CITY OF LAS VEGAS • PLANNING & DEVELOPMENT DEPARTMENT

Downtown North Land Use Plan

Received by Planning Commission April 24, 2003
Adopted by City Council May 21, 2003, GPA-2249

Updated
GPA-5015 on October 21, 2004
GPA-5016 on October 21, 2004
GPA-29866 on November 19, 2008

DOWNTOWN NORTH LAND USE PLAN

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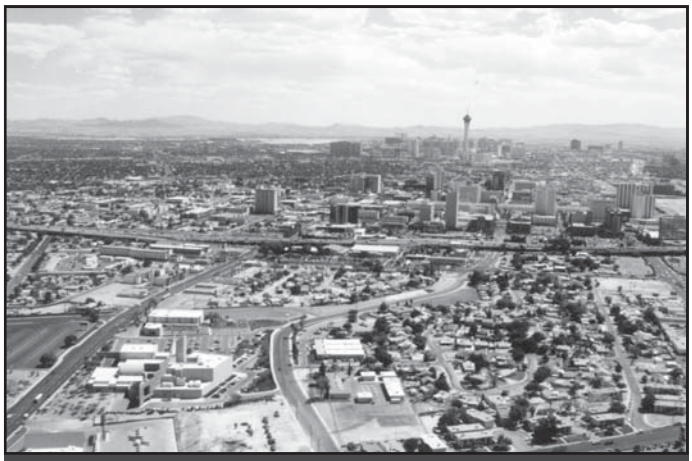
Executive Summary Tasks

Protect and improve downtown adjacent residential neighborhoods and cultural amenities.

* Explore incentives and assistance to maintain viability of homes within the Biltmore neighborhoods.
* Consider first-time home-buyer programs.
* Seek out funding sources to enhance the cultural amenities located in the Downtown North planning area.

Improve public infrastructure.

* Install a landscape median on Las Vegas Boulevard north of US 95 to match those to the south.
* Install three restored historic neon signs in the new Las Vegas Boulevard landscape median.



Cultural Corridor and Biltmore residential neighborhood in relation to downtown

* Repave all deteriorated streets and repair curbs, gutters and sidewalks especially in Biltmore neighborhoods as funding becomes available.
* Support the Regional Transportation Commission's Bus Rapid Transit route along Las Vegas Boulevard.
* Study and install decorative perimeter walls where appropriate.
* Establish a program of public signage, banners and trail markers to create a sense of place for neighborhoods and districts in Downtown North Plan area.
* Obtain a 100' right-of-way along Las Vegas Boulevard between Owens Avenue and Bonanza Road to address the increased traffic expected from North Las Vegas Fifth Street widening project. An additional 10' pedestrian easement will also be sought from new construction and redevelopment.
* Construct a new east-west connector street along the south property line of the Cashman Field and Reed Whipple Community Center parking lot.
* Install a pedestrian bridge over Las Vegas Boulevard in the Cultural Corridor.

Maintain and expand cultural opportunities.

* Determine opportunities to assist Discovery Children's Museum.
* Analyze links from National History Museum - Las Vegas Library - Reed Whipple Cultural Arts Center.
* Study potential re-use of City of Las Vegas Annex/Leisure Services building as an expansion area for theaters, museums, etc.
* Work with Neon Museum Board toward successful completion of the Neon Museum and Boneyard Park.
* Negotiate with Cashman Field for shared and/or expanded use of the property.

Introduction

Description of the Area. The Downtown North area is located in Ward 5 of Las Vegas and shown on Map No. 1. The area is formed by the boundaries of Interstate 15 on the west, U.S. 95 on the south, and the city limits along Owens Avenue on the north. The eastern boundary is established along the major arterials of Bruce Street and Maryland Parkway. Peripheral residential development in outlying neighborhoods was not included in the study area.

Two areas were added to the eastern boundaries of the Downtown North Land Use Plan. The primary reason for the addition was to include the area that has been deemed most appropriate for the future relocation of the fire station, Dula Community and Senior Center and the Municipal Pool when the I-515/95 is widened. Maryland Parkway and Bruce Street appeared to be the logical right-of-ways to use for the eastern boundary of the plan area (Map 1).

Name. There have been a number of names penned to describe areas located north of Downtown. A plan by the Downtown Central Development Committee (DCDC) identifies an area north of U.S. 95 along Las Vegas Boulevard as the "Biltmore Industrial District" in its "Downtown Neighborhood 2000 Plan." Other plans, which address all or part of this corridor, refer to the area as the "City Hall Campus Expansion/Renovation Area" and the "Las Vegas Boulevard Overlay District." As mentioned above, part of the area also is referred to as the "cultural corridor." These plans and the derivation of their names will be discussed in detail in the section on Land Use Plan and Strategy. Because of the extent and broad spectrum of land uses in the study area, the area is given the more geographical general term of "Downtown North."

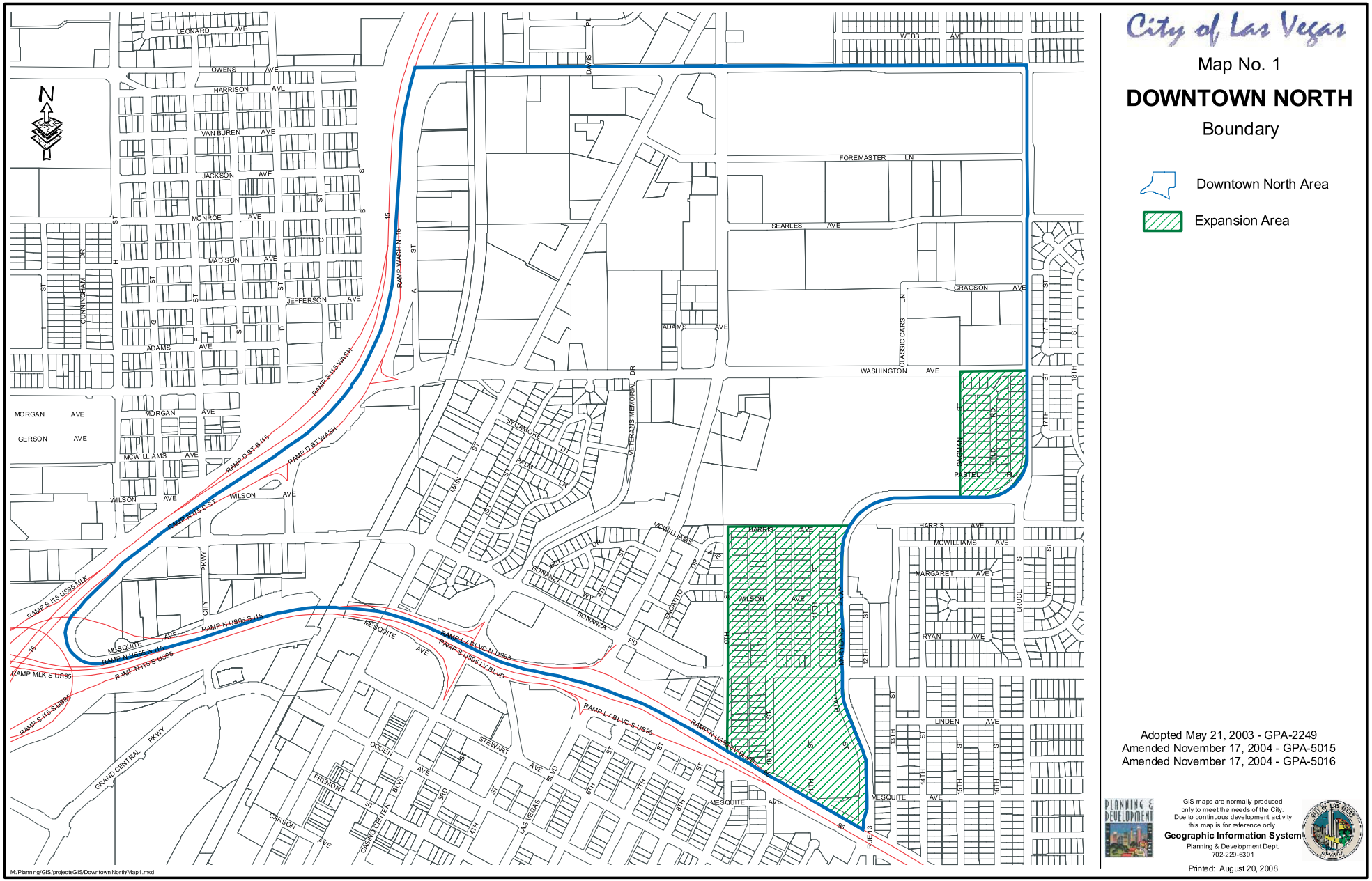
Downtown North industrial area in conjunction with Interstate 15

Downtown North Compared to Downtown. There is a large distinction between the two areas of Downtown North and Downtown. The Downtown is developed with high intensity commercial uses, including gaming operations with hotels, professional offices, business services, personal services and retail uses. City of Las Vegas government ("city") offices and federal government offices also make up a good portion of the land uses, as well as many other types of land uses that make the Downtown the focus of business activity.

The Downtown North area also consists of a broad range of land uses from single-family residential subdivisions to industrial uses; however, there are more land-consumptive vehicular oriented and industrial uses and fewer professional offices. There is no casino in this area, and gaming operations are restricted to slot machines that are ancillary to other uses. Part of the area along Las Vegas Boulevard has many city, state and public offices, but U.S. 95 and other land uses separate them from the public offices in the Downtown. It is because of these distinctions that the Downtown North area was separated from the study area of the "Las Vegas Downtown Centennial Plan" and made the focus of this plan.

History. The Downtown North area played a significant part in the history of Las Vegas. It was here where the Las Vegas Valley settlement is believed to have originated.

Up until the first decade of the Twentieth Century, water flowed from a source at the Big Springs (the Las Vegas Springs Preserve), located near what is now the intersection of Valley View Boulevard and Alta Drive. From there, the creek flowed northeasterly through the area of Lorenzi Park and easterly through the study area. Known as the Las Vegas Creek, it is no longer present, but its course was along the approximate alignment of Bonanza


City of Las Vegas
Map No. 1
DOWNTOWN NORTH
Boundary
Downtown North Area
Expansion Area
Adopted May 21, 2003 - GPA-2249
Amended November 17, 2004 - GPA-5015
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WASHINGTON AVE
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SYCAMORE
PALM LN
MAIN ST
BONANZA RD
ENCANTO DR
HARRIS AVE
MARGARET AVE
RYAN AVE
BRUCE ST
LINDEN AVE
STEWART AVE
OGDEN AVE
FREMONT ST
CASINO CENTER BLVD
LAS VEGAS BLVD
CARSON AVE
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Road to a location between the Las Vegas Library and the mortuary at 925 Las Vegas Boulevard. The creek then flowed east to the reconstructed Old Las Vegas Mormon Fort where the creek has been reconstructed in its original location. The creek terminated in an area of expansive grasslands and swampy area just east of the current location of the Old Las Vegas Mormon Fort State Historic Park. It was these grasslands, or "meadows" that earned Las Vegas its name. For thousands of years this creek was the site of seasonal camps for various groups of Native American people who came here to hunt and collect the wild plants that grew in the area.

Las Vegas Springs circa early 1900s

The first European-American settlement began in 1855 when a group of 30 Mormon missionaries, led by William Bringhurst, arrived from Utah and constructed a fort on the existing mail route to Southern California. The fort was located along Las Vegas Creek near what is now the intersection of Las Vegas Boulevard and Washington Avenue. The settlers used the water from the creek for irrigation to grow crops and orchards. The original fort, now called the Mormon Fort, measured 150 feet on each side and was constructed of adobe. A small remnant of the fort is recognized as being the first permanent structure built in the Valley. The fort contained a post office and served as a way station for travelers. After lead was discovered at Mt. Potosi, 35 miles to the southwest, the mission grew to include services for mining and smelting operations. However, because of failed attempts to mine useable lead, the fort was largely abandoned after two years in 1857.

The fort lay abandoned and at the mercy of passing travelers and Native Americans who stole lumber and supplies until 1860 when a California party of prospectors rediscovered the Potosi mining area. The miners formed the Colorado Mining Company and used the fort as their headquarters until the outbreak of the Civil War in 1861. After vacating the premises, the fort remained largely unused until a former miner named Octavius Decatur Gass and two partners took over the site to raise cattle and recultivate the deserted fields. As the fort was largely in ruins, Gass and his partners rebuilt the original adobe building and constructed another, which Gass eventually lived in with his wife and family. The ranch included a blacksmith shop and a small store that served travelers and provided produce for the mining communities that had developed in the nearby mountains. In the 1870s, Gass bought out his two partners and continued to farm and raise cattle on the 640 acres. The ranch was eventually named the "Las Vegas Ranch," and became a rest stop for weary travelers where they could camp and obtain a decent meal for a nominal fee.

Las Vegas Springs circa early 1900s

In the 1860s and 1870s, Gass served four consecutive terms in the Arizona Territory legislature, as his 640 acres were located in Mojave County, Arizona at the time. As a legislator, he backed a bill in 1866 to remove a large portion of land from Mojave County to create Pah-Ute County on the border of the new state of Nevada. By 1872 the land in question had been given to Nevada and became Lincoln County. Lincoln County was further divided in 1909, resulting in Clark County, as it exists today. The State of Nevada demanded back taxes from all former Arizona residents of this area and this, along with extravagant spending and poor management, forced Gass into debt, causing him to eventually lose the ranch in 1881 to one of his debtors, Archibald Stewart from Pioche, Nevada.

Stewart and his wife, Helen, moved to the Las Vegas Ranch in 1882 and began a prosperous ranching operation until 1884 when Stewart was killed in a gunfight under suspicious circumstances at the neighboring Kyle Ranch. As a widow with five children, Helen Stewart continued operating the ranch and farm for another 18 years. The ranch and farm were expanded to 2000 acres, making Mrs. Stewart the largest landowner in Lincoln County. She sold the ranch and the water rights to the San Pedro, Los Angeles & Salt Lake Railroad in 1902. The owner of the company was Montana Senator William Clark, for whom Clark County is named.

In early 1902, based on rumors of a railroad being built between Salt Lake City and Los Angeles, a civil engineer named J. T. McWilliams purchased 80 acres of land adjacent to Mrs. Stewart's property. McWilliams filed a plat map on the acreage, named it the "Original Las Vegas Townsite," and began selling lots. The Townsite was located north of present day Bonanza Road and west of the Union Pacific Railroad tracks.

The San Pedro, Los Angeles & Salt Lake Railroad began laying tracks in 1904, a project that was completed in January 1905. The first locomotive from Salt Lake City to Los Angeles ran in early February. Regular service began on May 1. When the railroad reached Las Vegas, a new phase of development began. It was at this time that the water from the Las Vegas Creek was diverted into the new town's water system and the creek as it had been known ceased to exist.

A subsidiary of the San Pedro, Los Angeles & Salt Lake Railroad, the Las Vegas Land and Water Company, laid out a town site of its own on the Las Vegas Ranch and called it "Clark's Las Vegas Townsite." This Townsite was located east of the railroad tracks and farther south in the present day Downtown area, south of Stewart Street and east of Main Street. The lots were auctioned off on May 15, 1905, the date generally regarded as the birthday of Las Vegas. Since the Townsite was closer to and more accessible from a train station and depot constructed in the area, it eventually forced the demise of the McWilliams' Townsite. The Original Townsite dwindled rapidly as property owners physically removed their buildings from the "Westside" and relocated them in the new Clark's Las Vegas Townsite. The demise was hastened in September when most of the business district along the west side of the railroad tracks at Wilson Avenue was destroyed by fire. The Original Townsite was slow to rebuild and did not begin to repopulate significantly until the early 1940s with the outbreak of World War II.

The Downtown North area played a major role in the development of Las Vegas with three other events.

In 1911, Mrs. Stewart sold a parcel of land, including a small spring, to the U.S. Bureau of Indian Affairs for use as a colony for the Las Vegas Paiutes, a use that remains to the present day. The history of this transaction is addressed in the section "Paiute Indian Reservation" in the next chapter.

In 1905, residents of Las Vegas formed a cemetery association for the purpose of establishing a city cemetery. By 1915, the association had purchased land and begun burials in Woodlawn Cemetery, Las Vegas's first public cemetery, located south of Owens Avenue and east of Las Vegas Boulevard. This cemetery was recently listed on the National Registry of Historic Places and as a National Historic District.

For many years, the Helldorado Days festival was held in the Downtown North area. In the aftermath of the completion of Hoover Dam in 1935, Las Vegas, spearheaded by the Elks Lodge of Las Vegas, initiated this annual affair. Festivities were centered in temporary quarters on east Fremont Street. In 1939, the Elks Lodge, with major donations from the citizenry, created a more permanent "Helldorado Village," complete with a large dance hall and bar with antique wagons and automobiles housed on the premises. The new location was east of Las Vegas Boulevard near its present intersection with Bonanza Road. By the late 1940s, the municipal park was deemed inadequate for the Helldorado rodeo. The Elks Lodge then purchased sixty acres from the San Pedro, Los Angeles & Salt Lake Railroad and again with

donated labor and materials, built a stadium that was the precursor to the present Cashman Field. The Cleveland Indians and Pittsburgh Pirates played Las Vegas' first major league baseball game at the stadium in 1954. Helldorado Village was eventually moved to a part of the sixty-acre parcel directly east of the stadium.

Planning Process. The General Plan Amendment process was utilized when updating the Downtown North Plan. This included a community meeting and then review and recommendation by the Planning Commission followed by City Council review and approval. Each was a public hearing with the opportunity for community input.

Background Information

Existing Land Uses. There is a broad spectrum of land uses in the Downtown North area, but the land uses generally may be classified in the several categories shown in Figure #1. Some uses, such as cemeteries / burial grounds, are singled out in the table for illustrative purposes and discussed below.

Cultural Corridor. Public facilities represent the largest amount of acreage or approximately one-fourth of the 551.9 total acres in the Downtown North area, excluding the area of street rights-of-way.

The primary reason for the changes in the various land use are a result of the additional 38.3 acres that were added to the plan area. Several areas standout; a large mobile home park has since been vacated adding nearly 20 acres to the vacant land use category and several Public Facility uses such as homeless shelters have been sold to commercial interests resulting in their respective changes (Figure 1).

