<u>25.4 %</u>

14. OCCUPATION

a. Managerial/Professional	<u>323</u>	No.	<u>18.5 %</u>
b. Technical/Sales/ Administrative	<u>499</u>	No.	<u>28.6 %</u>
c. Service	<u>362</u>	No.	<u>20.8 %</u>
d. Precision Production/ Crafts/Repair	<u>328</u>	No.	<u>18.8 %</u>
e. Operations/Fabricators/ Laborers	<u>224</u>	No.	<u>12.9 %</u>
f. All others	<u>6</u>	No.	<u>0.3 %</u>

15. EMPLOYMENT FIELD

a. Construction	<u>250</u>	No.	<u>14.4 %</u>
b. Manufacturing	<u>145</u>	No.	<u>8.5 %</u>
c. Transportation	<u>41</u>	No.	<u>2.4 %</u>
d. Communications/Utilities	<u>63</u>	No.	<u>3.6 %</u>
e. Wholesale Trade	<u>31</u>	No.	<u>1.8 %</u>
f. Retail Trade	<u>255</u>	No.	<u>14.6 %</u>
g. Finance Related	<u>84</u>	No.	<u>4.8 %</u>
h. Business & Repair Services	<u>108</u>	No.	<u>6.2 %</u>
i. Entertainment & Related	<u>387</u>	No.	<u>22.2 %</u>
j. Professional	<u>245</u>	No.	<u>14.1 %</u>
k. Government	<u>125</u>	No.	<u>7.2 %</u>

16. INCOME

a. Household			
1) Less than \$10,000	<u>101</u>	No.	<u>9.8 %</u>
2) More than \$50,000	<u>113</u>	No.	<u>11.0 %</u>
3) Median	<u>23,547</u>	No.	
4) Mean	<u>24,701</u>	No.	
b. Unrelated Individuals			
1) Less than \$8,000	<u>92</u>	No.	<u>34.3 %</u>
2) More than \$25,000	<u>36</u>	No.	<u>2.1 %</u>
3) Median	<u>12,320</u>	No.	
4) Mean	<u>13,208</u>	No.	

17. Household Income Type

a. With earnings	<u>1,028</u>	No.	<u>100.0 %</u>
b. With Social Security Pmts.	<u>146</u>	No.	<u>14.2 %</u>
c. With Public Asst. Pmts.	<u>31</u>	No.	<u>3.0 %</u>

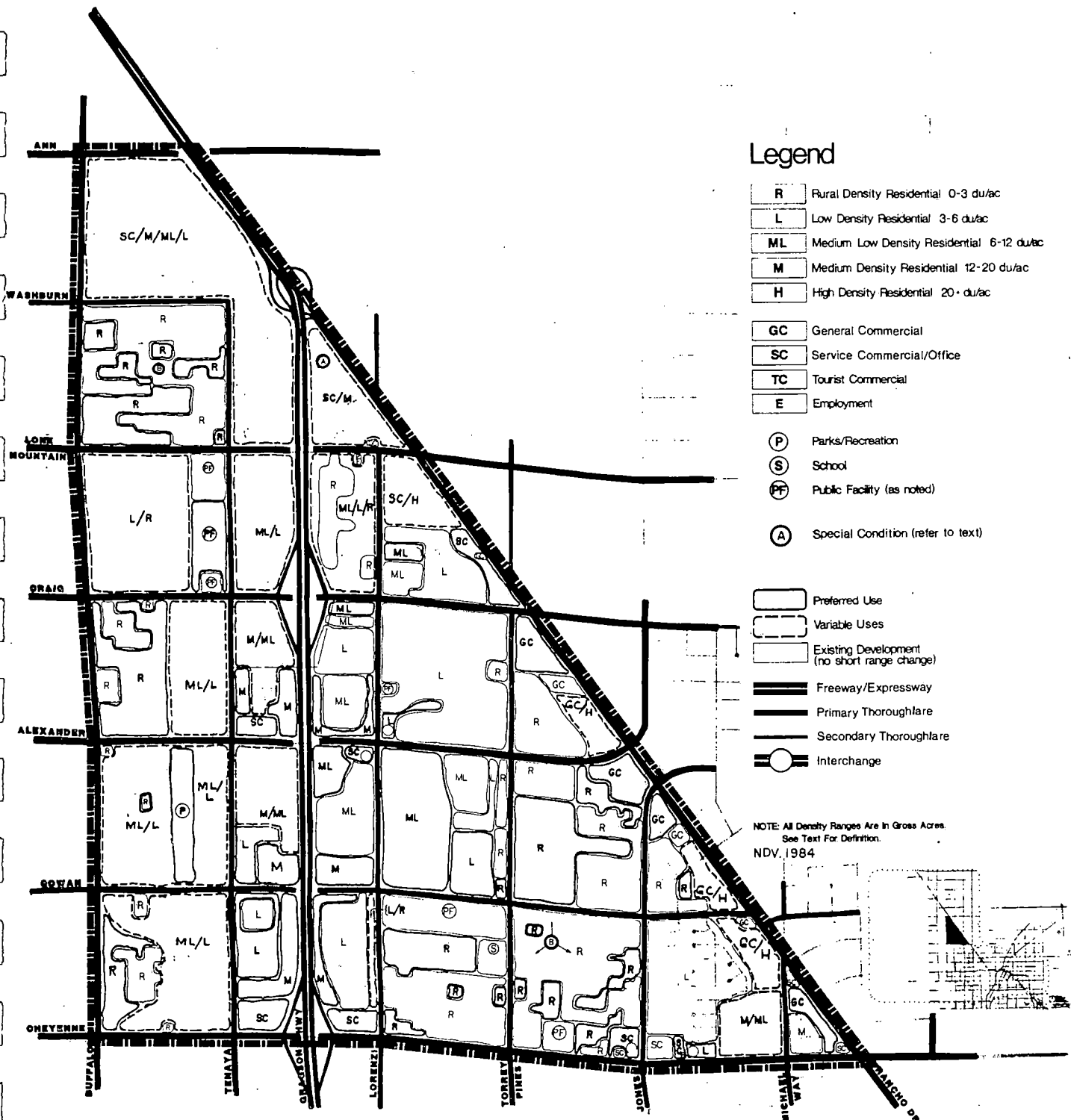
18. Poverty Status (Persons)

<u>186</u>	No.	<u>5.2 %</u>
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HOUSING CHARACTERISTICS

1. TENURE			
a. Owner Occupied	943	No.	91.7 %
b. Renter Occupied	85	No.	8.3 %
2. BATHROOMS			
a. 0 or 1/2	4	No.	0.4 %
b. 1 or more	1,024	No.	99.6 %
3. KITCHEN FACILITIES			
a. Complete	1,145	No.	100.0 %
b. Not complete	-0-	No.	-0- %
4. SEWAGE DISPOSAL			
a. Public	796	No.	69.5 %
b. All others	349	No.	30.5 %
5. AIR CONDITIONING			
a. None	29	No.	2.5 %
b. System Installed	1,116	No.	97.5 %
6. HEATING			
a. None	-0-	No.	-0- %
b. System Installed	1,145	No.	100.0 %
7. VEHICLES AVAILABLE			
a. None	11	No.	1.1 %
b. 1	178	No.	17.3 %
c. 2	345	No.	33.6 %
d. 3 or more	494	No.	48.1 %
8. UNITS IN STRUCTURE			
a. 1	684	No.	66.5 %
b. 2	-0-	No.	-0- %
c. 3 and 4	11	No.	1.1 %
d. 5 or more	9	No.	0.9 %
e. Mobile Home	324	No.	31.5 %
9. YEAR BUILT			
a. 170-179	852	No.	82.9 %
b. 150-169	167	No.	16.2 %
c. 149 or before	9	No.	0.9 %
10. BEDROOMS			
a. 0	4	No.	0.4 %
b. 1	9	No.	0.9 %
c. 2	246	No.	23.9 %
d. 3 or more	769	No.	74.8 %
11. MORTGAGE PAYMENT/MONTH			
a. Less than \$200	-0-	No.	-0- %
b. \$200-\$349	34	No.	3.6 %
c. \$350-\$599	223	No.	23.6 %
d. \$600 or more	316	No.	33.5 %
e. Median	594	No.	
12. RENTAL/MONTH			
a. Less than \$200	4	No.	4.7 %
b. \$200-\$299	13	No.	15.3 %
c. \$300-\$499	30	No.	35.3 %
d. \$500 or more	17	No.	20.0 %
e. Median	436	No.	

City of Las Vegas general plan



COMMUNITY PROFILE NO. 12

A major portion of this Community Profile is located in the long-range planning area in the General Plan. This profile is virtually all rural or vacant. It is established in the Community Profile system now as a placeholder for later detailing and refinement as development occurs. In the meantime, rural residential uses are recommended except in the south central portion of the profile in the vicinity of Rancho Drive.

As a basis for planning of thoroughfares and downslope utility systems, particularly sewer lines and drainage facilities, it is recommended that an average of 3 dwelling units per acre be used as the planning factor for this profile except for those areas designated for suburban uses. That will allow for the predominantly rural character to prevail, but provide for some eventual intensification near major transportation routes.

The following points are, where appropriate, keyed to reference letters for special conditions indicated on the Community Profile Map.

- (A) Commercial zoning exists on both sides of Rancho Drive. As development plans occur it is recommended that the pattern of uses be adjusted to conform more appropriately to property line configurations.
- (B) Adequate transition areas should be provided between the suburban and rural areas.

COMMUNITY PROFILE NO. 12

DATA SUMMARY

A. Description

1. Boundaries: North - Moccasin Road
: East - Decatur Boulevard
: South - Cheyenne Avenue
: West - Hualpai Way

2. Size : 25,294.4 net acres

3. RPD : Rural and Suburban

B. Natural Features or Constraints

1. Topography - Gentle to moderate sloping to the southeast.
2. Drainage - Flooding problems in the eastern half of the area.

C. Existing Development/Improved Areas

1. 3297.4 acres - 13.0%
2. Residential: 1382.1 - 1006 dwelling units.
0.7 DU/Acre - gross average
3. Non-residential: 958.3 acres

D. Vacant Land

1. Total - 21,997.0 ac.
2. Subdivided - none

E. Potential Development

1. Zoned for rural uses and densities:
21,345.0 acres - 42,690 dwelling units
See Land Use Summary for details.
2. Subdivided for rural uses and densities:
None

F. Population Characteristics

See attached Population, Housing and Employment Summary.

G. Housing

See attached Population, Housing and Employment Summary.

H. Land Use - See attached table

I. Action Priorities

1. Complete and implement Flood Control Master Plan recommendations in phases geared to anticipated development or as necessary to protect downslope properties.
2. Continue the process of obtaining designated Bureau of Land Management parcels.
3. Document resolutions of intent as they may occur and add to map or text.
4. Determine where special permits have been approved and record accordingly.
5. Review Bureau of Land Management, County, Water District, Flood Control District and School District planning activities to identify possible impacts on this area not otherwise accounted for in the General Plan.

LAND USE SUMMARY

COMMUNITY PROFILE AREA 12

DATE: 12/83

EXISTING LAND USES:	AREA: NET ACRES	% OF AREA
Residential Uses	1382.1 A.	5.4 %
Civic Uses	625.3 A.	2.5 %
Commercial Uses	58.0 A.	0.2 %
Industrial Uses	----- A.	--- %
Misc.	275.0 A.	1.1 %
Rights-of-Way	957.0 A.	3.8 %
Vacant Land	21,997.0 A.	87.0 %
TOTAL:	25,294.4	100 %

RESIDENTIAL DEVELOPMENT	NUMBER OF UNITS	PERCENT OF UNITS	NET AREA ACRES	PERCENT OF AREA	UNITS/ ACRE
Single Family	823	81.8%	1215.2	87.9%	0.7
Townhouse/Condo	---	---	---	---	---
Mobile Home	183	18.2%	166.9	12.1%	1.1
Multi-Family	---	---	---	---	---
TOTAL:	1006	100%	1382.1	100%	0.7

VACANT LAND	NET AREA	PERCENT OF AREA
"R" Zones	21,345.0A.	97.0%
"CV" Zones	-----A.	---
"C" Zones	652.0A.	3.0%
"M" Zones	-----A.	---
TOTAL:	21,997.0 A.	100.0%

VACANT COMMERCIAL	NET AREA	PERCENT OF AREA
"C-1" Zones	-----A.	---
"C-2" Zones	652.0A.	100 %
"P-R" Zones	-----A.	---
Other	-----A.	---
TOTAL:	652.0A.	100%

VACANT "R" LAND	UNITS PER ACRE	POSSIBLE UNITS
R-E 21,345.0A.	2	42,690
R-1 A.	---	---
R-2 A.	---	---
R-3 A.	---	---
R-4 A.	---	---
R-PD A.	---	---
R-PD A.	---	---
R-CL A.	---	---
R-MHP A.	---	---
R A.	---	---
R A.	---	---
TOT. 21,345.0A.	---	42,690

VACANT SUBDIVIDED "R" LAND	LOTS/ UNITS	UNITS ACRE
R-E A.	---	---
R-1 A.	---	---
R-3 A.	---	---
R-PD A.	---	---
R-PD A.	---	---
R-CL A.	---	---
R-MHP A.	---	---
R A.	---	---
R A.	---	---
R A.	---	---
TOT. A.	---	---

VACANT "R" LAND: 21,345.0 A.

VACANT SUBDIVIDED "R" LAND: ----- A.

TOTAL 21,345.0 A.

POPULATION, HOUSING AND EMPLOYMENT
SUMMARY

COMMUNITY PROFILE AREA 12

DATE JANUARY 1984

POPULATION CHARACTERISTICS

1. TOTAL POPULATION	<u>2,852</u>	No.	
2. RACE			
A. White	<u>2,777</u>	No.	<u>97.4 %</u>
B. Black	<u>49</u>	No.	<u>1.7 %</u>
C. Spanish Origin	<u>159</u>	No.	<u>5.6 %</u>
3. SEX			
A. Male	<u>1,424</u>	No.	<u>49.9 %</u>
B. Female	<u>1,428</u>	No.	<u>50.1 %</u>
4. AGE			
a. Under 5	<u>271</u>	No.	<u>9.5 %</u>
b. 5-14	<u>519</u>	No.	<u>18.2 %</u>
c. 15-59	<u>1,870</u>	No.	<u>65.6 %</u>
d. 60-64	<u>63</u>	No.	<u>2.2 %</u>
e. 65 or over	<u>129</u>	No.	<u>4.5 %</u>
5. PERSONS PER HOUSEHOLD	<u>3.24</u>	No.	
6. PERSONS PER FAMILY	<u>3.54</u>	No.	
7. PERSONS IN GROUP QUARTERS	<u>50</u>	No.	
8. PERSONS IN HOUSEHOLD			
a. 1	<u>96</u>	No.	<u>11.2 %</u>
b. 2-4	<u>542</u>	No.	<u>63.2 %</u>
c. 5 or more	<u>219</u>	No.	<u>25.6 %</u>
9. MARITAL STATUS			
a. Married	<u>1,331</u>	No.	<u>46.7 %</u>
b. Single	<u>731</u>	No.	<u>25.6 %</u>
10. NUMBER OF WORKERS IN FAMILY	<u>705</u>	No.	
11. TRIP TO WORK			
a. Private Vehicle	<u>1,181</u>	No.	<u>91.3 %</u>
b. Public Transit	<u>16</u>	No.	<u>1.2 %</u>
12. SCHOOL ENROLLMENT			
a. K-8	<u>463</u>	No.	<u>0.54 NO/DU</u>
b. 9-12	<u>331</u>	No.	<u>0.40 NO/DU</u>
c. 12 and over	<u>64</u>	No.	<u>0.07 NO/DU</u>
13. RESIDENCE IN 1975			
a. Same House	<u>623</u>	No.	<u>21.8 %</u>
b. Different House	<u>2,082</u>	No.	<u>73.0 %</u>
c. Same County	<u>1,606</u>	No.	<u>56.3 %</u>
d. Out of County	<u>476</u>	No.	<u>16.7 %</u>

14. OCCUPATION

a. Managerial/Professional	<u>304</u>	No.	<u>23.6 %</u>
b. Technical/Sales/ Administrative	<u>281</u>	No.	<u>21.8 %</u>
c. Service	<u>206</u>	No.	<u>16.0 %</u>
d. Precision Production/ Crafts/Repair	<u>290</u>	No.	<u>22.5 %</u>
e. Operations/Fabricators/ Laborers	<u>179</u>	No.	<u>13.9 %</u>
f. All others	<u>30</u>	No.	<u>2.3 %</u>

15. EMPLOYMENT FIELD

a. Construction	<u>208</u>	No.	<u>16.1 %</u>
b. Manufacturing	<u>71</u>	No.	<u>5.5 %</u>
c. Transportation	<u>51</u>	No.	<u>4.0 %</u>
d. Communications/Utilities	<u>52</u>	No.	<u>4.0 %</u>
e. Wholesale Trade	<u>36</u>	No.	<u>2.8 %</u>
f. Retail Trade	<u>191</u>	No.	<u>14.8 %</u>
g. Finance Related	<u>78</u>	No.	<u>6.1 %</u>
h. Business & Repair Services	<u>41</u>	No.	<u>3.2 %</u>
i. Entertainment & Related	<u>250</u>	No.	<u>19.4 %</u>
j. Professional	<u>178</u>	No.	<u>13.8 %</u>
k. Government	<u>104</u>	No.	<u>8.1 %</u>

16. INCOME

a. Household

1) Less than \$10,000	<u>89</u>	No.	<u>10.3 %</u>
2) More than \$50,000	<u>56</u>	No.	<u>6.5 %</u>
3) Median	<u>26,177</u>	No.	
4) Mean	<u>27,976</u>	No.	

b. Unrelated Individuals

1) Less than \$8,000	<u>105</u>	No.	<u>46.3 %</u>
2) More than \$25,000	<u>25</u>	No.	<u>11.0 %</u>
3) Median	<u>8,784</u>	No.	
4) Mean	<u>11,706</u>	No.	

17. Household Income Type

a. With earnings	<u>797</u>	No.	<u>92.1 %</u>
b. With Social Security Pmts.	<u>126</u>	No.	<u>14.6 %</u>
c. With Public Asst. Pmts.	<u>24</u>	No.	<u>2.8 %</u>

18. Poverty Status (Persons)

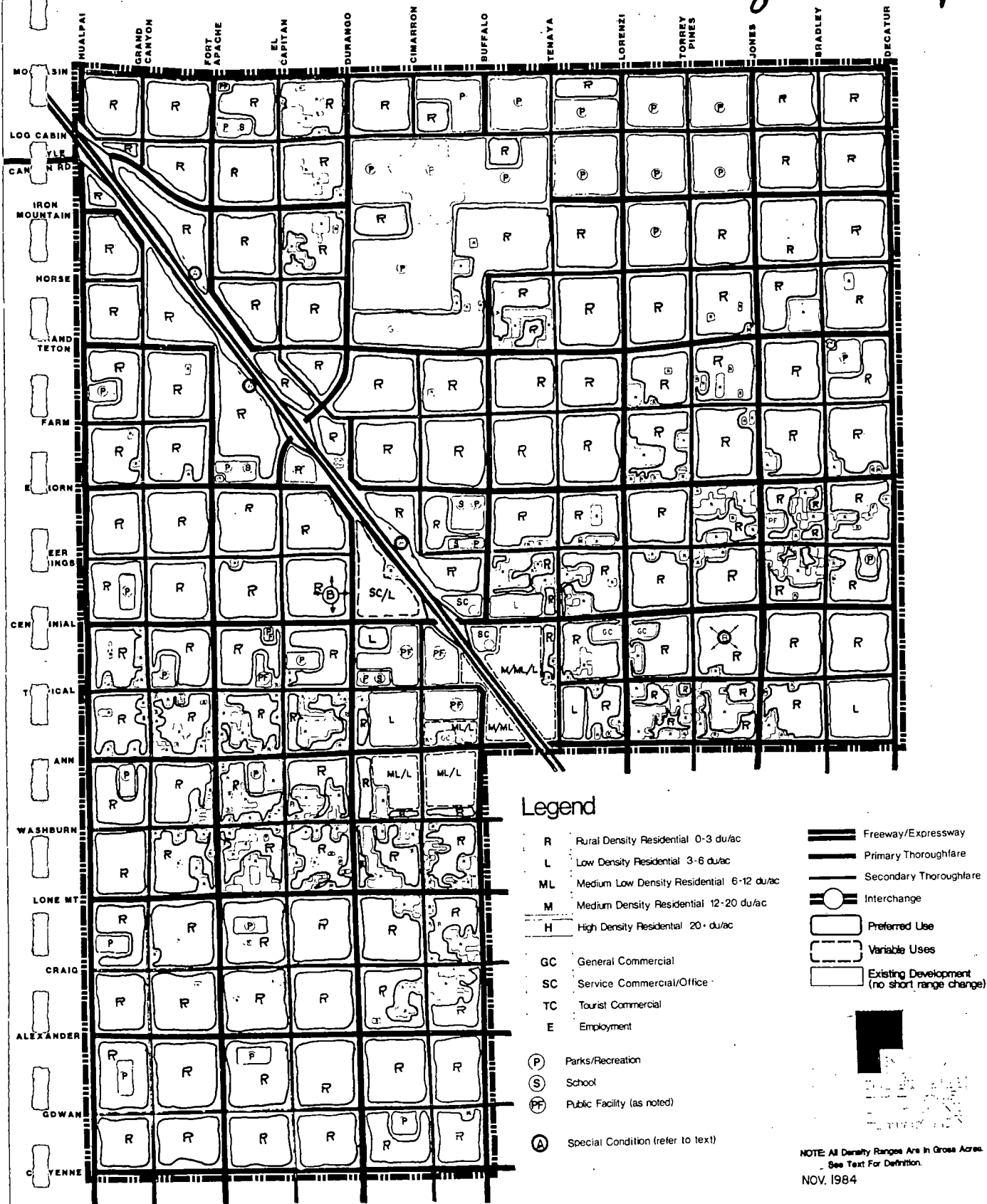
<u>94</u>	No.	<u>3.3 %</u>
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HOUSING CHARACTERISTICS

1. TENURE			
a. Owner Occupied	791	No.	91.4 %
b. Renter Occupied	74	No.	8.6 %
2. BATHROOMS			
a. 0 or 1/2	6	No.	0.7 %
b. 1 or more	859	No.	99.3 %
3. KITCHEN FACILITIES			
a. Complete	885	No.	100.0 %
b. Not complete	-0-	No.	-0- %
4. SEWAGE DISPOSAL			
a. Public	135	No.	15.3 %
b. All others	750	No.	84.7 %
5. AIR CONDITIONING			
a. None	64	No.	7.2 %
b. System Installed	821	No.	92.8 %
6. HEATING			
a. None	-0-	No.	-0- %
b. System Installed	885	No.	100.0 %
7. VEHICLES AVAILABLE			
a. None	-0-	No.	-0- %
b. 1	167	No.	19.3 %
c. 2	262	No.	30.3 %
d. 3 or more	436	No.	50.4 %
8. UNITS IN STRUCTURE			
a. 1	720	No.	83.2 %
b. 2	-0-	No.	-0- %
c. 3 and 4	7	No.	0.8 %
d. 5 or more	48	No.	5.5 %
e. Mobile Home	90	No.	10.4 %
9. YEAR BUILT			
a. 170-179	661	No.	76.4 %
b. 150-169	192	No.	22.2 %
c. 149 or before	12	No.	1.4 %
10. BEDROOMS			
a. 0	8	No.	0.9 %
b. 1	69	No.	8.0 %
c. 2	183	No.	21.2 %
d. 3 or more	605	No.	69.9 %
11. MORTGAGE PAYMENT/MONTH			
a. Less than \$200	18	No.	2.3 %
b. \$200-\$349	56	No.	7.1 %
c. \$350-\$599	257	No.	32.5 %
d. \$600 or more	196	No.	24.8 %
e. Median	514	No.	
12. RENTAL/MONTH			
a. Less than \$200	-0-	No.	-0- %
b. \$200-\$299	18	No.	2.4 %
c. \$300-\$499	23	No.	3.1 %
d. \$500 or more	-0-	No.	-0- %
e. Median	275	No.	

