

BOULDER CITY MASTER PLAN



Clark County, Nevada

December 2003

Updated February 2015

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2003 Boulder City Master Plan

MPA-03-017 (AN ENTIRELY NEW MASTER PLAN)
ADOPTED BY THE PLANNING COMMISSION ON DECEMBER 3, 2003



Karen Knisley, Chairman



Pam Malmstrom, Deputy City Clerk

MPA-03-017 (AN ENTIRELY NEW MASTER PLAN)
ADOPTED BY THE CITY COUNCIL ON DECEMBER 9, 2003



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Photos provided by Rose Ann Miele, Clarion Associates, and the City of Boulder City.

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| This additional appendix, along with accompanying maps and an amendment to the Future Land Use Map, was approved and adopted by: | |
| Boulder City Parks and Recreation Commission | March 24, 2008 |
| Boulder City Planning Commission | April 16, 2008 |
| Boulder City Council | May 13, 2008 |
| Southern Nevada Regional Planning Coalition | June 16, 2008 |

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Chapter 1: Introduction

MASTER PLAN OVERVIEW

Purpose of the Master Plan

The Boulder City Master Plan is an officially adopted advisory document that outlines the community's vision and goals for the future and provides guidance for elected and appointed officials in making choices regarding the long-range needs of the community. The written goals and guiding principles, policies, and recommendations of the Master Plan, along with the Future Land Use map, provide guidance for decisions affecting growth and annexation, the use and development of land, preservation of open space and the expansion of public facilities and services. The policy recommendations and maps contained in the Master Plan are interrelated and should not be used independently from one another or from other adopted elements of the Plan.

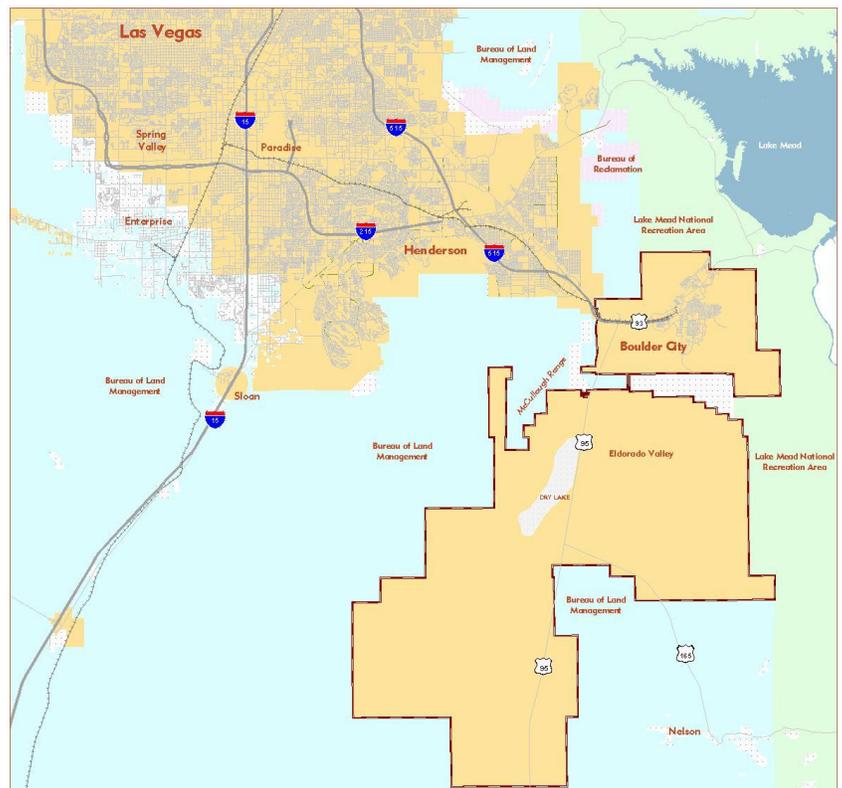


Figure 1-1—Boulder City and its regional context.

Planning Area

Although the developed portion of Boulder City is approximately 5 square miles, the incorporated city limits encompass 200.83 square miles. Las Vegas is located 25 miles northwest and Lake Mead National Recreation Area is located to the north and east.

Boulder City is part of the Las Vegas metropolitan area which has remained one of the fastest growing areas in the nation since the early 1990's. Much of this recent growth has been concentrated within the Las Vegas Valley in the cities of Las Vegas, North Las Vegas, and Henderson. Boulder City is located to the southeast and spans both the Eldorado and Hemenway Valleys.

Compliance with State Requirements

This Master Plan has been prepared in response to the Nevada Revised Statutes that state that a Planning Commission and City Council (or governing body) shall prepare and adopt a comprehensive, long-term general plan for the physical development of the city. This plan replaces the city's 1991 Master Plan. According to state statutes, the plan is to be referred to as the Master Plan and is to be prepared so that all of the following elements are adopted by the governing body, as appropriate:

- Community Design
- Conservation Plan
- Economic Plan
- Historical Properties Preservation Plan
- Housing Plan
- Land Use Plan
- Population Plan
- Public Buildings
- Public Services and Facilities
- Recreation Plan
- Rural Neighborhoods Preservation Plan (not applicable to Boulder City)
- Safety Plan (refer to: Boulder City Emergency Operations Plan)
- School Facilities Plan
- Seismic Safety Plan
- Solid Waste Disposal Plan
- Streets and Highways Plan
- Transit Plan
- Transportation Plan

The extent to which each of the elements listed above is addressed by this Master Plan varies according to their direct relevance to Boulder City. Where elements have been addressed by separate plans, reference to the appropriate document has been provided.

The Statutes also indicate how the Master Plan is to be adopted. In the preparation of the Master Plan and in the subsequent public hearings, the Nevada Revised Statutes were followed. The specific sections covering the plan are NRS 278.150 through NRS 278.170.

Compliance with Southern Nevada Regional Policy Plan

Also mandated by the state legislature is the city's need for ongoing regional coordination as part of the Southern Nevada Regional Policy Plan, adopted in 2000 as a plan and growth management strategy for the Las Vegas Valley. The Regional Plan identifies a series of transportation, land use, air quality, infill development, public services and infrastructure issues that the region as a whole faces and identifies policy direction to be taken by jurisdictions in their Master Planning efforts.

How the Plan is Implemented

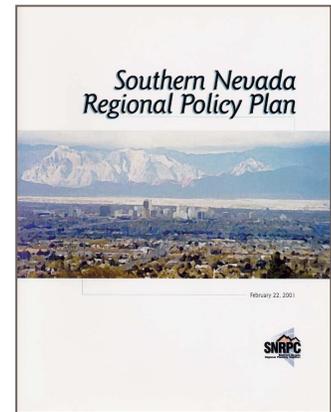
The Plan is implemented by the action of local government and various community groups. The vision, guiding principles and policies are of primary importance in the plan. The vision and guiding principles represent the values and aspirations of the community in a variety of areas. Policies provide a broad framework for action and form a basis for the more specific recommendations of the Action Plan. Chapter 2 of the Plan contains the overall community vision and guiding principles and is supported by Chapters 3 through 15 which provide background information and policies specific to each of 13 subject areas addressed by the Plan. Supporting materials are provided in Appendices of this document.

The planning process and the implementation of the Plan are dynamic and on-going. This document should be reviewed periodically and revised, as needed, to reflect changing conditions and the aspirations of the citizens of Boulder City. The major bodies involved in the planning process are the City Council, Planning Commission, and the citizens of Boulder City.