Figure 1
Total Land Use

Land Uses	Acres	%
Public Facilities	111.9	20
Industrial	40.5	7
Residential	101.5	18
Group Quarters	26.4	5
Cemetery / Burial Grounds	76.9	14
Commercial	146.9	27
TCPU*	4.8	1
Vacant	42.7	8
Total by Land Use	551.9	100.0

*Note: Transportation, Communications, Public Utilities

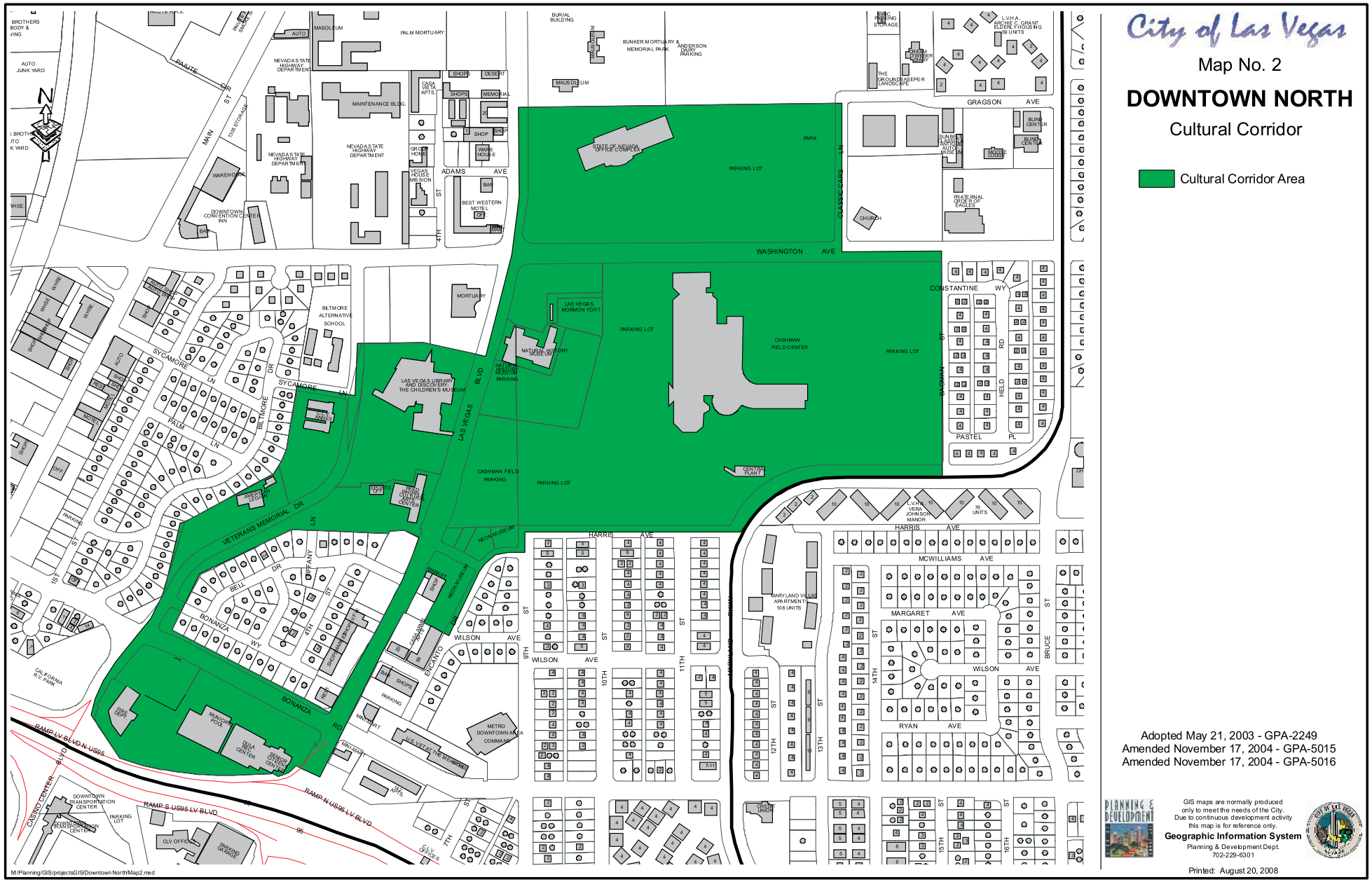
Source: City of Las Vegas Planning & Development Department, 2008

Along both sides of Las Vegas Boulevard, extending west of Veterans Memorial Drive to the Biltmore residential additions and east to Sagman Street and Bruce Street, there are numerous state, city and public uses comprised of civic, cultural, and sports facilities. It is because of these uses that this portion of the study area (see Map No. 2) has been referred to as the "cultural corridor."

Currently, the corridor contains the Grant Sawyer state office building, Cashman Field Center, the City's Reed Whipple Cultural Center, Las Vegas Public Library, Lied Children's Discovery Museum, Old Mormon Fort, Las Vegas Natural History Museum, the Neon Museum, and the City's Leisure Services Department. The southern portion of the corridor traditionally has included the block of Bonanza Road that is located between Bonanza Way and U.S. 95 and between Las Vegas Boulevard and Casino Center Boulevard. Included in this block are the Dula Senior Complex, municipal pool and the City's No. 1 fire station. There also are state offices. Most of the facilities in this area will be relocated due to the planned Nevada Department of Transportation (NDOT) widening of Interstate 515 within the next ten years.

Cashman Center, a facility of the Las Vegas Convention and Visitors Authority, is a 534,000-square-foot, multi-use complex on a 60-acre site. Each segment of the facility is capable of functioning independently or in any combination for conventions and trade shows, business / group meetings, theatrical presentations, and sporting events. Cashman Center also has its own modern telecommunications and closed-circuit TV systems. ARAMARK Corporation, Inc. provides exclusive food and beverage services for the facility.

Cashman Center was designed with three goals: convenience, workability and versatility. Eighty percent of the meetings and conventions held in the United States are capable of being accommodated in this facility, one of the nation's most flexible, accommodating, and affordable.


City of Las Vegas
Map No. 2
DOWNTOWN NORTH
Cultural Corridor
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WASHINGTON AVE
LAS VEGAS BLVD
VETERANS MEMORIAL DR
BONANZA RD
HARRIS AVE
WILSON AVE
MCWILLIAMS AVE
MARGARET AVE
RYAN AVE
GRAGSON AVE
CONSTANTINE WY
PASTEL PL
ADAMS AVE
SYCAMORE LN
PALM LN
BILTMORE DR
BELL DR
TIFFANY ST
MAIN ST
CASINO CENTER BLVD
RAMP LV BLVD N US95
RAMP S US95 LV BLVD
PARKING LOT
CASHMAN FIELD CENTER
STATE OF NEVADA OFFICE COMPLEX
LAS VEGAS MORMON FORT
NATURAL HISTORY MUSEUM
LAS VEGAS LIBRARY AND DISCOVERY, THE CHILDREN'S MUSEUM
NEVADA STATE HIGHWAY DEPARTMENT
MAINTENANCE BLDG.
PALM MORTUARY
BUNKER MORTUARY & MEMORIAL PARK
BEST WESTERN MOTEL
DOWNTOWN CONVENTION CENTER INN
BILTMORE ALTERNATIVE SCHOOL
MARYLAND VILLAS APARTMENTS 108 UNITS
L.V.H.A. VERA JOHNSON MANOR 76 UNITS
L.V.H.A. - ARCHIE C. GRANT ELDERLY HOUSING 59 UNITS
METRO DOWNTOWN AREA COMMAND
CENTRAL PLANT
CLV OFFICES
PARKING GARAGE
DOWNTOWN TRANSPORTATION CENTER
CALIFORNIA R.V. PARK
CHURCH
CREDIT UNION

Cashman Center consists of three major components: two flexible exhibit halls with meeting rooms, a proscenium theatre, and a professional baseball stadium. These facilities and the many services Cashman Center offers are described below:

* Meeting rooms. There is more than 12,000 square feet of subdividable meeting space on two levels with a maximum of eight rooms on one level. These meeting rooms can be configured into individual rooms from 1,083 square feet (100 people) to 4,452 square feet (442 people) and are contiguous with the exhibit halls.

Cashman Center

* Exhibit halls. The two exhibit halls at Cashman Center feature a combined total of 98,100 square feet with access to the meeting room area, theatre lobby, and stadium field. Whether as a sit-down banquet, trades show, or an educational seminar, Cashman Center's highly flexible exhibit halls can be custom configured to suit any specific meeting requirements.

* Theatre. From hit Broadway shows to elaborate corporate presentations, Cashman Theatre provides comfortable armchair seating for 1,940 persons (1,386 on the main floor and 554 in the balcony). The theatre's facilities include a 3,015 square foot permanent proscenium stage with draperies, lighting, state of the art sound system, 10 dressing rooms, chorus rooms, wardrobe, production / conference rooms, stage manager's office, ticket box office, and a green room located offstage.

* Stadium. The stadium is an integral component of the overall Cashman Center. It features a 148,500 square foot natural-grass field area, has a fixed seating capacity of 9,260 with seating options available to accommodate an additional 1,850 attendees. The stadium is home to the Las Vegas 51, the Triple A affiliate of the Los Angeles Dodgers professional baseball team. In addition to baseball, the stadium can accommodate other sporting events, concerts and other outdoor events.

* Club Level Restaurant. Cashman Stadium has a full-service, climate-controlled banquet room for functions on the club level that offers panoramic views of the baseball complex, scenic mountains and the surrounding area. This area is ideal for parties, receptions, and corporate meetings. It also can accommodate small intimate groups to receptions for 500 guests.

* ARAMARK. ARAMARK is a full-service catering and public food service company located within Cashman Center. From simple continental breakfasts for as few as 10 to gourmet banquet dining for thousands, ARAMARK has the on-site facilities to accommodate every food and beverage need.

The City is in negotiations with the LVCVA to take over control of Cashman Field in the near future. Request for development proposals for future uses has been initiated.

The cultural corridor is connected with City Hall and downtown via the Cultural Trail which passes the Post Office, with its planned conversion to a cultural facility by the City; and other ancillary uses. Cashman Center itself has large open areas that may be able to accommodate future structured parking and new public and cultural facilities. The Cultural Trail is a pedestrian friendly walk that encourages persons in the Downtown to travel north to the cultural corridor. As a part of this trail system, a pedestrian bridge will be installed in front of the main library connecting with the Cashman Field parking lot on the east. This will provide a safe, convenient crossing for visitors to the area.

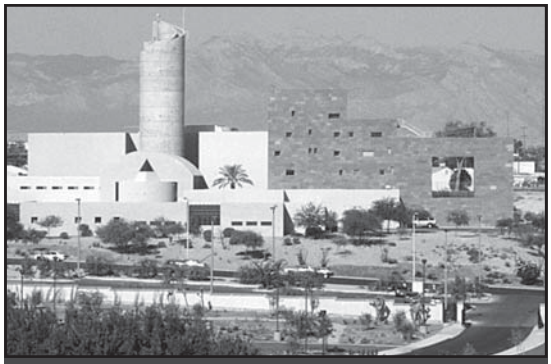
The Pioneer Trail is another facility intended to integrate the Downtown North area with parts of West Las Vegas and the Downtown area as well as to give tribute to the historic buildings in the area. This trail is discussed in the section on "Public Infrastructure and Facilities."

The Las Vegas Library is one of 24 branch libraries that make up the Las Vegas-Clark County Library District.

The Library District serves both the Las Vegas metropolitan area and outlying rural areas in the expansive 7,927 square miles of Clark County. The Library District enables the community to pursue lifelong learning through responsive collections, electronic resources and innovative services. Library system resources exceed two million books, recordings, documents, maps, and media, and the District serves more than 4.5 million visitors and residents each year.

The Las Vegas Library receives more than 400,000 visits annually. Serving a diverse multi-ethnic community, it houses an international collection, and conducts a variety of bilingual programs including story times and Internet training. The Las Vegas Library serves as a partial depository for federal, state and local government documents and is home to the Library District's administrative offices, support service activities and Computer Assisted Literacy in Libraries (CALL) program headquarters. Members of the community and visitors alike enjoy the library's 250,000-item collection and a special collection on Gaming and the history of Las Vegas.

The Lied Discovery Children's Museum, located at 833 Las Vegas Boulevard North, is a leading educational and cultural institution in the metropolitan Las Vegas area that offers exciting and important learning experiences in the arts, sciences and humanities to economically and culturally diverse children of all ages. The museum's programs include permanent and traveling exhibits, science demonstrations and workshops, creativity workshops, artist-in-residence programs, performances, cultural celebrations, teacher training workshops, work and leadership development programs for teens, and early childhood programs for very young children and their parents and caregivers.



Las Vegas Library and Lied Children's Museum

The museum occupies 33,000 square feet of space in this 104,000 square-foot award-winning building designed by noted Southwest architect Antoine Predock. With more that 25,000 square feet of innovative, hands-on exhibits, the museum is one of the largest children's museums in the United States.

Since opening in 1990, more that 1,150,000 children and adults (approximately 100,000 per year) have visited the museum. In addition to family visits, the museum's services and programs reach a wide range of southern Nevada's residents through school and community group tours (20,000-25,000 per year), birthday parties, sleepovers, corporate rentals and the museum's membership program. In addition, over 350,000 people (approximately 30,000 per year) have served in outreach programs in schools, community centers and other sites - most of which serve children and families in low-income neighborhoods. Also, more than 115,000 people (approximately 10,000 per year), who are unable to afford the Museum's admission fee, have been admitted free of charge through the museum's subsidized admission program.

The museum has received several state, regional and national awards and merits for its programs, including the following:

* Given in October 2001 the Governor's Award in the Humanities through the Nevada Humanities Committee
* Awarded a model program grant in 2000 from the National Endowment for the Arts (NEA) and Americans for the arts, for its artist-in-residence (ArtSmarts), and work and leadership development (YouthWorks) programs for teens
* Chosen in 2000 as the host organization for Nevada for the Artists & Communities: America creates for the Millennium, a national project of the NEA and the Mid-Atlantic Arts Foundation
* Received in 1999 the Promising Practices Award by the Association of children's museums and the Metropolitan Life Foundation for its Early Childhood Initiative

* One of 50 national semi-finalists chosen in 1999 by the President's Committee for the Arts and Humanities and the NEA for the Coming Up Taller Awards for YouthWorks

* Selected for several years as the state and regional site for National Science and Technology Week by the National Science Foundation

The Old Las Vegas Mormon Fort is also a key feature of the cultural corridor. It is located in the Old Las Vegas Mormon Fort State Historic Park at 500 East Washington Avenue. The Old Mormon Fort is one of the most important structures in the history of Las Vegas. Built in 1855 by the Mormons, it is believed to be the oldest known building to be constructed in the Valley (see "history" section in the previous chapter).

Old Mormon Fort reconstructed

The original fort consisted of an adobe enclosure with towers or bastions at the northwest and southeast corners. The United States Bureau of Reclamation renovated the building in 1929 during the construction of Hoover Dam. A 5 million dollar renovation of the complex was recently completed and has been used as a testing lab and office for the Bureau as well as a tourist attraction.

The Pioneer Trail and the Bonanza Trail are other facilities intended to integrate the Downtown North area with parts of West Las Vegas and the Downtown area as well as to give tribute to the historic buildings in the area. These trails are discussed in the section on "Public Infrastructure and Facilities."

The Las Vegas Natural History Museum, located at 900 North Las Vegas Boulevard, is a private, non-profit institution dedicated to educating the public in the natural sciences - both past and present. Through its interactive exhibits, educational programs, and the preservation of its collections, the museum strives to instill an understanding and appreciation of the world's wildlife and ecosystems and explore the human relationship with the environment.

The museum is one of Nevada's largest and finest museums. It was recently given recognition in 2002 as a Smithsonian Institution Affiliate, one of the highest honors given to a museum. Additional honors and recognition awarded to the museum include the following:

* Named the *Conservation Organization of the Year* by the Nevada Wildlife Federation in 1996

* Received the *Governor's Development Award* in 2000

* Received the Clark County School District *Partnership Program Appreciation Award* in 2001

* Is the only local museum with collections geared to educate about wildlife from around the world and capable of illustrating natural history beyond the local environment and the current time period

* Visited by over 30,000 children annually on school field trips

The museum offers many services that are of special benefit to visitors and residents alike. Educational programs include the following:

* Learning Safaris: age specific, guided tours for school children.

* Sensory Safari: addresses the special needs of sight- and hearing-impaired children; a special tour that gives the children the opportunity to touch taxidermied mounts and live animals, experience desert smells, hear animal calls, and taste unusual natural foods such as cactus candy.

* Open Door Program: admits over 17,000 students attending at-risk schools and children with special needs to the Museum free of charge each year.

* EXPLORE! Program: provides at-risk schools free bus transportation to and from the Museum.

The museum also houses a number of exhibits. These exhibits include the following:

* Dinosaurs / Prehistoric Life Gallery. The museum houses a 35-ft. long Tyrannosaurus rex that lowers its head and roars at spectators. A Triceratops, ankylosaur, and a ferocious raptor give a further glimpse into the past. Also represented is the ichthyosaur, a gigantic marine reptile that swam in the waters of Nevada during the time of the dinosaurs.

* Marine Life Gallery. The Marine Life Gallery contains a 3,000-gallon tank with live sharks, stingrays, and eels. Other colorful and fascinating creatures from the deep occupy additional jewel tanks. Life-size recreations of various species of sharks and fish hang from the ceilings and walls.

* African Gallery. The African Savanna exhibit presents the breathtaking beauty of the Serengeti, featuring a peaceful watering hole scene on one-side and predator-prey relationships on the other. The African Rainforest exhibit features the diverse life found in an African jungle. With the push of a button, visitors can see and learn about the animals hidden in the trees and thick brush and can experience a thunderstorm with rain and lightning. The "Out of Africa" exhibit features recreations of three extinct African primates: Australopithecus aphaeresis, Homo habilis, and Homo erectus.

* International Wildlife Gallery. A variety of animals from around the world can be found in this room. Visitors will find a 16-foot giraffe, a family of bison, antelope, monkeys, a jaguar, a grizzly bear, a tiger, and much more. Unique to this museum are a pair of zebra duikers and two water chevrotain that are so rare that they will not be found in any other museum in the United States.

* Wild Nevada Gallery. The Wild Nevada Room draws visitors into the scenic but rugged beauty of the Mojave Desert. A large variety of animals and plants are featured, from catclaws and pocket mice of the Lower Mojave to elk and juniper of the Upper Mountain (Spring Mountain Range) area. Snakes, badgers, foxes, burrowing creatures, and big horn sheep are a few of the animals represented. Interactive learning takes place as young visitors investigate the exhibit with their ears, hands, and noses.

* Young Scientist Center. This is a hands-on interactive room for children who can dig for fossils, study animal tracks, observe a paleontology lab, and view skeletal structures on x-ray film. Live tarantulas, scorpions, snakes, and turtles provide another dimension of learning. This is a popular room for young and old alike.

* Learning Center. A classroom, complete with teaching aids, is available for workshops and classes. When school children visit the museum, the classroom is used for informative demonstrations and lectures. Visitors enjoy watching a videotape of reptiles, and observing the live snakes housed in that room.

* A new wing is planned to house an authentic Egyptian exhibit in the near future.