City of Las Vegas

general plan



COMMUNITY PROFILE NO. 13 (CP-13)

The following points are, where appropriate, keyed to reference letters for special conditions indicated on the Community Profile Map.

This area is less than two percent developed. Vacant land is either publicly owned or mostly in two large ownerships. The profile is designated for suburban development.

- (A) Most of the area between Sahara Avenue and Angel Park has been master planned and is known as the Peccole property.
- (B) The westerly arm of Angel Park extends along the entire north side of the Community Profile, presenting both recreation and flood control opportunities.
- (C) The Husite property abuts this profile to the west and north.
- (D) The area between Sahara Avenue and Desert Inn Road is a master planned community with the Citicorp facility as a focal point.

The following tabulations further indicate the character of the Community Profile, assist in evaluating proposed zone changes or development projects, serve as a basis for monitoring and updating the Community Profile and may indicate further policies and programs for the area's improvement.

NOTE: Since there was no development in this Community Profile in 1980, there is no Population, Employment, and Housing Summary for this area.

COMMUNITY PROFILE NO. 13

DATA SUMMARY

A. Description

1. Boundaries: North - Westcliff Drive
 : East - Durango Drive
 : South - Desert Inn Road
 : West - Hualapai Way
2. Size : 3,913.9 net acres
3. RPD : Suburban

B. Natural Features or Constraints

1. Topography - Gentle slope to the east.
2. Drainage - Most all drainage and flood waters will be directed to the Angel Park detention basin.

C. Existing Development/Improved Areas

1. 60.9 acres - 1.6%
2. Residential: 22.2 acres - 133 dwelling units
6.0 DU/Acre - gross average
3. Non-residential: .2 acres

D. Vacant Land

1. Total - 3,853.0 ac.
2. Subdivided - 17.3 ac.

E. Potential Development

1. Zoned for suburban uses and densities:
3,115.0 acres - 17,894 dwelling units
See Land Use Summary for details.

F. Land Use - See attached table

G. Action Priorities

1. Continue to direct runoff into Angel Park detention basin.
2. Reconsider extent of commercial use in light of total residential need for support and commercial pattern in Community Profiles 7 and 9.
3. Document resolutions of intent and add to map and text.
4. Determine where permits have been approved and record accordingly.
5. Review Bureau of Land Management, County, Water District, Flood Control District and School District planning activities to identify possible impacts on this area not otherwise accounted for in the General Plan.

LAND USE SUMMARY

COMMUNITY PROFILE AREA 13

DATE: 12/83

EXISTING LAND USES:	AREA:	NET ACRES	% OF AREA
Residential Uses	22.2	A.	0.6 %
Civic Uses	0.2	A.	---
Commercial Uses	---	A.	---
Industrial Uses	---	A.	---
Misc.	---	A.	---
Rights-of-Way	38.5	A.	1.0 %
Vacant Land	3853.0	A.	98.4 %
TOTAL:	3913.9		100 %

RESIDENTIAL DEVELOPMENT	NUMBER OF UNITS	PERCENT OF UNITS	NET AREA ACRES	PERCENT OF AREA	UNITS/ACRE
Single Family	133	100.0%	22.2	100.0%	6.0
Townhouse/Condo	---	---	---	---	---
Mobile Home	---	---	---	---	---
Multi-Family	---	---	---	---	---
TOTAL:	133	100.0%	22.2	100.0%	6.0

VACANT LAND	NET AREA	PERCENT OF AREA	VACANT COMMERCIAL	NET AREA	PERCENT OF AREA
"R" Zones	3132.3A.	81.3%	"C-1" Zones	269.6A.	72.7%
"CV" Zones	350.0A.	9.1%	"C-2" Zones	61.9A.	16.7%
"C" Zones	370.7A.	9.6%	"P-R" Zones	39.2A.	10.6%
"M" Zones	---	---	Other	---A.	---
TOTAL:	3853.0A.	100.0%	TOTAL:	370.7A.	100%

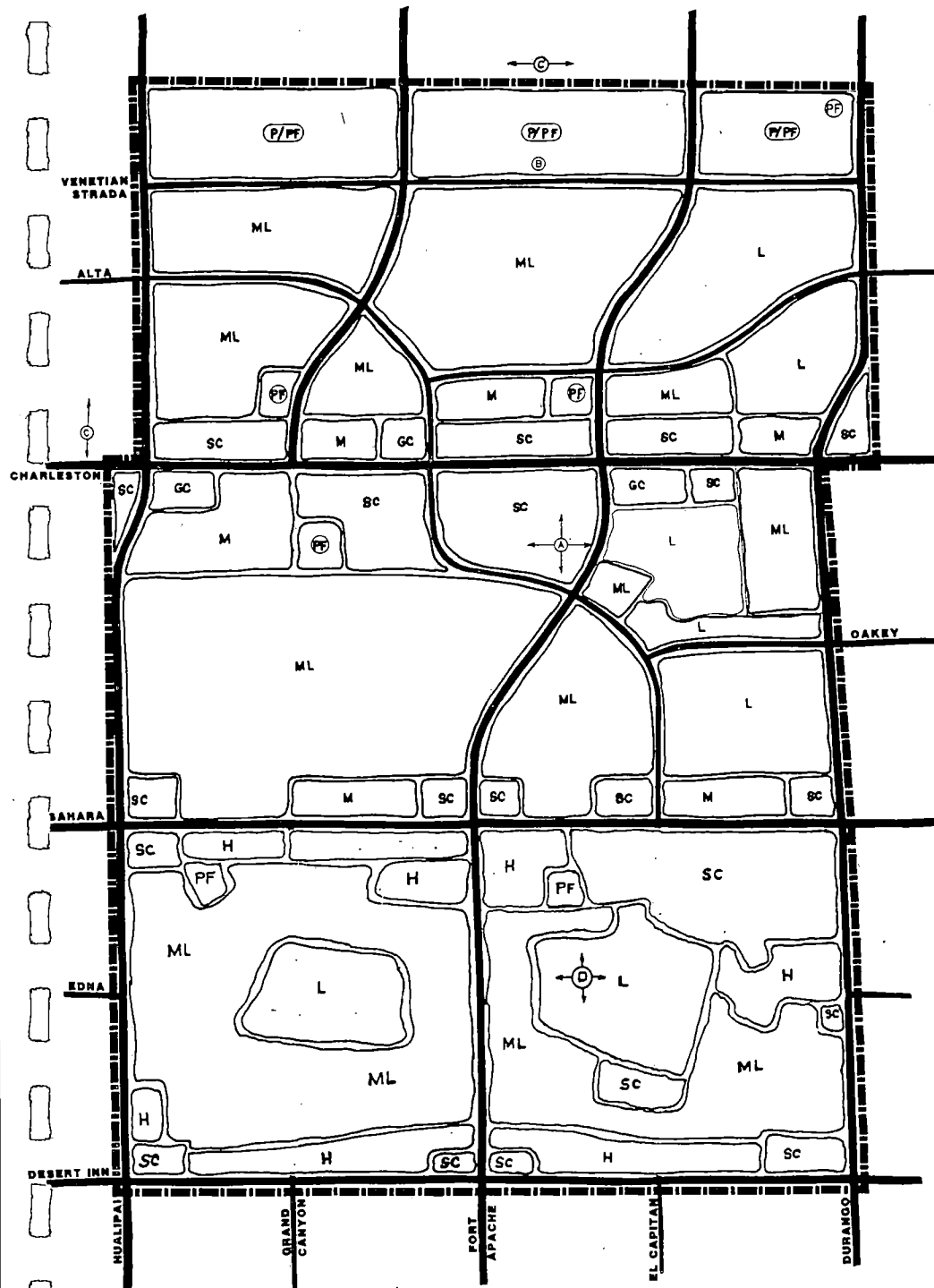
VACANT "R" LAND	UNITS PER ACRE	POSSIBLE UNITS	VACANT SUBDIVIDED "R" LAND	LOTS/ UNITS	UNITS ACRE
R-E 1348.3A.	2	2696	R-E --- A.	---	---
R-1 398.5A.	5	1992	R-1 8.8 A.	46	5.2
R-2 136.0A.	10	1360	R-3 --- A.	---	---
R-3 217.4A.	19	4130	R-PD8 8.5 A.	51	6.0
R-4 --- A.	---	---	R-PD --- A.	---	---
R-PD7 400.7A.	7	2804	R-CL --- A.	---	---
R-PD8 507.7A.	8	4061	R-MHP --- A.	---	---
R-CL --- A.	---	---	R --- A.	---	---
R-MHP 106.4A.	8	851	R --- A.	---	---
R --- A.	---	---	R --- A.	---	---
R --- A.	---	---	R --- A.	---	---
TOT. 3115.0A.		17,894	TOT. 17.3 A.	97	5.6

VACANT "R" LAND: 3115.0 A.

VACANT SUBDIVIDED "R" LAND: 17.3 A.

TOTAL 3132.3 A.

City of Las Vegas general plan



Legend

- R** Rural Density Residential 0-3 du/ac
- L** Low Density Residential 3-6 du/ac
- ML** Medium Low Density Residential 6-12 du/ac
- M** Medium Density Residential 12-20 du/ac
- H** High Density Residential 20+ du/ac

- GC** General Commercial
- SC** Service Commercial/Office
- TC** Tourist Commercial
- E** Employment

- P** Parks/Recreation
- S** School
- PF** Public Facility (as noted)
- A** Special Condition (refer to text)

- Preferred Use
- Variable Uses
- Existing Development (no short range change)
- Freeway/Expressway
- Primary Thoroughfare
- Secondary Thoroughfare
- Interchange

NOTE: All Density Ranges Are in Gross Acres.
See Text For Definition.
OCT. 1984

COMMUNITY PROFILE NO. 14 (CP-14)

The following points are, where appropriate, keyed to reference letters for special conditions indicated on the Community Profile Map.

This area is totally undeveloped except for the extension of Charleston Boulevard through the center of the profile. It is designated for suburban use on the Mid-Range Plan.

- (A) This profile area consists entirely of the east central portion of the Husite property.
- (B) Though no plans have been submitted for consideration to date, development should relate to the adjacent Peccole Development.
- (C) The property is served by Charleston Boulevard, the most westerly extension of any existing thoroughfare in this portion of the Las Vegas Valley.
- (D) At its northeastern corner the profile area adjoins the west end of Angel Park, thus affording both drainage and recreation opportunities.
- (E) The current City sewer improvement program is extending service in the direction of this Community Profile to serve development in CP-13 to the east.

The timing of development on this portion of the Husite property may occur in the near future due to the access and availability of utilities which could be extended from the Peccole Development.

NOTE: Since there was no development in this Community Profile in 1980, there is no Population, Employment, and Housing Summary for this area.

COMMUNITY PROFILE NO. 14

DATA SUMMARY

A. Description

1. Boundaries: North - Westcliff Drive
 : East - Hualpai Way
 : South - Desert Inn Road
 : West - Lassen Lane
2. Size : 2,560.0 net acres

B. Natural Features or Constraints

1. Topography - Moderate to heavy slopes to the east. Area is heavily incised.
2. Drainage - In natural state.

C. Existing Development/Improved Areas

1. 24.2 acres - 1.0% (Charleston Boulevard)
2. Residential: None
3. Non-residential: None

D. Vacant Land

1. Total - 2535.8 ac.
2. Subdivided - None

E. Potential Development

1. Not zoned.
2. Not subdivided.

F. Action Priorities

1. Work with landowner and review plans for the Husite Development for City opportunities and implications at the earliest possible date.
2. Review Bureau of Land Management, County, Water District and Flood Control District activities to identify possible impacts on this area not otherwise accounted for in the General Plan.

LAND USE SUMMARY

COMMUNITY PROFILE AREA 14

DATE: 12/83

EXISTING LAND USES:	AREA: NET ACRES	% OF AREA
Residential Uses	----- A.	----- %
Civic Uses	----- A.	----- %
Commercial Uses	----- A.	----- %
Industrial Uses	----- A.	----- %
Misc.	----- A.	----- %
Rights-of-Way	24.2 A.	1.0 %
Vacant Land	2535.8 A.	99.0 %
TOTAL:	2560.0 A.	100 %

RESIDENTIAL DEVELOPMENT	NUMBER OF UNITS	PERCENT OF UNITS	NET AREA ACRES	PERCENT OF AREA	UNITS/ ACRE
Single Family	-----	-----	-----	-----	-----
Townhouse/Condo	-----	-----	-----	-----	-----
Mobile Home	-----	-----	-----	-----	-----
Multi-Family	-----	-----	-----	-----	-----
TOTAL:	-----	-----	-----	-----	-----

VACANT LAND	NET AREA	PERCENT OF AREA	VACANT COMMERCIAL	NET AREA	PERCENT OF AREA
"R" Zones	2535.8A.	100.0%	"C-1" Zones	-----A.	-----%
"CV" Zones	-----A.	-----	"C-2" Zones	-----A.	-----%
"C" Zones	-----A.	-----	"P-R" Zones	-----A.	-----%
"M" Zones	-----	-----	Other	-----A.	-----%
TOTAL:	2535.8A.	100.0%	TOTAL:	-----A.	-----%

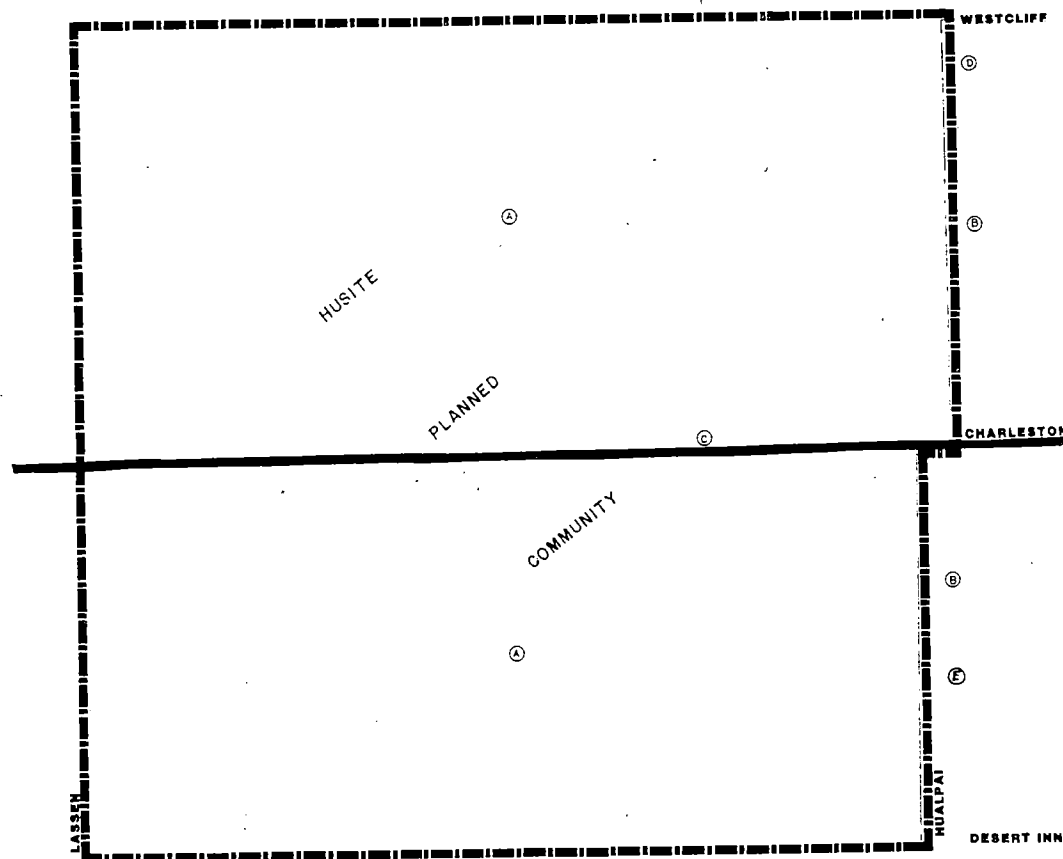
VACANT "R" LAND	UNITS PER ACRE	POSSIBLE UNITS	VACANT SUBDIVIDED "R" LAND	LOTS/ UNITS	UNITS ACRE
R-E 2535.8A.	2	5071	R-E ----- A.	-----	-----
R-1 ----- A.	-----	-----	R-1 ----- A.	-----	-----
R-2 ----- A.	-----	-----	R-3 ----- A.	-----	-----
R-3 ----- A.	-----	-----	R-PD ----- A.	-----	-----
R-4 ----- A.	-----	-----	R-PD ----- A.	-----	-----
R-PD ----- A.	-----	-----	R-CL ----- A.	-----	-----
R-PD ----- A.	-----	-----	R-MHP ----- A.	-----	-----
R-CL ----- A.	-----	-----	R ----- A.	-----	-----
R-MHP ----- A.	-----	-----	R ----- A.	-----	-----
R ----- A.	-----	-----	R ----- A.	-----	-----
R ----- A.	-----	-----	R ----- A.	-----	-----
TOT. 2535.8A.	-----	5071	TOT. ----- A.	-----	-----

VACANT "R" LAND: 2535.8 A.

VACANT SUBDIVIDED "R" LAND: ----- A.

TOTAL 2535.8 A.

City of Las Vegas general plan



Legend

- R** Rural Density Residential 0-3 du/ac
- L** Low Density Residential 3-6 du/ac
- ML** Medium Low Density Residential 6-12 du/ac
- M** Medium Density Residential 12-20 du/ac
- H** High Density Residential 20+ du/ac
- GC** General Commercial
- SC** Service Commercial/Office
- TC** Tourist Commercial
- E** Employment

- (P)** Parks/Recreation
- (S)** School
- (PF)** Public Facility (as noted)
- (A)** Special Condition (refer to text)

- Preferred Use
- Variable Uses
- Existing Development (no short range change)

- Freeway/Expressway
- Primary Thoroughfare
- Secondary Thoroughfare
- Interchange

NOTE: All Density Ranges Are In Gross Acres
See Text For Definition

OCT. 1984

COMMUNITY PROFILE NO. 15 (CP-15)

The following points are, where appropriate, keyed to reference letters for special conditions indicated on the Community Profile Map.

This area is just over 22% developed, with scattered rural and suburban residential uses. The profile will develop partially rural and partially suburban.