MASTER PLAN CONTEXT

History of Development in Boulder City

Boulder City is best known as the city that was created for the construction of the Hoover Dam. The City housed over 4,000 workers during the construction of the Dam, which lasted from 1931-1935. Fifteen hundred permanent and temporary buildings were built to accommodate the needs of the construction workers, including over a thousand homes, a dozen dormitories, four churches, tourist centers, trade facilities, a grade school, theater, and recreation hall. Once the Dam was completed, the Federal Government changed the basic function of the city to the headquarters of several government agencies involved in the Dam's water and power operations. The City was supervised and regulated by the Bureau of Reclamation and all land in and around the city was owned by the Federal Government.





Through the 1940's, Boulder City's development centered on government related activities. Additional Federal agencies established operations in the city, including the power operators responsible for the distribution of electricity from the Dam. The City prospered as a regional government center, as well as a pleasant, civic-minded community.

In 1958, the Federal Government passed the Boulder City Act and established an independent municipal government, the City of Boulder City. Under the Act, the Federal Government turned over the existing town site, approximately 33 square miles of land, and the utility system to the residents. The City Charter, approved by the residents, prohibits gaming, which makes Boulder City unique as the only city in Nevada where gaming is illegal.

In 1979, the citizens of the city passed a referendum and instituted a controlled growth ordinance. This controlled growth ordinance was enacted in response to the rapid growth of the city and to preserve the utility systems. Due to this unique ordinance, the city limits the number of residential and hotel/motel building permits issued each year to control the rate of growth in the community. Since the inception of the controlled growth ordinance, the growth rate of the community has been declining (from 2.7% during the 1980's to 1.76% during the 1990's).



In 1995, the city purchased over 100,000 acres of the former Eldorado Valley Transfer Area from the Colorado River Commission for the purposes of public recreation, solar energy uses, and a desert tortoise preserve. This addition brought the city's total land area to approximately 200 square miles.

Planning Process and Community Involvement

Ensuring equal and fair representation of the diverse interests of Boulder City's population and providing adequate opportunity for community involvement were two key components of the planning process. City staff, elected and appointed officials, consultants and the public collaborated over a period of 15 months, from August of 2002 to November of 2003 to develop the Boulder City Master Plan. The Project Management Team, consisting of the consultant and planning staff from the city, were guided by elected and appointed officials, and provided numerous opportunities for members of the community and other stakeholders to participate throughout the process of developing the Master Plan. Additionally, results of an earlier community involvement process, conducted in 1996-1997, were integrated into the current process. A summary of community involvement opportunities and public outreach efforts is provided below.

1996-1997 COMMUNITY MEETINGS

During 1996 and 1997, over 400 citizens and members of the local business community participated in a series of meetings and a community survey conducted by the city. The results of these efforts were intended to be used for a Master Plan Update at that time; however, the effort was delayed until the current Master Plan Update commenced in 2002. Despite the delay, the issues and concerns raised by participants in the earlier community involvement effort were consistent with those of current residents and proved to be a valuable resource for the current Master Plan Update. A summary of the 1996-1997 effort was prepared, and combined with input from Council's Strategic Plan and discussions with City staff and officials, served as the basis for the development of the key issues, community vision, and guiding principles contained the Master Plan.



2002-2003 COMMUNITY MEETINGS

To reconfirm the findings of the 1996-1997 community meetings, additional community meetings were held at key points during the planning process. The community meetings were locally advertised events designed to allow citizens an opportunity to participate in plan development, review project materials and convey their questions and concerns to local staff and the consultant team. A total of three community meetings were held during the course of the project.

TELEVISION AND NEWSPAPER

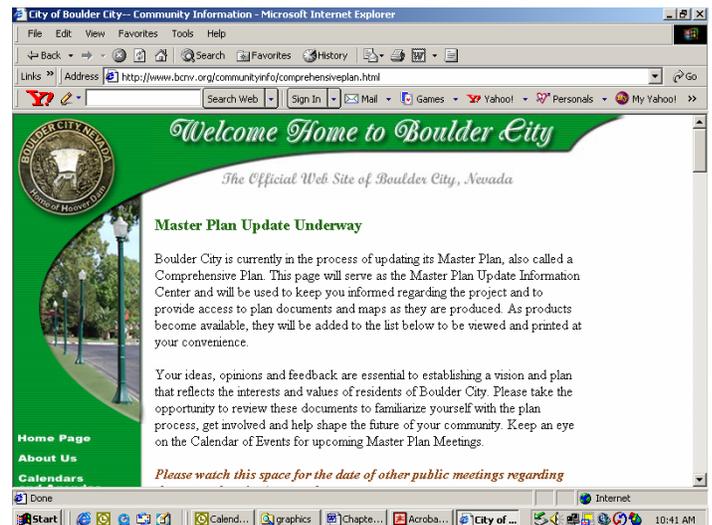
Regular project updates were provided to the local media, and all meeting notices were printed in the newspaper and posted on the city's local access station, BCTV, aired on Cox Cable Channel 4 and Channel 27 Eagle West. Most elected and appointed official meetings and community meetings were taped and televised as well. In addition, members of the Project Management Team visited the local television talk show, *FYI*, on several occasions throughout the process to discuss the planning efforts and increase community awareness.

CITY WEBSITE

City staff also maintained a link on the city's website at www.ci.boulder-city.nv.us specifically for the Master Plan Update. The link provided access to an overview of the planning process, contact information, and access to work products including all maps and written materials available for review and comment throughout the planning process.

MAILING LIST

City staff distributed notices of upcoming meetings directly to interested citizens who had requested on-going information about the Master Plan.



ELECTED AND APPOINTED OFFICIALS UPDATES

The Project Management Team held meetings with the City Council and Planning Commission at key points in the planning process, to provide progress updates, to present preliminary findings and alternative solutions, and receive policy direction.

COMMUNITY SURVEY

During the spring of 2003, a community survey was prepared to increase awareness of the Master Plan process and to gain input on a number of key choices to be addressed by the Master Plan. Over 1100 copies were distributed to the community. Although the number of questionnaire responses was small, valuable community input and awareness was obtained.

Summary of Community Issues

A number of issues to be addressed by the Master Plan Update were identified during the early stages of the planning process. These issues can be

grouped into the following nine categories: Growth Management, Public Facilities and Services, Transportation, Land Use, Economic Vitality, Environment & Conservation, Community Design, Housing & Neighborhoods, and Historic Preservation. The issues are summarized as follows:

GROWTH MANAGEMENT

- City Growth Rate
- Issues and Criteria Related to Future Land Sales and Leases

PUBLIC FACILITIES AND SERVICES

- Infrastructure Capacity and Cost

TRANSPORTATION

- Impacts of Highway 93 Traffic
- Impacts of Highway 93 Bypass

LAND USE

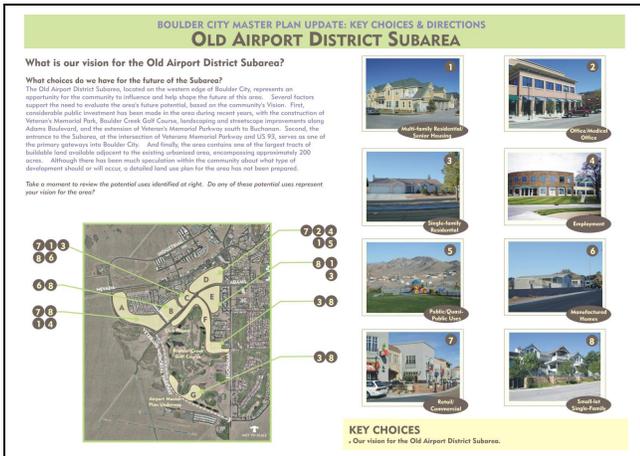
- Balance Between Residential and Non-Residential Land Uses
- Determining Future Land Use for the Old Airport Subarea

ECONOMIC VITALITY

- Long-Term Vitality of Old Town
- Balance Between Tourism-Related Activity and Needs and Impacts of Residents

ENVIRONMENT AND CONSERVATION

- Water Conservation



- Air Quality

COMMUNITY DESIGN

- Appropriate Treatment of Community Gateways
- Design Guidelines and Standards for New Development

HOUSING & NEIGHBORHOODS

- Affordable Housing
- Appropriate Mix of Residential Densities and Housing Types

HISTORIC PRESERVATION

- Preserving Historic Resources in the Old Town Area



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Chapter 2: Vision

INTRODUCTION AND VISION

The Vision for Boulder City describes our community's values and aspirations and helps create an image of the kind of place its residents would like it to be over the next 20 years. It builds on the city's best characteristics and identifies changes that would improve the city overall.