Office of Cultural and Community Affairs. Instrumental in enhancing cultural activities in the cultural corridor is the Office of Cultural Affairs. With a full-time staff of 13, the Office of Cultural Affairs operates three cultural arts centers and an outreach program. Program offerings include seasons of performing arts events, exhibitions in two art galleries, an extensive visual and performing arts instruction program, facility and technical support to community arts groups, performance development programs (through the Las Vegas Civic Ballet, Rainbow Company Children's Theater, Las Vegas Youth Orchestra, Las Vegas Civic Symphony, and Las Vegas Symphonic Band), and audience-development programs such as the Children's Concert Series and in-school performances by selected guest artists. The office typically presents and supports up to 280 special events, concerts, festivals, and courses in a given year. The office has direct management responsibility for the Las Vegas Arts Commission that oversees public art projects.

A brief synopsis of each program or project sponsored by the Office of Cultural Affairs that is located within the Downtown North Area is described below:

* Fine Arts Exhibits. 15 to 20 professionally curated exhibits are presented annually at the Reed Whipple Cultural Center Art Gallery and the Charleston Heights Art Center Gallery.

* Visual and Performing Arts Classes. Three sessions are programmed annually at the Reed Whipple Cultural Center. Classes are offered for adults, teens, and children in dance, theater, music, painting, pottery, weaving, and more. Workshops in a variety of specialized areas are also offered.

* Guest Artist Series. A series of concerts at three cultural facilities citywide offers high caliber artists at affordable prices. Some of the programs are supported by state and federal grants. The participating artists represent diverse ethnic groups and participate in school residencies.

Reed Whipple Cultural Center

* Touring Companies. National and international performers are programmed at three cultural facilities. Some are supported by state and federal grants and offer ethnic diversity.

* Rainbow Company Children's Theater - The award-winning theater group offers five fully staged productions each season at the Reed Whipple Cultural Center and the Charleston Heights Arts Center. The staff also teaches a variety of classes and oversees the auditions and weekly Rainbow ensemble workshop.

* Las Vegas Civic Ballet - Founded in 1981, the Civic Ballet produces two fully staged productions each season. The Civic Ballet members range in age from eight to 23. Professional choreographers and guest artists support the ballet with their time and talent.

* Las Vegas Youth Orchestras - Jointly sponsored by the City of Las Vegas Cultural and Community Affairs and the Clark County School District. The orchestras are comprised of students in the Southern Nevada area. The orchestras allow students the opportunity to perform professional concert literature within a well-structured learning environment. Their season includes five concerts.

* Young Artists Recital Series - This program is presented in the fall and summer and is designed to present accomplished young performers, ages 16 to 21 who are selected through auditions, with an opportunity to participate in a formal concert recital at the beginning of their classical careers.

* Search for Talent - Co-sponsored by the City of Las Vegas Cultural and Community Affairs and the Las Vegas Breakfast Exchange Club. Open to young people ages six to 18, who can sing, dance, play a musical instrument, or perform a novelty act. The competition takes place each March at the Reed Whipple Cultural Center.

* Children's Summer Concert Series - First presented in 1985, this delightful program is designed for the young art patron. Children are introduced to the magic of theater, dance, classical and contemporary music, and much more. The experience also provides early training in proper theater etiquette. The series is held at the Charleston Heights Arts Center and the Reed Whipple Cultural Center.

The Neon Museum and Boneyard is a nonprofit organization dedicated to preserving Las Vegas' history through its signage. The museum maintains a collection of over 100 signs and has installed a select number of restored signs within outdoor galleries on the Fremont Street Experience. The museum also provides research assistance to scholars, educators and the media.

The "Boneyard" was opened to the public by appointment in 2004. Located at 770 Las Vegas Boulevard North, the Boneyard is to be an outdoor neon sign park with a visitors' center, special events facility, a restaurant named the Neon Cafe, and a neon museum store. Recently, the La Concha Motel Lobby was relocated from its original Strip location to the Neon Museum and is being restored as the visitor's center. Programming at the Boneyard will include events and tours of Las Vegas' history, art and science by means of the unique and irreplacable historic sign collection. A portion of the signs will be restored and displayed along a new landscaped median on Las Vegas Boulevard.

Industrial and Commercial Land Uses.

Industrial uses, many of which are highly intensive, comprise seven percent of the total area, and are present in various locations throughout the study area (see Map No. 3). Most industrial uses are primarily concentrated west of Main Street and on both sides of Foremaster Lane, east of Las Vegas Boulevard. The heavy industrial uses include Portland cement batch plants, truck storage areas, inoperative vehicle storage, and wholesale steel distributors.

Grant Sawyer State Building

Anderson Dairy

Commercial uses only comprise just over 27 percent of the land area. However, commercial uses together with industrial uses represent nearly 35 percent of the land area (see Figure #1). Highly intensive commercial uses are also scattered throughout the area and include vehicular oriented businesses, outside storage of materials and equipment, and contractors' offices and storage yards. Less land-consumptive commercial uses of a lower intensity include business and personal service uses and a limited number of retail establishments.

Many of the industrial and commercial areas are unsightly without the presence of landscaping and other amenities. Outside storage is not screened from view either from interior streets, U.S. 95 or Interstate Route 15. Buildings are in various stages of disrepair. Streets, drives, parking areas and other infrastructure are cracked, broken and needing repair and many areas are littered with junk and trash. Railroad property is full of ruts and debris.

The condition of many of the industrial and commercial sites is a retardant to the future development and redevelopment of adjacent sites and presents a negative image of the Downtown North area. Consequently, the improvement of these properties is a major emphasis of this plan and will be discussed in the chapter on "Implementation."

Residential Land Uses.

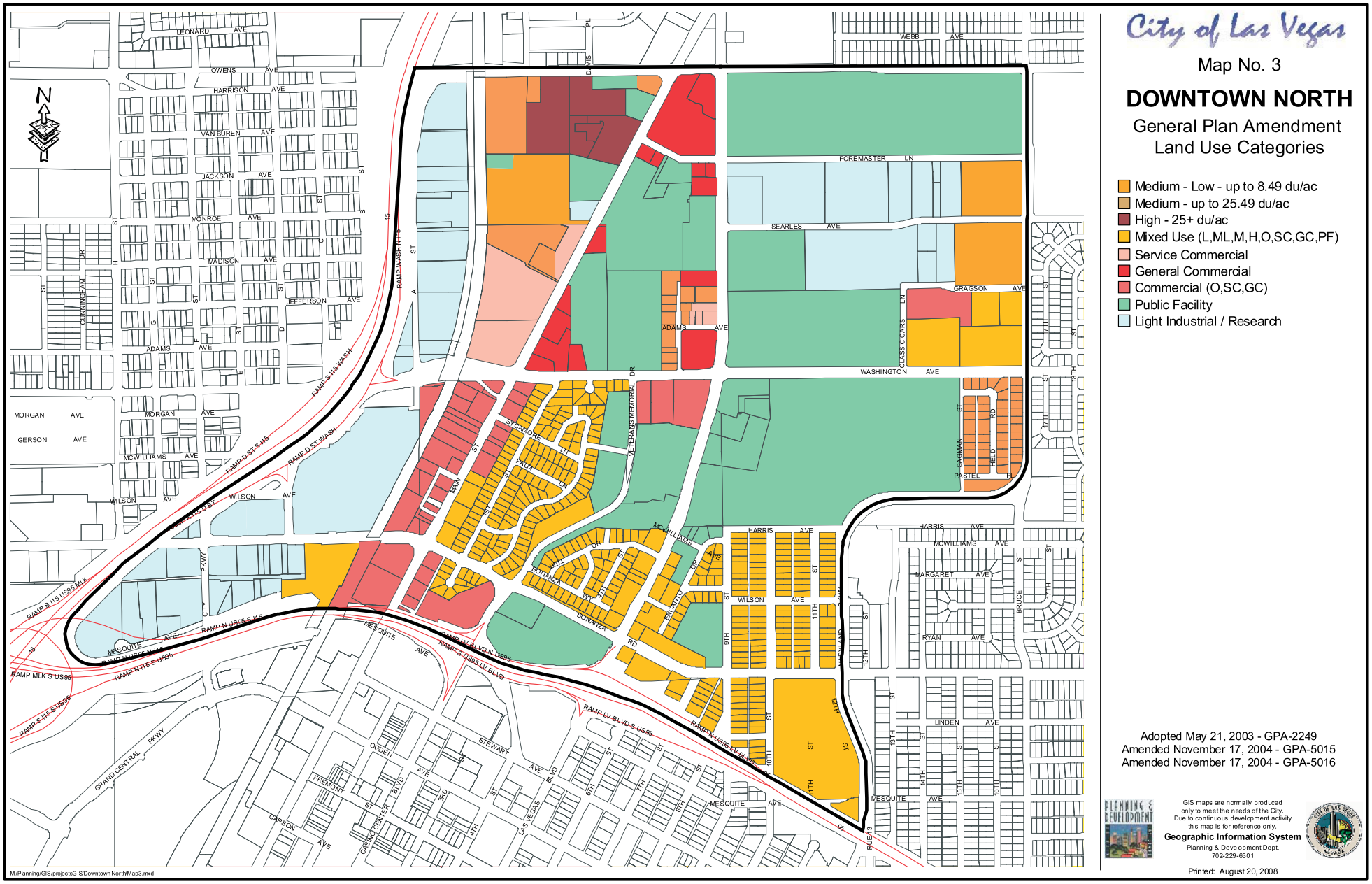
The third largest general land use category is residential. Figure #2 profiles the number of parcels and acreage of residential land uses. In addition, close observation indicates that the number of buildings do not reflect the expected number of units. This is generally the case when one or more units are being used for other purposes, e.g. storage or two units are combined into one.

Figure 2
Residential Land Use

Land Uses	Parcels	Acres
Single-Family	250	38.6
Duplex	23	3.7
Triplex	6	1.2
Four-Plex	112	18.9
Five-Plex and Above	25	39.1
Total	416	101.5

Source: City of Las Vegas Planning & Development Department, 2008

A substantial number of the single-family dwellings are located in three subdivisions on both sides of Veterans Memorial Drive (see Map No. 3). The single-family residences are referred to as the Biltmore Bungalows. The Biltmore Addition and Biltmore Addition Annex #1 are located on the west side of Veterans Memorial Drive and north and south of Bonanza Road, and the Biltmore Addition Annex #2 is located on the east side of Veterans Memorial Drive. There are 124 homes in the two additions west of Veterans Memorial Drive and across Bonanza Road and 54 homes east of Veterans Memorial Drive (although a recent land use survey indicates that five of the homes have been converted to duplexes). In the subdivision west of Veterans Memorial Drive, one house


City of Las Vegas
Map No. 3
DOWNTOWN NORTH
General Plan Amendment
Land Use Categories
Medium - Low - up to 8.49 du/ac
Medium - up to 25.49 du/ac
High - 25+ du/ac
Mixed Use (L,ML,M,H,O,SC,GC,PF)
Service Commercial
General Commercial
Commercial (O,SC,GC)
Public Facility
Light Industrial / Research
Adopted May 21, 2003 - GPA-2249
Amended November 17, 2004 - GPA-5015
Amended November 17, 2004 - GPA-5016
GIS maps are normally produced only to meet the needs of the City. Due to continuous development activity this map is for reference only.
Geographic Information System
Planning & Development Dept.
702-229-6301
Printed: August 20, 2008
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N
LEONARD AVE
OWENS AVE
HARRISON AVE
VAN BUREN AVE
JACKSON AVE
MONROE AVE
MADISON AVE
JEFFERSON AVE
ADAMS AVE
MORGAN AVE
GERSON AVE
MCWILLIAMS AVE
WILSON AVE
MESQUITE AVE
GRAND CENTRAL PKWY
CUNNINGHAM DR
CITY PKWY
FREMONT ST
OGDEN AVE
STEWART AVE
CARSON AVE
CASINO CENTER BLVD
LAS VEGAS BLVD
RAMP MLK S US95
RAMP S I15 US95 MLK
RAMP S I15 S US95
RAMP N I15 S US95
RAMP N US95 S I15
RAMP S I15 S US95
RAMP D ST S I15
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RAMP N I15 D ST
RAMP N US95 LV BLVD
RAMP S US95 LV BLVD
RAMP LV BLVD S US95
RAMP N US95 LV BLVD
I15
US95
WEBB AVE
FOREMASTER LN
SEARLES AVE
GRASSON AVE
CLASSIC CARS LN
WASHINGTON AVE
ADAMS AVE
VETERANS MEMORIAL DR
SYCAMORE LN
PALM LN
MAIN ST
BELL DR
BONANZA WY
BONANZA RD
ENCANTO DR
HARRIS AVE
WILSON AVE
MCWILLIAMS AVE
MARYLAND PKWY
SAGMAN ST
PASTEL RD
HELO RD
MARGARET AVE
RYAN AVE
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18TH ST

Background

was converted to an office use (although it is presently vacant), and across Bonanza Road, six lots are developed with 49 units of multi-family housing. East of Veterans Memorial Drive, one of the 55 lots in the subdivision is vacant.

A typical Biltmore neighborhood home

A third Biltmore addition exists along both sides of Las Vegas Boulevard, between Bonanza Road and McWilliams Drive and between Las Vegas Boulevard and Ninth Street (see Map No. 3). This addition is referred to as the Biltmore Addition Annex #3. One single-family dwelling is established along the frontage of Las Vegas Boulevard and 22 single-family dwellings are located between Encanto Drive and Ninth Street. The remaining frontage along Las Vegas Boulevard is established with 200 units of multi-family residential and commercial land uses. The dwellings in the first two additions are integrated along Veterans Memorial Drive; the dwellings in the third addition are separated from the other additions by the commercial development along Las Vegas Boulevard.

The Biltmore additions constitute one of Las Vegas' first "tract housing" subdivisions. The history of its development is worthy of reflection in this study.

In the early 1940s, the federal government, fearing an attack on the western coast, began feverishly building military bases and war industry plants throughout the western United States. Basic Magnesium, Inc., a company that mined magnesium for the production of military weapons, and the Army Air Gunnery Range were both established in the Las Vegas Valley in 1941. The construction and operation of these military endeavors had an enormous effect on the growth of Las Vegas.

President Roosevelt signed an amendment, Title VI, to the Federal Housing Act in 1941, creating and making possible the mass construction of Federal Housing Administration (FHA) financed homes. To qualify for Title VI loans, a city had to be declared a defense area by the President of the United States. In 1941, Las Vegas was declared as such. Under the scope of Title VI, the FHA was permitted to finance construction of homes by private builders and contractors. Under normal circumstances, the FHA could finance only homes that were occupied by the owners. This system of financing permitted a builder to secure financing of as many houses as the builder would like. In addition, a Title VI mortgage allowed the homebuyer to purchase a home without a down payment, by making equity payments over and above the rent, until the equity payments amounted to 10% of the purchase price. From then on, the buyer would discontinue the equity payments and make only the FHA mortgage payments. The purchase price of the homes could not exceed $4,000 for a single-family home. The Biltmore neighborhood was one of only a few tracts that qualified for Title VI financing. These homes were built specifically to house non-commissioned officers and civilian employees and their families of the air base and Basic Magnesium, Inc.

In 1941, the first phase of the Biltmore Addition was platted by Biltmore Homes, Inc. on property formerly owned by the Union Pacific Railroad (originally part of the Las Vegas Ranch). The first phase consisted of 100 homes, most of which were completed in 1942. The street layout and housing style were designed and approved according to FHA regulations, as this was a federally funded housing development.

The Biltmore Addition was laid out with narrow curvilinear streets with ample provision for a consistent landscape plan. There were 16 home styles, and the homes were placed so the homes with identical elevations were not adjacent to each other. Housing setback from the street varied to avoid uniformity of house fronts. Each house was constructed in a cottage style with concrete block and concrete tile exterior, steel window sashes, and wood shingle roofs. The houses had five rooms including two bedrooms, a living room, dining room, kitchen, bath and service porch. The homes were sold for $4,500 and $5,000 that required special permission to qualify for the Title VI funding. In addition to the homes, a hotel and shopping center were planned for the site.

There were three consecutive annexations to the Biltmore Addition, all built to the same standards as the first phase. The Biltmore Addition Annex #1 was platted

in 1942 and included 43 homes. Annex #1 included the Biltmore School, now the Helen J. Stewart Alternative School, built in 1942 with WPA funds in response to the overwhelming overcrowding of Las Vegas schools due to the outbreak of World War II. The majority of the homes of Annex #1 were built in 1942 and 1943.

The Biltmore Addition Annex #2 was also platted in 1942. Annex #2 included 55 homes. The homes of Annex #2 were built primarily in 1942 and 1943, also similar in construction and design as the first two Biltmore phases.

The Biltmore Addition, Annex #3 was the last addition. Annex #3 originally contained 61 commercial and residential lots. Like the previous two phases, Annex #3 was platted in 1942, however, the majority of the homes were not completed until after 1946. Many of the original homes have been replaced with multi-family housing. This addition included the North Ninth Street School on the corner of Bonanza Drive and North Ninth Street. The original price of these homes was advertised at $5,000 to $6,000. The North Ninth Street School sat vacant for several years before Clark County purchased the property. The school was demolished in 2003 and replaced with METRO's new Downtown Area Command building.

The Biltmore additions consisted largely of single-family residences until the 1960s when large apartment complexes began to appear. Today roughly one-half of the units are multi-family housing, including converted single-family homes. Most of the homes are in need of minor to moderate repairs and a few others are in severely dilapidated condition. Much of the original landscaping is gone, and several driveways and fences are in desperate need of repair. While some lots appear to be well kept, others are littered with junk, trash, and inoperable vehicles.

Safety in the Biltmore additions has always been a concern, starting in the mid-1940s when several Biltmore residents presented petitions to the city council to request crosswalks, sidewalks and streetlights. It was stated that the narrow, winding streets were responsible for many accidents involving children, because they had to walk in the street, often after dark. The cost of the homes was to have included street improvements; however, due to the war, it was difficult to obtain materials. Many of the areas still lack sidewalks and street lighting and continue to be a major safety concern, as this neighborhood has a particularly high crime rate. The streets, however, have been replaced with new paving and are in good condition.

Racial composition in the Biltmore additions is reflected in Figure #3. Pursuant to the 2000 U.S. Census, White and Hispanics represent the largest segment of the population or approximately 85 percent of the total number of residents. The number of Hispanic persons in the Downtown North area is slightly larger at 37 percent compared to the overall Las Vegas average of 28 percent.

Figure 3
Race Composition

Race	Biltmore West		Biltmore East		Citywide	
Composition	Number	Percentage	Number	Percentage	Number	Percentage
White	120	45.4%	89	52.0%	277,858	58.1
African American	9	3.4	2	1.2	48,391	10.1
Hispanic	99	37.5	62	36.2	112,981	23.6
American Indian	1	0.4	2	1.2	2,405	0.5
Asian	30	11.4	9	5.3	22,413	4.7
Pacific Islander	0	0.0	0	0.0	1,935	0.4
Other	0	0.0	0	0.0	650	0.1
More than one race	5	1.9	7	4.1	11,997	2.5
Total	**264**	**100.0%**	**171**	**100.0%**	**478,630**	**100.0%**

Source: 2000 U.S. Census

More recently, there has been a large turnover of the single-family residences, as indicated by the number of resales in Figure #4. Since 1995, approximately half of the units have been on the market and sold. Overall, 26 percent of the parcels, representing 61 percent of the total units, have changed owners during the past six years.