- (A) This community profile shares with CP-11 the impacts and significance of the convergence of Rancho Drive and the Gragson Highway. While CP-15 only has Rancho Drive as a community influence rather than both Rancho and Gragson as in CP-11, there is notable potential at their interchange if proper access design can be worked out with the State.
- (B) Sewer extensions exist all the way along Rancho Drive to Craig Road and extensions are underway along Decatur as far north as the Lone Mountain Road.
- (C) There are some existing rural enclaves in areas which will be adjacent to areas of suburban character, thus requiring treatment to protect the rural areas.
- (D) If access is properly constructed in connection with the Gragson/Rancho interchange, there is potential for a tourist commercial area in the north-westerly corner of the profile area.

The following tabulations further indicate the character of the Community Profile, assist in evaluating proposed zone changes or development projects, serve as a basis for monitoring and updating the Community Profile and may indicate further policies and programs for the area's improvement.

COMMUNITY PROFILE NO. 15

DATA SUMMARY

A. Description

1. Boundaries: North - Ann Road
: East - Decatur Boulevard
: South - Cheyenne Avenue
: West - Rancho Drive
2. Size : 2,813.5 net acres
3. RPD : Suburban and Rural

B. Natural Features or Constraints

1. Topography - Generally flat with a gentle slope toward the east.
2. Drainage - Several inundation areas extend through the Community Profile from Rancho Drive to Decatur Boulevard between Cheyenne Avenue and Lone Mountain Road.

C. Existing Development/Improved Areas

1. 623.6 acres - 22.1%
2. Residential: 358.0 acres - 512 dwelling units
1.4 DU/Acre - gross average
3. Non-residential: 20.2 acres

D. Vacant Land

1. Total - 2,189.9 ac.
2. Subdivided - 24.4 ac.

E. Potential Development

1. Zoned for suburban and rural uses and densities:
1917.7 acres - 3,917 dwelling units
See Land Use Summary for details.

2. Subdivided for suburban and rural uses and densities:

24.4 acres - 51 dwelling units
See Land Use Summary for details.

F. Population Characteristics

See attached Population, Housing and Employment Summary.

G. Housing

See attached Population, Housing and Employment Summary.

H. Land Use - See attached table

I. Action Priorities

1. Complete and implement Flood Control Master Plan recommendations for the entire area.
2. Work with the State Department of Transportation to develop a Gragson Highway/Rancho Drive interchange design which will provide direct local thoroughfare access for traffic in both directions (thus facilitating intensified development in the area south of Ann Road).
3. Continue the process of obtaining designated BLM parcels.
4. Document resolutions of intent and add to map and text.
5. Determine where special permits have been approved and record accordingly.
6. Review Bureau of Land Management, County, Water District, Flood Control District and School District planning activities to identify possible impacts on this area not otherwise accounted for in the General Plan.

LAND USE SUMMARY

COMMUNITY PROFILE AREA

15

DATE: 12/83

EXISTING LAND USES:	AREA: NET ACRES	% OF AREA
Residential Uses	358.0 A.	12.7 %
Civic Uses	12.5 A.	0.4 %
Commercial Uses	7.7 A.	0.3 %
Industrial Uses	----- A.	----- %
Misc.	----- A.	----- %
Rights-of-Way	245.4 A.	8.7 %
Vacant Land	2189.9 A.	77.9 %
TOTAL:	2813.5 A.	100 %

RESIDENTIAL DEVELOPMENT	NUMBER OF UNITS	PERCENT OF UNITS	NET AREA ACRES	PERCENT OF AREA	UNITS/ACRE
Single Family	451	88.1%	327.1	91.4%	1.4
Townhouse/Condo	---	---	---	---	---
Mobile Home	53	10.3%	29.5	8.2%	1.8
Multi-Family	8	1.6%	1.4	0.4%	5.7
TOTAL:	512	100%	358.0	100%	1.4

VACANT LAND	NET AREA	PERCENT OF AREA	VACANT COMMERCIAL	NET AREA	PERCENT OF AREA
"R" Zones	1942.1A.	88.7%	"C-1" Zones	-----A.	--- %
"CV" Zones	-----A.	---	"C-2" Zones	246.1A.	100 %
"C" Zones	246.1A.	11.2%	"P-R" Zones	-----A.	--- %
"M" Zones	1.7A.	0.1%	Other	-----A.	--- %
TOTAL:	2189.9A.	100.0%	TOTAL:	246.1A.	100%

VACANT "R" LAND	UNITS PER ACRE	POSSIBLE UNITS	VACANT SUBDIVIDED "R" LAND	LOTS/ UNITS	UNITS ACRE
R-E 1901.5A.	2	3803	R-E 19.3 A.	40	2.1
R-1 1.0A.	5	5	R-1 A.		
R-2 A.			R-3 A.		
R-3 A.			R-PD2 5.1 A.	11	2.2
R-4 A.			R-PD A.		
R-PD2 2.0A.	2	4	R-CL A.		
R-PD A.			R-MHP A.		
R-CL A.			R A.		
R-MHP 13.2A.	8	105	R A.		
R A.			R A.		
R A.			R A.		
TOT. 1917.7A.		3917	TOT. 24.4 A.	51	2.1

VACANT "R" LAND: 1917.7 A.

VACANT SUBDIVIDED "R" LAND: 24.4 A.

TOTAL 1942.1 A.

POPULATION, HOUSING AND EMPLOYMENT
SUMMARY

COMMUNITY PROFILE AREA 11 & 15

DATE JANUARY 1984

POPULATION CHARACTERISTICS

1. TOTAL POPULATION	<u>3,584</u>	No.	
2. RACE			
A. White	<u>3,377</u>	No.	<u>94.2 %</u>
B. Black	<u>112</u>	No.	<u>3.1 %</u>
C. Spanish Origin	<u>155</u>	No.	<u>4.5 %</u>
3. SEX			
A. Male	<u>1,811</u>	No.	<u>50.5 %</u>
B. Female	<u>1,773</u>	No.	<u>49.5 %</u>
4. AGE			
a. Under 5	<u>285</u>	No.	<u>8.0 %</u>
b. 5-14	<u>554</u>	No.	<u>15.5 %</u>
c. 15-59	<u>2,570</u>	No.	<u>66.1 %</u>
d. 60-64	<u>86</u>	No.	<u>2.4 %</u>
e. 65 or over	<u>286</u>	No.	<u>8.0 %</u>
5. PERSONS PER HOUSEHOLD	<u>3.29</u>	No.	
6. PERSONS PER FAMILY	<u>3.36</u>	No.	
7. PERSONS IN GROUP QUARTERS	<u>201</u>	No.	
8. PERSONS IN HOUSEHOLD			
a. 1	<u>77</u>	No.	<u>7.0 %</u>
b. 2-4	<u>841</u>	No.	<u>76.9 %</u>
c. 5 or more	<u>175</u>	No.	<u>16.0 %</u>
9. MARITAL STATUS			
a. Married	<u>1,908</u>	No.	<u>53.2 %</u>
b. Single	<u>815</u>	No.	<u>22.7 %</u>
10. NUMBER OF WORKERS IN FAM	<u>907</u>	No.	
11. TRIP TO WORK			
a. Private Vehicle	<u>1,604</u>	No.	<u>93.9 %</u>
b. Public Transit	<u>16</u>	No.	<u>0.9 %</u>
12. SCHOOL ENROLLMENT			
a. K-8	<u>492</u>	No.	<u>0.48 NO/DU</u>
b. 9-12	<u>174</u>	No.	<u>0.17 NO/DU</u>
c. 12 and over	<u>143</u>	No.	<u>0.14 NO/DU</u>
13. RESIDENCE IN 1975			
a. Same House	<u>851</u>	No.	<u>23.7 %</u>
b. Different House	<u>2,475</u>	No.	<u>69.1 %</u>
c. Same County	<u>1,563</u>	No.	<u>43.6 %</u>
d. Out of County	<u>912</u>	No.	<u>25.4 %</u>

14. OCCUPATION

a. Managerial/Professional	<u>323</u>	No.	<u>18.5 %</u>
b. Technical/Sales/ Administrative	<u>499</u>	No.	<u>28.6 %</u>
c. Service	<u>362</u>	No.	<u>20.8 %</u>
d. Precision Production/ Crafts/Repair	<u>328</u>	No.	<u>18.8 %</u>
e. Operations/Fabricators/ Laborers	<u>224</u>	No.	<u>12.9 %</u>
f. All others	<u>6</u>	No.	<u>0.3 %</u>

15. EMPLOYMENT FIELD

a. Construction	<u>250</u>	No.	<u>14.4 %</u>
b. Manufacturing	<u>145</u>	No.	<u>8.3 %</u>
c. Transportation	<u>41</u>	No.	<u>2.4 %</u>
d. Communications/Utilities	<u>63</u>	No.	<u>3.6 %</u>
e. Wholesale Trade	<u>31</u>	No.	<u>1.8 %</u>
f. Retail Trade	<u>255</u>	No.	<u>14.6 %</u>
g. Finance Related	<u>84</u>	No.	<u>4.8 %</u>
h. Business & Repair Services	<u>108</u>	No.	<u>6.2 %</u>
i. Entertainment & Related	<u>587</u>	No.	<u>22.2 %</u>
j. Professional	<u>245</u>	No.	<u>14.1 %</u>
k. Government	<u>125</u>	No.	<u>7.2 %</u>

16. INCOME**a. Household**

1) Less than \$10,000	<u>101</u>	No.	<u>9.8 %</u>
2) More than \$50,000	<u>115</u>	No.	<u>11.0 %</u>
3) Median	<u>25,547</u>	No.	
4) Mean	<u>24,701</u>	No.	

b. Unrelated Individuals

1) Less than \$8,000	<u>92</u>	No.	<u>34.3 %</u>
2) More than \$25,000	<u>36</u>	No.	<u>2.1 %</u>
3) Median	<u>12,320</u>	No.	
4) Mean	<u>13,208</u>	No.	

17. Household Income Type

a. With earnings	<u>1,028</u>	No.	<u>100.0 %</u>
b. With Social Security Pmts.	<u>146</u>	No.	<u>14.2 %</u>
c. With Public Asst. Pmts.	<u>31</u>	No.	<u>3.0 %</u>

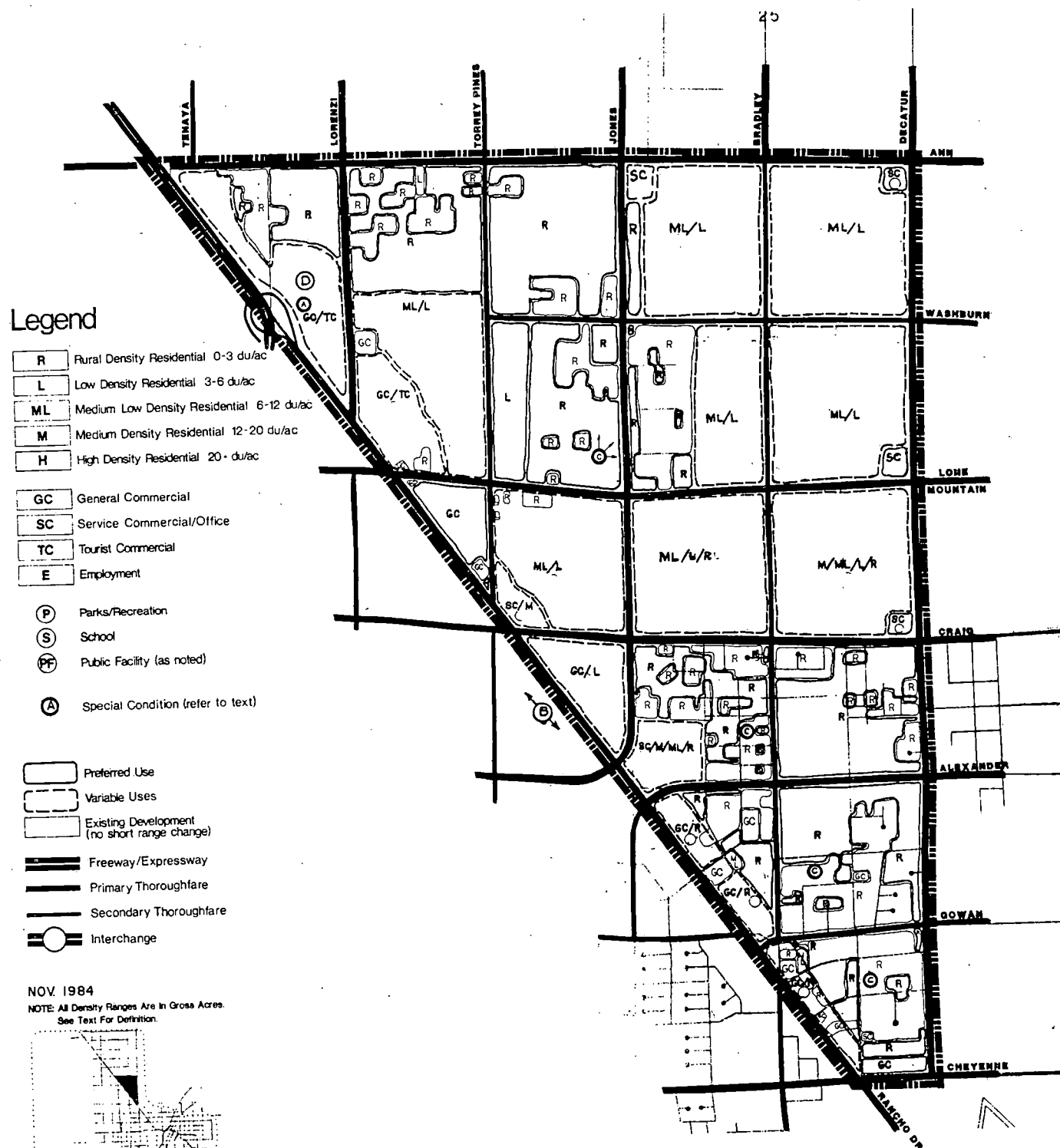
18. Poverty Status (Persons)

<u>186</u>	No.	<u>5.2 %</u>
------------	-----	--------------

HOUSING CHARACTERISTICS

1. TENURE			
a. Owner Occupied	<u>943</u>	No.	<u>91.7 %</u>
b. Renter Occupied	<u>85</u>	No.	<u>8.3 %</u>
2. BATHROOMS			
a. 0 or 1/2	<u>4</u>	No.	<u>0.4 %</u>
b. 1 or more	<u>1,024</u>	No.	<u>99.6 %</u>
3. KITCHEN FACILITIES			
a. Complete	<u>1,145</u>	No.	<u>100.0 %</u>
b. Not complete	<u>-0-</u>	No.	<u>-0-</u>
4. SEWAGE DISPOSAL			
a. Public	<u>796</u>	No.	<u>69.5 %</u>
b. All others	<u>349</u>	No.	<u>30.5 %</u>
5. AIR CONDITIONING			
a. None	<u>29</u>	No.	<u>2.5 %</u>
b. System installed	<u>1,116</u>	No.	<u>97.5 %</u>
6. HEATING			
a. None	<u>-0-</u>	No.	<u>-0-</u>
b. System installed	<u>1,145</u>	No.	<u>100.0 %</u>
7. VEHICLES AVAILABLE			
a. None	<u>11</u>	No.	<u>1.1 %</u>
b. 1	<u>178</u>	No.	<u>17.5 %</u>
c. 2	<u>345</u>	No.	<u>35.6 %</u>
d. 3 or more	<u>494</u>	No.	<u>48.1 %</u>
8. UNITS IN STRUCTURE			
a. 1	<u>684</u>	No.	<u>66.5 %</u>
b. 2	<u>-0-</u>	No.	<u>-0-</u>
c. 3 and 4	<u>11</u>	No.	<u>1.1 %</u>
d. 5 or more	<u>9</u>	No.	<u>0.9 %</u>
e. Mobile Home	<u>324</u>	No.	<u>31.5 %</u>
9. YEAR BUILT			
a. '70-'79	<u>852</u>	No.	<u>82.9 %</u>
b. '50-'69	<u>167</u>	No.	<u>16.2 %</u>
c. '49 or before	<u>9</u>	No.	<u>0.9 %</u>
10. BEDROOMS			
a. 0	<u>4</u>	No.	<u>0.4 %</u>
b. 1	<u>9</u>	No.	<u>0.9 %</u>
c. 2	<u>246</u>	No.	<u>25.9 %</u>
d. 3 or more	<u>769</u>	No.	<u>74.8 %</u>
11. MORTGAGE PAYMENT/MONTH			
a. Less than \$200	<u>-0-</u>	No.	<u>-0-</u>
b. \$200-\$349	<u>34</u>	No.	<u>5.6 %</u>
c. \$350-\$599	<u>223</u>	No.	<u>25.6 %</u>
d. \$600 or more	<u>316</u>	No.	<u>35.5 %</u>
e. Median	<u>594</u>	No.	
12. RENTAL/MONTH			
a. Less than \$200	<u>4</u>	No.	<u>4.7 %</u>
b. \$200-\$299	<u>13</u>	No.	<u>15.5 %</u>
c. \$300-\$499	<u>30</u>	No.	<u>35.5 %</u>
d. \$500 or more	<u>17</u>	No.	<u>20.0 %</u>
e. Median	<u>436</u>	No.	

City of Las Vegas general plan



COMMUNITY PROFILE NO. 16 (CP-16)

This profile area is a portion of the large parcel of land known as Husite. The land is under the ownership of the Summa Corporation and it is anticipated it will be developed on a planned community basis sometime in the future. The portion shown on this Profile is one of several parts of this large land holding where development is expected to first occur. It is anticipated the land shown in this Profile will be developed as a suburban area.

- (A) This profile area consists of the northeast portion of the Husite property.
- (B) The northerly arm of Angel Park extends along the east side of this profile as far north as Vegas Drive presenting an amenity opportunity.
- (C) A proposed freeway extension westerly from the Oran K. Gragson Highway, north of Westcliff Drive, extends into this profile from CP-9 cutting across Angel Park.

COMMUNITY PROFILE NO. 16

DATA SUMMARY

A. Description

1. Boundaries: North - Cheyenne Avenue
 : East - Durango Drive
 : South - Westcliff Drive
 : West - Hualpai Way

2. Size : 3,840.0 acres

B. Natural Features or Constraints

1. Topography - Moderate slopes to the northeast.
Area is heavily incised.
2. Drainage - In natural state.

C. Existing Development/Improved Areas

1. 20.0 acres - .5% (flood detention facility)
2. Residential: none

D. Vacant Land

1. Total - 3,820.0 acres
2. Subdivided - none

E. Potential Development

1. Not zoned.
2. Not subdivided.

F. Action Priorities

1. Work with the landowner and review plans for the Husite development for City opportunities and implications at the earliest possible date.
2. Review Bureau of Land Management, County, Water District and Flood Control District activities to identify possible impacts on this area not otherwise accounted for in the General Plan.