Vision Statement: The community of Boulder City is committed to preserving our status as a small town, with small town charm, historic heritage, and unique identity, while proactively addressing our needs and enhancing our quality of life.

GUIDING PRINCIPLES

The Guiding Principles, listed below, are the highest-level statement of land use policy for the Boulder City Planning Area, reflecting the values of the community and its vision for the future. The Principles are intended to describe the community's aspirations and set the stage for the more specific policies contained in Chapters 3 through 15 of this Master Plan.

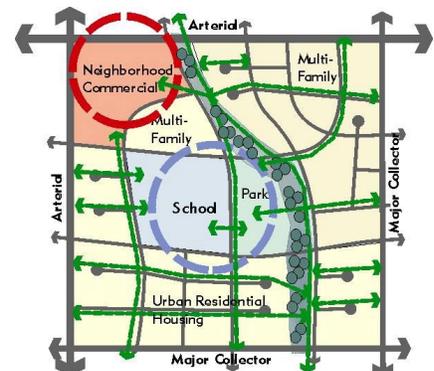


A Sustainable Growth Management Program

Boulder City should strive to maintain its small town atmosphere and a well-defined boundary for development. Development should continue to be regulated under the growth control ordinance, which establishes a maximum growth rate for the long range future. New growth should only be permitted in areas that are contiguous to existing development, where infrastructure exists or can be efficiently provided. Sprawling "leapfrog development" should be discouraged and expansions of the boundary should occur only in accordance with the Master Plan.

A Coordinated and Efficient Land Use Pattern

The city should strive for a balanced mix of land uses that achieves fiscal health and community livability. The city should contain a compatible mix of housing choices, retail and service uses, and employment centers to serve a range of community needs. Non-residential uses should be designed and located to minimize negative land use impacts on residential areas. Infill development and redevelopment that is compatible with existing development patterns should be encouraged in existing urban areas, particularly within the downtown area. The density and intensity of new development should be compatible with existing development.



Efficient Use and Expansion of Public Facilities and Services

New growth should be encouraged only in areas where adequate public water, sewers, and roads are currently available or planned. Infrastructure should be viewed as a tool to help manage growth, not as a service that is provided in reaction to growth pressures. Efforts should be made to improve the linkage between infrastructure planning and land use planning, and all new development should be required to be served with public facilities that meet minimum levels of service standards.



A System of Connected Parks and Trails

The city should maintain its current level of parks and recreation services while pursuing opportunities to create useable open space and parks to meet community needs. Increased emphasis should be placed on enhancing connections between neighborhoods, parks, and other public gathering places, particularly in areas of future residential growth. Local open space and parks planning should be coordinated with regional planning efforts. Particular emphasis should be placed on the maintenance of historic access to adjacent public lands and city linkages to regional trails.

Preserve and Enhance Natural Resources

The air, water, and lands of the community should be managed in a manner that should protect the environment and conserve natural resources. Open space preservation efforts should target environmentally sensitive areas.



Active Community Involvement and Regional Coordination

The city should continue to foster coordination with other communities, organizations, and agencies in the region, and ensure and promote opportunities for public participation in the community planning process.

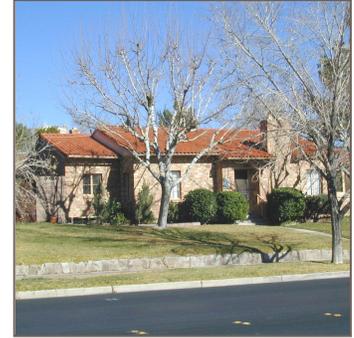
A Balanced Multi-Modal Transportation System

Boulder City should strive for a balanced transportation system that provides safe and efficient facilities for pedestrians, bicycles, and automobiles in addition to regional transit connections. Efforts should be made to address current and future mobility needs through appropriate land use decisions.



Stable, Cohesive Neighborhoods Offering a Variety of Housing Types

The city should strive to provide a range of housing options available to meet the needs of its citizens. Housing that is affordable to young families should be encouraged, as should housing options for senior citizens. While a range of housing options is encouraged, the city should continue to implement and improve land use regulations that require high quality housing.

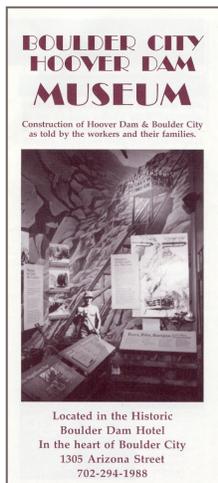


Identify and Protect Existing Historic Resources

The city should seek to preserve and enhance historic buildings and resources by updating and enforcing local historic preservation regulations and ordinances. Historic preservation efforts should be encouraged through the use of financial, building, and related incentives for the restoration and rehabilitation of historic structures and facilities.

Promote a Strong Community Identity

Residents of Boulder City value the distinct character and identity their community provides that sets it apart from other communities in the region, including its historic heritage, extensive park and recreational facilities, and small-town atmosphere. The city should continue to enhance its community image and identity by improving the appearance and design of its streets and other public areas as attractive public places. A high standard of design should be promoted for all new development to enhance the physical appearance of the city and maintain a high quality living and business environment for its residents.



A Community that Embraces its Culture and the Arts

Arts and culture should be an integral force in the city's community identity, with a strong presence in its educational system, community celebrations and events, neighborhoods, and public institutions. The city should encourage the integration of Boulder City's arts community into the social and economic fabric of the city.

A Strong, Diversified Economic Base

The city should encourage the maintenance of existing jobs and the creation of new employment opportunities in the city to strengthen the economic base of the community and to reduce regional commuting patterns of its residents. Efforts should be focused on maintaining the city's existing base of businesses and on attracting new businesses to serve both local residents and tourists. Additional efforts should be focused on strengthening the downtown, which is recognized as a unique area of the community whose long-term health and viability are critical to the economic success of the community.



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Chapter 3: Growth Management

BACKGROUND AND INTENT

Although not evident from its small-town atmosphere, Boulder City is located amidst one of the fastest growing regions in the nation, along with cities like Las Vegas and Henderson. Despite the close proximity, Boulder City has several unique characteristics that set it apart from these and other communities. First, the majority of the land within the city is publicly held; second, a vote of the citizens must be held in order to release more than an acre of publicly owned land for development; and third, since 1979, the city has had a controlled growth ordinance in place to limit future residential and hotel development on a year-to-year basis. Combined, these factors constitute an approach to growth management that will help ensure that Boulder City's small-town way of life will be maintained for years to come. This chapter identifies a series of growth management policies that represent the community's values and its vision for the efficient use of land to guide elected and appointed community leaders, and city staff and administrators in making growth management related decisions. In addition, regional growth management policies are identified to ensure the city's compliance with the Southern Nevada Regional Policy Plan. To help minimize the impacts of growth within its limits and on the surrounding region, the city seeks to promote a development pattern that encourages orderly, contiguous limited growth and minimizes dispersed development.