The 172 occupied homes in the Biltmore additions, located east and west of Veterans Memorial Drive, are of such a size and value that they provide highly desirable places for families of low to moderate income. Figure #4 shows the housing prices and values for these homes. The remarkable statistics in this figure are the number of owner occupied units and the resale prices. With at least 59 percent of the residents owning their own home and the resale price well above the mean assessed value, there is a strong indication that the area is experiencing renewed vitality as a single family neighborhood. Like most of the Las Vegas Valley, housing values in the area showed a dramatic increase since 2003. However, the more recent trend has shown a decrease from the peak reached in 2006.

Figure 4

Housing Sales and Prices Since 1998

Housing Prices	Biltmore West	Percentage	Biltmore East	Percentage
Resales	59	49.2	31	66
Mean Resale Price	$114,451	-	$127,043	-
Own	71	59.2	18	38.3
Rent	49	40.3	29	16.7
Mean Assessed Value				
Single Family	$94,390	-	$92,303	-
Multi-Family	$176,900	-	$246,459	-

Source: Clark County Assessor, 2008

Social Services. There are numerous social service facilities established in the Downtown North area that provide services to an existing population in need, including homeless persons. Most of these facilities are concentrated along Las Vegas Boulevard and Main Street near Owens Avenue and make up nearly five percent or 25.2 acres of the land area in the Downtown North area. There has been an influx of homeless families moving to or becoming homeless in Las Vegas; additionally one-third of the homeless population is veterans. Many find there way to the Downtown North area. To address these and other affected populations, the City has adopted a 10 year plan to reduce homelessness. The city of Las Vegas Homes for Homeless Nevadans plan was developed in collaboration with the Southern Nevada Regional Housing and Homeless Plan. This plan serves two purposes: to outline ideas that will guide the city of Las Vegas in reducing and ending homelessness, and to support the Southern Nevada Regional Homeless and Housing Plan. The success of the city's plan depends on the ability of local government along with regional participation and collaboration to mobilize, coordinate, re-examine, and provide the financial and human resources needed to reduce and end homelessness. Reducing and ending homelessness requires participation from all stakeholders ranging from local government, service providers, community leaders and members, mental health and correctional facilities, and the individual or family experiencing homelessness. This plan will help facilitate participation while promoting higher levels of responsibility and accountability for those at risk or currently experiencing homelessness.

The Homes for Homeless Nevadans Plan is a significant step forward in enhancing existing homeless services and finding new innovative ways to reduce homelessness. This plan provides the framework for ending homelessness. More importantly, it will reduce incidences of homelessness. Increasing opportunities for permanent housing combined with case management and supportive services, homeless individuals and families can regain a sense of normalcy and permanent self sufficiency. Efforts at both the city and regional level have resulted in reduced incidences of homelessness, length of time individuals and families stay homeless and increased numbers of city residents attaining and maintaining self sufficiency.

In addition, the city of Las Vegas is a principal partner in finding innovate ways to reduce homelessness throughout Southern Nevada. As a member of the Southern Nevada Regional Planning Coalition's (SNRPC) Committee on Homelessness (CoH), the city supports homeless intervention and prevention efforts through policy development and financial support. The CoH was created to address regional homeless issues and to ensure that there are adequate resources and supportive services available to assist those most in need in Southern Nevada. The CoH is comprised of representatives from the city of Las Vegas, Clark County, Clark County School District, State of Nevada, law enforcement and area service providers. All jurisdictions are required to contribute to the CoH regional budget based on population.

Another challenge the area faces is the number of people that reside in Group Quarters. This population is 1,878 and represents over 41% of the total population of 4,552. This number is expected to increase as the city grows. This data was provided by the City of Las Vegas Neighborhood Services Department.

Paiute Indian Reservation. Of the 27 Native American tribes and villages located in Nevada, 20 are of the Paiute Indians. The Las Vegas Colony of Paiute Indians is one of several tribes that located in Southern Nevada.

It was in 1911 that Helen Stewart, the owner of the Las Vegas Ranch (see section on "History"), deeded 10 acres of the ranch "for the use of the Paiute Indians," many of whom were living on the ranch at the time. In 1912, the federal government paid the owner $500, formally accepted the land, and held the title for the Las Vegas Colony. The land is located back from Main Street, north of Washington Street, along the Union Pacific Railroad (see Map No. 3). Approximately 10 acres in three parcels were added to the original 10-acre tract, and they are being held in trust by the federal government.

The government of the Las Vegas Paiute Indian Tribe was organized under the Indian Reorganization Act of June 18, 1934 (48 Stat. 984) as amended. This legislation encouraged tribal self-governance and the protection of Indian land rights. It also gave the Paiute Tribe autonomy. The colony is not subject to the laws of the city government, and as such, is permitted to develop its land irrespective of city interests.

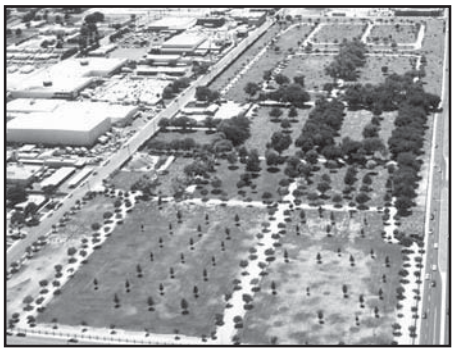
The original 10 acres of reservation land is occupied with 22 single-family residences, an administration building, a social services agency, a police station and courthouse, and a day care center. A small cemetery is located in the northwest corner of the property. An additional three acres front on Main Street and are devoted to retail use (Smoke Shop and Mini Mart) in which the predominate business activity is selling tobacco products. Another approximately three acres of land, located along Main Street and north of the retail use, are devoted to Paiute Indian burial grounds. There are approximately three acres along the south edge of the property that are vacant and undeveloped.

The land held by and for the Paiute Indians is developed as a community under the complete control of the colony. Regardless, the colony should be encouraged to develop the property with compatible land uses for the undeveloped property along the south edge of the colony's land.

Other Land Uses. Cemeteries and the American Indian burial grounds compose an inordinate amount of land in the Downtown North area under the non-profit organization and Ind/Comm/Trans/Utility categories (see Map No. 4). A total of 72.3 acres of land is set aside for cemeteries and ancillary uses. Most are located south of Foremaster Lane, west of Las Vegas Boulevard and north of Foremaster Lane, east of Las Vegas Boulevard. The Native American burial ground is discussed above.

Cemeteries, quite obviously, are an innocuous use that provide a good transition to other uses. Their relative compatibility to residential uses is far superior to heavy industrial and commercial uses. Because of their

permanence, changes in the location of cemeteries are not addressed in this study, but they are evaluated as a land use in their juxtaposition to other prospective land uses. The Woodlawn Cemetery located along the eastside of Las Vegas Boulevard was formally listed on the National Register of Historic Places on Nov. 21, 2006. The cemetery was created in 1914 when several prominent local women persuaded the Union Pacific Railroad to donate ten acres for a city cemetery. Woodlawn is an historic site along the Pioneer Trail.



According to Figure #1, the amount of vacant land located within the Downtown North area is low at 8 percent or 42.7 acres of the total amount of land area. This figure, however, is somewhat misleading, as the amount of vacant land shown is determined on a parcel-by-parcel basis. As shown on Map No. 4, there are many other parcels that are not fully developed. Undeveloped and underdeveloped parcels are located north of Washington Avenue, east of Fantasy Lane; south of Washington Avenue, east of Veterans Memorial Drive; east of Las Vegas Boulevard, south of McWilliams Drive and south of Bonanza Road; and south of Bonanza Road and west of the Union Pacific Railroad right-of-way. Map No. 5, isolates these parcels.

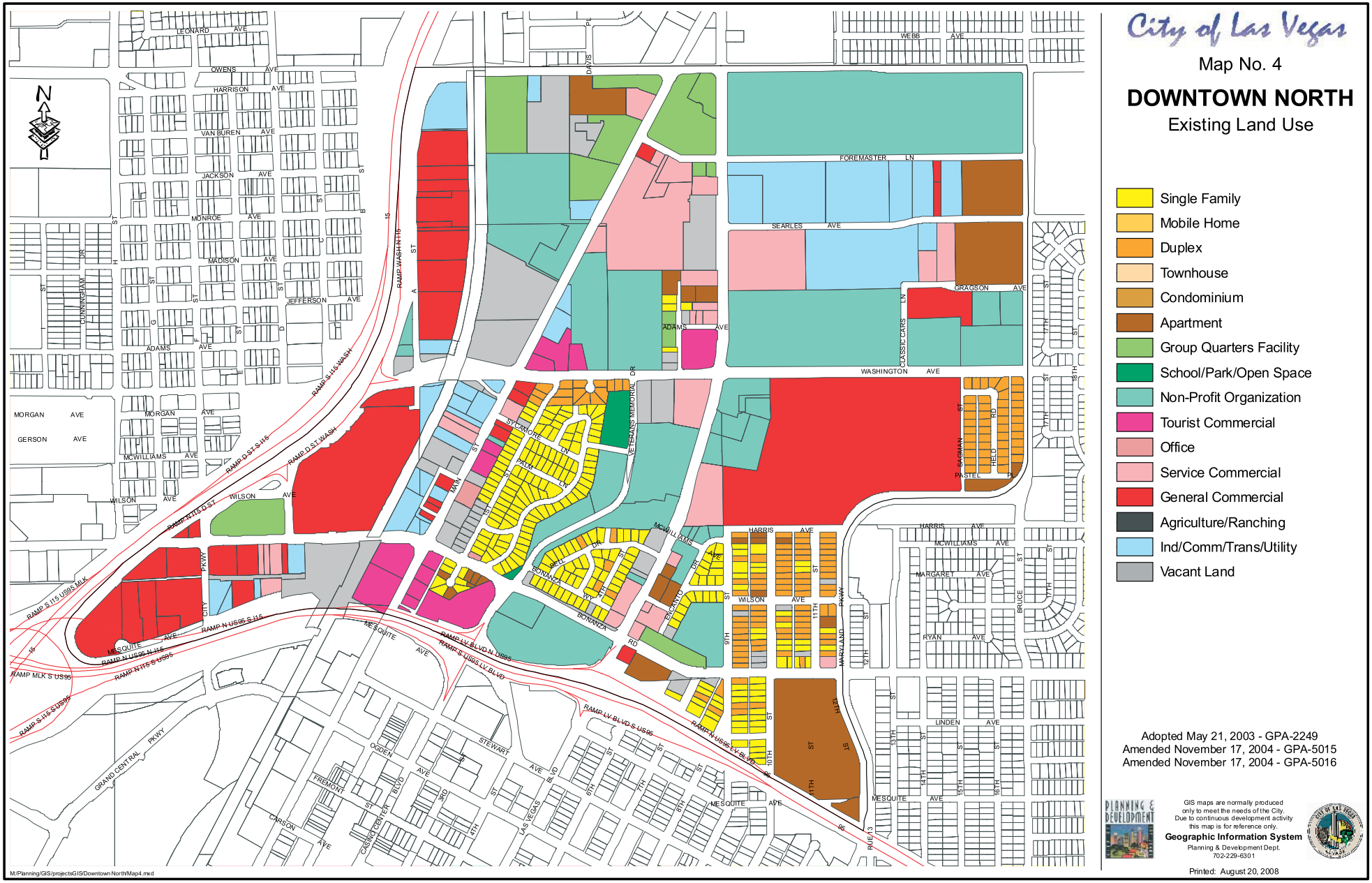
A larger vacant parcel is located east of Main Street, north of Bonanza Road, immediately west of one of the Biltmore additions. This parcel has been the focus of much discussion, particularly for the placement of a large casino with a hotel. More recently, however, a multiple story elderly housing complex with an attached parking garage and ground floor commercial uses that provide support to the elderly housing complex has been approved. This recent proposed development provides a compatible transition to the Biltmore addition. The height of the building complex is stepped down and the parking garage is screened to moderate the appearance of the structures.

One of the primary objectives of this plan is to perpetuate the renewed expansion of development on underdeveloped parcels as well as the full development of undeveloped parcels throughout the Downtown North area. Implementation of these objectives is discussed in the Chapter on "Implementation."

Public Infrastructure and Facilities. Sewers and water mains are adequate and provide adequate fire flows for anticipated usage. Other infrastructure, except for streets, has no noticeable deficiencies in their condition of operation. Streets were surveyed to determine what deficiencies exist. The results of the survey are shown in Figure #5.

Scenic Byways. Las Vegas Boulevard, between Washington Avenue and Sahara Avenue, was designated a "State Scenic Byway," in 2001, only 82 of which exist in the United States. It is the connecting link between "old" and "new" Las Vegas, i.e. that portion of the original town of Las Vegas on and surrounding Fremont Street and the modern "strip" located south along Las Vegas Boulevard outside the city in unincorporated Clark County. It also is an extension of that portion of Las Vegas Boulevard located south of the city that was recently designated an "All-American Scenic Byway" by the Federal Government. Many structures, such as the wedding chapels located along Las Vegas Boulevard within the city, are indicative of the many historic and cultural amenities that add to the interest of Las Vegas Boulevard as a scenic route.

The Las Vegas Boulevard Scenic Byway is located along both sides of Las Vegas Boulevard between Washington Avenue and Sahara Avenue and shall also be developed as an Urban Trail. As a State Scenic Byway, the City may apply to the Nevada Commission on tourism for grants that are distributed by the Federal Department of Transportation (DOT) through the Nevada DOT and are subject to a local match of 50%.


City of Las Vegas
Map No. 4
DOWNTOWN NORTH
Existing Land Use
Single Family
Mobile Home
Duplex
Townhouse
Condominium
Apartment
Group Quarters Facility
School/Park/Open Space
Non-Profit Organization
Tourist Commercial
Office
Service Commercial
General Commercial
Agriculture/Ranching
Ind/Comm/Trans/Utility
Vacant Land
Adopted May 21, 2003 - GPA-2249
Amended November 17, 2004 - GPA-5015
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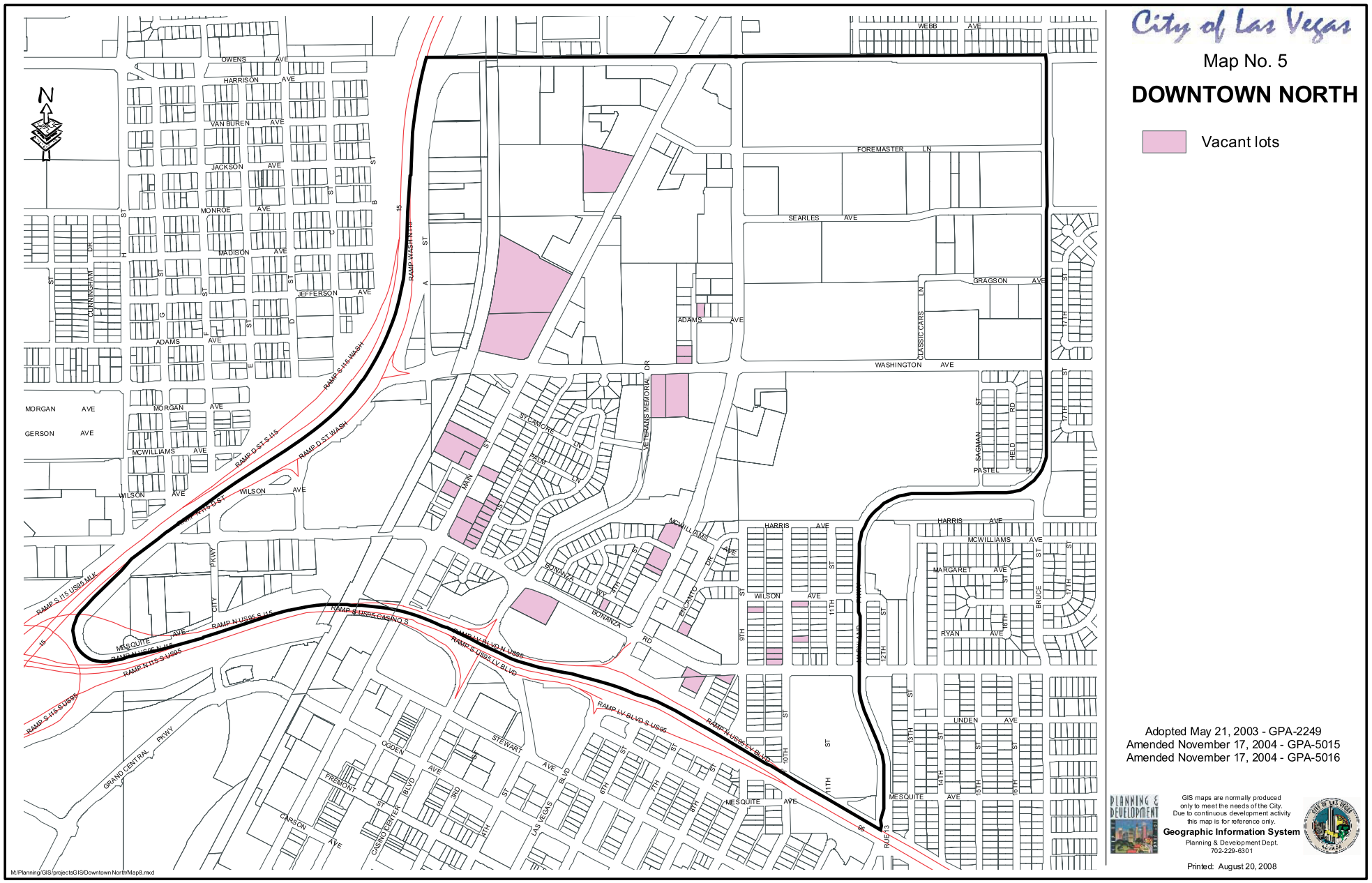
City of Las Vegas
Map No. 5
DOWNTOWN NORTH
Vacant lots
Adopted May 21, 2003 - GPA-2249
Amended November 17, 2004 - GPA-5015
Amended November 17, 2004 - GPA-5016
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Geographic Information System
Planning & Development Dept.
702-229-6301
Printed: August 20, 2008
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Figure 5
Street Detail

Street Name	Type (same)	Lanes (same)	Sidewalk	Curb (same)	Parking (same)	Condition: Street	Condition: Sidewalk
A St.	Local	2 (same)	Partial both sides	Y	Y	F	G
Adams Ave.	Local	2	Yes, south side	Y	Y	F	G
Bell Dr.	Local	2	No	Y	Y	G	NA
Biltmore Dr.	Local	2	West side only, partial	Y	Y	G	G
Bonanza Rd.	Arterial	4	Partial	Y	Y	G	F
Bonanza Way	Local	2	No	Y	Y	G	NA
Bruce St.	Collector	4	West side only	Y	Y	G	G
D St.	Local	4	Yes	Y	Y	F	F
Encanto Dr.	Local	2	Partial, west side only	Y	Y	F	G
F St.	Local	2	Yes west side, partial east side	Y	Y	P	F
Fantasy Ln.	Local	2	?	?	?	?	?
First St.	Local	2	No	N	Y	G	NA
Foremaster Ln.	Local	2	Yes south side, partial north side	Y	Y	F	G
Fourth St.	Local	2	No	Y	Y	G	G
Gragson Ave.	Local	2	Partial	Y	Y	G	G
Harris Ave.	Local	2	No	N	Y	G	NA
Las Vegas Blvd.	Arterial	4	Yes	Y	Y	G	G
Main St.	Arterial	4	Yes east side, partial west side	Y	Y	G	G
Maryland Pkwy.	Arterial	4	Partial	N	N	G	F
McWilliams Dr.	Local	2	No	Y	Y	F	NA
Melrose Dr.	Local	2	No	Y	Y	G	NA
Mesquite Dr.	Local	2	North side only	Y	Y	P	F
Mt. Vernon Cir.	Local	2	Yes	Y	Y	G	G
9th St.	Local	2	Partial, both sides	Y	Y	F	G
N. 4th St.	Local	2	Partial east side only	N	Y	G	G
Owens Ave.	Arterial	4	Yes	Y	N	G	G
Palm Ln.	Local	2	Partial south side only	Y	Y	G	G
Sagman Dr.	Local	2	East side only	Y	Y	G	F
Searles Ave.	Local	2	Yes	Y	Y	G	F
Sycamore Ln.	Local	2	Partial both sides	Y	N	G	G
Tiffany Ln.	Local	2	No	Y	Y	G	NA
Verdy Ln.	Local	2	No	Y	Y	G	NA
Veterans Memorial Dr.	Local	2	Yes, partial east side	Y	Y	G	F
Washington Ave.	Arterial	4	Yes	Y	Y	F	G
Wilson Ave.	Local	2	Partial north side	Y	Y	G	G
Wilson Ave. (west of D St.)	Local	2	No	Y	Y	P	NA

Street Conditions

Good (g): no visible damage

Fair (f): visible cracks that do not hinder driving

Poor (p): serious damage to walkway that would hinder movement by wheelchair

Sidewalk Conditions

Good (g): No visible damage. Road is smooth

Fair (f): weed growth, cracks, chipped curbs

Poor (p): damage so severe a driver would take notice; severe erosion, potholes, or bumps.