LAND USE SUMMARY

COMMUNITY PROFILE STUDY AREA 16

DATE: 11/20/84

EXISTING LAND USES:	AREA: NET ACRES	% OF AREA
Residential Uses	0 A.	0
Civic Uses	20.0 A.	0.5%
Commercial Uses	0 A.	0
Industrial Uses	0 A.	0
Misc.	0 A.	0
Rights-of-Way	0 A.	0
Vacant Land	3820.0 A.	99.5%
TOTAL:	3840.0 A.	100%

RESIDENTIAL DEVELOPMENT:	NUMBER OF UNITS	PERCENT OF UNITS	NET AREA ACRES	PERCENT OF AREA	UNITS/ ACRE
Single Family					
Townhouse/Condo					
Mobile Home					
Multi-Family					
TOTAL:	0	0	0	0	0

VACANT LAND	NET AREA	PERCENT OF AREA	VACANT COMMERCIAL	NET AREA	PERCENT OF AREA
"R" Zones	3520.0 A.	92.2 %	"C-1" Zones	A.	%
"CV" Zones	300.0 A.	7.8 %	"C-2" Zones	A.	%
"C" Zones	0 A.	0 %	"P-R" Zones	A.	%
"M" Zones	0 A.	0 %	Other	A.	%
TOTAL:	3820.0 A.	100 %	TOTAL:	0 A.	0 %

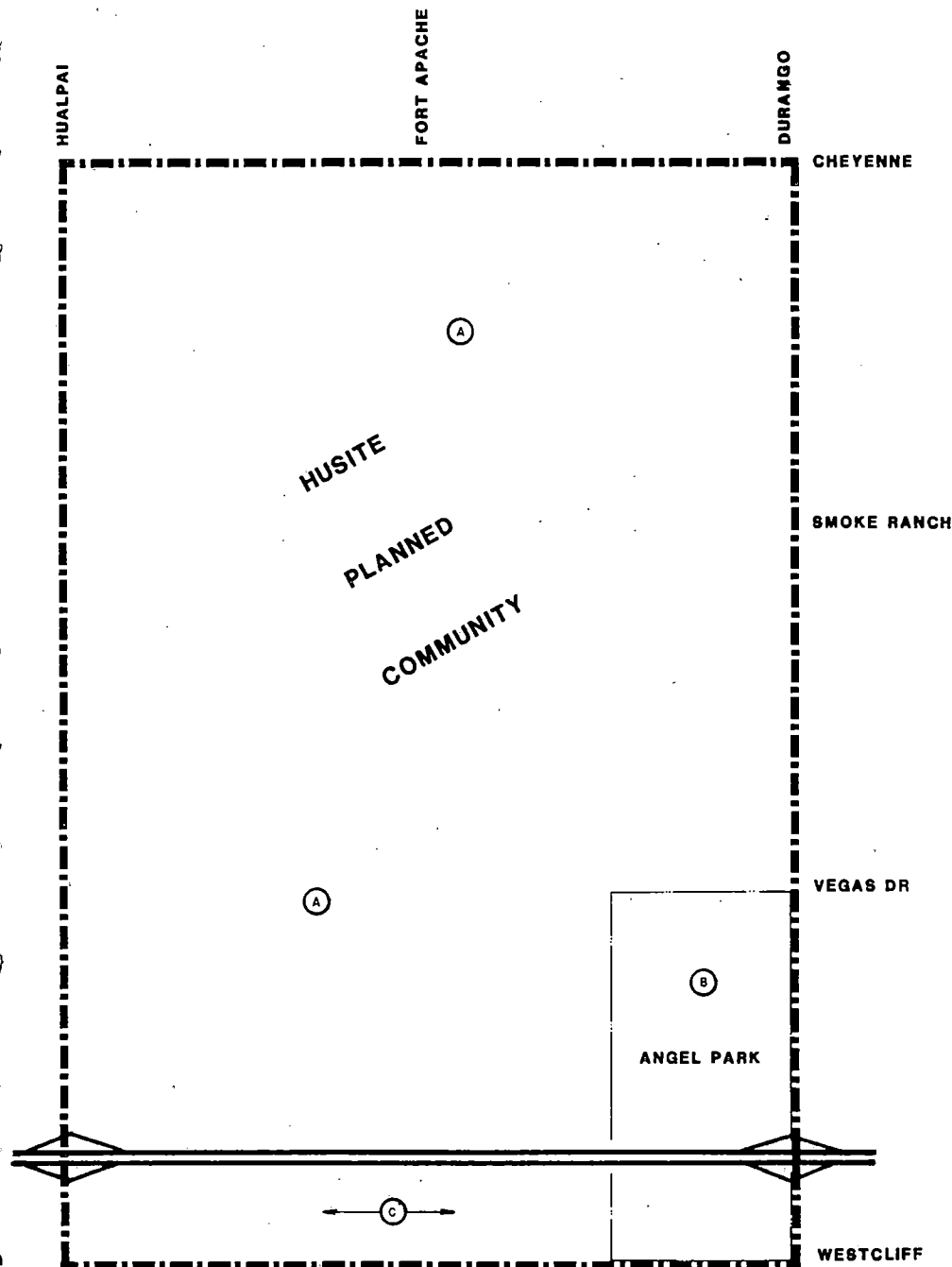
VACANT "R" LAND	UNITS PER ACRE	POSSIBLE UNITS	VACANT SUBDIVIDED "R" LAND	LOTS/ UNITS	UNITS/ ACRE
R-E 3520.0 A.	2	7040	R-E A.		
R-1 A.			R-1 A.		
R-2 A.			R-3 A.		
R-3 A.			R-PD A.		
R-4 A.			R-PD A.		
R-PD A.			R-CL A.		
R-PD A.			R-MHP A.		
R-CL A.			R A.		
R-MHP A.			R A.		
R A.			A.		
R A.			A.		
TOT. 3520.0 A.		7040	TOT. 0 A.	0	0

VACANT "R" LAND 3520.0 A.

VACANT SUBDIVIDED "R" LAND 0 A.

TOTAL 3520.0 A.

City of Las Vegas general plan



Legend

- R Rural Density Residential 0-3 du/ac
- L Low Density Residential 3-6 du/ac
- ML Medium Low Density Residential 6-12 du/ac
- M Medium Density Residential 12-20 du/ac
- H High Density Residential 20+ du/ac

- GC General Commercial
- SC Service Commercial/Office
- TC Tourist Commercial
- E Employment

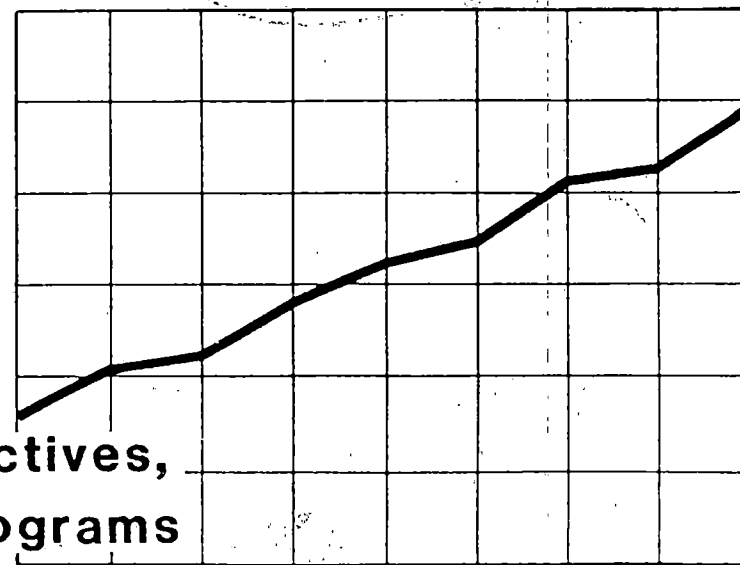
- P Parks/Recreation
- S School
- PF Public Facility (as noted)
- A Special Condition (refer to text)

- Preferred Use
- Variable Uses
- Existing Development (no short range change)
- Freeway/Expressway
- Primary Thoroughfare
- Secondary Thoroughfare
- Interchange

NOTE: All Density Ranges Are in Gross Acres
See Text For Definition
NOV. 1984

DRAFT

City of Las Vegas general plan



goals, objectives,
policies and programs

City of Las Vegas general plan

**goals, objectives,
policies and programs**

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TECHNICAL ADVISORY COMMITTEE

PLANNING CONSULTANT: THE PLANNING CENTER

SUBCONSULTANTS: THE NEWPORT ECONOMICS GROUP

P. R. C. VOORHEES

ALL OTHER PUBLIC UTILITIES, AGENCIES AND PARTICIPANTS
TOO NUMEROUS TO MENTION INDIVIDUALLY

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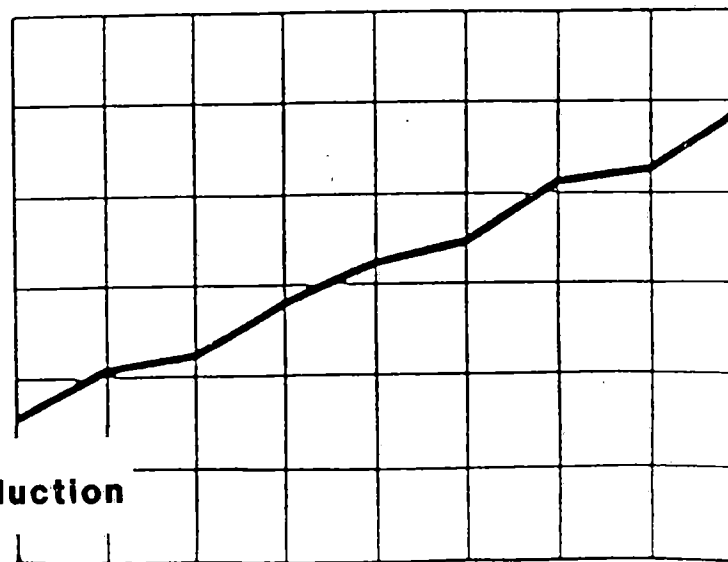
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Introduction



INTRODUCTION

A. CONCEPT

The General Plan of the City of Las Vegas is a comprehensive document intended to act as a guideline for the future development of our community. The plan incorporates a holistic view of our physical and social environment that strives to achieve harmony, balance and consistency in the development of the City of Las Vegas.

The Plan encourages a systematic investigation of the inter-relationships present in Las Vegas. By incorporating diverse community views and needs into a logical and functional framework, the Plan emerges as a statement of where we are, where we want to go and what actions are necessary to achieve our goals. Thus, the Plan contains a multitude of perspectives on the development of the City.

The representation of diverse views in an all-encompassing document breaks with traditional comprehensive planning. Tradition seeks to reduce a diversity of views in the urban scene into a single-value hierarchy. The City's approach acknowledges the complex interaction and constant evolution of values in the community, and recognizes that the public interest is a conglomeration of numerous groups and organizations that contribute to the urban experience.

Viewed in this context, the General Plan becomes a framework of general rules or policy guidelines for the conduct of urban affairs rather than a blueprint for urban development. This approach allows greater flexibility and adaptability to local conditions, and quickens the response time to new ideas in the community.

The document becomes dynamic in that it stresses the importance of balancing diverse community views and values. It is anticipatory, value conscious and citizen oriented. It fosters an attitude of openness towards the future which is essential to improving the quality of life for Las Vegas residents.

The General Plan identifies the City's role in shaping the future of the community by implementing structured rationality, a systematic evaluation of knowledge and organizational creativity within the plan's framework.

The General Plan consists of a sequence of plans that includes a long-range, a middle-range, and a short-term perspective towards development. In order to appreciate the logical framework of the General Plan, an understanding of goals, objectives, policies and programs is needed.

The goals expressed in the General Plan are not limited by time and describe desired community values, attitudes and expectations that relate directly to the present needs of the community.

In order to achieve the goals set forth by the General Plan, a multi-pronged approach to urban development involving a number of activities, each of which has its own objective, is required. Objectives take on a dual role in the City's plan - they are a detailed explanation of how goals may be achieved and also act as standards by which City policies and programs will be established and maintained. The objectives are the key mechanism by which the City measures the success of governmental action towards achieving broadly stated goals.

Policies are statements that guide the course of action the City must take to reach objectives. Programs are the application of administrative, analytical and technical skills used to develop, implement and monitor actions that relate to policy statements.

The Plan acts as a guide for long-range development of the physical environment with respect to the pattern and intensity of land use and the provision of public facilities. It programs capital improvements based on relative urgency within the community and proposed administrative measures to achieve cooperation and coordination with other governmental planning activities. It proposes long-range fiscal plans. It combines physical and economic development to revitalize appropriate areas, expand housing, increase job opportunities, reduce crime, enhance recreational opportunities, and improve transportation networks. The General Plan proposes a concerted effort to improve the quality of Las Vegas urban life by utilizing the most effective and economical methods available.

B. MAIN IDEAS SHAPING THE GENERAL PLAN

The General Plan must consider the many large scale trends shaping the City's future. Many changes occurring on regional, national and world-wide scales have an impact on Las Vegas. These impacts are discussed in the

General Plan Resource Document. The General Plan must also consider the type of city Las Vegas will be in the future, and what the citizens of Las Vegas would like to see occur over the coming twenty years.

1. A Place to Live

First and foremost, Las Vegas is a community in which more than 185,000 people live, work and recreate. By the year 2000, this number could range from a low of 230,000 to a high of approximately 300,000, depending upon overall economic conditions and the nature and success of the City's development policies. This range of population represents an estimate of the total population which the natural resources of the City can be expected to support on a continuing basis without unreasonable impairment through the year 2000.

Beyond the size of the City is the question of the quality of the living environment. A major thrust of this plan is to accomplish significant physical and economic growth along with real improvements in the quality of living for those who make their home in Las Vegas.

Las Vegas will retain much of its low density dispersed character. The General Plan provides for both urban infill and urban expansion. It also encourages a compatible mixture of land use and urban activity centers, which provide focal points of urban activity, to efficiently accommodate the desert southwest lifestyle. Adequate public utilities and services will continue to be available to the public.

Another important aspect of the General Plan is the provision for housing. Efforts to provide for a broad range of housing types and costs are incorporated into this plan.

2. A Place to Work

Jobs are crucial if a community desires to sustain its vigor. Southern Nevada is heavily dominated by employment in gaming and tourist related activities. A very small proportion of the employment base is in traditional industrial work.

Employment is expected to rise from its current level of approximately 76,000 to a range of 105,000 to 140,000 by the year 2000. Downtown will

continue to grow as a regional center of economic activity including gaming, government and banking.

Economic diversification is important to the continuing health of the Southern Nevada economy. The thrust of the General Plan is to continue expansion of the City's gaming/tourism employment base and, at the same time, strive for significant increases in the number and proportion of jobs which are not dependent upon tourism.

3. A Place to Recreate

Las Vegas is renowned for its attraction to visitors. What is less well known is that it has achieved many and diverse opportunities for leisure time pursuits by residents. This includes local and community parks, a new mid-range convention center and sports complex, community centers with a wide array of recreational programs, and a complete range of voluntary community recreational and cultural programs including sports, music, drama and ballet.

The General Plan seeks to accommodate the lifestyle and leisure interests of Las Vegas citizens, including the provision of adequate parks and recreational services. The General Plan is also sensitive to the need for community design which facilitates safety for children and "people places" for adults.

4. A Place to Visit

Visitors are a dominant economic force in the City and the entire valley. The funds generated from visitors are a significant source of revenue to the Las Vegas community and support many city services.

Clearly, gaming is the most unique attraction. However, it is augmented by notable entertainment, extensive convention activity and access to significant mountain, desert and water-oriented recreation areas.

Gaming will continue to be the primary economic base of Las Vegas. The General Plan encourages gaming and related tourism expansion in downtown and other appropriate areas of the City.

5. A Place for Growth

A frontier spirit prevails in Las Vegas -- an attitude that demands opportunity for growth.

The City has historically been a high growth community during the post-war era. It continues to have one of the highest growth rates of any major U.S. city, in spite of rate declines during the 1970's. It is anticipated that the city will contain a substantial portion of the 891,000 population projected for Clark County by the year 2000.

The General Plan envisions continued growth through redevelopment in the central city area, new development on vacant parcels presently within the City limits and expansion generally to the west into territory adjacent to the City.

The combination of public policy, public attitude, available land, infrastructure capability and economic resiliency makes Las Vegas a city with noteworthy growth potential.

6. A World Class City

There are few places more well known throughout the world than Las Vegas. Certainly few cities enjoy such world-wide recognition. Millions of people visit Las Vegas each year.

In terms of diversity and excitement, Las Vegas operates well beyond its present scale as a city. The General Plan is one tool the City can build upon to enhance its widespread recognition insuring continuity and expansion of its reputation as a place to be experienced. At the same time, the Plan must aid in building a community of considerable quality for the City's residents.

The Plan recognizes and stimulates the idea that Las Vegas is among the most unique communities on a worldwide scale and must, therefore, attempt to both capitalize and expand upon that uniqueness.

C. CONTENTS

1. Organization

The Las Vegas General Plan is divided into three basic parts. Part I, the Long-Range Plan, presents the concepts which will guide development

into the future well beyond a 20-year time frame. The goals in this section are broad-based and future oriented. The objectives, policies and programs delineate the City's policy towards growth and define the role of the City in meeting the future needs of our citizens.

Part II is the Mid-Range Plan, guiding growth and development up to 20 years into the future. It addresses specific subjects which are of concern to City residents, establishes guidelines towards meeting these concerns and also satisfies the requirements outlined in the Nevada Revised Statutes.

Part III constitutes the Short-Range component of the Plan which provides guidance for land use and development decisions needed today and anticipated during the next 5 to 10 years. This part of the Plan applies where there is reasonable expectation of development pressures in the near term.

For purposes of comparability with other plans, the Mid-Range Plan is described for the year 2000, and the Short-Range Plan for 1990. This approximates the time periods generally indicated and makes the statistical material in the Plan more useful.

The General Plan, although divided into three time periods, actually functions as an interrelated and ongoing planning process. It is important to understand the interrelationships of the three parts.

The growth policies in the Long-Range Plan are to facilitate a level of population and economic development which will continue to ensure that the needs of the citizenry are being met within the City's planning area. Once a growth area is established, the policies and programs of the Mid-Range Plan focus on how to best achieve development of that area. The Mid-Range Plan's chief function is to provide planning guidelines on which the City can render management decisions for the provision of infrastructure such as roads, sewers, and community facilities and services. In addition, these objectives and policies affect the City's long-range objectives for a balanced and stable economic growth and overall efficient government, which are contained in the Long-Range Plan.

The Short-Range Plan, by contrast, is designed to provide guidance for more immediate urban development based on the infrastructure planning

determined by the Mid-Range Plans. This section of the Plan is more precise than either the Long or Mid-Range Plan. Land use and dwelling unit density standards have been developed which consider the goals and objectives of the other sections of the Plan. The purpose of the Short-Range Plan is to create a framework in which the future expectations of the community can be understood today. This part of the General Plan will be utilized by the City as a guide for short-range planning projects and for reviewing all land development proposals.

The General Plan is not a detailed document. It is intended to provide general direction for the City's future growth and development. However, it does contain several levels of guidance.

The most general statements are in the form of goals. They describe general conditions desired in the future for each of the major subjects in the Plan. Their presence in the Plan indicates that the subject is important and that the City wants to move, or continue moving in the direction the goal indicates.

Objectives are specified for each goal statement. They are narrower in scope and, therefore, more explicit. They identify specific subjects which require attention in order to make progress toward the goal.

At least one, and sometimes several, policies and programs are specified to carry out each objective. Some may overlap with related objectives. Policies and programs are a written statement by the City to act in a certain way, do something to advance an objective or cause someone else to act in accord with the City's preferences.

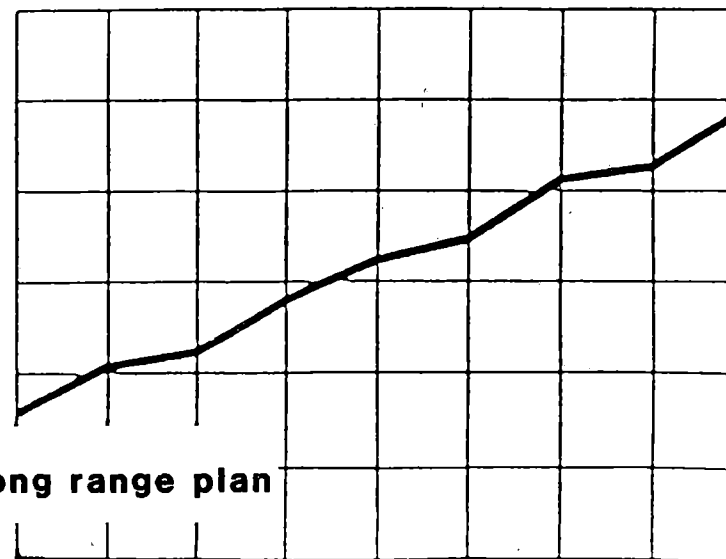
2. Resource Document

The General Plan is an outgrowth of the General Plan adopted by the City Council in 1975. The earlier plan served as a basis for many of the objectives and policies contained in this 1985 General Plan update.

The General Plan update was initiated in 1983 by the City of Las Vegas with the assistance of a Citizens Advisory Committee (CAC), which represented the many and diverse interests of the community, and the Planning Center, a planning consulting firm from Southern California, along with its subcontractors, P.R.C. Voorhees (transportation) and the

Newport Economics Group. A Technical Advisory Committee, consisting of City management staff and department heads, was also created to assist in the coordination of the General Plan update effort in terms of ongoing administration of City services.

Following a preliminary identification of City goals and objectives by the CAC in August, 1983, the consultant and City staff developed the resource information necessary to enumerate the issues, constraints and opportunities to achieve the City's goals and objectives. This resource information provided much of the basis for subsequent development of the policies and programs contained in the General Plan. The Resource Document is maintained on an on-going basis by the Department of Community Planning and Development as a general reference for periodic maintenance and implementation of the General Plan.



part I - the long range plan

PART I - THE LONG-RANGE PLAN

GROWTH POLICY

Goal: A rate, size and pattern of growth that is balanced among economic, fiscal and environmental considerations.

1. Objective: A level of growth that will ensure continued development of Las Vegas as a major center of economic activity and urban identity.

- 1.1 Policy: It is policy to encourage a diversity of economic opportunities in a healthy economic environment.

Program 1: Evaluate policies and programs of the City in terms of their economic and environmental impacts on the community.

Program 2: Assist and encourage the growth of basic economic activities.

Program 3: Continue to coordinate with state and local organizations to promote economic development in the City.

- 1.2 Policy: It is policy to encourage urban growth and development which considers economic and environmental concerns.

Program 1: Utilize the General Plan as the City's policy guide for urban growth and identity.

Program 2: Coordinate plans with local governments where potential development concerns may overlap.

2. Objective: Accommodation of the City's anticipated population growth, having a range of 230,000 to 300,000 persons, by the year 2000.

- 2.1 Policy: It is policy to continue to provide an appropriate level of public facilities and services for existing and future urban development.

Program 1: Extend community infrastructure and services, as necessary, to accommodate urban growth.

Program 2: Seek state legislation to ensure public utilities and services will be made available for land development within the City's planning area.

Program 3: Coordinate infrastructure planning with utility companies and other regional and local providers of public services.

Program 4: Monitor all growth projections and participate with federal agencies, the state and local governments in planning for the Las Vegas Valley to ensure consistency with the City's goals, objectives, policies and programs.