DEVELOPMENT CONTROL PLAN

In 1979, the citizens of Boulder City passed a referendum and instituted a controlled growth ordinance in response to the rapid growth experienced by the city during the 1970's and to preserve its utility systems. The most recent amendment by the voters was in 1996, and the ordinance is presently titled Controlled Growth Management Plan (Title 11, Chapter 41 of Boulder City Code). Through the ordinance, the city limits the number of residential and hotel/motel building permits issued each year to control the rate of growth of the community. Since the inception of the controlled growth ordinance, the growth of the community has been limited to approximately 3% per year. In actuality,

the city's rate of growth has remained significantly below the 3% cap and has been declining. Between 1990 and 2000, the city had an annual growth rate of 1.76 percent, down from a 2.7 percent annual growth rate during the 1980's. This is primarily due to the fact that much of the privately held land within the city has been developed, as has most of the land that was not subject to the controlled growth ordinance. As of 1991, there were nearly 400 lots remaining in subdivisions developed primarily by owner-builders and around 200 lots remaining in subdivisions subject to legal settlement. By mid-2003, the number dropped to a total of approximately 327 undeveloped lots (R-1) and 116 undeveloped dwelling units (R-3). The availability of existing vacant lots and existing private land are monitored by the city's Community Development Department and are updated on a yearly basis.

POLICIES

GM 1: CITY'S ROLE IN MANAGING GROWTH

The city shall strive to achieve a balance between new, outward growth and redevelopment within established areas of the community, in accordance with the direction of the voters. In addition, the city shall continue to participate in ongoing efforts to address regional growth management issues through its involvement with the Regional Planning Coalition and shall amend its regulations as appropriate to comply with future intergovernmental policies adopted by the Coalition.

GM 2: PRIORITY LAND SALES

Ensure that all development and disposition of land occurs in accordance with the Master Plan, the Controlled Growth Management Plan, and the Land Management Plan process (Title 9, Chapter 2 of Boulder City Code). Guide development according to a Priority Land Sales Policy as follows:

- Priority 1—Developing areas contiguous to existing urban services and systems.
- Priority 2—Developing areas not contiguous to existing developed areas that can be served by existing urban services and systems or developing areas contiguous to existing developed areas that cannot be served adequately by existing urban serves and systems.
- Priority 3—Developing areas not contiguous to existing developed areas that require significant public and/or private expenditures for development.

GM 3: AREAS FOR FUTURE EXPANSION

Areas for future expansion should be reevaluated as needed, based upon land availability and on the future provision of services. As areas for future expansion are identified, they should be designated according to their planned usage on the Future Land Use Map.



GM 4: INFILL AND REDEVELOPMENT

Infill and redevelopment within established areas of the city is encouraged where deteriorated or obsolete structures have become detrimental to an area, where new uses can be accommodated on vacant properties, within the Redevelopment Area Boundary, and in other areas outside the Redevelopment Area Boundary that have been specifically identified for redevelopment. Projects may range in size from a single residential lot to the redevelopment of multiple contiguous blocks within a neighborhood or commercial area. Regardless of its scale, infill and redevelopment shall be designed in a manner that is sensitive to and reflects the character of the surrounding area. Important design considerations include building scale, mass, roof form, height, and orientation, parking location, lot coverage, architectural character, and landscape elements. These design considerations are particularly important when infill or redevelopment occurs within or adjacent to an established residential neighborhood, an area of historic significance, or when a change in use or intensity would otherwise negatively impact the established character of the surrounding area.



The city shall review and consider revision of its development code to remove impediments to infill and redevelopment where appropriate, through adjustments to parking requirements, setbacks, lot size, and other regulations to facilitate more intense development patterns. The city shall amend the policies of this Master Plan as appropriate to comply with future infill policies adopted by the Regional Planning Coalition.

See also: Chapter 4, Land Use and Chapter 9, Housing and Neighborhoods.

GM 5: ANNEXATION CRITERIA

The city should consider the unilateral annexation of an area when any of the following conditions exist:

- To ensure that a visual buffer may be maintained between the city and adjacent communities;
- Service to an existing area in the city or area being annexed would be improved;
- To ensure the logical extension of future services or that adequate land is available for future development;
- To incorporate existing urban development which is socially, economically, and physically a part of the city; or
- To implement the growth visions of the city as contained within this Master Plan.

GM 6: LEVEL OF SERVICE STANDARDS

The city should ensure that new development does not result in reduced level of service standards, as new development occurs. This approach is necessary to perpetuate a high quality of life for existing residents as well as for new ones.

GM 7: PROVISION OF FACILITIES AND SERVICES

The city will have an efficient and fair system of fees and requirements that assesses the costs and benefits of public facilities and services, the need for which is generated by new development. Determining what a development's fair share is can be complex. Public improvements may be necessary to serve demands from existing development, demands from a specific new development, cumulative demands from all new development, or combinations of all three. Toward this end, this policy identifies the need to bring the regulations regarding public improvement responsibilities and reimbursements into as clear and predictable a process as possible.

GM 8: ALLOTMENT COMMITTEE EVALUATION

The city shall review applications for proposed development to be reviewed by the Allotment Committee to determine if they are in compliance with the goals and policies of this Master Plan and the controlled growth ordinance.

Chapter 4: Land Use

BACKGROUND AND INTENT

This chapter is intended to be used in conjunction with the Future Land Use Map as a tool for elected and appointed community leaders, city staff and administrators, and the community at large for evaluating and making decisions regarding the location and design of land uses within Boulder City. Defining characteristics for each land use identified on the Future Land Use Map are provided and include appropriate mixes of uses, preferred location of uses, variety of housing types, appropriate density ranges, and other design criteria for consideration. The detailed land use policies and criteria defined within this Chapter are intended as a guide for future development, and should be used in conjunction with the other chapters of this Master Plan.

POLICIES

Residential—All Categories

R 1: VARIETY OF HOUSING STYLES

The incorporation of a variety of housing types and models, sizes, and price ranges in new neighborhoods is strongly encouraged to provide diverse housing options for Boulder City residents and avoid monotonous streetscapes.

R 2: STREET PATTERNS

Residential neighborhoods should be organized around a system of collector and local streets, as well as sidewalks and pedestrian and bicycle pathways. Neighborhoods located adjacent to future development areas shall provide opportunities for future roadway extensions. Cul-de-sacs and other dead end streets are discouraged unless necessitated by the natural or built constraints of the development site, in order to encourage connectivity between neighborhoods.

R 3: NEIGHBORHOOD PARKS

New residential neighborhoods should be organized to ensure that the majority of homes have access to a neighborhood park within walking distance ($\frac{1}{4}$ to $\frac{1}{2}$ mile).



R 4: DESIGN OF INFILL AND REDEVELOPMENT

Infill and redevelopment within established areas of the city is generally encouraged where deteriorated or obsolete structures have become detrimental to an area, where new uses can be accommodated on vacant properties, and in areas that have been specifically identified for redevelopment. Residential infill and redevelopment shall be designed in a manner that is sensitive to and reflects the character of the surrounding neighborhood. Important design considerations include building scale, mass, roof form, height, and orientation, parking location, lot coverage, architectural character, and landscape elements.

R 5: STREET DESIGN

Neighborhood streets and access roads should, where possible and practical, follow the natural contours of topographic features to minimize slope disturbances, maximize scenic views, and conserve natural features and vegetation. Access management shall be provided along arterial streets to limit the number of curb-cuts and maintain traffic carrying capacity and safety.

Low-Density Residential***LDR 1: CHARACTERISTICS***

The Low Density Residential designation shall incorporate a mixture of single-family homes located in a neighborhood setting, in combination with compatible non-residential land uses such as educational facilities, churches, schools, and public and private parks and recreational facilities. Appropriate housing types may include single-family detached and manufactured homes on lots of varying sizes.