Source: February 6, 2008 Field Survey

Las Vegas Boulevard within the city also is an extension of that portion of Las Vegas Boulevard located south of the city that was recently designated an "All-American Scenic Byway" by the Federal Government. The City's ultimate goal is to attain All-American Scenic Byways status for the entire portion of Las Vegas Boulevard within Las Vegas.

The All-American Scenic Byways program would provide an essential source of funding to enhance the Downtown North area. A necessary project that would promote the cultural and historical significance of the Las Vegas Boulevard corridor is the extension of the median strip north to Washington Avenue from its termination south of U.S. 95. With abundant landscaping, the median strip would provide an attractive streetscape for the cultural corridor. Other projects along Las Vegas Boulevard include the installation of plantings and other landscape features; the implementation of a building facade and sign treatment program; the installation of sidewalks and amenities for the Pioneer Trail, referenced in the *Master Plan Recreation Trails Element*; and the installation of other amenities all of which would promote it as a scenic byway.

The Cultural Corridor Trail is located on the west side of Las Vegas Boulevard between Washington Avenue and Bonanza Road and shall be developed as an Urban Trail. An Urban Trail is defined as a designated pedestrian route located in an urban area, consisting of widened sidewalks in existing right-of-way corridors. The trail should be readily identifiable through sidewalk treatments, directional signage and banners, shade trees, street furniture, public art and other techniques. Every effort should be made to improve the safety of pedestrians, including the provision of specialized crosswalk signals, protected pedestrian crossings, and the use of distinctive paving materials for crosswalks. Traffic calming measures should be investigated as part of the development of the Cultural Corridor Trail. The trail will continue west on Bonanza Road to Casino Center Boulevard where it will turn south and continue to Stewart Avenue. At Stewart, it will turn east and terminate at the Post Modern Museum.

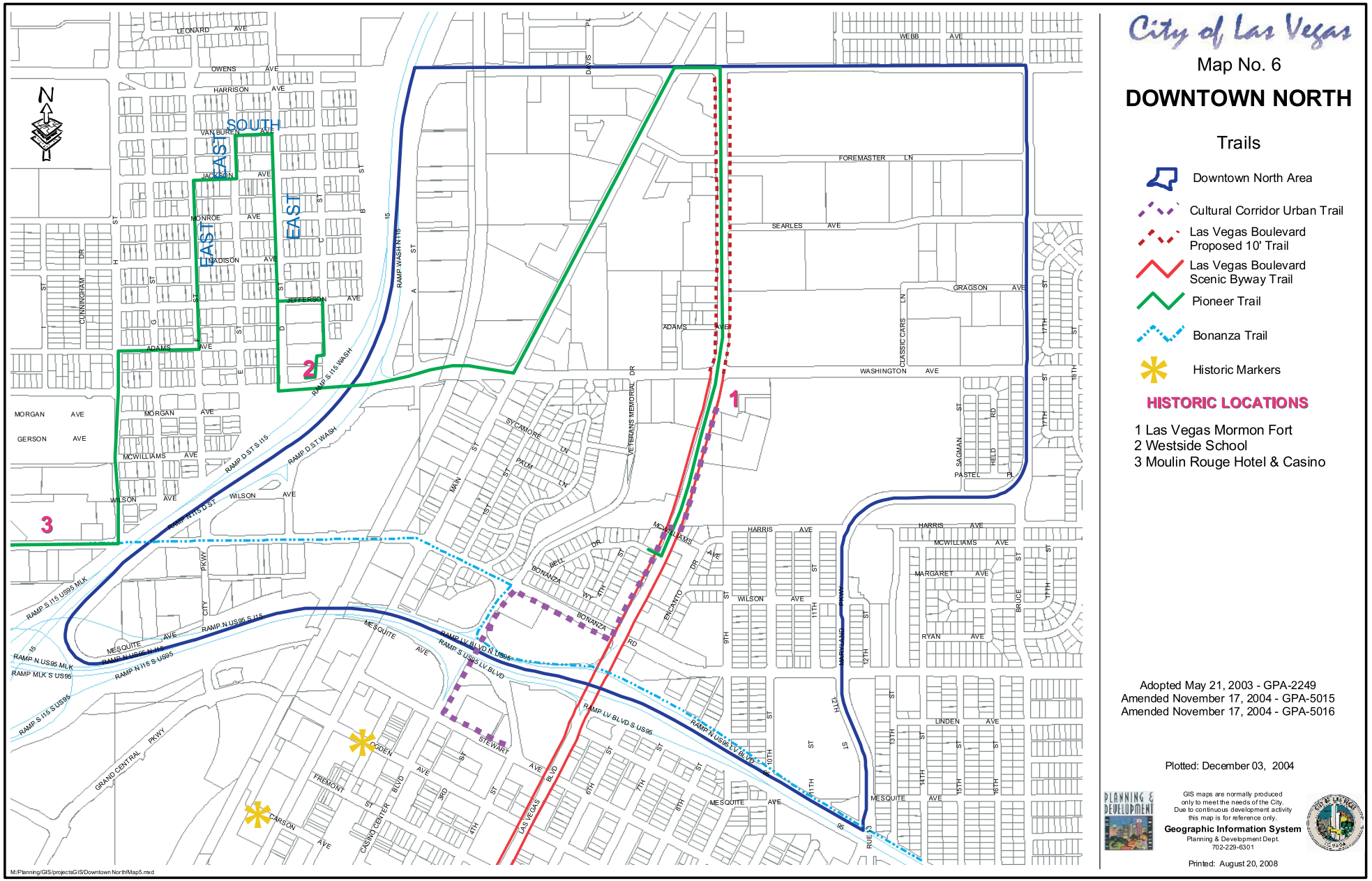
Pioneer Trail. Map No. 6 shows the location of the proposed Pioneer Trail, a recreation trail (see the *"Master Plan Recreation Trails Element"*). This trail passes through 30 sites that show the historical progression of settlement in the Las Vegas Valley. The trail, which is six miles long and, for the most part, to be a five-foot wide sidewalk, begins at the Las Vegas Springs Preserve and ends at the Neon Museum. It passes through some of the earliest settlements of African Americans, Asian Americans, Hispanic Americans, Native Americans and European Americans. Included with the walk will be markers that denote the history of all the historic structures.

The trail plan was developed by the RTC and sponsored by Clark County. The trail has received approval for the allocation of funding from the sale of BLM land by the federal government, although it will be several years before the funding is allocated.

As a trail that interconnects West Las Vegas and Downtown North, the Pioneer Trail is invaluable to the cultural corridor in providing pedestrian access to the area. With a link to the Downtown area and to the region trails system at Valley View Boulevard, access by both Valley residents and visitors will be much improved.

Population. The population in the Downtown North area has changed only slightly since 1990, decreasing from 2,616 to 2,453 in 2000. The Decennial Census of Population for 1990 and 2000 indicated that the male population increased from 57 percent in 1990 to 71 percent in 2000, while the number of non-family households increased from 50 percent to nearly 70 percent during this ten-year span. As these figures suggest, the slight decrease in population is likely attributable to the increase in the male population which typically results in a lower ratio of persons per household unit.

The population is also getting older. In 1990, just over 25 percent of the population were under 18 years of age. In 2000, less than 14 percent was under 18 years of age. This data also reflect a diminishing number of family households.


City of Las Vegas
Map No. 6
DOWNTOWN NORTH
Trails
Downtown North Area
Cultural Corridor Urban Trail
Las Vegas Boulevard Proposed 10' Trail
Las Vegas Boulevard Scenic Byway Trail
Pioneer Trail
Bonanza Trail
Historic Markers
HISTORIC LOCATIONS
1 Las Vegas Mormon Fort
2 Westside School
3 Moulin Rouge Hotel & Casino
Adopted May 21, 2003 - GPA-2249
Amended November 17, 2004 - GPA-5015
Amended November 17, 2004 - GPA-5016
Plotted: December 03, 2004
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Printed: August 20, 2008
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The overall racial composition of the area has remained virtually unchanged since 1990. In 2000, Hispanics comprised about 28 percent of the total population in the Downtown North area, which is in marked contrast to adjoining neighborhoods that are experiencing a substantial increase in the proportion of Hispanic population. Of the total Hispanic population in this area, greater than 25 percent were less than 18 years of age in 2000. This number of Hispanic persons under 18 years of age is 54 percent of the total population under 18 years of age, as only one of 12 persons are White and African American.

It can be concluded from this data that while the overall population and racial composition have remained fairly constant for the Downtown North area, the families are being displaced by single person households and by older families, especially of non-Hispanic races. Of the family households that are forming, they are primarily of larger and younger Hispanic families, with a greater number of children less than 18 years of age.

In the future it is anticipated that the Hispanic population will increase in the Downtown North area proportionately to the rest of the population in adjoining neighborhoods. In doing so, family composition and size will increase and displace the growing number of single-family households. To accommodate this population, residential housing will be an important component of the land uses for the area.

Economy. The current overall economic vitality of the Downtown North area is very good. The businesses and industries that exist in the Downtown North area provide many job opportunities.

While economic conditions in the Downtown North area are good, the challenge is to promote additional industrial and commercial expansion on vacant properties designated for such development.

Sustainability. The city of Las Vegas has adopted a sustainability initiative to ensure long-term livability and viability for the city. Sustainable development is the concept of "meeting the needs of the present without compromising the ability of future generations to meet their own needs." The city of Las Vegas is committed to incorporating consideration for long-term community sustainability as it prepares plans, makes procurements, enacts legislation, builds projects, manages budgets, and conducts daily operations.

Sustainable Community Design. Three urban design elements can directly contribute to the community's sustainability: density, streetscape and parking.

As growth draws more population and housing and land becomes increasingly scarce, community design policies and practices can lessen the impacts on the environment, infrastructure, resources and capital while protecting natural features and open space.

Higher density, mixed-use projects that are well-designed and appropriate to their surroundings actually sustain or increase the value of surrounding properties. Proximity to transit increases desirability and value and reduces the environmental impacts of personal cars.

In reality, high-quality mixed-use and multifamily development:

* Increase walkability and vehicle miles travelled as uses are located closer together.
* Can increase the value of adjacent properties.
* Increase pedestrian activity and add more "eyes on the street," thereby reducing crime.
* Generate less traffic where trips may be combined and walking is possible.

Density is appropriate:

* Where impacts are minimized
* Where there is adequate transportation
* Where there are supportive uses & amenities

Attractive, well-shaded streetscapes and narrower streets encourage walking, reduce the "heat island" effect, reduce street construction and maintenance costs and temper traffic speeds. Aesthetic appeal of streetscapes adds value to properties and contributes to public safety by adding "eyes on the street."

Proposed Cultural Corridor pedestrian bridge and artwork

Parking ratios should be determined based on actual usage to avoid large, unused parking lots that contribute to the "heat island" effect. Shaded parking lots by trees and/or shade structures are beneficial. Shared parking, particularly for mixed-use, should be considered and accommodated.

Public Investment (Biltmore Neighborhoods). The City of Las Vegas has made significant public works infrastructure investments in the Biltmore neighborhoods since 2000. Approximately $1,651,000 in roadway rehabilitation and minor sewer repairs were funded in the year 2000 for the Biltmore Bungalows and Biltmore West neighborhoods and North 4th Street from Washington Avenue to Adams Avenue.

* Phase 1 (Las Vegas Blvd. to Veterans Memorial) $784,000, construction completed in 2001
* Phase 1 (No. 4th Street) $77,000 (est.) constructed with Phase 1
* Phase 2 (Veterans Memorial to Main) $790,000, construction completed in 2002

Several major Capital Improvement Projects will soon be installed. These include a new landscaped median along Las Vegas Boulevard between Bonanza Road and Washington Avenue; three restored historic neon signs and placed within the new median; a new pedestrian bridge with public art features; and a new neon museum park and trail system. All of these improvements are scheduled to be completed by 2010.

Land Use Goals, Objectives, and Policies

The land use goals, objectives, policies, and recommendations from various plans that address the Downtown North area are included as stated in each document. The plans include the "Master Plan 2020," the "Redevelopment Plan," and the "Downtown Neighborhood 2000 Plan."

Master Plan 2020 Goals, Objectives, and Policies. The Downtown North area is included in the Neighborhood Revitalization area of the Master Plan 2020 (Ordinance #2000-62 adopted 9/6/2000). The Plan addresses the area by stating:

> "Neighborhood revitalization embodies a strategy of halting and reversing the decline of some older areas, which have been affected by a range of social ills or impacted by a shift in the land use base. These may be neighborhoods which require improvements in infrastructure, or which have seen increases in property crime, vandalism and graffiti. These neighborhoods may be experiencing greater amounts of through traffic and noise than in the past; the rapid growth of the city can be most directly felt in its mature neighborhoods." (Page 41)

To specifically address a strategy for neighborhood revitalization areas, the Master Plan 2020 sets forth land use goals, objectives, and policies. Those having particular applicability to the Downtown North area are set forth as follows:

GOAL 2: Mature neighborhoods will be sustained and improved through appropriate and selective high quality redevelopment and preservation.

OBJECTIVE 2.1: To focus residential reinvestment on transitional sites within the central city area at densities that support mass transit usage.

POLICY 2.1.1: That mixed-use residential/commercial developments occur on sites currently occupied by declining commercial centers or vacant land.

POLICY 2.1.2: That development on vacant or underutilized lots within existing residential neighborhoods be sensitive in use and design to surrounding development.

POLICY 2.1.3: That urban hubs at the intersections of primary roads, containing a mix of residential, commercial and office uses, be supported.

POLICY 2.1.4: That new commercial development be designed utilizing either sustainability or smart growth planning principals.

POLICY 2.1.5: That neighborhoods be encouraged to revitalize through a variety of incentives, which may include accessory apartments and relaxation of setback requirements where offset with enhanced landscaping in areas deemed appropriate.

POLICY 2.1.6: That, where feasible, neighborhoods be distinguished from one another through urban design elements, lighting, or landscaping features, or other community focal points which are unique to each neighborhood, that incorporate sustainability / energy efficient design.

POLICY 2.1.7: That the demand for transportation services be reduced by improving the balance between jobs and housing and by creating options for people to live and work within walking or cycling distance of their place of work.

POLICY 2.1.8: That the concept of walkable communities with porches and neighborhood amenities be promoted in areas of residential reinvestment.

OBJECTIVE 2.2: To ensure that low-density residential land uses within mature neighborhoods can exist in close proximity to higher density residential, mixed-use, or non-residential land uses by mitigating adverse impacts where feasible.

POLICY 2.2.1: That any higher density or mixed-use redevelopment which is adjacent to lower density residential development incorporate appropriate design, transition, or buffering elements which will mitigate adverse visual, audible, aesthetic and traffic impacts.

POLICY 2.2.2: That senior citizens' and assisted living housing be encouraged to develop, both to meet the needs of community residents who wish to age in place in their neighborhoods, and as a means of increasing residential densities in these areas.

POLICY 2.2.3: That design standards be adopted to address the need for transitions between different kinds of urban land uses.

OBJECTIVE 2.3: To prepare, adopt and implement special area plans and neighborhood plans where more detailed planning is needed. These special area plans shall conform to and implement the Master Plan and address land use and other issues specific to that area. Neighborhood plans shall be prepared in conformance with the neighborhood planning process.

POLICY 2.3.4: That historic districts provide such direction to preserve the architectural heritage of Las Vegas.

POLICY 2.3.5: That special area plans be prepared for other areas of the city where appropriate.

POLICY 2.3.7: That the Las Vegas Redevelopment Plan continue to be used as a means of promoting the development of commercial areas near the Downtown, as identified within the Redevelopment Area, in order to optimize the vitality of these areas, and to support the role of the Downtown as the regional center for finance, business, and governmental services, entertainment and recreation, while retaining gaming and tourism.

POLICY 2.3.9: That the Spectrum Business Park continue to provide opportunities for light industrial and office activities supporting eastern Las Vegas.

OBJECTIVE 2.4: To ensure that the quality of existing residential neighborhoods within the City of Las Vegas is maintained and enhanced.

POLICY 2.4.1: That the City aggressively promote, on an opportunity basis, the acquisition and development of land for parks in central city locations.