3. Objective: Expansion of City boundaries to accommodate development in its planning area.

3.1 Policy: It is policy to consider land for annexation within the City's planning area prior to development, provided the delivery of city services will support such development.

Program 1: Maintain an administrative process for efficiently acting upon annexation requests.

Program 2: Continue to provide information and assistance to property owners interested in annexing into the City.

Program 3: Seek state legislation to simplify and expedite the annexation process.

3.2 Policy: It is policy to establish, through annexation, for a growth pattern which will result in a more efficient and equitable provision of public facilities and services.

Program 1: Encourage annexation of territory that will infill county islands and eliminate irregular city boundaries.

Program 2: Develop appropriate methods of collecting compensation for city services provided to existing unincorporated areas.

CITY GOVERNMENT

Goal: Efficient management of City resources with responsiveness to citizen needs and interests.

2.1 Objective: Maintain a city government structure which is responsive to the citizens it serves.

2.1.1 Policy: It is policy that the primary responsibility of the City is the provision of local government services, and that all functions and programs of the City be evaluated in accordance with this primary responsibility.

Program 1: Require City departments to delineate and evaluate program objectives in terms of how their functions serve the public, as part of the annual budget review process.

Program 2: Provide constant management review of all city functions to determine cost efficiency, cost effectiveness and responsiveness.

2.1.2 Policy: It is policy to strengthen the role of city government as the primary provider of essential government services.

Program 1: The City Council will continue to use its authority, as provided by law, to meet the collective interests of Las Vegas residents.

Program 2: Provide and maintain City Council membership on all regional commissions, councils or agencies which affect the provision of public services in the City.

Program 3: Seek state legislation, as necessary, to insure city government can continue to adequately serve its residents and future residents within the City's planning area.

2.2 Objective: Opportunities for citizen participation in city government functions.

2.2.1 Policy: It is policy to provide opportunities for citizen participation in forming public policy.

Program 1: Publish and distribute agendas, and minutes of public meetings, and other information on city government to the general public.

Program 2: Continue to conduct public information meetings to allow all citizens the opportunity to discuss local government issues with members of the City Council and City Administration.

Program 3: Provide administrative mechanisms to insure that all citizens have access to their City Council representative.

Program 4: Establish necessary advisory boards and committees on major community issues and appoint citizens who represent diverse community interests to these commissions and advisory boards.

2.2.2 Policy: It is policy to disseminate information to the public on important community issues to encourage the interest and direction needed for continued sound local government.

Program 1: Continue to inform the public of city activities by such means as the Mayor's Annual "State of the City" message.

Program 2: Periodically distribute news releases on important City issues, or topics of interest, to the general public.

Program 3: Maintain a positive relationship with the news media.

2.3 Objective: Efficient and effective mechanisms for provision of necessary public facilities and services.

2.3.1 Policy: It is policy to furnish the citizens of Las Vegas with the most efficient and effective city government available.

Program 1: Continue to provide effective city administration through sound public administrative practices and professional management.

Program 2: Continue to provide for modernization, such as cost efficient automation of city functions, as city resources permit.

Program 3: Continue to maintain a personnel system which provides the most effective use of human resources.

Program 4: Continue proper maintenance and service of all city equipment, infrastructure and property.

2.3.2 Policy: It is policy to finance city services in an equitable and efficient manner which insures adequate revenue for essential public services, fair distribution of costs among users and maximum benefit from every tax dollar.

Program 1: Support state legislation which provides for adequate local government revenues to satisfy the needs of citizens for public facilities and services.

Program 2: Maintain fair and appropriate "user fees" or other charges for city services which are used by specialized segments of the Las Vegas community.

Program 3: Use the resources of the private sector, when appropriate, to provide services to the public.

Program 4: Manage City-owned property in a manner which generates the maximum financial return to the City.

Program 5: Encourage other local governments in Southern Nevada to cooperate in efforts to avoid duplication of services.

2.3.3 Policy: It is policy to maintain fiscal planning, programming, and budgeting for efficient delivery of city services.

Program 1: Coordinate the preparation of the annual city budget on a "program budgeting" basis.

Program 2: Develop objective standardized measurements for determining functional efficiency and effectiveness, where practicable, for all city department operations.

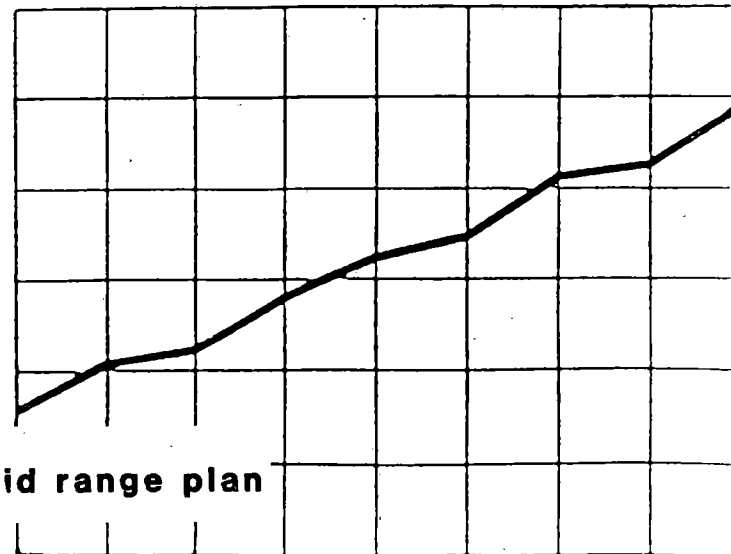
Program 3: Continue to maintain adequate financial accounting capabilities to insure proper management of city revenues and expenditures.

2.3.4 Policy: It is policy to insure maximum efficiency and effectiveness of city government through continuous planning for the future.

Program 1: Maintain the General Plan, on an annual basis, as the principal policy document of the City.

Program 2: Evaluate all city policies and programs in terms of implementation of the goals and objectives set forth in the General Plan.

part II - the mid range plan



PART II - THE MID-RANGE PLAN

INTRODUCTION

Part II, the mid-range portion of the General Plan, involves projected City growth and development to the year 2000. This part of the Plan contains the policies and programs which define the actions the City of Las Vegas will take to accomplish its desired future.

The Nevada Revised Statutes identify subjects for inclusion in city and county general plans, to the extent the subjects apply locally. Except for Growth and City Government which is addressed in Part I, the Long-Range Plan, the Mid-Range Plan contains all the following subjects:

Economic Development: The definition of the City's economic base and how its further improvement can be brought about;

Land Use: The amount, pattern, and diversity of private residential and non-residential users, as well as public and quasi-public uses;

Housing: The existing supply of housing, its conditions, its variety in type, design and cost and similar considerations for new housing, all in terms of the extent to which the total housing supply is likely to serve future needs.

Public Facilities, Services and Financing: The availability of basic facilities such as water and sewer systems; flood control system; police, court and detention facilities; fire and general administration facilities; school facilities; utilities; associated personnel and service capabilities; and financing methods to assure adequate levels of service and protection;

Transportation: Availability of routes, improvements and necessary related equipment to move people and goods within the City and beyond the City to and from other places. Included are automobile, air, rail, public transit, bicycle and pedestrian modes of travel;

Conservation: Means of using resources wisely and, where necessary, preserving resources that are part of the natural environment through acceptable standards;

Environmental Hazards: Means of limiting damage to life and property as a result of such natural causes as floods, earthquakes, and subsidence, and such manmade hazards as fire and air pollution;

Parks and Recreation: Availability of park and cultural facilities and programs which offer adequate leisure time opportunities for residents;

Historic Preservation: Means of identifying and preserving features of the community that have historical significance and whose preservation would contribute to the City's identity;

Visual Environment: Means of improving the City's physical appearance.

1. ECONOMIC DEVELOPMENT

Goal: A growing, healthy and diverse City economy.

1.1 Objective: Expanded gaming and tourism development.

1.1.1 Policy: It is policy to support activities which stimulate further gaming and tourism to increase employment and tax revenues.

Program 1: Provide sufficient land area to accommodate gaming and tourist facilities expansion and development.

Program 2: Endorse major events, activities and facilities that enhance the gaming and tourism industry.

Program 3: Provide appropriate regulations for promoting conventions, activities, and events which are supportive of the tourist industry.

1.1.2 Policy: It is policy to accommodate expanded tourist/gaming and support facilities in the general downtown area and other appropriate locations.

Program 1: Explore the feasibility of mixed use zoning districts in tourist/gaming centers.

Program 2: Coordinate planning with Upland Industry, Inc. (Union Pacific Railroad property) for the development of their property in the downtown area.

1.1.3 Policy: It is policy to provide appropriate mechanisms for public sector support of efforts which strengthen tourism in the City.

Program 1: Continue to maintain communication and accessibility to the business community and to business organizations.

Program 2: Continue to participate in and support the Las Vegas Convention and Visitors Authority, through city representation on the Board of Directors, to promote tourism for the City of Las Vegas.

Program 3: Include public improvements within the City's capital improvement program which will enhance and facilitate tourism development.

Program 4: Continue with redevelopment activities to strengthen the downtown area.

Program 5: Encourage public-private sector partnerships to increase the benefits of using public resources, to enhance tourism and to improve economic activity within the City.

1.2 Objective: Economic development and diversification of the City's economic base.

1.2.1 Policy: It is policy to encourage new economic activity which preserves the quality of the environment, contributes to local resources and expands economic opportunity in the City.

Program 1: Prepare a functional master plan for economic development and diversification.

Program 2: Coordinate economic development activities with local business leaders to secure industries which are compatible with community needs.

1.2.2 Policy: It is policy to support development of non-polluting, high technology industries, warehousing/transportation and related activities at appropriate locations in the City, based on guidelines in the Land Use Section of the General Plan.

Program 1: Designate appropriate areas of the City for industrial park development.

Program 2: Encourage the development of regional business centers for corporate headquarters and research and development operations.

1.2.3 Policy: It is policy that the City will participate in local economic development and diversification efforts.

Program 1: Continue to provide information and assistance to firms wishing to expand or locate within the City.

Sub-Program 1: Maintain an inventory of commercial and industrially zoned land along with land having major commercial or industrial potential within the City.

Sub-Program 2: Develop an informational guide outlining city services and assistance available to businesses locating in the City.

Program 2: Provide appropriate incentives to encourage economic diversification which compliments existing businesses.

Sub-Program 1: Perpetuate economic development revenue bond financing to businesses which qualify under established city policies and criteria.

Sub-Program 2: Cooperate with the private sector in the development of properties which will contribute substantially to the local economy, through appropriate marketing, financing and real estate mechanisms.

Sub-Program 3: Establish local improvement districts or other special districts, when supported by property owners, which will improve the geographic area and enhance opportunities for continued economic growth and development.

Program 3: Support modification of state laws which may limit sound, stable economic growth and diversity.

Program 4: Explore how the City's low bonded indebtedness may be used to underwrite needed capital improvements to achieve desired economic growth.

1.2.4 Policy: It is policy to coordinate with other local, regional, state, and federal efforts to diversify the economy of Southern Nevada.

Program 1: Continue to work with the Nevada Development Authority to locate new industry in the City.

Program 2: Assist the Nevada Development Authority in development of the Foreign Trade Zone at the Cashman Field Sports and Convention Complex.

Program 3: Maintain city rapport with the federal defense establishment and monitor federal programs in Southern Nevada which can be beneficial to local economic activity.

Program 4: Support improvements to the University of Nevada at Las Vegas which will enhance the attractiveness of Southern Nevada for new non-polluting industry.

Program 5: Support the efforts of the State of Nevada to encourage economic development and diversification and establish mechanisms for regular information exchanges.

1.2.5 Policy: It is policy to support programs which provide employment opportunities and help improve labor skills.

Program 1: Support both public and private sector efforts to provide job development and skill training programs, including participation in the ongoing Southern Nevada Employment Training Program.

Program 2: Endorse the expansion of job training and vocational learning programs by the University of Nevada, Clark County Community College, the Clark County School District and private organizations.

1.2.6 Policy: It is policy to designate employment uses in a variety of locations so that residence to work trips are facilitated and fit into community design patterns.

Program 1: Review and update, as necessary, the employment center designations on the community profile land use maps.

Program 2: Analyze land use relationships to confirm optimum employment center locations.

1.2.7 Policy: It is policy that general and service commercial development be provided in accordance with land use guidelines in the Short Range Plan.

Program 1: Encourage employment and commercial centers in master planned developments.

Program 2: Establish commercial development guidelines for areas that are not within master planned projects.

1.2.8 Policy: It is policy to encourage the continuing development of downtown Las Vegas as the regional center for finance, business, governmental services, entertainment and recreation, while retaining the gaming and tourism vital to economic prosperity.

Program 1: Develop a Master Plan for downtown development.

Program 2: Where appropriate, make use of State and local laws and programs such as the Community Redevelopment Law, Zone for Economic Development Law, tax increment financing, zoning laws, to implement downtown development plan.

Program 3: Work with downtown businesses, landowners and other private sector interests to help develop the downtown through a "public/private partnership".

Program 4: Make infrastructure improvements where needed to effectuate and accommodate downtown development.

1.3 Objective: Housing development and construction activities which contribute to overall quality of life and economic vitality of the City.

1.3.1 Policy: It is policy to provide for housing development which contributes to overall community quality, creates jobs, and generates additional revenues.

Program 1: Assist local developers in providing the best quality product at the lowest price.

Program 2: Encourage estate homes and other quality development throughout the City with emphasis in the west and northwest portions of the City.

Program 3: Continue density bonus approaches to residential development in affordable ranges as well as to reward quality design.

Sub-Program 1: Designate substantial single family, small lot development opportunities in Community Profiles throughout the City.

- 1.3.2 Policy: It is policy to encourage use of master development plans for large vacant acreage in order to coordinate land use, traffic circulation, and the provision of public facilities.

Program 1: Continue to cooperate with property owners within and adjacent to the City to develop master development plans for incorporation into the Community Profiles and establish appropriate zoning.

Program 2: Provide cost effective and equitable financing of public facilities and services.

- 1.4 Objective: Improved economic opportunities for residents in low income or economically distressed areas.

- 1.4.1 Policy: It is policy to encourage economic development within areas which will benefit from economic revitalization.

Program 1: Secure grants-in-aid where feasible, to help business development and expansion.

Program 2: Assist local business leaders, local organizations, and the real estate and development industry in efforts to produce economic growth and development.

- 1.4.2 Policy: It is policy to encourage commercial and industrial development in appropriate portions of economically distressed areas which will provide employment and economic vitality.

Program 1: Assist in the development or redevelopment of property which could retain jobs and maintain the economic vitality of the immediate area.

Program 2: Identify areas in which public improvements would have the most substantial economic and social benefit.

Program 3: Commit public funds to areas, as funds are available, where the contribution of such funds will encourage private investments.

2. LAND USE

Goal: A community structure which provides an efficient, orderly and complementary variety of land uses.

2.1 Objective: A compatible balance of land uses within the existing urbanized area and in areas of new development.

2.1.1 Policy: It is policy to allow development to occur in the City based on market supply and demand within adopted guidelines.

2.1.2 Policy: It is policy to provide compatible land uses in all areas of the City.

Program 1: Continue to maintain and update, as necessary, the City's Residential Planning District System as a basis for present and future development.

Program 2: Establish and maintain a set of community profile maps and notes for determining land use.

Program 3: Provide guidelines for preparation of master development plans for large vacant areas.

Program 4: Coordinate land use planning with economic development activities to create land use balance at both city-wide and community levels.

Program 5: Develop and employ guidelines for preparation of land use plans, including criteria for a proper balance of land uses and land use design relationships.

Program 6: Prepare functional master plans for public facilities and services to accommodate capacity requirements of the land use shown on the community profile maps.

Program 7: Expand and maintain the land use information base, for the community profiles.

Program 8: Maintain liaison with interested property owners to facilitate land use plan preparation and processing.

2.1.3 Policy: It is policy that information pertaining to land use, both city-wide and at the community profile level, be compiled and analyzed by City staff and periodically reviewed by the Planning Commission and City Council.

Program 1: Adopt the Community Profiles in concept as guidelines for implementing the General Plan.

Program 2: Prepare an annual progress report on the continuing implementation of the General Plan and Community Profiles.

2.2 Objective: A variety of residential development having urban, suburban and rural character.

2.2.1 Policy: It is policy that urban, suburban and rural areas be provided for in the General Plan with protection of all three lifestyles.

Program 1: Define and designate in the community profiles, urban, suburban and rural areas, and the land use categories to be accommodated in each, in accordance with the General Plan development criteria.

2.2.2 Policy: It is policy to encourage infill development to the greatest extent possible utilizing existing utilities, facilities and services.

Program 1: Establish and implement guidelines for infill.

Program 2: Implement appropriate infill guidelines through the subdivision process.

Program 3: Consider providing a density bonus program for infill areas.

2.3 Objective: Opportunities for all compatible land uses in each Community Profile.

2.3.1 Policy: It is policy to establish a compatible transition between residential development and adjacent non-residential or residential developments of substantially different character.

Program 1: Identify preferred adjacent use and density limitations, to achieve reasonable compatibility, in the vicinity of existing residential development as part of the Community Profile System.

Program 2: To achieve reasonable compatibility in situations where residential parcels are small or oddly shaped, promote the use of buffers such as screening, setbacks, building orientation and compatible elevations.

Program 3: Encourage the separation of access from major thoroughfares to single family areas and to higher intensity uses, to the maximum extent possible.

2.3.2 Policy: It is policy to allow multiple residential development, where appropriate, in residential areas throughout the City.

Program 1: Continue to confine high density developments primarily to the central city area.

Program 2: Continue to locate medium density apartments adjacent to Primary and Secondary Thoroughfares, preferably close to office and commercial uses at intersections.

Program 3: Continue to require apartment developments to be compatible with adjoining uses through building and site design, setback and height requirements, landscaping buffers, and other necessary criteria.

Program 4: Designate appropriate locations on the community profile maps to accommodate multiple family uses and provide necessary conditions and safeguards for adjoining uses.

2.3.3 Policy: It is policy to restrict mobile homes to mobile home parks and mobile home subdivisions as provided in mobile home districts.

Program 1: Designate areas suitable for mobile home development in appropriate Community Profiles.

Program 2: All mobile home developments shall have designs compatible with adjacent residential uses.

Program 3: Encourage the development of mobile home parks and subdivisions as part of condominium developments.

2.3.4 Policy: It is policy to permit commercial uses in all Community Profile areas in order to provide essential services in all sectors of the City.

Program 1: Place smaller commercial developments offering convenience goods and services at selected intersection corners of two Secondary Thoroughfares or an intersection of a Primary and Secondary Thoroughfare, but not at all such intersections. The remaining intersection corners may be appropriate for office, public, and residential uses.

Program 2: Larger commercial sites suitable for shopping centers, shall generally be placed at selected intersections of two Primary Thoroughfares, preferably on no more than two corners of each intersection. The remaining corners should be used for offices or residential uses at a density compatible to adjacent uses.

Program 3: Continue to discourage "strip commercial" development except where this use pattern is firmly established, then "in filling" will be allowed. Use design criteria where appropriate to achieve compatibility.

Program 4: Designate appropriate locations on the community profile maps for commercial uses.

2.3.5 Policy: It is policy to encourage major employment centers in areas where adequate public facilities and services can be provided. Preferably, employment centers are to be located in or near Activity Centers.

Program 1: Encourage hotel-casinos and other tourist activities to concentrate and expand in the "Downtown" area.

Program 2: Continue to expand the City's economic base by providing for the development of non-polluting support uses, such as wholesale providers, warehousing, and fabrication and assembly on sites with the following features:

- Road and utility patterns permitting flexibility in site size.
- Options for extension of rail spur-lines to off-mainline rail sites, when feasible.
- Options for meeting variable utility level requirements.
- Adequate access to the freeway and expressway system without traversing residential areas.
- Uses to be controlled by a complete set of performance standards.
- Continuing management enforcement of original development restrictions.

Program 3: Encourage development of Planned "Hi-Tech" business and light industrial parks to accommodate technological research and specialized manufacturing firms, administrative headquarters, and professional office complexes with ancillary commercial uses, on sites with the following characteristics:

- Adequate open space and landscaping
- Design standards and use controls
- Direct access to the thoroughfare system

Program 3: Encourage development of Planned Business and Industrial Parks to accommodate technological research and specialized manufacturing firms, administrative headquarters, and professional office complexes with ancillary commercial uses, on sites with the following characteristics:

- Adequate open space and landscaping
- Design standards and use controls
- Direct access to the thoroughfare system

Program 4: Designate appropriate locations on the community profile maps to accommodate employment center uses and provide compatible transitions for adjoining uses.

2.4 Objective: Activity Centers serving as focal points in the City with concentrations of such uses as residential, commercial, public and employment centers.

2.4.1 Policy: It is policy to encourage the development of Activity Centers to enhance the economic, social and physical development and vitality of the City.

Program 1: Review plans for Activity Centers to ensure compatible development of land uses in adjacent areas.

Program 2: Coordinate economic development activities with land use planning and zoning to facilitate and encourage activity center development.

Program 3: Explore opportunities to provide incentives (e.g. through zoning) to foster activity center development.