LDR 2: LOT SIZES

Lot sizes in the Low-Density Residential category range from 7,000 square feet up to 80,000 square feet.

LDR 3: LOCATION

New Low-Density Residential neighborhoods should typically be located where they have convenient access and are within walking distance of community facilities and services that will be needed by residents of the neighborhood, including schools, shopping areas, and other community facilities. Neighborhoods should be easily accessed by major streets (arterials and/or collectors) with a direct connection to work, shopping and leisure activities.

Medium-Density Residential (MDR)***MDR 1: CHARACTERISTICS***

The Medium-Density Residential category shall incorporate a mix of single and multifamily housing types in a neighborhood setting in combination with compatible non-residential land uses, such as educational facilities, churches, schools, and public and private parks and recreational facilities. Appropriate housing types may include a



combination of one or more of the following: small lot single-family, duplexes, town homes, apartments, manufactured homes, mobile homes, or condominiums.

MDR 2: APPROPRIATE DENSITY RANGE

Lot sizes in the Medium-Density Residential category shall be accordance with the underlying zoning districts, as they may be amended. Current requirements range from 7,000 square feet for detached single family homes, 8,000 for duplexes, and 10,000 square feet for other residential uses. Higher density attached single-family homes and apartments are also permitted with densities ranging up to 17 dwelling units per acre (2,500 square feet per unit).

MDR 3: LOCATION

Medium Density Residential neighborhoods should be located close to arterial streets and be bounded by collector streets where possible, with a direct connection to work, shopping, and leisure activities.

Central Business District (CBD)

CBD 1: CHARACTERISTICS

The Central Business District designation is a special purpose designation for Boulder City's downtown and historic center. The area, focused along Nevada Way between Wyoming Street and Colorado Street, has a unique historic character and importance to the broader community. The area has traditionally consisted of a variety of civic, retail, commercial, and office uses in a compact, pedestrian-friendly setting central to the city's historic neighborhoods.

CBD 2: MIX OF USES

A mix of retail, restaurants, employment, commercial, office, and civic uses should continue to be encouraged in the downtown. Retail and restaurant uses should be encouraged at the street level to promote pedestrian activity and vitality, particularly along Nevada Way through downtown.

CBD 3: INFILL AND REDEVELOPMENT

Infill and redevelopment that is in keeping with the historic character and scale of downtown is strongly encouraged to utilize vacant or underutilized sites and enhance its vitality.

CBD 4: RENOVATION AND REUSE

The renovation and reuse of existing older underutilized structures, particularly along Nevada Way within the downtown, is strongly encouraged.

CBD 5: CONVERSION OR ADDITION OF UPPER FLOORS

Where second floors above retail storefronts exist, conversion of these floors to office or residential uses is strongly encouraged to reinforce the variety and vitality of the downtown environment and increase housing options. The addition of second floors to existing one-story structures is



also encouraged. Second floor additions should incorporate porticos at the ground level, where appropriate, to provide shade for pedestrians and add visual interest to the streetscape. Porticos also help minimize the bulk and height of the additional story at the street level, helping preserve the traditional, pedestrian-friendly scale of the downtown.

CBD 6: OUTDOOR SEATING

The provision of outdoor dining and seating areas along the sidewalk edge is strongly encouraged to create activity along the street and increase the overall vitality of the downtown.

CBD 7: STREET LEVEL USES

Active, visible uses that encourage pedestrian activity, such as restaurants or retail storefronts, are most appropriate as first floor uses. Offices, residential, or other uses that typically are “closed off” from the street and lend little to the pedestrian atmosphere should be encouraged as upper floor uses in retail areas, or in secondary locations that are not located in major pedestrian traffic areas.

CBD 8: PORTICOS

Porticos are a defining feature of many historic structures in the Central Business District and contribute to the unique character of the area. The addition of porticos is encouraged, where appropriate, to provide shade for pedestrians and to further enhance the character of the Central Business District.

CBD 9: PARKING DESIGN AND LOCATION

New surface and structured parking should be sited and designed in a manner that is compatible with the historic character of the downtown and its surrounding neighborhoods. To the extent feasible, off-street parking areas should be located behind structures. Off-street, surface parking is discouraged along the Nevada Way frontage within downtown. Parking structures should exhibit a level of architectural detail that is equal to that found on adjacent structures along the block.

Community Commercial

CC 1: CHARACTERISTICS

Uses within the Community Commercial designation are intended to provide a range of services, including supermarkets, restaurants, movie rentals, drycleaners, drugstores, filling stations, smaller specialty shops, retail and health services and business and professional offices to serve the community. Community Commercial uses will vary in scale and character, ranging from an independent center with numerous stores and ample parking, to smaller, limited use centers or stand-alone stores.

CC 2: LOCATION

Community Commercial uses should generally be located along arterial streets, or at the intersection of an arterial and collector street. However, smaller centers with limited uses may be appropriate within a residential area at the intersection of two collector streets, or at the



intersection of a collector and a local street, provided they are designed to be compatible with the surrounding neighborhood and meet a minimum level of design criteria.

CC 3: SIZE

Commercial uses typically require a site of approximately 10 acres, but may vary, ranging from as small as 1-3 acres to as large as 15-20 acres depending on the size of its service area.

CC 4: ARCHITECTURAL CHARACTER

Neighborhood centers shall be designed to be compatible with and sensitive to surrounding residences. Building materials and architectural detailing should be compatible with and reflect the character of the surrounding neighborhood. Building heights and scale should be similar to surrounding residences.

CC 5: CIRCULATION AND ACCESS

Main entrances and driveways should be integrated with the surrounding street network to provide clear connections between uses for vehicles, pedestrians, and bicycles. Clear, direct pedestrian connections shall be provided, where appropriate, between uses within the center and to the surrounding neighborhood.

CC 6: PROMOTE A HIGH QUALITY URBAN ENVIRONMENT

The physical design of commercial development areas should promote a high quality urban environment, as expressed by site layout, building materials and design, landscaping, parking area design, and pedestrian-oriented facilities, such as through the use of design guidelines.

CC 7: PARKING DESIGN AND LAYOUT

Uninterrupted expanses of parking should be avoided. Parking areas should be broken into smaller blocks divided by landscaping and pedestrian walkways. Parking areas should be distributed between the front and sides of buildings, or front and rear, rather than solely in front of buildings to the extent possible.

CC 8: TRANSITIONS BETWEEN USES

Attractive transitions should be provided between commercial uses and surrounding residences, while not limiting access between the center and the neighborhood for all modes of travel. Transitions can be accomplished by stepping down the height of taller structures to meet residences, providing landscape buffers or screening, or similar means.

Mixed-Use Commercial/Office

MU-CO 1: CHARACTERISTICS

The Mixed-Use Commercial/Office designation is intended to provide concentrated areas of high quality employment facilities, such as corporate office headquarters, medical office facilities, research and development, and educational facilities in a planned, "campus-like" setting. Mixed-Use Commercial/Office developments may be





incorporated into a master planned neighborhood, or located in close proximity to residential areas. Activities within a Mixed-Use Commercial/Office facility typically take place indoors, and outdoor storage or other more industrial types of uses are typically not permitted. This category may also include smaller office complexes consisting of a single building or several buildings that are not located within a typical office park setting. These smaller office complexes shall meet the intent of the policies within this section, to the extent that they apply.

MU-CO 2: LOCATION

Mixed-Use Commercial/Office facilities should have access to existing or planned arterial and collector streets.

MU-CO 3: SITE LAYOUT AND DESIGN

Mixed-Use Commercial/Office developments should be organized in a planned, “campus-like” setting that is heavily landscaped. Each development will vary based on site configuration and topographical or other constraints; however, in a “campus-like” setting, buildings should typically be arranged to form outdoor gathering spaces.