POLICY 2.4.3: That the City facilitate the removal of graffiti and waste materials left on public or private property and work with owners of neglected property to improve the overall appearance of older neighborhoods across the city.

POLICY 2.4.4: That crime prevention and public safety be the primary priority for the city's neighborhoods, and that this priority be reflected in design and lighting of public spaces and in neighborhood design, using established CPTED (Crime Prevention Through Environmental Design) principles, providing that this approach does not contradict other important planning and design principles.

POLICY 2.4.5: That the City work with neighborhood and homeowners' associations to learn about local concerns as they arise and respond to these concerns in a comprehensive and timely manner.

POLICY 2.4.6: That the City assist local residents in mature neighborhoods in developing self-help techniques to protect and preserve the integrity of their neighborhoods, and neighborhood associations and assist in the development of special improvement programs offering lower cost loans or other discounts for neighborhood restoration projects.

POLICY 2.4.7: That the City maintain and renovate its public infrastructure within existing residential neighborhoods as needed.

POLICY 2.4.8: That the City improve the quality and appearance of signage through review, amendment and consistent application of its Sign Code.

OBJECTIVE 2.6: To improve the amount and quality of infill development on vacant and underutilized lands within established areas of the city.

POLICY 2.6.1: That the City investigate the development of an incentive program designed to encourage property owners to redevelop vacant or derelict sites within the Neighborhood Revitalization area.

POLICY 2.6.2: That the City take steps to encourage the development of two, three and four-plex housing opportunities.

Redevelopment Plan Objectives.

Major objectives of the Redevelopment Plan are restated as follows:

1. To eliminate and prevent the spread of blight and deterioration and the conservation, rehabilitation and redevelopment of the Redevelopment Area in accord with he Master Plan, the Redevelopment Plan and local codes and ordinances.

2. To achieve an environment reflecting a high level of concern for architectural, landscape, and urban design and land use principles appropriate for attainment of the objectives of the Redevelopment Plan.

3. To minimize unplanned growth by guiding revitalization activities and new development in such fashion as to meet the needs of the Redevelopment Area, the City and its citizens.

4. To retain existing businesses by means of redevelopment and rehabilitation activities and by encouraging cooperation and participation of owners, businesses and public agencies in the revitalization of the Redevelopment Area.

5. To encourage investment by the private sector in the development and redevelopment of the Redevelopment Area by eliminating impediments to such development and redevelopment.

6. To encourage maximum participation of residents, businesspersons, property owners, and community organizations in the redevelopment of the Redevelopment Area.

7. To replan, redesign and develop areas which are stagnant or improperly used.

8. To insure adequate utility capacity to accommodate redevelopment and new development.

Downtown Neighborhood 2000 Plan Recommendations.

The "Downtown Neighborhood 2000 Plan" includes not only the Downtown area described in the "Las Vegas Downtown Centennial Plan" but also the area encompassed in this plan it references to as the "Biltmore Cultural Industrial District." Recommendations applicable to the Downtown North area are as follows:

a. Work with residents of the Biltmore Addition to have the neighborhood designated a historic neighborhood by City Council;

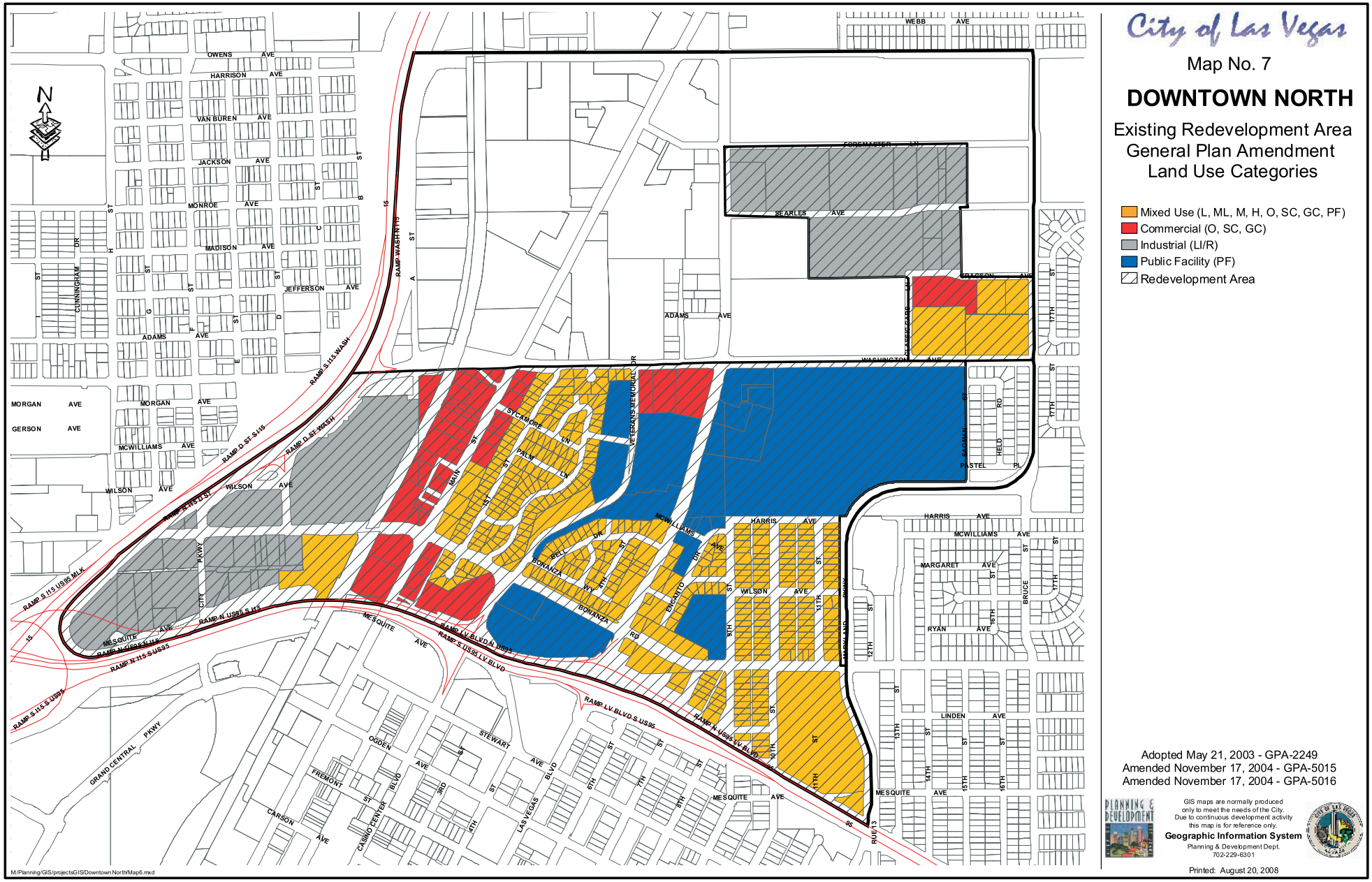
b. Develop a comprehensive strategy to address all properties maintenance issues within one year of adoption of this plan;

c. Locate and develop a pocket park or community garden within the neighborhood; and

d. Continue to work on a mass transit/light rail system to better serve the cultural amenities the district has to offer.

The goals, objectives, policies and recommendations stated in the "Master Plan 2020," the "Redevelopment Plan," and the "Downtown Neighborhood 2000 Plan" are the guiding principles for the formulation of the land use plan and for future decisions affecting the Downtown North area. The applicability of these principles to the area is discussed in the chapter on "Implementation."

Although each plan has its own stated goals, objectives, policies and recommendations, there is some commonality amongst them. The issues addressed by all three plans are discussed below. The least number of stated policies for the Downtown North area are from the "Downtown Neighborhood 2000 Plan." Policies from the "Master Plan 2020" and the "Redevelopment Plan" are grouped together with the policies of the "Downtown Neighborhood 2000 Plan" under central issues that are identified.


City of Las Vegas
Map No. 7
DOWNTOWN NORTH
Existing Redevelopment Area
General Plan Amendment
Land Use Categories
Mixed Use (L, ML, M, H, O, SC, GC, PF)
Commercial (O, SC, GC)
Industrial (LI/R)
Public Facility (PF)
Redevelopment Area
Adopted May 21, 2003 - GPA-2249
Amended November 17, 2004 - GPA-5015
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Neighborhood Preservation. One of the central issues of all three plans is the preservation of the existing Biltmore additions (and other areas) by their establishment as historic neighborhoods.

* The "Downtown Neighborhood 2000 Plan" states as an objective: "Work with residents of the Biltmore Addition to have the neighborhood designated a historic neighborhood by City Council."

* The Redevelopment Authority (RDA) states this objective. "M: The provision of an environment where a socially balanced community can work and live by providing jobs and housing for persons of varying social, economic and ethnic groups."

* The "Master Plan 2020" references this issue in a number of goals and objectives. GOAL 2 states: "Mature neighborhoods will be sustained and improved through appropriate and selective high quality redevelopment and preservation." POLICY 2.3.4 states: "That historic districts provide such direction to preserve the architectural heritage of Las Vegas." OBJECTIVE 2.4 states: "To ensure that the quality of existing residential neighborhoods within the city of Las Vegas is maintained and enhanced." POLICY 2.4.6 under this objective states: "That the City assist local residents in mature neighborhoods in developing self-help techniques to protect and preserve the integrity of their neighborhoods, and neighborhood associations and assist in the development of special improvement programs offering lower cost loans or other discounts for neighborhood restoration projects."

* A historic property survey was commissioned by the Historic Preservation Commission in 2003 that determined the Biltmore neighborhood did not qualify for historic designation.

Property Maintenance. Property maintenance is an over-riding issue in all three plans. The references made in all three plans to this issue are listed accordingly:

* The "Downtown Neighborhood 2000 Plan" states as an objective: "Develop a comprehensive strategy to address all properties maintenance issues within one year of adoption of this plan".

* The "Redevelopment Plan" states as an objective in Letter A: "The elimination of environmental deficiencies and blight in the Redevelopment Area, which constitute either social or economic liabilities or both and require redevelopment in the interests of the health, safety and general welfare of the people, including, among others ... aged building types, economic and social deficiencies, deteriorated public improvements, inadequate parking facilities, and inadequate utilization of land and public facilities."

* The "Master Plan 2020" references this issue in a number of goals and objectives. OBJECTIVE 2.4 states: "To ensure that the quality of existing residential neighborhoods within the city of Las Vegas is maintained and enhanced." POLICY 2.4.3 under this objective states: "That the City facilitate the removal of graffiti and waste materials left on public or private property and work with owners of neglected property to improve the overall appearance of older neighborhoods across the city."

Parks and Recreation. There is a lack of parks and recreational opportunities in the Downtown North area, as is the case in many older areas of the community. This issue is addressed in all three plans.

* The "Downtown Neighborhood 2000 Plan" states as an objective: "Locate and develop a pocket park or community garden within the neighborhood."

* The "Redevelopment Plan" states as an objective in Letter F: "The provision of adequate land for parking and open spaces;" and in Letter H: "The provisions of necessary public improvements to correct existing deficiencies."

* The "Master Plan 2020" references this issue in POLICY 2.4.1, stating: "That the City aggressively promote, on an opportunity basis, the acquisition and development of land for parks in central city locations."

Mass Transit and Traffic Circulation. The final issue addressed by all three plans is the recognition for better access and exposure to the Downtown North area by mass transit, a monorail system, and improved traffic circulation.

* The "Downtown Neighborhood 2000 Plan" states as an objective: "Continue to work on a mass transit/light rail system to better serve the culture amenities the district has to offer."

* The "Redevelopment Plan" states as an objective in letter B: "...allowing for improved pedestrian and vehicular circulation in the Redevelopment Area." Also as an objective, letter J states: "The minimization of conflict between pedestrian and automobile traffic and the improvement of transportation efficiency."

* The "Master Plan 2020" references this issue in a number of goals and objectives, but not specifically for the Downtown North area or Neighborhood Revitalization Area. Objective 1.6 of the Downtown Reurbanization Area, however, does have applicability. This objective states: "To provide high quality transit service including integrated bus and rapid transit, which serves the Downtown and which connects the Downtown with other employment, entertainment and shopping needs within the Valley." The cultural corridor is an employment and entertainment area that needs connectivity with the Downtown area.

Other goals and objectives are identified above for each plan. Not all, however, are addressed by all three plans. Nevertheless, all the goals and objectives have applicability to the Downtown North Area.

Land Use Plan and Strategy

Several plans for future development of the Downtown North area have been prepared. Those plans that address land use configuration include: the "Downtown Redevelopment Plan" and the "Downtown Neighborhood 2000 Plan." A general synopsis of these plans are addressed in the following subsections.

Downtown Redevelopment Plan.

Chapter 279 of the *Nevada Revised Statutes* sets forth the provisions for the redevelopment of blighted areas. According to section 279.388, a blighted area is: "The existence of buildings and structures, used or intended to be used for residential, commercial, industrial or other purposes, or any combination thereof, which are unfit or unsafe for those purposes and are conducive to ill health, transmission of disease, infant mortality, juvenile delinquency or crime because of one or more of the following factors..." Some of the factors listed include: age, obsolescence, deterioration, dilapidation, mixed character or shifting of uses; an economic dislocation, deterioration or disuse, resulting from faulty planning; prevalence of depreciated values, impaired investments and social and economic maladjustment to such an extent that the capacity to pay taxes is reduced and tax receipts are inadequate for the cost of public services rendered; and a growing or total lack of proper utilization of some parts of the area, resulting in a stagnant and unproductive condition of land which is potentially useful and valuable for contributing to the public health, safety and welfare.

Prerequisite to the redevelopment of blighted areas, exercising the rights vested in Chapter 279 of the Nevada Revised Statutes is, among other things, the adoption of a redevelopment plan. The City's redevelopment plan, titled the "Redevelopment Plan for the Downtown Las Vegas Redevelopment Area" or the Las Vegas Redevelopment Plan for short was adopted by the City on March 5, 1986 (Ordinance #3218) and amended on February 3, 1988 (Ordinance #3339), April 1, 1992 (Ordinance #3637), and November 4, 1996 (Ordinance #4036), and May 17, 2006 (Ordinance #5830). The Downtown North area, from Washington Avenue south, was included with the Downtown area in the "Original Downtown Redevelopment Area" established in 1986. A smaller area north of Washington Avenue was added in the 2006 update that includes the Anderson Dairy complex.

Redevelopment Plan. That part of the Downtown North Plan area south of Washington Avenue is within the Redevelopment Area. The Redevelopment Plan for the Downtown Las Vegas Redevelopment Area (RDA) was adopted March 5, 1986 (Ordinance # 3218). The Downtown North area was part of the original plan. Land uses were established as part of the original plan and amended by Ordinance # 3637, adopted April 1, 1992.

Downtown Neighborhood 2000 Plan Recommendations.

The City Council adopted the "Downtown Neighborhood 2000 Plan" on November 1, 2000 (R-112-2000). The plan was prepared and presented by the Downtown Central Development Committee (DCDC), a non-profit organization aimed at the community development and commercial revitalization of the Downtown area.

The "Downtown Neighborhood 2000 Plan" includes not only the Downtown area described in the "Las Vegas Downtown Centennial Plan" but also the area encompassed in this plan. The "Downtown Neighborhood 2000 Plan" specifically identifies most of the Downtown North area as one of nine districts that it referenced as the "Biltmore Cultural Industrial District." Page 31 of the report states:

> *" This Area features the Biltmore Addition, a single-family residential neighborhood that has been identified by the Planning Department as a possible historical district. Many of the properties within this neighborhood are deteriorated with numerous property maintenance issues ... Also within this district are public facilities such as the Las Vegas Library, Reed Whipple Community Center, Cashman Field, the Old Mormon Fort, and the Natural History Museum. Heritage Park a small new park has just broken ground to the south of the Natural History Museum. The northern most section of the district finds a dairy facility, cemetery and services of the homeless, making this the most diverse land use district in downtown."*

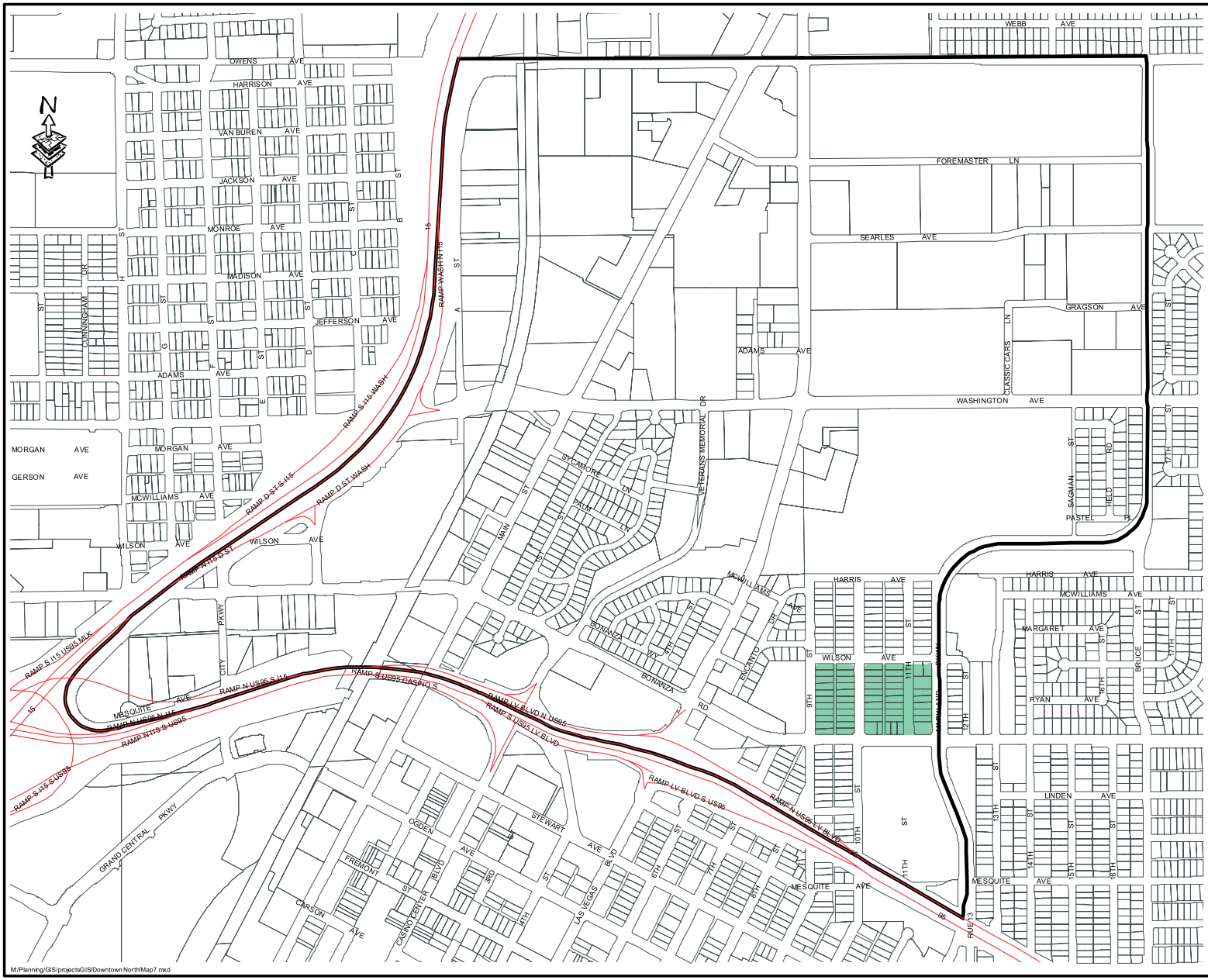
Specific recommendations outlined in the Downtown Neighborhood 2000 Plan are outlined in the chapter on Land Use Goals, Objectives, and Policies.