2.4.2 Policy: It is policy to expand and reinforce the vitality of existing Activity Centers and to capitalize on commitments by private and public interests.

Program 1: Designate existing City Activity Centers (Downtown, Jackson Avenue, Meadows Mall and the W. Charleston Medical Center) in appropriate Community Profiles.

Program 2: Provide land use designations in the Community Profiles that will stimulate and expand existing Activity Centers.

Program 3: Incorporate in public facility master planning specific priorities for scheduling activity center support improvements.

Program 4: Use and refine as needed the special guidelines for evaluation of activity center projects.

- 2.4.3 Policy: It is policy to create new Activity Centers at strategic locations in order to expand the level of services provided to areas of city growth and development.

Program 1: Designate potential Activity Centers (e.g. Gragson Highway Corridor, Husite, Peccole Property, the Lakes at West Sahara, Rancho/Gragson, Union Pacific Property, State of Nevada complex at Jones/W. Charleston, Lamb/Bonanza) in the appropriate Community Profiles and coordinate planning for eventual development with respective property owners.

- 2.5 Objective: A combination of compatible land uses within and surrounding Activity Centers.

- 2.5.1 Policy: It is policy that all Activity Centers be designed to accommodate mixed uses which support the dominant use in each center, such as tourist/gaming, commercial, employment, medical or public.

Program 1: Designate primary and support uses in each Activity Center.

Program 2: Explore the feasibility of developing a new zoning district to accommodate a combination of uses within Activity Centers.

- 2.5.2 Policy: It is policy to achieve a compatible transition between intensive activity center uses and surrounding urban and suburban living environments.

Program 1: Designate land uses and the perimeter Primary and Secondary Thoroughfares of each Activity Center.

Program 2: Provide suitable open space in each Activity Center.

Program 3: Provide on the community profile maps appropriate land use control in the vicinity of the North Las Vegas Air Terminal.

3. HOUSING

Goal: A diversity of housing types and costs located within a variety of living environments.

3.1 Objective: An adequate housing supply to serve existing and future populations of the City.

3.1.1 Policy: It is policy to encourage new housing development at appropriate locations within the City.

3.1.2 Policy: It is policy to insure timely and equitable provision of public facilities and services to accommodate residential development.

3.2 Objective: Development of diverse, high quality housing stock with price ranges affordable to all income levels.

3.2.1 Policy: It is policy to consider housing market conditions, income and employment levels, housing prices, and other quantity measures, to ensure an adequate supply of housing for all income levels.

Program 1: Monitor residential growth in gross quantitative terms and by income/price categories.

Program 2: Coordinate planning and growth projections with the private sector and other governmental entities.

Program 3: Continue to encourage residential development that provides affordable housing.

Sub-Program 1: Designate appropriate land use categories in the Short-Range Plan which foster affordable housing.

Sub-Program 2: Incorporate new techniques in the zoning and subdivision regulations which will stabilize or reduce housing costs provided satisfactory housing and community standards are maintained.

3.2.2 Policy: It is policy to support both public and private sector efforts to increase the availability of home financing at affordable price ranges for persons seeking home ownership.

3.2.3 Policy: It is policy to support public sector low cost housing assistance for residents who are otherwise unable to support themselves by reason of age, infirmity, physical, social, or economic handicap.

Program 1: Provide assistance to projects which conserve or expand low income housing stock through the Federal Community Development Block Grant Program.

Program 2: Support local efforts of the Las Vegas Housing Authority, to provide below market housing to lower income groups or special needs groups.

3.3 Objective: Development of a variety of housing types, for both rental and ownership in areas throughout the City.

3.3.1 Policy: It is policy to guide community growth and development in a manner which will encourage good neighborhood and community design.

Program 1: Encourage residential development in appropriate locations convenient to employment centers.

3.3.2 Policy: It is policy to evaluate individual development or redevelopment proposals in terms of design which adequately accommodates the needs of prospective residents.

3.3.3 Policy: It is policy to establish and maintain community profile plans which delineate residential product mix opportunity areas within existing and potential neighborhoods.

3.3.4 Policy: It is policy to evaluate development and redevelopment proposals and require adequate design features to mitigate potential conflicts with residential areas.

Program 1: Provide appropriate design guidelines to achieve compatible transitions around residential areas.

Program 2: Identify transition areas on the community profile maps.

3.4 Objective: A well preserved and habitable stock of housing.

3.4.1 Policy: It is policy that new housing incorporate proper design and safety features, and that existing housing be maintained in a safe and healthful condition.

Program 1: Continue to update building and related codes to accommodate new construction techniques and to protect the public health, safety and welfare.

Program 2: Continue to provide adequate inspection and enforcement of building and housing codes.

3.4.2 Policy: It is policy to encourage private property maintenance.

Program 1: Continue Community Development Block Grant assistance to neighborhood improvement efforts.

Program 2: Explore opportunities to expand neighborhood improvement advisory services to provide technical and administrative resources to those who wish to initiate neighborhood improvement efforts.

Program 3: Explore the feasibility for local financial institutions to provide moderate interest rates on home improvement loans in designated neighborhoods.

3.4.3 Policy: It is policy to take appropriate action regarding any danger to the health, safety, and welfare of the general public.

Program 1: Continue enforcement of existing zoning, health, safety and nuisance laws in accordance with the City Code.

4. PUBLIC FACILITIES, SERVICES AND FINANCING

Goal: Efficient, cost-effective provision of public facilities and services.

A. WATER SUPPLY

4.1 Objective: An adequate supply of water to meet the needs of the City for the foreseeable future.

4.1.1 Policy: It is policy that the City will seek legislation for proportionate representation on the Board of Directors of the Las Vegas Valley Water District to assure the formulation of a long-term valley-wide water supply system.

4.1.2 Policy: It is policy to encourage cost effective water conservation techniques to reduce water demand, especially during peak periods.

Program 1: Support efforts to identify possible techniques and use of equipment for lowering water use, such as drip irrigation and low-flow fixtures, and possibly incorporate these strategies in codes and ordinances.

Program 2: Provide for the maximum, cost effective reuse of wastewater to obtain return flow credits.

4.2 Objective: Distribution of adequate water service to existing and new developments.

4.2.1 Policy: It is policy to maintain a close liaison with the Las Vegas Valley Water District.

4.2.2 Policy: It is policy to continue coordination of master planning to ensure adequate water service.

B. SANITARY SEWER FACILITIES

4.3 Objective: A network of sanitary sewers with adequate service capacity.

4.3.1 Policy: It is policy to maintain adequate service to existing developments as the sewer system is expanded.

- 4.3.2 Policy: It is policy to maintain the City's sanitary sewer system in compliance with federal, state and local requirements.

Program 1: Continue preventive sanitary sewer maintenance including inspection, cleaning and repair of sewer lines.

- 4.4 Objective: Expansion of the sanitary sewer system to serve current and future growth potential.

- 4.4.1 Policy: It is policy that new land developments, with the exception of those approved for individual sewage disposal systems or package plants, will connect to a City sanitary sewer for maximum system efficiency and cost effectiveness.

Program 1: Require property owners under city development regulations to connect to the city sanitary sewer system.

- 4.4.2 Policy: It is policy to provide for the construction of sanitary sewer extensions to new developments through a combination of development requirements, improvement districts, and sanitation funds.

- 4.5 Objective: A complete time-phased capital improvement capability consistent with the City's General Plan.

- 4.5.1 Policy: It is policy to forecast and maintain updated information and sewer expansion plans.

Program 1: Update and maintain accurate sewer district maps.

Program 2: Monitor and record existing sewer line flows and capacities.

Program 3: Prepare and adopt short range (5 year), medium range (5 to 20 year) and long range (beyond 20 years) sewer master plans.

Program 4: Periodically update the sewer master plans.

- 4.6 Objective: An economical and cost/effective sewer system.

4.6.1 Policy: It is policy to provide efficient sewer service to city residents through cost-effective design and maintenance of the sanitary sewer system.

Program 1: Maintain standards and criteria for sanitary sewer engineering, construction and design which will ensure optimum service and minimum maintenance cost to the City.

Program 2: Maintain and upgrade city sewer equipment as necessary and as budgetary resources permit to minimize operational expenses.

Program 3: Periodically review all elements of the sewer system for cost reduction purposes.

4.6.2 Policy: It is policy that sewer connection and user fees will be based on an equitable share of the cost for providing sewer service.

Program 1: Provide cost effective programming and budgeting of city sanitation funds.

Program 2: Periodically redetermine cost of operations.

Program 3: Revise fees periodically to reflect changes in the number and types of system users, inflation or other circumstances.

C. FLOOD CONTROL

4.7 Objective: A diversified flood control system to protect life and property from severe flood damage at reasonable cost.

4.7.1 Policy: It is policy to provide drainage improvements that accommodate the natural radial flow path on alluvial fans.

4.7.2 Policy: It is policy that development of the City's flood control system will include an appropriate mix of drainage channels, on-site retention, detention basins, culverts and street surfaces to accommodate the City's unique pattern of infrequent but heavy peak storm-water runoff.

Program 1: Continue to review plans for new development of property under zoning and subdivision regulations to ensure proper drainage in accordance with city design standards and specifications.

Program 2: Provide stormwater channel and drain improvements, providing funding is available, in accordance with stormwater management plans.

Program 3: Continue to provide detention basins, where appropriate, to limit peak runoff primarily from higher elevations west of the City.

4.7.3 Policy: It is policy to utilize streets, as part of a total system, to convey stormwater within individually defined drainage basins, to equalize and retard flows, and to minimize public expense.

4.7.4 Policy: It is policy to maintain existing stormwater facilities to provide for the safe and efficient passage of flood water.

Program 1: Strengthen channel walls; install control walls, maintain common widths and depths, debris basins and drop structures; and provide improvement as necessary to minimize erosion losses in existing channels, as funds are available.

Program 2: Provide public improvements, where necessary, to minimize barriers and obstructions to drainage flow through the City where flooding or ponding occurs, as funds are available.

Program 3: Continue to enforce regulations to curtail promiscuous dumping of debris into channels.

4.8 Objective: Effective management of the City's flood control system.

4.8.1 Policy: It is policy to maintain a broadly based Flood Hazard Reduction Program which meets the requirements of the National Flood Insurance Program (NFIP) thus assuring the availability of flood insurance to city residents and businesses.

Program 1: Continue to maintain the City's Flood Hazard Reduction Ordinance.

Program 2: Continue to maintain a city wide comprehensive program aimed at reducing and preventing flood damage through planning, zoning, and subdivision administration, building permit administration, capital projects, maintenance, and public information.

Program 3: Prepare and adopt a functional master plan for drainage.

Program 4: Establish standards and criteria for resolving drainage problems not affected by the detention strategy.

Program 5: Periodically review and update the Master Drainage Plan in light of changing circumstances.

4.8.2 Policy: It is policy that the City will encourage development of an equitable countywide flood protection system which will insure that city plans are effectively integrated into countywide flood protection policies.

Program 1: Seek state legislation to improve regional flood control, establish city membership on the Flood Control District Board of Directors, and provide appropriate funding mechanisms.

Program 2: Until Program 1 is achieved, strengthen existing coordinative mechanisms between local governments in Clark County.

4.9 Objective: Adequate sources of revenue for flood protection facility planning, design, construction and maintenance.

4.9.1 Policy: It is policy that flood protection improvements will be paid for on an equitable basis among all affected property owners.

4.9.2 Policy: It is policy to investigate possible comprehensive stormwater management funding sources appropriate for the City.

D. POLICE, MUNICIPAL COURTS, AND MISDEMEANANT DETENTION FACILITIES

4.10 Objective: Support police protection services provided by the Metropolitan Police Department (Metro).

- 4.10.1 Policy: It is policy to support the efforts of Metro to provide continuous coverage and a timely and adequate response to emergency calls.

Program 1: Support development of an enhanced 911 metropolitan area emergency telephone system which will improve emergency responses.

- 4.10.2 Policy: It is policy that the City will continue to work with Metro through the Fiscal Affairs Committee to seek funding for necessary facilities and services.

Program 1: Continue to coordinate with Metro in order to provide innovative and improved efforts in such fields as communications, computerization, casetracking and facility construction.

Program 2: Assist Metro to define an overall police protection facility master plan which establishes the location of necessary public facilities and substation sites within the City and its planning area.

Program 3: Encourage Metro in its continuing evaluation of the cost effectiveness and equity of overall police protection services.

- 4.10.3 Policy: It is policy to support Metro programs which provide information, training, or assistance to citizens as a means of inhibiting or curtailing criminal activity.

Program 1: Continue to support Metro's Neighborhood Watch Program and the Victim-Witness Program, as well as efforts to improve the property-evidence classification system.

Program 2: Support legislative programs which improve public understanding of, and involvement in, the management of the police protection system.

- 4.11 Objective: Improve and maintain the reputation of Las Vegas as a safe place to live, work, and visit.

- 4.11.1 Policy: It is policy to publicize the public safety accomplishments of the City so that visitors, potential residents and business interests will continue to be attracted to Las Vegas.

Program 1: Consider documenting Metro's accomplishments, crime reduction actions, and their impact on city crime rates.

Program 2: Encourage Metro to maintain a positive nationwide campaign to publicize the efforts being made to protect the public from criminal activity and their effectiveness.

4.12 Objective: Design of public and private spaces which minimizes opportunities for, or discourages criminal activity.

4.12.1 Policy: It is policy to encourage the design of structures and spaces, in such a way that crime is difficult to conceal, and apprehension is more readily achievable.

Program 1: Consider including defensible space design features, where appropriate, in the City's zoning and subdivision regulations.

4.13 Objective: Adequate, secure and cost-effective municipal court facilities and operations.

4.13.1 Policy: It is policy to provide municipal court services in a location and manner which afford adequate space, integration with other related functions, public security and minimize costs.

Program 1: Explore opportunities to combine municipal court functions and detention facilities into one complex.

Program 2: Explore opportunities to make procedural improvements to various judicial holding, handling, detention and access functions.

4.14 Objective: Cost-effective misdemeanor facilities, processing and detention.

4.14.1 Policy: It is policy to continue to improve the City's misdemeanor detention capability as funding becomes available.

Program 1: Explore the alternatives for possible public/private cooperative approaches to providing or maintaining detention facilities.

Program 2: Continue to explore and implement means of spreading misdemeanor costs over the widest possible inmate base.

E. FIRE PROTECTION

4.15 Objective: Adequate fire prevention and protection.

4.15.1 Policy: It is policy to maintain a well-equipped modern fire department that can effectively reduce loss of life and injury from fire, and reduce the frequency of fires within the community through a program of fire suppression and prevention, public education and training, and maintenance.

Program 1: Continue to protect life and property from fire, natural disaster, accidents and medical emergencies by responding rapidly to the emergency.

Sub-Program 1: Perpetuate fire and other incident suppression services throughout the community, by a thorough, efficient, well-trained, well-equipped and maintained force, familiar with building construction and systems within its service area.

Sub-Program 2: Continue to deter arson by successful prosecution of perpetrators and eliminate fires caused by faulty equipment or installation by utilizing accurate cause and origin investigations.

Sub-Program 3: Continue to disarm and dispose of all explosive and incendiary devices intended to cause property or bodily harm and neutralize or contain chemical and radioactive spills.

Sub-Program 4: Continue to provide a 24-hour a day communication center operation which will handle all incoming emergency requests and dispatch manpower and equipment in the shortest possible time.

Sub-Program 5: Continue to provide emergency medical services throughout the community by maintaining an efficient

well-trained, stable, well-equipped and advanced medical service program.

Program 2: Perpetuate suppression activities by maintaining equipment, tools and capable personnel. Lessen the number of emergencies through fire safety inspections and public education.

Sub-Program 1: Continue to provide citizens with a department trained in all the latest fire suppression and rescue techniques in order to maintain current levels of efficiency in fireground and disaster operations.

Sub-Program 2: Continue to provide and update annually a fire education public awareness program throughout the community directed toward reducing fire incidents and resulting loss of life.

Sub-Program 3: Continue to provide a level of safety to the community and visitors by reducing fire loss through constant inspections and public awareness.

Sub-Program 4: Continue to provide a regularly scheduled maintenance program for vehicles, fire apparatus, and special equipment along with a program that ensures fire hydrants are inspected, serviced, tested and restored.

Program 3: Perpetuate a professional department leadership function which includes policy making, priority setting, record keeping, supervising and evaluating department operations, controlling budget and personnel matters and insuring that all facets of mutual and local cooperation agreements are met and maintained.

4.15.2 Policy: It is policy to sustain a high level of service in order to maintain the City's Class 2 fire insurance rating.

Program 1: Continue to maintain a functional master plan for fire services to be utilized by the Department of Fire Services to organize priorities and maintain activities.

Program 2: Incorporate in each annual budget specific program objectives to maintain the current level of service.

- 4.15.3 Policy: It is policy that automatic aid agreements will be maintained at no cost disadvantage to the City.

Program 1: Monitor and cost out actual aid responses as a basis for negotiating new agreements to provide excess cost paybacks or service credits between participating agencies.

- 4.15.4 Policy: It is policy to maintain the service effectiveness of existing fire stations and hydrants.

Program 1: Continue to maintain a five-year capital improvement schedule identifying stations which need to be relocated, remodeled, expanded or re-equipped and the means of financing these improvements.

Program 2: Include appropriate increments of the five-year schedule in each annual budget submittal, including provision for hydrant maintenance and additions.

- 4.15.5 Policy: It is policy to provide central communication coordination and specialized fire protection services throughout the Las Vegas Valley in order to coordinate regional fire fighting operations and ensure availability of special services appropriate to a metropolitan area.

Program 1: Operate the new Fire Station No. 1 as a centralized communication center for the Las Vegas Valley.

- 4.15.6 Policy: It is policy to reduce costs to the maximum extent possible given the established level of service requirements in order to reduce general fund outlays for fire protection and related services.

Program 1: Consider a cost reduction task force to develop recommendations on cost saving/revenue producing opportunities consistent with a desired level of service.

- 4.16 Objective: An expanded fire protection capability to support new growth areas.

4.16.1 Policy: It is policy that all new development in the City will enjoy fire protection services consistent with existing development.

Program 1: Identify potential fire station sites, in accordance with the functional Master Plan for Fire Services, on the community profile maps

Program 2: Continue to acquire federal land, where feasible, for new fire station sites.

Program 3: Require dedication of fire station sites in accordance with city standards for large developments or other contributions toward site acquisition in the case of smaller scale developments as appropriate.

Program 4: Seek appropriate means to assess areas of growth, based upon benefits received, in order to provide funds for facility construction/installation.

4.16.2 Policy: It is policy to minimize confusion through proper design of new development and street naming to facilitate emergency access of fire vehicles.

Program 1: Establish a set of design standards mutually acceptable to the police, fire, and planning agencies to facilitate emergency access.

Program 2: Continue to incorporate requirements from police and fire agencies on all proposals for planned developments and subdivisions to minimize obstacles to emergency access.

F. SCHOOLS

4.17 Objective: Adequate school facilities for city growth.

4.17.1 Policy: It is policy to coordinate school facility planning with the City's General Plan.

Program 1: Coordinate plans with the University of Nevada for the development of a community college in the westerly portion of the City.

Program 2: Assist the Clark County School District in planning elementary, jr. high, high schools and other specialized facilities in the City.

- 4.17.2 Policy: It is policy to cooperate with the School District in its program of BLM site acquisitions, and on the establishment of joint park/school sites.

Program 1: Utilize the Community Profile System to assist in appropriately locating school facilities.

- 4.18 Objective: Adequate funding for school site development.

- 4.18.1 Policy: It is policy that the City will cooperate with the Clark County School District in its efforts to seek adequate school funding.

Program 1: Support the efforts of the School District to expand and improve school facilities in the City and its planning area.

- 4.18.2 Policy: It is policy to coordinate with land developers and the School District on needed school facilities in new developments.

- 4.19 Objective: Encourage elementary schools as neighborhood focal and identity points.

- 4.19.1 Policy: It is policy to encourage new residential areas, which are primarily single family in character, to be designed with elementary schools as focal points of neighborhood identity.

Program 1: Assist the School District in strategically locating neighborhood elementary schools.

- 4.19.2 Policy: It is policy to work with the School District to coordinate land use and thoroughfare patterns with school attendance areas to reinforce neighborhood cohesiveness.

Program 1: Encourage neighborhood planning and design which will result in minimum conflict between school sites and heavily travelled streets.

4.20 Objective: Continued joint use of city and school district facilities to improve levels of community service without duplicating investment in public facilities.

4.20.1 Policy: It is policy to continue joint use of school facilities between the School District and the City.

Program 1: Provide an equitable means of sharing costs for use of school property for recreational activities or community group events.

4.20.2 Policy: It is policy, wherever possible, to design local parks adjacent to elementary and junior high school sites in order to integrate their functions and facilitate joint use.

G. UTILITIES

4.21 Objective: Availability of public utility installations for existing and future development.

4.21.1 Policy: It is policy that the City will coordinate with utility companies in planning for the supply and distribution of needed public utilities.

Program 1: Maintain liaison with utility companies to identify and pursue common interests in providing service to the public.

Program 2: Continue to cooperate with the utility companies in planning distribution facilities by providing city growth projections and other information.