MU-CO 4: UNIFIED ARCHITECTURAL CHARACTER

Buildings within a Mixed-Use Commercial/Office setting should have a unified architectural character achieved through the use of similar elements, such as rooflines, materials, colors, signage, landscaping and screening and other architectural and site layout details.

MU-CO 5: COMMON AREAS

Plazas and other common outdoor gathering spaces should be provided as part of the “campus” environment. Each development will vary based on site configuration and topographical or other constraints; however, in a “campus-like” setting, buildings should typically be arranged to form outdoor gathering spaces, such as quads, courtyards, patios, or seating areas for employees and visitors.

MU-CO 6: CIRCULATION AND ACCESS

Building entrances, outdoor gathering spaces, and parking areas shall be linked with clear, direct pedestrian walkways.

MU-CO 7: OUTDOOR STORAGE

The functions of a Mixed-Use Commercial/Office facility should generally be completely contained within buildings. Accessory outdoor storage facilities typically should be of a limited nature and completely screened.

Airport Area Commercial (AAC)

AC 1: CHARACTERISTICS

The Airport Area Commercial designation is intended to provide locations for a limited mix of commercial services to support activities associated with the Boulder City Municipal Airport, as well as recreation-related activities associated with the Boulder Creek Golf Course. These

uses may include restaurants, hotels, car rental facilities, or related services to serve airport employees as well as visitors arriving at the airport.

AC 2: LOCATION

Airport Commercial uses should be limited to locations within or directly adjacent to Boulder City Municipal Airport boundaries.

Manufacturing

M1: CHARACTERISTICS

The Manufacturing designation is intended to provide locations for light manufacturing, wholesaling, research and development, warehousing and distribution, indoor and screened outdoor storage, and a wide range of other manufacturing services and operations.

M 2: LOCATION

Because of their potential environmental impacts, manufacturing uses should generally be located away from population centers or must be adequately buffered. Traffic generated by manufacturing uses should not pass through residential areas. Sites should have access to one or more major arterials or highways capable of handling heavy truck traffic. Manufacturing uses can typically be located in areas that also contain some Community Commercial uses, and might benefit from close proximity and better access to their local customer base.

M 3: SCREENING

Storage, loading and work operations should be screened from view along all manufacturing area boundaries (when adjacent to non-manufacturing uses) and along all public streets.

Parks and Recreation

PR 1: CHARACTERISTICS

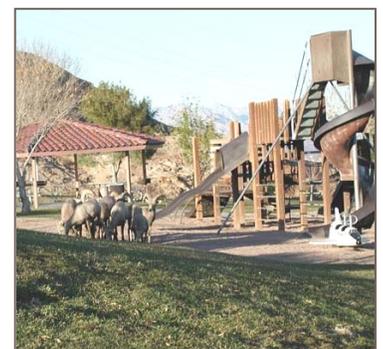
The Parks and Recreation designation includes areas intended to provide for the active and passive recreation needs of the community, including: public and private parks, ball fields, golf courses, and natural open spaces.

PR 2: LOCATION CRITERIA

New parks should be located and designed to take advantage of natural features or amenities and to serve surrounding neighborhoods.

PR 3: DESIGN CRITERIA

Parks and recreational facilities should be designed in a manner that is compatible with the natural landscape and that minimizes impacts on adjacent properties. All facilities in future parks and trails should be designed to meet Americans with Disabilities Act (ADA) requirements and national standards for park facilities. Parks should be adequately sized to serve their intended purposes, as defined in Chapter 6, Parks and Recreation.





Open Lands

OL 1: CHARACTERISTICS

The Open Lands designation includes sites and areas preserved for the purposes of natural resource conservation, view protection, buffering non-compatible uses, protecting known wildlife habitat, protection of steep slopes or other sensitive areas, and informal active and passive recreation. Active uses include unimproved trails for hiking, biking, equestrian, and off-road vehicle use. Generally, the Open Lands designation is only applied to publicly-owned lands, however, small areas of privately-owned Open Lands may exist within the urbanized area on sites where development is not desired or is not feasible due to site constraints.

OL 2: LOCATION

Open lands are primarily located outside of the city's urbanized area, but may also be located within neighborhoods or other areas of the city where development is not desirable due to steep slopes, poor soil conditions, or other environmental constraints.

Public/Quasi-Public

P1: CHARACTERISTICS

The Public and Quasi-Public designation includes uses that are provided by the city or by quasi-public organizations to provide educational, religious, cultural, and public services. Specific uses include schools, hospitals, fire stations, police stations, government offices, social service buildings, landfills and recycling centers, water and wastewater treatment facilities, electrical substations, community centers, churches and other places of worship, libraries, and other related uses necessary to serve the public needs of the city. The designation may also apply to vacant, city-owned properties for which a future use has not been determined.

P2: LOCATION

Depending upon their compatibility with surrounding land uses, public and quasi-public uses will be allowed in all areas of the city. Siting will be determined through the city's land use review procedures. Public and quasi-public facilities should be accessible by the population served.



LAND USE PLAN

Distribution of Land Uses

Table 4-1, below, provides a breakdown of existing land uses (based on the Existing Land Use Map) and planned land uses (based on the Future Land Use Map) by land use category.

TABLE 4-1: DISTRIBUTION OF LAND USES WITHIN BOULDER CITY

| | Existing Acres | Proposed Acres | Total |
|---|----------------|----------------|-------|
| RESIDENTIAL* | | | |
| Low Density Residential | 1,110 | 310 | 1,420 |
| Medium Density Residential | 159 | 59 | 218 |
| Mobile Home Residential | 194 | -- | 194 |
| <i>Total:</i> | 1,463 | 369 | 1,832 |
| COMMERCIAL, OFFICE, AND EMPLOYMENT** | | | |
| Central Business District | 10 | -- | 10 |
| Community Commercial | 109 | 12 | 121 |
| Airport Commercial | -- | 40 | 40 |
| Mixed-Use Commercial/Office | -- | 23 | 23 |
| Manufacturing | 921 | 2,863 | 3,722 |
| <i>Total:</i> | 1,040 | 2,938 | 3,916 |

*Existing residential land use categories were combined into two categories for the Future Land Use Map. Mobile home residential has been incorporated into both the Low and Medium Density Residential Categories on the Future Land Use Map.

** The large increase in Manufacturing uses as proposed is largely due to the previous allocation of lands in the Eldorado Valley for Energy Production, the majority of which remain vacant.

Land Use Categories

Table 4-2 summarizes each of the land use categories identified on the Future Land Use Map. The table is intended as a quick reference guide to be used in conjunction with the Future Land Use Map and the policies contained in this Master Plan. Detailed criteria for the location, density, layout, design, desired character, and size of each land use category are provided in the policy section of this Chapter. Additional policies are applicable for the Old Airport Subarea, Downtown Core, Highway 93 Corridor-West (Uptown), Bootleg Canyon, and Eldorado Valley Special Planning Areas and are provided in Chapter 15.