The Biltmore neighborhood registered with the City as a neighborhood association in 1996 and was active until it was disbanded in 2004. The Cultural Corridor Neighborhood Association, formed in 2000, has been an active and effective representative for the entire area.

I-515/US-95 Widening project. The Nevada Department of Transportation (NDOT) has announced plans to widen the I-515/US-95 elevated freeway to accommodate the growing traffic congestion in the Las Vegas Valley. This will result in the loss of approximately a 450' wide swath of occupied land just to the north of the current alignment. As a result, the Dula Senior/Community Center, Municipal Swimming Pool and Fire Station One must be relocated. Federal law requires public facilities that must be relocated due to public improvement projects be relocated as close to there original locations as possible in order to continue to serve the population in the area.

After considerable research it was determined that the most suitable location would be on the northwest corner of Maryland Parkway and Bonanaza Road. This site was selected due to its access to public transportation for the seniors using the Senior/Community Center and for the Fire Department's easy access to two major arterial roads and proximity to freeway on and off ramps. The fact that METRO's Downtown Area Command is located to the west of this site was also a major consideration. Currently the land is being utilized by a convenience store and single family residential homes.

It is anticipated that NDOT will begin acquiring land for this expansion project within the next five to ten years. To prepare for these changes, this plan updates the planned land uses accordingly (Map 8).



City of Las Vegas

Map No. 8

DOWNTOWN NORTH

Proposed Land Use Change

Public Facility

Adopted May 21, 2003 - GPA-2249
Amended November 17, 2004 - GPA-5015
Amended November 17, 2004 - GPA-5016

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M:/Planning/GIS/projects/GIS/Downtown North/Map7.mxd

Residential Land Use. As was discussed above in the chapter on Background Information, there appears to be a resurgence of interest to live in or near the Downtown and Downtown North areas. This is a goal supported by all the plans. Consequently, a greater emphasis has been placed on identifying locations for new residential development.

If a parcel is vacant or to be redeveloped within or adjacent to existing residential uses and it could logically be developed for either residential or nonresidential uses, then the parcel should be designated for residential development. Accordingly, vacant parcels or portions of parcels are shown on Map No. 5.

Likewise, where possible, mixed-use development with residential development located on the second floor and above low intensity commercial uses of commercial buildings should be encouraged. A good example of a mixed-use development is the project proposed at the northeast corner of Main Street and Bonanza Road. Here, housing is proposed above commercial uses fronting on Main Street that will provide retail and personal services to the residents.

Much emphasis needs to be placed on the enhancement of existing residential areas such as the Biltmore additions. Neighborhood associations should be established and encouraged to initiate self-help programs to rid areas of junk and trash and to repair and improve existing dwellings. Absent a cooperative effort by the residents, code enforcement should be used as a tool to invoke improvements to the areas.

Commercial Development. Overall, commercial development consists of only 146.9 acres or 27 percent of the total land area in the Downtown North area. Many of these commercial uses are composed of vehicular oriented uses. Along both sides of Main Street, between Bonanza Road and Washington Avenue, there are a number of automotive body shops and garages. Many are characterized as high intensity, unsightly uses. Eventual conversion of these uses to less intense commercial uses should be a consideration in future zoning actions.

Improvements to commercial areas throughout the Downtown North area are a high priority, particularly at entrances to the area. An emphasis should be placed on enhancement of these properties by the implementation of commercial design standards (see next chapter on Implementation).

Industrial Land Use. As shown on Map No. 4, there is a predominance of industrial and non-profit organizational uses within the area. Most are located west of Main Street and along Foremaster Lane, east of Las Vegas Boulevard. The proposed future land use plan

Veterans of Foreign Wars building on Las Vegas Blvd.

reinforces the continued use of these areas for industrial development. The elimination of industrial uses in all or part of these areas and their conversion to other uses is very unlikely, considering the financial investment to sustain them. More appropriately, added amenities and improvements to the area with the implementation of design standards and increased code enforcement will enhance the quality of these areas.

At the edges of existing industrial development, much attention should be given to providing buffers or transitions to other land uses. Along the Union Pacific Railroad tracks, for example, buffers of landscaped perimeter walls should be placed to separate residential development from industrial development. Along Main Street, a commercial use designation is proposed across the street from the industrial district as a transition to

the Biltmore additions. Zoning regulations and design standards should be implemented to reinforce this strategy (see chapter on Implementation).

While it is important to stabilize and improve industrial areas, this plan does not promote expanding these areas, except as logical extensions of existing development. As shown on Map No. 5, there are a number of vacant parcels or portions of parcels located in or adjacent to property developed for industrial use.

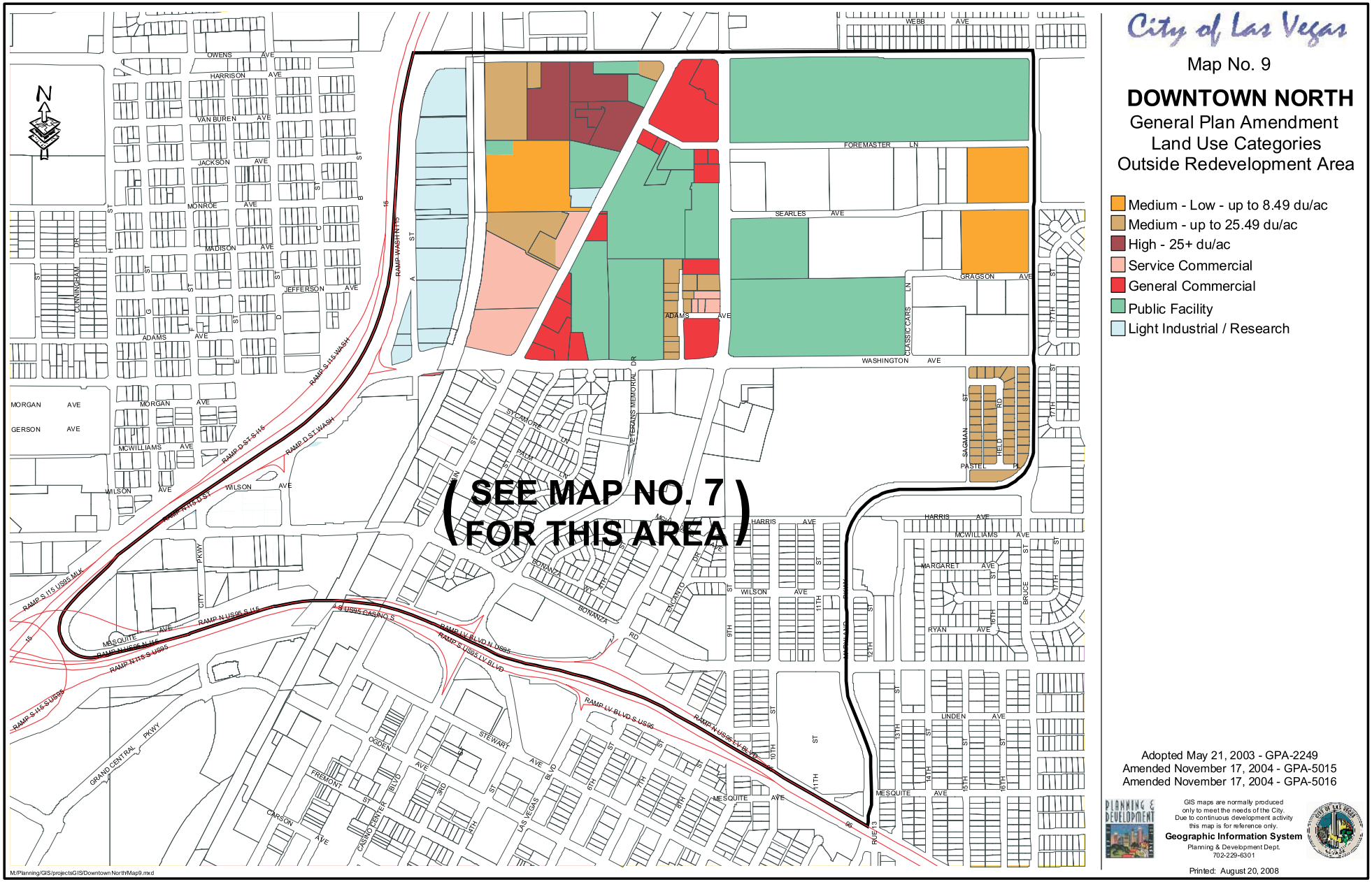
Cultural Corridor. The cultural corridor is a key element to the entire Downtown North area. The protection and enhancement of the corridor is important to the area's future. Every effort should be made to provide amenities to this area in the way of enhanced streetscapes, including landscaped street medians, flag displays noting area events, and decorative monument signs at entrances to the corridor.

Land Use Plan Map. Map No.4 illustrates existing land uses within the area and the environs. For the purpose of comparing land use configurations, the specific land uses were categorized into a broader land use classification scheme using the North American Industry Classification System. This land use system was established by the Federal Government to develop a classification for various types of statistical data by industries and to promote the general adoption of such a system as the standard classification system of the Federal Government. Referred to as the Standard Industrial Classification (SIC) system, it has been used since 1937 by the Federal Government and is widely used by public and private entities for their own use.

Map No.4 shows the broader range of existing land uses according to the SIC system. Cemeteries, which include the Paiute Indian burial grounds along Main Street, and social services and facilities are shown as specific land uses on the map for illustrative purposes because of their predominance in the area.

The land uses identified in the broader classification scheme were compared to isolate areas of potential conflict between incompatible land uses and to determine the best potential land uses for vacant and abandoned areas. Vacant parcels and portions of parcels are illustrated on Map No. 5. A proposed general land use map was then prepared based on these comparisons, the goals and objectives of this study, and the availability of the necessary infrastructure to support alternative land uses.

As a final step in the development of a land use plan, the broader configuration of future general land uses was converted to the land use classification scheme represented in the General Plan. This land use configuration is portrayed on Map No. 9.


City of Las Vegas
Map No. 9
DOWNTOWN NORTH
General Plan Amendment
Land Use Categories
Outside Redevelopment Area
Medium - Low - up to 8.49 du/ac
Medium - up to 25.49 du/ac
High - 25+ du/ac
Service Commercial
General Commercial
Public Facility
Light Industrial / Research
(SEE MAP NO. 7 FOR THIS AREA)
Adopted May 21, 2003 - GPA-2249
Amended November 17, 2004 - GPA-5015
Amended November 17, 2004 - GPA-5016
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Implementation

In addition to the programs that form the Plan summary, other Program options to forward goals of the Downtown North Plan area may include the following:

Design standards are needed to regulate and bring about high quality new development and redevelopment of parcels in the Downtown North area. Once adopted and prior to the issuance of any building permit for the construction of any new building or addition to a building, the building owner would be required to submit plans and specifications that show adherence to the design standards.

Equally as important as the quality of buildings being constructed are design standards that require on and off site improvements for existing development. Such improvements include the following:

* The external screening of all storage lots;
* The installation of landscaping and other amenities on site and off site where space is available; and
* The provision of screened off-site storage for vehicles being repaired.

Providing a transition between new development and historic buildings was partially resolved by the adoption of the "General Design Standards for Historic Properties" by the City Council on July 27, 1998. The standards control new construction by regulating the height and scale and the treatment of exterior walls of new buildings to ensure the buildings are visually compatible to adjacent historic buildings (see pages 4 and 5 of these standards). The standards, however, only apply where historic structures have been designated as historic. The Biltmore Cottages have not been given such designation; however, work is continuing to determine whether these additions are eligible for listing on the National Register of Historic Places.

The regulations of the "General Design Standards for Historic Properties" do not regulate the setback of new buildings or regulate ancillary features such as parking lots, dumpsters, lighting, and other features that may affect the livability of the residents. These features where next to residential buildings are, however, regulated by the Las Vegas Zoning Code.

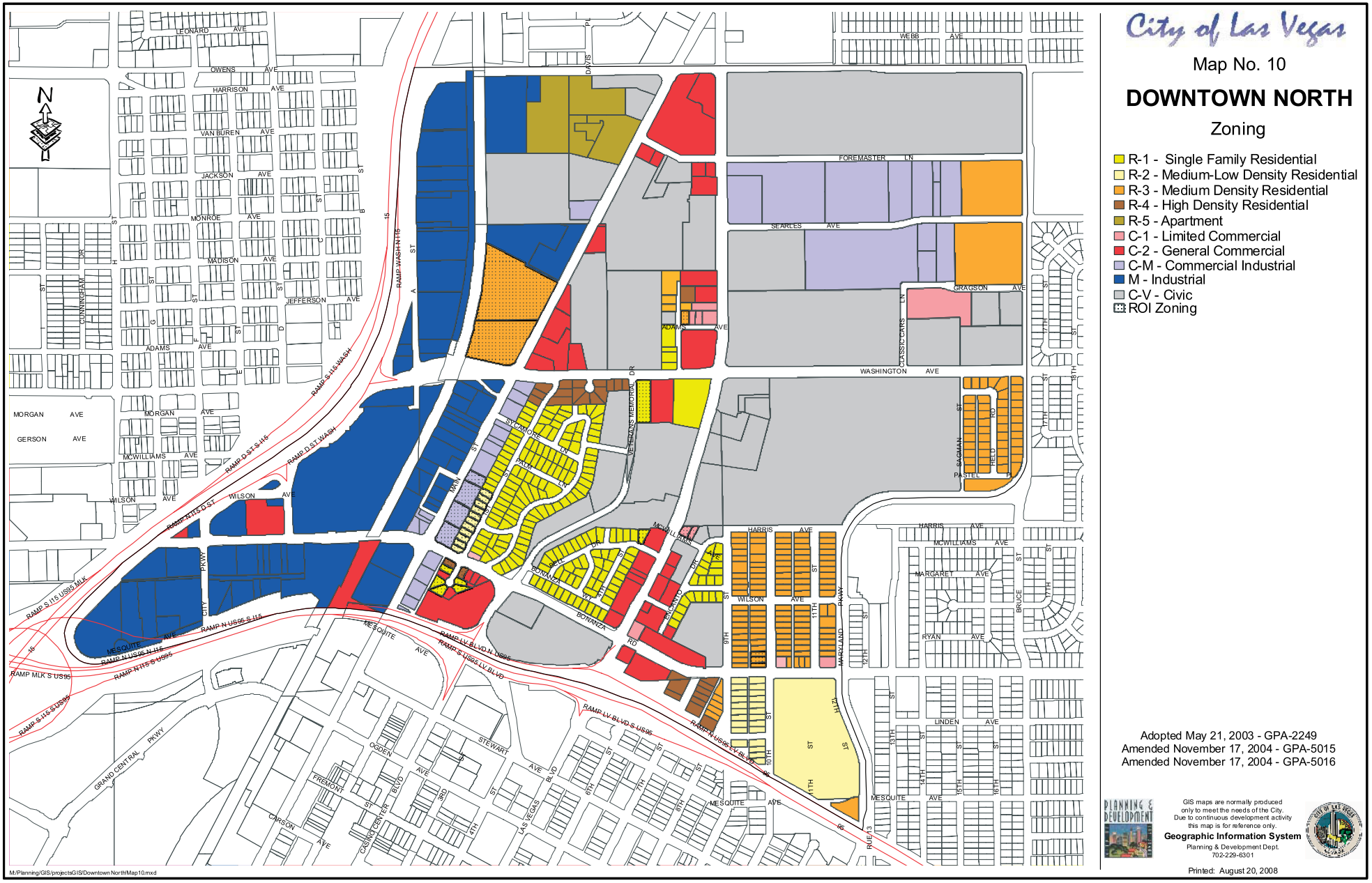
To bring about property improvements through the implementation of design standards will require the following actions:

Action: The Planning & Development Department shall initiate and facilitate the development and adoption of design standards for the Downtown North area. The establishment of procedures for the implementation of these standards will be included as part of this effort. The standards should be based, in large part, on those standards developed for similar areas in the Downtown Centennial Plan and altered to reflect the uniqueness of the area.

The Downtown North Plan Map 10 shows the zoning designations which comply with general Plan categories. Therefore subsequent measures must ensue this compatibility.

Action: The Planning & Development Department shall initiate rezoning of properties to bring into compliance with land use categories shown in this plan.

Residential Rehabilitation. The continued improvement and rehabilitation of the Biltmore additions is necessary to provide a quality living environment for those persons who wish to reside within the Downtown North area. The City's use of federal funding has contributed significantly to the reduction of blighted conditions that may deter private development and the preservation of housing stock. Both are crucial components in downtown revitalization. Neighborhood-based organizations are effective groups that can actively make a difference in their neighborhood by sponsoring neighborhood activities such as neighborhood clean-ups, participating in the City's Neighborhood Partnership


City of Las Vegas
Map No. 10
DOWNTOWN NORTH
Zoning
R-1 - Single Family Residential
R-2 - Medium-Low Density Residential
R-3 - Medium Density Residential
R-4 - High Density Residential
R-5 - Apartment
C-1 - Limited Commercial
C-2 - General Commercial
C-M - Commercial Industrial
M - Industrial
C-V - Civic
ROI Zoning
Adopted May 21, 2003 - GPA-2249
Amended November 17, 2004 - GPA-5015
Amended November 17, 2004 - GPA-5016
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LEONARD AVE
OWENS AVE
HARRISON AVE
VAN BUREN AVE
JACKSON AVE
MONROE AVE
MADISON AVE
JEFFERSON AVE
ADAMS AVE
MORGAN AVE
GERSON AVE
MCWILLIAMS AVE
WILSON AVE
CONNINGHAM DR
CITY PKWY
GRAND CENTRAL PKWY
MESQUITE AVE
CARSON AVE
FREMONT ST
OGDEN AVE
STEWART AVE
CASINO CENTER BLVD
LAS VEGAS BLVD
DAVIS
WEBB AVE
FOREMASTER LN
SEARLES AVE
GRAGSON AVE
CLASSIC CARS LN
WASHINGTON AVE
VETERANS MEMORIAL DR
SYCAMORE
PALM LN
MAIN ST
BONANZA RD
CLARK ST
HARRIS AVE
WILSON AVE
MARYLAND PKWY
GALMAN RD
PASTEL
MARGARET AVE
RYAN AVE
BRUCE ST
LINDEN AVE
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RUE 13

Program and organizing neighborhood watch through Metro.