4.21.2 Policy: It is policy to continue to plan and coordinate utility installation and street construction with the utility companies to minimize costs and create less disruption to public rights-of-way.

5. TRANSPORTATION

Goal: A complete transportation system serving local as well as regional needs for existing and future developments.

5.1 Objective: Plan and implement the development of a comprehensive street and public transit system of sufficient capacity to support city growth and development.

5.1.1 Policy: It is policy to plan for expansion of the transportation system to complement the goals and objectives of the General Plan.

Program 1: Continue to coordinate plans with the Regional Transportation System to maintain a circulation system for the City designed to accommodate the Land Use Plan.

Program 2: Evaluate all development proposals in terms of potential impact upon the local and regional transportation system.

5.1.2 Policy: It is policy that all circulation improvements be in accordance with transportation plans to ensure the continuity and consistency of the street and highway system throughout the City.

Program 1: Continue to maintain street classification and design specifications necessary to ensure an adequate street system for new development.

Sub-Program 1: Continue to maintain a hierarchical program of street classifications to identify the intended function of each roadway type in the transportation network.

Sub-Program 2: Continue to maintain a set of design specifications for each roadway classification, indicating the number, type and width of lanes to be provided within the right-of-way, horizontal and vertical alignment limits, access control, sidewalk design, median requirements, intersection design and parking requirements.

Program 2: Evaluate major new developments to determine improvements needed to support the additional traffic generated.

- 5.1.3 Policy: It is policy for the City to pursue the need for an outer belt expressway or freeway from the Oran K. Gragson Highway west and then south to the major commercial activity centers south of the City.

Program 1: Coordinate the need for an outer belt expressway or freeway with the Regional Transportation Commission and the County of Clark.

- 5.1.4 Policy: It is policy to systematically improve the city transportation system in accordance with established planning priorities and areas of critical need.

Program 1: Maintain a three-year transportation improvement program which considers circulation system requirements, the most cost effective transportation improvements, and available financial resources.

- 5.2 Objective: A coordinated regional street and highway system to efficiently serve urban development.

- 5.2.1 Policy: It is policy to support regional long-range planning efforts through the Clark County Regional Transportation Commission (RTC) in order to ensure continuity of the transportation system as it crosses jurisdictional boundaries.

Program 1: Continue to maintain membership on the policy and technical committees of the Regional Transportation Commission.

Program 2: Continue to cooperate with the Regional Transportation Commission in the development of transportation plans including the general circulation plan, transit plans, and transportation system improvement plans.

Program 3: Continue to implement policies and procedures adopted by the Regional Transportation Commission, when appropriate, within the city limits.

- 5.2.2 Policy: It is policy to coordinate with other governmental entities regarding the City's street and highway program.

5.2.3 Policy: It is policy to coordinate with the Nevada Department of Transportation (NDOT) in planning for and implementing improvements to state highway facilities in the City.

5.2.4 Policy: It is policy to cooperate with the private sector in the development of transportation systems and facilities which can enhance mobility and the economic vitality of Las Vegas.

5.3 Objective: Efficient and effective management and maintenance of the transportation system.

5.3.1 Policy: It is policy to continually evaluate priorities for traffic control and other street and highway improvements.

Program 1: Continue the existing annual traffic count program on city streets and highways as an aid in identifying and estimating street capacity needs.

Program 2: Cooperate with the Regional Transportation Commission in identifying and establishing priorities for arterial "corridors".

5.3.2 Policy: It is policy to achieve maximum efficiency of the existing roadway system through transportation system management techniques, such as traffic signal synchronization, channelization and other traffic flow improvements.

Program 1: Continue to investigate the following measures as alternatives to improve traffic flow:

Provision of left-turn signals and/or left-turn lanes at congested intersections.

Expansion of the computerized, coordinated traffic signalization system.

Limiting access to major thoroughfares from adjacent developments.

Prohibition of parking along thoroughfares, at least during peak travel periods.

plementation of high-capacity, one-way couplets.

Provision of permissive left turns at certain intersections.

5.3.3 Policy: It is policy to maintain public streets to ensure their maximum useful life.

Program 1: Maintain an ongoing program of acceptable roadway maintenance, resurfacing and reconstruction.

Program 2: Seek adequate sources of funding for street maintenance and repair.

5.4 Objective: Provide an effective means of financing and programming street and highway improvements.

5.4.1 Policy: It is policy to seek regional, state, and federal government funds for street and highway improvements.

Program 1: Coordinate with NDOT for funding those portions of the city street and highway network which are either state highways or parts of the federal interstate, primary or urban highway systems.

Program 2: Pursue funding for eligible local projects from special programs of the Federal Highway Administration, including the 4-R (Rehabilitation, Resurfacing, Restoration and Reconstruction), Hazard Elimination, and Railroad Crossing Safety Programs.

5.4.2 Policy: It is policy that the City shall continue to require the installation of street improvements by property owners which are necessary to handle traffic generated by the property or will otherwise directly benefit the property.

Program 1: Continue to require full street improvements to be installed in new subdivisions.

Program 2: Continue to maintain existing regulations and ordinances which require adjacent property owners, either immediately

or at the time they develop their property, to install all necessary street improvements.

Program 3: Continue to require new developments to provide all right-of-way and frontage improvements necessary to implement facilities included in the Transportation Element of the General Plan.

Program 4: Facilitate the formation of Special Improvement Districts, where appropriate, to provide street improvements to serve properties in a designated area.

5.4.3 Policy: It is policy to support the use of the local gas tax distributed by the Regional Transportation Commission for transportation projects in the City.

5.4.4 Policy: It is policy to provide city funds in conjunction with local property owner contributions, as appropriate, to finance improvements to the local street and highway system which are not eligible for regional, state or federal government funds.

5.5 Objective: Provide additional modes of transportation to augment the private automobile.

5.5.1 Policy: It is policy to provide, through membership on the Regional Transportation Commission, an efficient and effective transit system.

Program 1: Maintain and implement plans identifying achievable, efficient, and effective public transit measures.

Program 2: Explore new opportunities to implement low-cost improvements in the existing transit system, including the following:

- a) Install and maintain transit amenities provided by private developers.
- b) Support the concept of express buses along routes which warrant increased level of service in order to improve transit service between areas of the City separated by long

distances or between major Activity Centers which generate large numbers of transit trips.

- c) Implement traffic design features (e.g., exclusive bus lanes, bus turnouts, transit loading/unloading areas) which will improve the operation of transit vehicles.

5.5.2 Policy: It is policy that the City support expansion of transit service when economically feasible and consistent with general public demand and interest.

Program 1: Support measures to establish a permanent source of financing for transit operations sufficient to allow significant expansion of the existing system.

Program 2: Support extension of transit service to existing or developing areas of the City where such service is not currently available.

Sub-Program 1: Through membership on the Regional Transportation Commission, annually revise the Short Range Transit Plan to reflect updated data and assessment of public transit needs.

Sub-Program 2: Provide updated land use, housing and socio-economic data to LVTS and the RTC staffs on a regular basis to assist in identifying areas of the City where concentrations of transit-dependent persons or new transit trip generators are located.

5.5.3 Policy: It is policy to develop a multi-modal transportation center to facilitate transfers between all modes of transportation in downtown Las Vegas.

5.5.4 Policy: It is policy that the City support the Economic Opportunity Board and other local organizations which provide specialized transportation services to residents who, because of age, handicap, or socio-economic status, are unable to provide their own transportation.

5.5.5 Policy: It is policy that the City will seek improvement and expansion of the existing railroad transportation system.

Program 1: Support continued and improved inter-city Amtrak and rail freight service to the City of Las Vegas.

Program 2: Continue to explore the possibilities for removal of remaining at-grade railroad crossings in order to improve safety, reduce delays to automobile traffic at grade crossings, increase the capacity of the cross-town roadway network, and allow for improved train service through the City.

- 5.5.6 Policy: It is city policy to support expansion of air transportation services to Southern Nevada, expansion of air transportation facilities at nearby airports, and measures which would improve accessibility of nearby airports to locations within the City of Las Vegas.

Program 1: Through membership on the Regional Transportation Commission, support or encourage improvements to air transportation facilities and access to locations within the City of Las Vegas.

- 5.5.7 Policy: It is policy that the City will encourage a system of bicycle routes within the City that provides a convenient and safe alternative to automobile transportation.

Program 1: The City will explore the potential for development of new bicycle routes where public interest has been expressed.

Program 2: Continue to install bicycle racks at public facilities to accommodate bicycle use as an access mode to public facilities.

Program 3: Integrate city plans for bikeways with those of the surrounding governmental entities in order to create a continuous metropolitan bike path network.

- 5.5.8 Policy: It is policy that equestrian trails may be established within or between certain designated rural areas to provide opportunities for city residents who own horses to ride within rural neighborhoods and between their homes and the outlying areas of the valley.

- 5.5.9 Policy: It is policy to provide for pedestrian walkways in appropriate areas where greater pedestrian separation from vehicles is warranted.

Program 1: Encourage measures to facilitate safe pedestrian walkways between residential areas, commercial services, schools, and recreation areas. Further, encourage measures which will facilitate pedestrian circulation within major activity centers.

Sub-Program 1: Provide incentives, whenever possible, for new development to provide for and encourage pedestrian circulation.

Sub-Program 2: Support measures which can improve safe pedestrian circulation and access to businesses in the downtown area, including exploration with the downtown business community of establishing an urban mall.

Program 2: Continue to provide wheelchair ramps at appropriate locations.

Sub-Program 1: Continue to maintain existing sidewalks and pedestrian pathways, including locations where wheelchair ramps have been installed.

Sub-Program 2: Continue to install wheelchair ramps at appropriate intersections where sidewalks have been provided without them.

Sub-Program 3: As part of the development approval process, require that developers include wheelchair ramps, when appropriate, as part of their project's frontage improvement.

5.6 Objective: Provide safe, convenient and effective inter-city and intra-city transportation to facilitate economic development including, but not limited to, the Las Vegas/Los Angeles Super Speed Train.

5.6.1 Policy: It is policy to provide the maximum feasible accessibility to Activity Centers, in particular, to the City Downtown Central Business District.

Program 1: Continue development of the downtown multi-modal transportation center.

Sub-Program 1: Redevelop the former Fire Station #1 into a multi-modal transportation terminal for convenient access to downtown.

Sub-Program 2: Relocate the downtown transit system transfer site from 3rd Street and Carson Avenue to the transportation terminal.

Sub-Program 3: Develop a downtown public transportation system which will facilitate accessibility between downtown businesses and the terminal.

Sub-Program 4: Continue plans to provide a people mover fixed transportation system between the downtown transportation terminal and the Cashman Field Complex.

Program 2: Provide public improvements or development regulations or incentives, where necessary and appropriate, to ensure adequate parking within walking distance of a major activity center and commercial activity.

5.6.2 Policy: It is policy that the City will pursue the development of the proposed Las Vegas to Los Angeles Super-Speed Transportation System to increase accessibility to the City of Las Vegas from the Southern California area.

Program 1: Continue the City's leadership and participation as part of the public/private Project Task Force evaluating the feasibility of the Super-Speed Transportation System.

Program 2: Complete phase II evaluation of the potential system which would include such studies as environmental and socio-economic impact, ridership verification, financial and legal research.

5.6.3 Policy: It is policy to provide a transportation network that facilitates the safe movement of goods.

Program 1: It is policy that truck traffic will be limited to a network of preferred truck routes.

SubProgram 1: Evaluate the network of streets and highways to determine which streets are most appropriate for truck routes.

SubProgram 2: Continue to install and enforce truck route directional signs on preferred truck routes.

SubProgram 3: Consider limitation of delivery times into downtown to allow use of streets for tour buses, private vehicles, and buses.

Program 2: Enact measures to insure the safe transportation of explosives, hazardous chemicals or materials, including nuclear waste, through the City of Las Vegas.

SubProgram 1: Coordinate with the U. S. Department of Energy and the Nevada Commerce and Highway Departments to ensure that no materials are improperly transported through the City of Las Vegas which could be dangerous to the public.

SubProgram 2: Assist the State of Nevada in evaluating the impacts of the establishment of a high-level nuclear waste site at Yucca Mountain, including transportation and public communications planning.

6. CONSERVATION

Goal: An acceptable and sustainable level of environmental quality.

6.1 Objective: Acceptable air quality.

6.1.1 Policy: It is policy to participate in regional and statewide air quality improvement efforts in order to maintain positive air quality standards in the City.

Program 1: Continue to cooperate with the Clark County Health District in monitoring air pollutant levels in the City, with particular emphasis on those areas which have historically experienced high pollution levels.

Program 2: Continue to cooperate with the Clark County Regional Transportation Commission in programming regional transportation improvements which reduce auto emissions.

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Program 4 Continue to cooperate with other local governments in regional air quality planning which maintains Nevada and National Ambient Air Quality Standards.

Program 3: Cooperate with the State of Nevada in its vehicle inspection program and support legislation to continue the program.

6.1.2 Policy: It is policy to promote transportation improvements which will improve air quality.

Program 1: Utilize transportation system management techniques which improve roadway traffic capacity, particularly on major routes during peak hours.

Program 2: Prioritize and implement roadway construction and intersection improvement projects which improve the flow of traffic.

Program 3: Maintain standards and criteria for street grading and paving in new developments.

Program 4: Support measures to improve public transit.

Program 5: Continue to plan and implement the downtown transportation center and connecting transit/people mover systems.

Program 6: Continue efforts to implement the Las Vegas/Los Angeles Super Speed Rail System.

6.1.3 Policy: It is policy to coordinate land use with air quality planning to reduce potential trips and trip lengths.

Program 1: Establish Activity Centers throughout the City.

Program 2: Continue to encourage non-polluting industrial development at appropriate locations.

6.2 Objective: Acceptable water quality.

6.2.1 Policy: It is policy to improve and expand the City's wastewater treatment capability while maintaining water quality standards.

Program 1: Continue to maintain acceptable wastewater treatment standards.

Program 2: Continue planning and implementation of scheduled wastewater treatment plant expansion.

Program 3: Continue monitoring and maintenance of effluent standards.

6.2.2 Policy: It is policy to encourage water conservation.

Program 1: Encourage development which emphasizes native landscape materials, low flow or drip irrigation systems and interior flow reduction fixtures and devices.

Program 2: Continue maintenance of public facilities and parks which minimize water requirements.

6.2.3 Policy: It is policy to cooperate with federal, state and other local governmental agencies in mutual efforts to improve and maintain water quality in the Las Vegas Valley.

Program 1: Participate in regional water quality planning for Clark County.

Program 2: Cooperate with the Bureau of Reclamation in the development and implementation of salinity reduction plans.

6.3 Objective: Conservation of natural resources.

6.3.1 Policy: It is policy to conserve the City's land resources.

Program 1: Require master development plans, where appropriate, to preserve unique land features, such as knolls, bluffs and outcroppings.

Program 2: Continue to require rehabilitation plans, guaranteeing restoration to an acceptable post-extraction condition and use, for any extraction activity authorized in the City.

6.3.2 Policy: It is policy to encourage preservation of areas of environmental significance.

Program 1: Encourage preservation of significant environmental resources which may be affected by development in the City or may be utilized by city residents.

6.3.3 Policy: It is policy to encourage recycling of resources where economically feasible.

Program 1: Continue development of programs to reclaim storm and wastewater and make use of poor quality, shallow ground water for industrial, recreational and other uses.

Program 2: Encourage use of recycled packaging materials for retail products and programs to reuse solid waste products such as glass, paper, tin and aluminum.

Program 3: Utilize recycled products for city operations where feasible.

6.4 Objective: Conservation of energy.

6.4.1 Policy: It is policy to encourage urban design and development which conserves energy.

Program 1: Encourage land use and subdivision design which facilitates reduced use of energy.

6.4.2 Policy: It is policy to promote transportation improvements which contribute to energy conservation.

Program 1: Utilize transportation system management techniques which improve roadway traffic efficiency, particularly on major routes during peak hours.

Program 2: Support measures to improve public transit.

Program 3: Continue to plan and implement the downtown transportation center.

Program 4: Continue efforts to implement the Las Vegas/Los Angeles Super Speed Rail System.

6.4.3 Policy: It is policy to conserve energy in city administration.

Program 1: Continue City efforts to reduce energy in city facilities and operations.

Program 2: Continue and expand cost effective material recycling operations associated with city functions.

Program 3: Continue exploration of opportunities to utilize excess methane gas produced as a by-product of the anaerobic digestion process used at the wastewater treatment plant.

6.4.4 Policy: It is policy to cooperate with electrical and gas utilities and any secondary users of energy (water districts, sanitation districts, school districts, etc.) in efforts to reduce energy consumption.

7. ENVIRONMENTAL HAZARDS

Goal: The minimum damage possible from natural and man-made environmental hazards.

7.1 Objective: Protection from unhealthful and hazardous waste.

7.1.1 Policy: It is policy to protect city residents, property owners and visitors from exposure to hazardous wastes.

Program 1: Monitor hazardous waste storage, collection, transportation and disposal practices to ensure adequate protection to people and property.

Program 2: Explore the feasibility of specified truck routes limiting transportation of hazardous waste.

7.1.2 It is policy to participate in solid waste disposal planning and management to ensure adequate disposal sites and services.

Program 1: Cooperate with Clark County and local solid waste disposal companies in planning for solid waste landfill sites to avoid gaps in disposal capacity or excessive costs.

Program 2: Continue to require new developments to include facilities for convenient solid waste disposal such as common trash pickup areas, individual trash holding areas, or other facilities that are accessible for disposal and pickup, and situated in such a manner so as not to be a visual or physical nuisance.

7.2 Objective: Protection from unhealthful noise impacts.

7.2.1 Policy: It is policy that exterior noise levels of 65 Ldn and interior noise levels of 45 Ldn will generally be considered as the noise limits for residential, public and quasi-public uses in the City of Las Vegas.

Program 1: Consider mapping noise contours throughout the City using the National Cooperative Highway Research Program (NCHRP) model, particularly the areas adjacent to freeway routes, expressways, rail lines and the North Las Vegas Airport.

Program 2: Where noise sensitive uses are planned within 300 feet of a freeway, expressway or rail line, within the approach or departure pattern for the North Las Vegas Airport, or adjacent to major thoroughfares, consider the requirement that development plans document noise conditions on the site and describe how excessive noise will be handled.

Program 3: Encourage non-noise sensitive uses to locate near noise generators in the community profile areas and through subsequent zoning.

Program 4: Consider including in the City Code provisions for noise attenuation in building design and construction.

Program 5: Explore the scope and feasibility of a noise ordinance for application within residential neighborhoods to address nuisance noise conditions.

7.2.2 Policy: It is policy to cooperate with federal, state and local regulatory agencies in efforts to minimize noise impacts from all modes of transportation.

7.3 Objective: Protection of life and property from seismic damage.

7.4 Objective: Protection of development from subsidence, ground water damage, and poor soil conditions.

7.4.1 Policy: It is policy to review land development proposals for subsidence, ground water problems and poor soil conditions.

Program 1: Maintain and periodically update maps of known areas of subsidence, ground water problems and severe soil conditions.

Program 2: Require reports for development projects, where necessary, to document potential subsidence or adverse soil conditions and describe appropriate mitigation measures.

7.4.2 Policy: It is policy to provide public information concerning known areas of subsidence, ground water problems and poor soil conditions.

7.5 Objective: Protection of developed areas from blowing sand damage.

7.5.1 Policy: It is policy to apply cost effective methods for resolving blowing sand damage where feasible.

Program 1: Require construction projects to mitigate blowing sand generation.

Program 2: Explore the cost and feasibility of a large scale cooperative planting program of drought tolerant vegetation, if necessary, along public rights-of-way to serve as blowing sand barriers.

7.5.2 Policy: It is policy to discourage disturbance of natural desert pavement prior to urban development.

8. PARKS AND RECREATION

Goal: Parks and recreational facilities and services which provide both active and passive recreational opportunities on a community-wide and neighborhood level.

8.1 Objective: An adequate and diverse system of parks and recreational facilities and services.

8.1.1 Policy: It is policy to determine appropriate locations, size, and type of facilities for municipal parks and other recreational operations.

Program 1: Establish service standards for parks and recreational facilities that consider the City's fiscal resources and capabilities.

Program 2: Establish criteria to determine the adequacy of parks and recreational facilities in the review of development proposals.

Program 3: Periodically reevaluate the adequacy of parks and recreational facilities in accordance with determined service standards.

8.1.2 Policy: It is policy to provide a variety of parks and recreational facilities.

Program 1: Develop neighborhood and community parks to serve the needs of residents throughout all areas of the City.

Program 2: Avoid unnecessary duplication of recreational opportunities provided by public schools and private organizations.

8.1.3 Policy: It is policy to provide organized recreational activities and services at community recreation centers and park facilities throughout the City.

Program 1: Continue to provide programs for all ages in adaptive recreation, sports, and arts and crafts, as well as classes for

special interest groups, and meeting rooms for clubs and service organizations.

Program 2: Continue to sponsor specialized programs and activities for senior citizens.

8.2 Objective: An equitable means of financing park facilities and recreational services to serve the residents of Las Vegas.

8.2.1 Policy: It is policy to utilize public funds, within budgetary constraints, to facilitate parks and recreational development and services.