Land Use Plan Map

TABLE 4-2: LAND USE CATEGORIES

| Residential | | | |
|------------------------------------|---|---|---|
| LAND USE CATEGORY | MINIMUM LOT SIZE | USES | CHARACTERISTICS |
| Low Density Residential | Typically between 7,000 and 10,000 square feet, but may be as large as 80,000 square feet. Existing lots vary in size, with many in the oldest areas being less than 6,000 square feet, and some as small as 4,000 square feet. | <p><i>Primary:</i> Large-lot and low-density detached single-family housing, mobile homes, and manufactured homes.</p> <p><i>Secondary:</i> Schools, churches, parks and recreational facilities, and other minor accessory uses.</p> | <ul style="list-style-type: none"> ▪ Mix of low density housing types in a neighborhood setting. ▪ Characteristic of most of Boulder city’s single-family neighborhoods. |
| Medium Density Residential | Minimum of 7,000 square feet for single family homes, 8,000 square feet for two-family dwellings, and up to 17 dwelling units per acre with a C.U.P. for apartments and other attached dwellings (2,500 square feet per unit). | <p><i>Primary:</i> Single-family, single-family attached, duplex, town homes, apartments, condominiums, and mobile home parks.</p> <p><i>Secondary:</i> Schools, churches, parks and recreational facilities, and other minor accessory uses.</p> | <ul style="list-style-type: none"> ▪ Mix of low to medium density housing types in a neighborhood setting. |
| Commercial, Office, and Employment | | | |
| LAND USE CATEGORY | SIZE | USES | CHARACTERISTICS/NOTES |
| Central Business District | N/A | <p><i>Primary:</i> Variety of civic, cultural, retail, commercial, business, hotel, professional offices, and financial institutions.</p> <p><i>Secondary:</i> Variety of medium density housing types.</p> | <ul style="list-style-type: none"> ▪ Traditional downtown urban fabric in a compact, vibrant setting with a pedestrian-friendly scale. ▪ Unique historical character and importance to the broader community. |
| Community Commercial | Typically require a site of around 10 acres, but may vary from as small as 1-3 acres to as large as 15-20 acres. | <p><i>Primary:</i> Supermarkets, restaurants, movie rentals, drycleaners, drugstores, filling stations, smaller specialty shops, retail and health services and business and professional offices.</p> | <ul style="list-style-type: none"> ▪ Mix of retail and commercial services in a concentrated and unified center that serves the local community and may also provide a limited draw for tourists and the surrounding region. ▪ New centers should be designed in a concentrated, unified setting that |

| | | | |
|--|-----|--|--|
| | | <p><i>Secondary:</i> N/A</p> | <p>allows them to meet a variety of community needs in a “one-stop shop” setting.</p> <ul style="list-style-type: none"> ▪ Single use highway-oriented commercial activities will continue to occur in some areas, however, this pattern of development is generally not encouraged. |
| <p>Airport Related Commercial</p> | N/A | <p><i>Primary:</i> Restaurants, service station, car rental, and other accessory uses related to the day-to-day functions of the airport.</p> <p><i>Secondary:</i> N/A</p> | <ul style="list-style-type: none"> ▪ Intended to provide a range of services to support the daily needs of airport employees and visitors. ▪ Will vary in scale and character. |
| <p>Mixed-Use Commercial/ Office</p> | N/A | <p><i>Primary:</i> High quality employment facilities, such as corporate office headquarters, research and development, and educational facilities in a planned, “campus-like” setting.</p> <p><i>Secondary:</i> N/A</p> | <ul style="list-style-type: none"> ▪ Intended to provide concentrated areas of Mixed-Use Commercial/ Office developments incorporated into a master planned neighborhood, or located in close proximity to residential areas. ▪ Activities typically take place indoors and outdoor storage or other more manufacturing oriented uses are typically not permitted. ▪ May include smaller office complexes consisting of a single building or several buildings that are not located within a typical office park setting. |
| <p>Manufacturing</p> | N/A | <p><i>Primary:</i> Light manufacturing, warehousing and distribution, indoor and screened outdoor storage, and a wide range of other manufacturing services and operations.</p> <p><i>Secondary:</i> N/A</p> | <ul style="list-style-type: none"> ▪ Uses typically involve more intensive work processes, and may involve manufacturing or basic resource handling. ▪ Design controls are less extensive than in the Mixed-Use Commercial/ Office category and a broader range of uses is permitted. |

| Parks, Recreation, and Open Lands | | | |
|-----------------------------------|-----------------------|--|--|
| LAND USE CATEGORY | RANGE OF DENSITY/SIZE | USES | CHARACTERISTICS/NOTES |
| Parks and Recreation | N/A | <p><i>Primary:</i> Neighborhood or community parks, trails, and other recreational facilities.</p> <p><i>Secondary:</i> N/A</p> | <ul style="list-style-type: none"> ▪ Intended to provide for the active and passive recreational needs of the community. ▪ Generally provided by the city, although recreational facilities, such as privately operated golf courses, are also included. |
| Open Lands | N/A | <p><i>Primary:</i> Publicly accessible open space preserved for conservation, resource protection, or recreational use. May also be preserved without public access to protect sensitive natural areas. Includes privately owned open space with or without public access.</p> <p><i>Secondary:</i> N/A</p> | <ul style="list-style-type: none"> ▪ Property has been preserved through public ownership, purchase, donation, land swap, conservation easement, or other means. ▪ Provides natural resource protection, view protection, protection of steep slopes or other sensitive areas, buffering of non-compatible uses. ▪ Active uses include unimproved trails for hiking, biking, equestrian use, and off-road vehicle use. ▪ Public access is generally provided through informal trails; however, in other areas lands may be left intact to protect views, wildlife habitat, or other resources. |
| Public/Institutional Land Uses | | | |
| LAND USE CATEGORY | RANGE OF DENSITY/SIZE | USES | CHARACTERISTICS/NOTES |
| Public/Quasi-Public | N/A | <p><i>Primary:</i> Schools, government offices, community centers, fire stations, airport, libraries, hospitals, cemeteries, churches, and other places of worship. Also include facilities needed for essential public services such as electrical substations, water and wastewater facilities, and other similar uses.</p> <p><i>Secondary:</i> N/A</p> | <ul style="list-style-type: none"> ▪ Provided by the city, County, state or federal agency, or by a quasi-public organization. ▪ Note: Churches are also an acceptable use in residential and some commercial areas. |

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Chapter 5: Public Facilities

BACKGROUND AND INTENT

Boulder City's residents enjoy a high quality of life and have access to a broad range of public facilities and services. The ability to maintain this high standard and the economic stability of the city hinges on the continued availability of water, wastewater, fire protection and emergency management services, police protection, schools, parks and other utilities. The city shall continue to maintain a controlled rate of development and promote a development pattern that provides for long-term development needs, while achieving a cost-effective and efficient provision of infrastructure and public facilities. This Chapter identifies a series of specific policies to provide direction for elected and appointed community leaders, and city staff and administrators in making decisions on public facility related issues.



POLICIES

PF 1: PROVISION OF ADEQUATE PUBLIC FACILITIES AND SERVICES

The provision of adequate public facilities and services and the phasing of infrastructure improvements shall be important considerations in the timing and location of development and land releases. All new development and land release areas shall be provided with a full range of city services. In the case of water and wastewater facilities, the actual improvements must be constructed and in place at the time of occupancy and use. For other facilities and services, a financial commitment as part of an approved Capital Improvements Plan (CIP) must in place at the time of development approval. All facilities and services must be in place within the time frame of the adopted CIP. If there is no public commitment to provide needed resources in a Capital Facility Program, a development could still proceed if the developer assumes responsibility for provision of all needed facilities and services, either through actual construction and provision of the facility or service, or appropriate financial guarantees that facilities and services will be provided in a timely manner.

PF 2: DEFINITION OF ADEQUATE URBAN FACILITIES AND SERVICES STANDARDS

The city should ensure that standards are established for all public facilities and services, including but not limited to fire protection and emergency services, parks, utilities, and transportation. These standards



shall define the specified levels of service that are necessary and appropriate to meet the needs of city residents.