Public Improvements. The City may program the installation or repair / replacement of public infrastructure which is needed or in poor condition, particularly streets and sidewalks. In all street improvements, landscaping should be included where there is sufficient right-of-way to do so. Where streetscape improvements are made in "transition strips," the Las Vegas Municipal Code (LVMC) requires that the abutting property owners care for them. A transition strip is defined as: "The unimproved (unpaved) portion of the public right-of-way, including any vegetation growing thereon, lying between the back of the curb, or in the event there is not a curb, then that portion between the edge of the paved street and the property line of the property abutting the public right-of-way." (13.56.020 LVMC)

The Parks & Recreation Element of the Las Vegas 2020 Master Plan updated by City Council on April 2, 2008 indicates that this area is adequately served for the population density. Facilities such as the Reed Whipple Cultural Center, Dula Community Center and Gym, the Municipal Pool and the 2.85 acre Heritage Park are all located in the plan area. The half acre Neon Boneyard Park will also serve this area once completed in 2009.

The Downtown North area lacks appropriate identification. Signs at entrances to the area, particularly at Las Vegas Boulevard and U.S. 95 and at Las Vegas Boulevard and Owens Avenue, should be established with appropriate streetscape features. Flags and other signage also should be placed on street light standards along Las Vegas Boulevard, as in other places in the Downtown area, to advertise events held in the cultural corridor.

Streets and sidewalks in certain sections of the Downtown North area are in need of improvement (see section on Public Improvements in chapter on Background Information). The City should pursue making improvements to those sections in need of replacement.

The city of North Las Vegas is currently engaged in a major widening of 5th Street in order to create a 150' wide right-of-way for a Primary North/South Arterial. This will funnel thousands of additional vehicles onto both Main Street and Las Vegas Boulevard at Owens. In order to prepare for this influx of traffic the city will be widening Las Vegas Boulevard and creating a new east/west connect street in the Downtown North Plan area (Map 11).

To accomplish the implementation objectives of this section, the following actions should be taken:

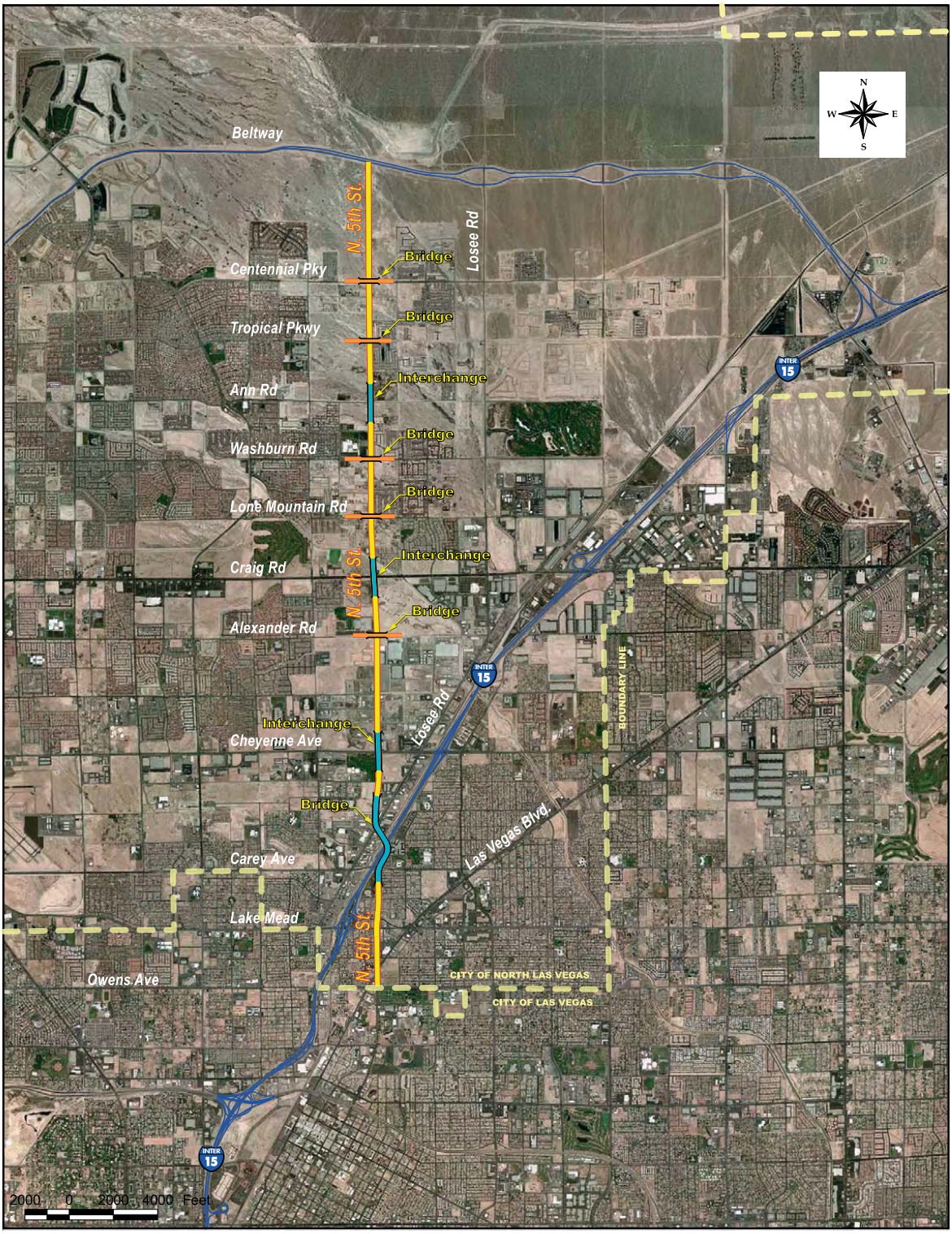
Action: The Planning & Development Department has worked with the Cultural Corridor Coalition to devise appropriate entrance signs and other features to identify the Downtown North area and events within the area. Entry points will include Las Vegas Boulevard at Washington; and Las Vegas Boulevard at Bonanza.

Action: The Public Works Department, in conjunction with the Finance Department, shall seek funding for necessary street improvements for the Downtown North area. Such improvements shall include the provision of sidewalks and landscaping where adequate rights-of-way exist.

Action: The Public Works Department in conjunction with finance department shall include street lights where lacking.

Action: The Public Works Department shall design and construct a new street to connect Veterans Memorial Drive with Maryland Parkway to be located just north of the Harris Avenue right-of-way (Map 12).

DOWNTOWN NORTH Map No. 11

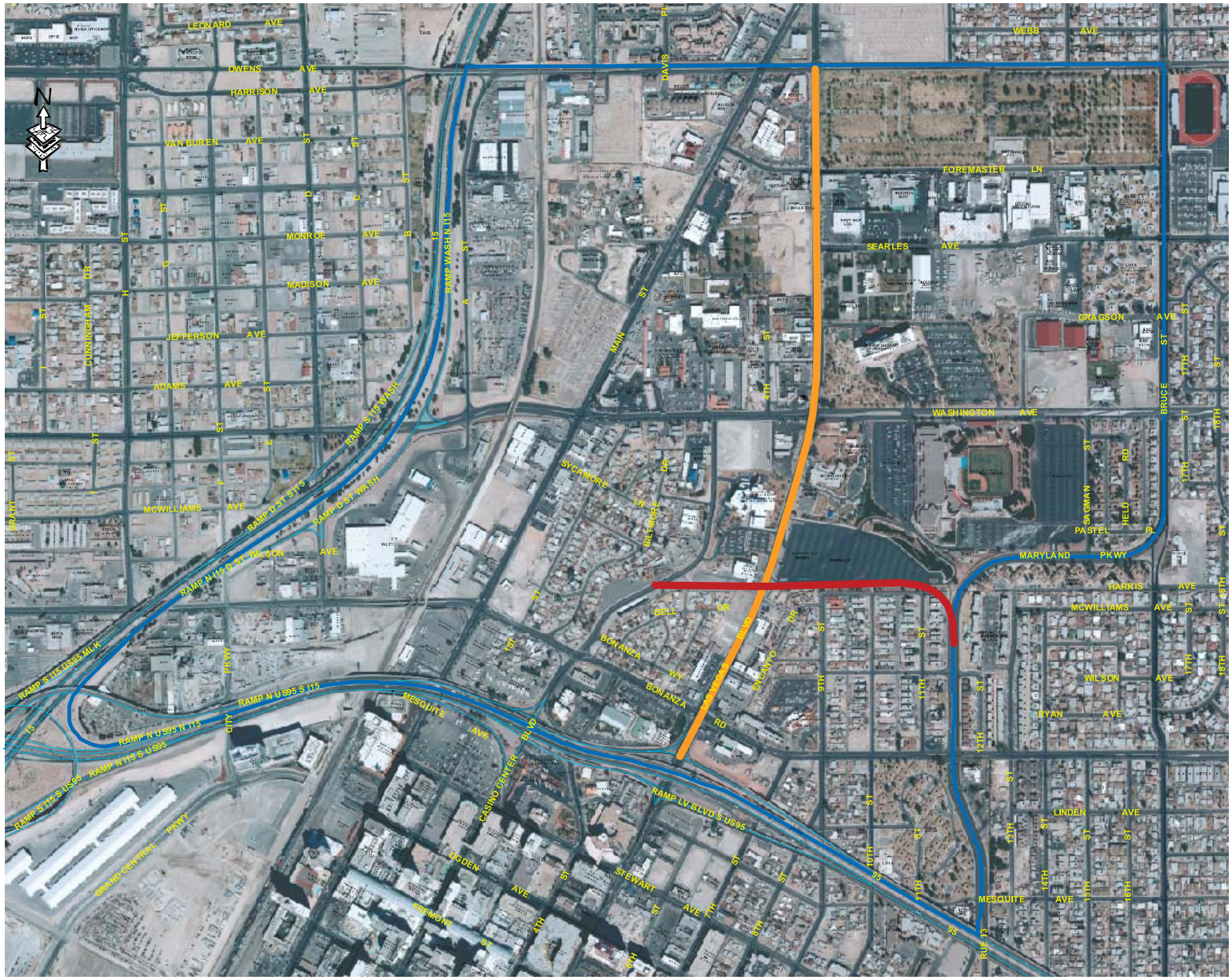


Prepared by:
THE Louis Berger Group, INC
Las Vegas, Nevada

North 5th Street 150' Wide Corridor

City of North Las Vegas

Printed: August 20, 2008



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City of Las Vegas

Map No. 12

DOWNTOWN NORTH

New Street Alignment

Downtown North Area

Proposed Street

Las Vegas Boulevard
100 Feet Right of Way

Adopted May 21, 2003 - GPA-2249
Amended November 17, 2004 - GPA-5015
Amended November 17, 2004 - GPA-5016

PLANNING & DEVELOPMENT

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*Action: The Public Works Department will work with the Planning & Development Department to acquire a 100' right-of-way along Las Vegas Boulevard between Owens Avenue and Bonanza Road as new development occurs.**

** An additional 10' pedestrian easement will also be sought from new projects.*

Action: The City will continue to work with the Regional Transportation Commission to provide enhanced mass transit opportunities to the area. The current Bus Rapid Transit route (Map 13) may be re-routed along the proposed new east-west connector street between Veteran's Memorial Drive and Maryland Parkway. If this comes to fruition then the current route will start at the downtown transit terminal and proceed north along Casino Center Boulevard onto Veteran's Memorial Drive then turn east on the proposed new street to Las Vegas Boulevard and then continue north into North Las Vegas.

Action: The Planning & Development Department will continue to seek funding sources to restore and place within the Las Vegas Boulevard landscape median historic neon signs in partnership with the Neon Museum

Cultural Corridor. To integrate the cultural corridor with peripheral areas, multi-use transportation trails for non-vehicular access should be constructed. A trail that interconnects the Downtown North area to the Downtown area, as is being discussed by the Cultural Corridor Coalition. Another is the construction of the Pioneer Trail that interconnects the cultural corridor with West Las Vegas historical Properties (see map No. 14).

The frontage along Las Vegas Boulevard, north of U.S. 95, is developed with uses that neither correlate with or enhance the cultural corridor. Changes in or the enhancement of these existing land uses should be implemented with future zoning decisions. Accordingly, an overlay zoning district should be established and implemented that will allow uses that are associated with and provide a higher quality of development and redevelopment that is more conducive to the cultural corridor.

Action: The Office of Cultural Affairs shall assist the city's Arts Commission and the Cultural Corridor Coalition in the Cultural Corridor Gateway Art Project that is to transform the U.S. 93/95 overpass into an area for public art work. This will be in conjunction with the NDOT planned widening project.

Action: The Cultural Corridor Neighborhood Association should reach out to neighboring resources, such as Anderson Dairy, and continue to build partnerships for the betterment of the entire area.

Action: The City will continue to work with the Las Vegas Convention and Visitors Authority (LVCVA) to seek ways to enhance and/or redevelop the Cashman Center. Any proposals must include a baseball stadium either at the site or somewhere else in the valley. The LVCVA, which currently owns the facility, will eventually return the land to the city upon agreement on its future. Request for Proposals on how the site may be redeveloped will go out in the fall of 2008.

DOWNTOWN NORTH Map No. 13

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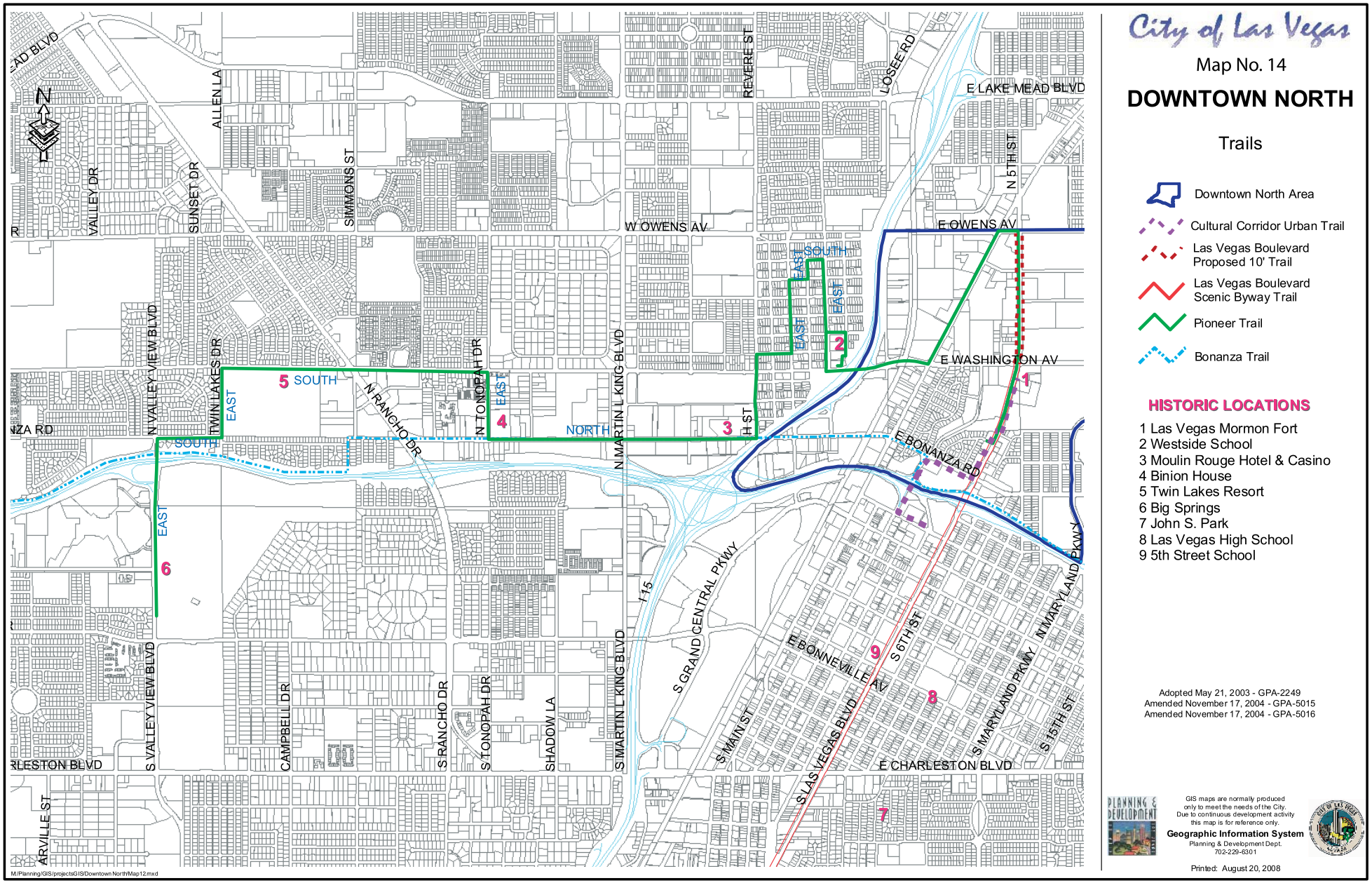
City of Las Vegas
Map No. 14
DOWNTOWN NORTH
Trails
Downtown North Area
Cultural Corridor Urban Trail
Las Vegas Boulevard Proposed 10' Trail
Las Vegas Boulevard Scenic Byway Trail
Pioneer Trail
Bonanza Trail
HISTORIC LOCATIONS
1 Las Vegas Mormon Fort
2 Westside School
3 Moulin Rouge Hotel & Casino
4 Binion House
5 Twin Lakes Resort
6 Big Springs
7 John S. Park
8 Las Vegas High School
9 5th Street School
Adopted May 21, 2003 - GPA-2249
Amended November 17, 2004 - GPA-5015
Amended November 17, 2004 - GPA-5016
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E LAKE MEAD BLVD
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E OWENS AV
E WASHINGTON AV
E BONANZA RD
E BONNEVILLE AV
E CHARLESTON BLVD
S GRAND CENTRAL PKWY
S LAS VEGAS BLVD
S MAIN ST
S 6TH ST
S MARYLAND PKWY
N MARYLAND PKWY
S 15TH ST
N 5TH ST
LOSEE RD
REVERE ST
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S MARTIN L KING BLVD
I-15
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S TONOPAH DR
N RANCHO DR
S RANCHO DR
SHADOW LA
CAMPBELL DR
N VALLEY VIEW BLVD
S VALLEY VIEW BLVD
TWIN LAKES DR
ALLEN LA
SIMMONS ST
SUNSET DR
VALLEY DR
ARVILLE ST
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SOUTH
NORTH
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