Program 1: Continue to utilize federal, state, Las Vegas Convention and Visitors Authority grants or endowments for parks and recreational facilities as funds become available.

Program 2: Continue the cooperative arrangement with the Clark County School District to provide joint neighborhood park and school sites.

Program 3: Continue to coordinate plans with federal and state agencies to secure public lands which are suitable for park use.

Program 4: Continue to explore opportunities for public/private joint financing in the operation of public parks and recreational facilities.

8.2.2 Policy: It is policy to cooperate with private developers to ensure that adequate park space and recreational facilities are provided to meet the needs of new residents.

Program 1: Evaluate and monitor new development in accordance with zoning and subdivision regulations to ensure adequacy of parks and recreational facilities.

Program 2: Encourage land dedication or land designation and construction of parks and recreational facilities for private maintenance, as may be appropriate, for large scale or master planned developments.

Program 3: Consider the feasibility of a residential construction tax ordinance.

- 8.2.3 Policy: It is policy to consider establishment of benefit assessment districts for park purposes along with other public facilities and services in various areas of the City when requested by these residents.

Program 1: Review various types of benefit assessment districts, particularly the use of property secured revenue bonds.

- 8.2.4 Policy: It is policy to provide continuing recreational programs and to maintain park facilities by utilizing general funds, user fees and other resources.

Program 1: Perpetuate reasonable user fees for city recreational facilities and programs.

Program 2: Continue to periodically re-evaluate fees for recreational facilities and programs to ensure that such programs are available to all residents at reasonable cost.

8.3 Objective: Efficient management of park and recreational facilities.

- 8.3.1 Policy: It is policy to pursue priorities in the improvement of existing city parks which provide maximum benefit to the public.

Program 1: Maintain a list of priorities for park facility and recreational program improvements.

Program 2: Continue to coordinate and review plans for development of park facilities and recreational program improvements with the City Parks and Recreation Advisory Commission.

Program 3: Continue to encourage input from citizens and various organizations concerning park facilities and recreational programs.

- 8.3.2 Policy: It is policy to provide cost-effective administration and maintenance of parks and recreational facilities and services.

8.4 Objective: Expanded opportunities for cultural pursuits and programs.

8.4.1 Policy: It is policy to sponsor cultural activities which enhance the opportunity for artistic and cultural expression in the community.

Program 1: Continue to sponsor ongoing community cultural activities, such as the Civic Ballet, Las Vegas Symphony and Rainbow Company.

Program 2: Continue to sponsor art exhibits and performances at city facilities and parks.

Program 3: Continue to manage and maintain city facilities for cultural enrichment, such as the Reed Whipple Center and the Charleston Heights Arts Center.

8.4.2 Policy: It is policy to provide city assistance to enhance community cultural activities through coordination of events and use of city facilities.

Program 1: Continue city support of cultural enrichment programs and community events.

Program 2: Continue to make city facilities available to community cultural groups at minimum possible cost.

Program 3: Continue to provide printed material describing city facilities, including capacities, hours of availability, cost range and any special consideration for their use.

8.4.3 Policy: It is policy to encourage private efforts to expand the artistic and cultural base of the community.

9. HISTORIC PRESERVATION

Goal: Preservation of cultural resources which have historical significance.

9.1 Objective: A workable historic preservation program.

9.1.1 Policy: It is policy to maintain an inventory of historic structures and places as the basis for an action program to preserve them.

Program 1: Update the historic preservation inventory, as needed.

9.1.2 Policy: It is policy to provide a historic preservation program based on cultural and economic considerations.

Program 1: Evaluate the most practical legal, financial and regulatory techniques for historic preservation.

9.2 Objective: Private and public preservation of structures and places of historic significance.

9.2.1 Policy: It is policy to promote the preservation of historic structures and places in the City of Las Vegas.

Program 1: Encourage private preservation of those buildings and sites in the inventory that are representative of the cultural heritage of Las Vegas.

Program 2: Provide city support of practical historic preservation programs which will benefit the residents of the community.

Sub-Program 1: Continue to identify sources of funds and seek financial assistance for restoration and preservation activities.

Program 3: Integrate historical preservation with programs involving housing, recreation, transportation and community development.

Program 4: Explore the feasibility of adaptive reuse of historically significant buildings for municipal and other community purposes.

9.3 Objective: Promote interest, appreciation for, and coordination of preservation activities with citizen groups and public agencies.

9.3.1 Policy: It is policy to coordinate historic preservation activities with community preservation organizations.

9.3.2 Policy: It is policy to coordinate local programs with state and federal historic preservation programs.

9.3.3 Policy: It is policy to make information available concerning historic preservation activities within the City.

0. VISUAL RESOURCES

Goal: A visually attractive residential community and a unique visitor environment.

10.1 Objective: Creative and visually appealing urban design.

10.1.1 Policy: It is policy to encourage creative or innovative design in development projects.

Program 1: Continue design review as part of the land development review process.

Program 2: Consider additional design standards, guidelines and procedures which may be appropriate to enhance overall community appearance without adding additional time or cost to the development review process.

10.1.2 Policy: It is policy that quality design will be incorporated into all public projects constructed by the City.

Program 1: Continue to utilize the Interdepartmental Design and Review Committee for design and aesthetic review on City projects.

Program 2: Maintain professional capability in architecture and landscape architecture which can assure good design of public projects while effectively accommodating the needs of the public.

10.1.3 Policy: It is policy to utilize the City's Beautification Committee for guidance and recommendations concerning strategies to improve community appearance.

10.2 Objective: Quality design, landscaping and architectural treatment of commercial and industrial areas.

10.2.1 Policy: It is policy to encourage creative design, incorporating concepts such as plazas, landscaped open areas, urban art and amenities in public spaces, and separation of pedestrian and vehicular traffic, in Activity Centers throughout the City.

10.2.2 Policy: It is policy to maintain contemporary standards of appearance for commercial and industrial development with respect to architecture, landscaping, signage, storage, screening and parking lot design.

Program 1: Continue aesthetic review of development proposals provided under City zoning and subdivision regulations.

Program 2: Continue to revise, adopt and enforce zoning regulations regarding landscaping, outside storage, display and screening.

Program 3: Encourage landscape buffers along existing industrial areas with high freeway exposure, where feasible.

10.2.3 Policy: It is policy to encourage well landscaped and properly designed commercial and industrial parks in appropriate locations throughout the City.

Program 1: Provide public assistance and incentives where feasible to encourage high quality commercial and industrial park development.

Program 2: Consider the feasibility of a commercial/industrial park zoning classification.

10.3 Objective: Visually attractive signage throughout the City and restricted signage outside designated gaming/tourist centers.

10.3.1 Policy: It is policy to regulate signs outside of tourist commercial areas at acceptable community standards.

Program 1: Continue to maintain, update, and enforce sign regulations.

Program 2: Consider revisions to sign regulations which may enhance community appearance without limiting reasonable advertisement of commercial activities or services.

10.3.2 Policy: It is policy to promote and permit signage in tourist commercial areas that reinforces the "NEON Art" image of the Fremont/Casino

enter area and stimulate expansion of that visual character throughout all tourist commercial territory designated on community profile maps.

10.4 Objective: Enhancement of the central city area as a unique Activity Center.

10.4.1 It is policy that the central portion of Las Vegas will be treated as a unique and highly urban Activity Center to accommodate a diversity and intensity of uses not found elsewhere in the Las Vegas Valley.

Program 1: Specify high intensity and, where appropriate, mixed land uses on the Community Profile, encompassing the city downtown area.

Program 2: Provide on-going redevelopment and rehabilitation activities in the downtown area.

10.4.2 Policy: It is policy to seek input and cooperation with the Downtown Progress Association and other appropriate interest groups on plans and projects for the downtown area.

10.5 Objective: Uncluttered and debris-free vacant desert land.

10.5.1 Policy: It is policy to discourage promiscuous dumping on vacant desert land.

Program 1: Continue to enforce existing litter ordinances.

Program 2: Post vacant public properties with "No Dumping" signs.

Program 3: Ensure adequate solid waste disposal sites are provided at convenient locations.

Program 4: Consider a "Neighborhood Litter Watch" program which marshals citizen resources in reducing promiscuous dumping activities.

10.5.2 Policy: It is policy to coordinate with other governmental entities and community civic organizations in efforts to control and clean up indiscriminate disposal of solid waste.

10.6 Objective: Attractive thoroughfare corridors.

10.6.1 Policy: It is policy to encourage and provide attractive thoroughfares through the City as an essential ingredient in the urban visual environment.

Program 1: Designate landscaping improvements on city thoroughfares as deemed appropriate.

Program 2: Consider economical landscape requirements for new development along designated thoroughfares.

Program 3: Explore the use of special improvement districts for neighborhoods to accelerate improvement schedules or enhance the level of programmed landscaping improvement.

10.6.2 Policy: It is policy to encourage and cooperate with private efforts to provide attractive public improvements such as street furniture, benches, kiosks, and fountains at appropriate locations.

10.6.3 Policy: It is policy to encourage desert tolerant, low maintenance, drought resistant, landscape materials in combination with creative materials, forms and textures along thoroughfare corridors, where feasible.

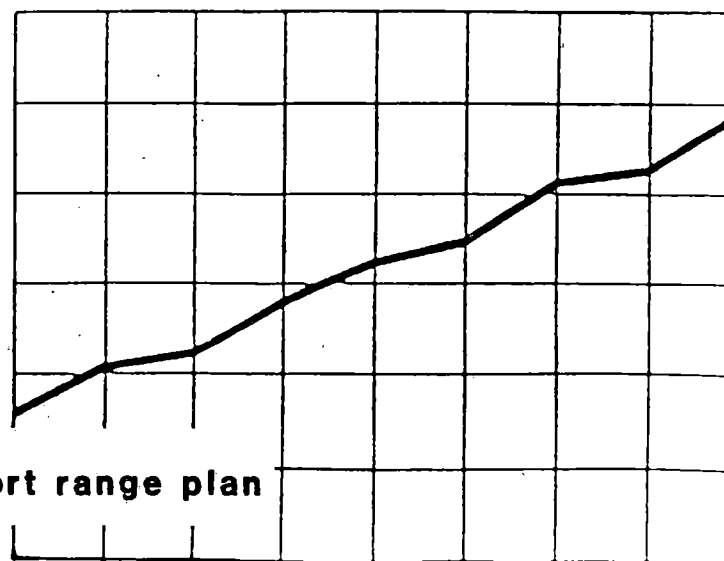
10.7 Objective: Distinctive city entry points.

10.7.1 Policy: It is policy to promote public and private entry statements into the City of Las Vegas along tourist oriented routes as a means of improving city identity.

Program 1: Erect signs, monuments or other structures, as funds are available, where effective and appropriate.

10.7.2 Policy: It is policy to cooperate with other governmental entities to ensure adequate public improvements to rights-of-way of major thoroughfares entering Las Vegas.

part III - the short range plan



PART III - THE SHORT RANGE PLAN

A. INTRODUCTION

The Short-Range Plan contains the administrative mechanism whereby the city seeks to support and fulfill the concepts contained in the policies and programs enumerated in the Long and Mid-Range plans. The Short-Range Plan presents a procedure by which the city's objectives can be measured and the day-to-day task of analyzing urban development can be charted.

In essence, this portion of the General Plan becomes an implementing tool to achieve the standards established for tomorrow's growth. Because of the active nature of the Short-Range Plan, it is more precise and is formatted differently than the prior plans. Its purpose is to assist in the provision of appropriate and compatible land uses.

In this context, the focus of the General Plan, as presented in the Short-Range Plan, switches away from goals, policies and programs and proposes land use concepts as a systematic method to integrate the objectives of the previous plans. The Short-Range Plan becomes less abstract. It encourages development which will accommodate and improve the diverse lifestyles desired by Las Vegas residents.

B. CONCEPT OF THE SHORT-RANGE PLAN

This section of the General Plan develops a format which is useful, consistent, and will, in fact, promote the vast arrangement of different living environments needed in the City of Las Vegas. The City's approach to addressing this need was to develop planning districts based upon the intensity of urban development expressed in terms of population per square mile. Each square mile and the population density contained within it become a basic planning and measuring unit from which almost all additional calculations are made. This planning unit is referred to as a Residential Planning District. The combination of two or more Residential Planning Districts of a predominant or homogeneous characteristic are classified as a Community Profile. The merger of the Community Profiles produces the geographical area called Las Vegas.

C. RESIDENTIAL PLANNING DISTRICTS (RPD'S)

The policies contained in the Short-Range Plan focus on residential development. To accommodate different living environments and lifestyles, the Short-Range

Plan provides three basic types of Residential Planning Districts: Urban, Suburban and Rural. Flexibility and variation in the types and development densities in each RPD are provided by a range of density categories. An RPD is a geographic area that is generally one-mile square and bounded by primary thoroughfares.

Each of the three basic residential planning districts reflects design concepts and distinctive residential lifestyles. A district may include several types of development; however, each type of planning district will retain an overall character and density established by the General Plan. The Community Profiles, when taken together, include all the RPDs in the City and reflect the composite population established for the entire city. The three types of residential planning districts are described as follows:

Urban Residential Planning District

The Urban Residential Planning District (RDP) contains relatively intensive urban development and high population densities. Urban RPD's are primarily located in the central portion of the City.

As in all RPD's, the fully developed Urban Planning District will contain a variety of housing styles and residential densities. This variation in density will be guided to create design variations, to ensure maximum compatibility with adjacent development, and to ensure a smooth transition with adjacent residential planning districts. Although the intensity of development in the Urban Planning District is not desired by all, the types of development found in this district provide a lifestyle desired by many residents. The Urban RPD is designed to provide many basic daily needs, all easily within walking distance, and to minimize the need for automobile movement between points within the area. The automobile will, instead, be utilized primarily for movement to points outside of the area. The planning and design of the Urban RPD will ensure that housing, recreation areas, pedestrian and bicycle paths, commercial areas, and other facilities will all work together to reinforce each other.

Suburban Residential Planning District

The Suburban Residential Planning District (RPD) includes the greatest mixture of housing types and densities, but derives its character primarily from the predominant form of City residential development, the single family detached residence. Most of the RPD's in the City are Suburban Residential Planning Districts.

Although a diversity of housing types is encouraged, compatibility of new development, with existing single family residential development is a primary consideration in Suburban Residential Planning Districts. The success of the City's suburban community environment is dependent upon a design that creates a sense of unity so that residential uses strongly interact with local supporting uses such as parks and other recreation facilities, local commercial, pedestrian and bicycle paths, and elementary schools.

Rural Residential Planning District

The Rural Residential Planning District (RPD) encompasses areas of the City where the predominant lifestyle is single family homes on large lots. Many Las Vegas residents prefer a semi-rural or rural environment which permits greater privacy, and in some cases animals, and is removed from intensive urban activity. Rural RPD's are found primarily in outlying areas of the City.

Some variation of housing style and density is possible in Rural RPD's provided appropriate design measures are utilized to maintain compatibility. Local commercial uses and parks are not essential services in the Rural Residential Planning District. The large individual lots and overall open space afforded by the low density development precludes the need for most recreation facilities. Instead, the feeling of "neighborhood" comes from the predominantly large lot environment, and an overall circulation plan in terms of streets, bicycle and equestrian paths, as well as landscape continuity and other design measures.

D. RESIDENTIAL PLANNING DISTRICT STANDARDS

The standards for each of the three types of residential planning districts are summarized in Table 3.1. It should be noted that optimum figures are not fixed. A Rural Residential Planning District could consist of less than four square miles along with a concomitant reduction in dwelling units and population. The general location of each of the three types of RPD's is shown on the Generalized Land Use map on page in this section.

Table 3-1
RPD Standards

RESIDENTIAL STANDARDS

	<u>Urban</u>	<u>Suburban</u>	<u>Rural</u>
Optimum Design Population	17,000	11,500	11,500
Optimum Area	640 Acres	640 Acres	2,560 Acres
Total DU's	9,800	4,400	4,400
Maximum DU/Gross Acre	49 DU/Gross Acre	21 DU/Gross Acre	7 DU/Gross Acre
Optimum Average DU/Gross Acre ¹	24 DU/Gross Acre	7 DU/Gross Acre	1.8 DU/Gross Ac
Minimum DU/Gross Acre	7 DU/Gross Acre	2 DU/Gross Acre	1 DU/Gross Acre
Optimum Percent of Residential Use	55%	65%	70%

NON RESIDENTIAL STANDARDS

• Percent in streets	30%	25%	25%
• Commercial	1 Ac/1000 People	2/Ac/1000 People	2/Ac/1000 People
• Elementary School	4-5 Ac.	8-10 Ac.	8-10 Ac.
• Parks/Recreation Facilities/Community Service Center	2 Ac/1000 People	2 Ac/1000 People	1 Ac/1000 People

¹ The desirable average gross density for the entire residential planning district.
NOTE: Numbers have been rounded for ease of use and will not correlate precisely.

Not all Residential Planning Districts will be optimum size. Portions of Residential Planning Districts may also contain non-residential development or uses that do not relate directly to the needs of the area. When this occurs, Table 3.2 is to be utilized to determine the reduction factor as well as the designed dwelling units and population for each type of residential planning district.

Table 3-2

RPD Population & Dwelling Units - Reduction Factors

Percent of Area ¹	Reduction Factor	Urban RPD		Suburban RPD		Rural RPD	
		Population	Units	Population	Units	Population	Units
10-19%	.15	16,100	8,300	10,200	3,700	2,500	900
20-29%	.25	14,200	7,300	9,000	3,300	2,200	800
30-39%	.35	12,400	6,400	7,800	2,900	1,900	700
40-49%	.45	10,500	5,400	6,600	2,400	1,600	600
50-74%	.63	7,000	3,600	4,400	1,600	1,100	400
75-100%	.88	2,300	1,200	1,400	500	400	200

¹ Percent of land area in other uses not listed in the RPD residential or non-residential standards as specified in Table 3.1.

NOTE: Population and dwelling units may not correlate due to rounding.

E. MIXTURE OF DENSITY CATEGORIES WITHIN RESIDENTIAL PLANNING DISTRICTS

While each of the aforementioned types of residential planning districts define an overall character of development, a variation in residential densities can be expected to occur within each RPD. Each of the three types of living environments and accompanying lifestyles include a range of residential categories. For example, an Urban Residential Planning District can include both high-density apartments and small lot single family homes. The Rural Residential Planning district is designed to permit a range of housing from conventional single family tract homes, to estate size single family homes on several acres.

The population and density capacities for each of the residential planning districts are summarized in Table 3.3.

Table 3-3

Residential Planning Districts
Planning Capacities

<u>RPD TYPE</u>	<u>Population Per Square Mile</u>	<u>Dwelling Units Per Square Mile</u>	<u>People Per Gross Acre</u>
Urban	17,000 - 19,000	9,800	26.6 - 29.7
Suburban	11,000 - 12,000	4,400	17.2 - 18.8
Rural	2,500 - 3,000	1,100	3.9 - 4.7

Table 3.4 sets forth guidelines for the mix of residential densities that can be expected in each type of residential planning district. If one of the density categories is exceeded in any particular residential planning district, the difference must be made up from other density categories in order to maintain the same overall character and density pattern within the residential planning district.

Table 3-4

RPD Density Ratios
Percent of Residential Land Area
by Type of Dwelling Unit Density

Density Category DU's/ <u>Gross Acre</u>	High <u>Over 20</u>	Medium <u>12 - 20</u>	Medium Low <u>6 - 12</u>	Low <u>3 - 6</u>	Rural <u>0 - 3</u>
<u>RPD</u>					
Urban	50%	25%	25%	0	0
Suburban	0	10%	60%	30%	0
Rural	0	0	0	15%	85%

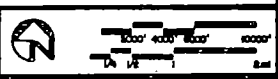
F. COMMUNITY PROFILE SYSTEM

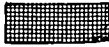
Community Profiles are designated areas of the City comprising two or more residential planning districts and having a predominant or homogeneous characteristic, such as the City's "downtown" area or the medical facility area in the vicinity of the Southern Nevada Memorial Hospital. The community profile maps reflect the preferred location and density ranges for the various types of land uses throughout the City. Consequently, there may be more area designated for certain types of land uses and greater densities than would ultimately be allowed for the purpose of providing development options. The amount of land allocated to the land uses and the densities on each profile map are continually balanced by City staff in conjunction with the Residential Planning District System to result in the designed number of residential dwelling units and support uses.

Fifteen Community Profiles, each with a separate land use map and supporting text, comprise the General Plan study area. This system of profile areas can be expanded as circumstances require. These profile maps and texts enable the City to review individual development projects in terms of land use and the policies contained in the General Plan. Thus, land use totals will change over time as development occurs and the desired balance of uses is achieved.

City of Las Vegas general plan

GENERALIZED LAND USE PLAN



-  RURAL DENSITY
RESIDENTIAL
-  SUBURBAN DENSITY
RESIDENTIAL
-  URBAN DENSITY
RESIDENTIAL
-  SERVICE/GENERAL
COMMERCIAL
-  TOURIST COMMERCIAL
-  EMPLOYMENT

-  REGIONAL
-  DISTRICT
-  ACTIVITY
CENTER
-  COMMERCIAL
CENTER
-  1990 GROWTH
BOUNDARY
-  2000 GROWTH
BOUNDARY