PF 3: SUSTAINABLE FUNDING OF PUBLIC FACILITIES AND SERVICES

The city should identify and pursue all practical and equitable ways to fund the capital improvement projects necessary to serve existing and future development. City funds should be leveraged and supplemented to the fullest extent possible to maximize limited resources. The primary objective of the city will be to provide and maintain adequate public facilities and utility services and reliable funding to protect investment in existing facilities and ensure appropriate levels of service. The city should explore the use of impact fees to help share the cost of providing public facilities and services with developers when considering large land sales. The city's plans and standards shall be revised as appropriate to comply with future standards adopted at a regional level.

PF 4: COORDINATE WITH AIRPORT MASTER PLAN

The city shall continue to coordinate its goals and policies with those of the adopted Boulder City Municipal Airport Master Plan.

PF 5: COORDINATE WITH CLARK COUNTY SCHOOL DISTRICT

The city shall work closely with the Clark County school district to monitor the need to establish locations for future school sites.

PF 6: ABOVEGROUND UTILITY PLAN

As required by NRS 278.0103 and 278.165, the city shall plan for the location of transmission lines designed and/or designated to operate at 200 kilovolts or greater to be consistent with any Bureau of Land Management resource management plan, any transmission plan adopted by the Nevada Office of Energy, and coordinated with the similar plans of adjacent jurisdictions. Utility providers shall locate transmission lines within established corridors as depicted on the Aboveground Utility Corridor Map, and in compliance with all zoning and permitting requirements.

Any request to amend, create or delete corridors identified on the Aboveground Utility Corridor Map shall be processed as a Master Plan Amendment request to that map.

Upon approval by the City Council, a copy of Policy PF6 and the Aboveground Utility Corridor Map of the Master Plan, and any subsequent changes to either, must be submitted to:

- The Public Utilities Commission of Nevada, and
- The Nevada Office of Energy.

(Additional Policy PF6 adopted by the Planning Commission on January 21, 2015 and by the City Council on February 24, 2015; accepted by the Southern Nevada Regional Planning Coalition on January 12, 2015.)

Chapter 6: Parks and Recreation

BACKGROUND AND INTENT

Boulder City maintains a high standard for its parks and recreational facilities in terms of both quality and quantity. Residents have access to over 10 acres of park land per 1,000 residents, which is consistent with standards recommended by the National Recreation and Parks Association. In addition, the community also has bike paths and lanes on several of its major streets and access to three trail heads, allowing residents and visitors the opportunity to explore the city or the beauty of the surrounding desert on foot or bike. In order to continue to provide a high level of service to the community, the system will need to be evaluated periodically within the context of the community's short and long-term needs, its desire to become more sensitive to the city's arid desert environment, and its plans for future growth. In addition, the ongoing maintenance of existing facilities will also be important. This chapter provides a series of policies to guide citizens, elected and appointed community leaders, and city staff in making future decisions regarding parks and recreational facilities. An overview of existing and planned facilities is also provided.



POLICIES

PR 1: EXTENSION OF REGIONAL TRAIL NETWORK

The city should continue ongoing coordination with representatives from Clark County, Henderson, Las Vegas, the Bureau of Land Management, the Bureau of Reclamation, the Lake Mead National Recreation Area, and other regional partners on the extension of the River Mountains Loop Trail and other regional trail opportunities. The city should continue to pursue outside funding sources for future regional trail connections, such as grant monies available through the Southern Nevada Public Land Management Act.

PR 2: VARIETY OF PARKS AND RECREATIONAL FACILITIES

The city should continue to ensure that its parks and recreation facilities provide an adequate range of active and passive recreational opportunities to meet the needs of a wide array of citizens. Special



emphasis should be placed on ensuring that residents have access to smaller, neighborhood parks within walking distance of their homes. In addition, the need and feasibility of providing an off-leash dog park to serve the community should be explored.

PR 3: STANDARDS FOR THE PROVISION OF NEW PARKS AND RECREATION FACILITIES

The standards identified below are based upon the National Recreation and Parks Association's standards for various types of recreation facilities. Although these national standards have been used as a basic guideline for planning purposes, some variations have been made to account for Boulder City's desert setting and relatively low density residential development. The following basic standards should be used for initial planning purposes:

A minimum of ten acres of park land per 1,000 residents should be provided for neighborhood and community parks and special purpose areas. The distribution of this land should be as follows:

- Neighborhood and community parks—5 acres per 1,000 residents
- Special purpose areas—5 acres per 1,000 residents

In addition to the above ten acres of land for each 1,000 residents, there should be at least ten acres of park land for regional park facilities for every 1,000 people residing within the city.

PR 4: COORDINATION OF NEW FACILITIES

The city shall coordinate with internal service departments, including the Parks and Recreation, Community Development, and Public Works Departments, in the planning and provision of new parks and recreation facilities.

PR 5: COMMUNITY LINKAGES

The city should continue to explore opportunities to provide additional off-street bike and pedestrian pathways along its primary streets when the improvements can be incorporated into the design of a new roadway, or when they can be completed in conjunction with improvements to an existing street cross-section. Priority should be given to those improvements that will connect residential neighborhoods to major destinations within the community, such as an educational facility, park, or shopping area.

PR 6: WATER CONSERVATION

The city should continue to expand its use of environmentally friendly landscape principles in its parks and median plantings through the use of native and xeric plant materials and the design and implementation of water conserving irrigation systems.



PR 7: CITIZEN INVOLVEMENT

The city should continue to work with neighborhood organizations and residents on an as-needed basis to address specific parks and recreation needs. The city should continue to encourage a sense of stewardship among citizens for their parks and recreational facilities through environmental education and volunteer installation and maintenance programs, such as the highly successful “Green Team.” The Green Team was a community driven effort to put the green back in “Clean, Green, Boulder City.” With planning and coordination assistance from city staff, hundreds of volunteers turned out for planting days along Adams Boulevard, at the Veteran’s Home, and in other locations around the city where the fruits of their labor will flourish for years to come.



PR 8: COMPLIANCE WITH REGIONAL STANDARDS

The city shall review and amend the policies and standards contained in this Chapter as necessary to meet future adopted policies of the Regional Planning Coalition.

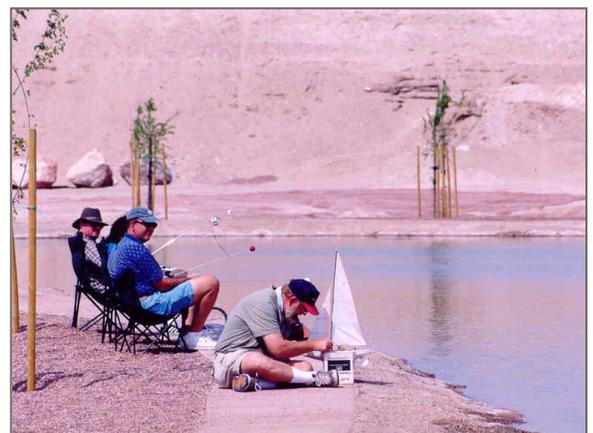
EXISTING AND PLANNED FACILITIES AND SERVICES

Parks and recreational facilities and services are currently administered through the Parks and Recreation Department, in conjunction with the Public Works and Community Development Departments. The charge of the Parks and Recreation Department is to provide high quality and cost effective recreation programs and activities for all residents of Boulder City. Programmed activities include workshops, labs, tournaments, camps and classes, as well as activities in aquatics, golf, sports, special events, and youth recognition.



The Parks and Recreation Department is divided into three major divisions, with responsibilities as follows:

- **Recreation and Art Center**—responsible for coordinating all recreation programs, special interest classes, facilities, youth and adult sports, filming, special events, and the operation of the Bootleg Canyon Trail System.
- **Aquatics and Racquetball**—responsible for the operation and maintenance of a year round municipal pool and racquetball complex including classes, activities, and aquatic special events.
- **Golf Course**—maintains and operates a 180-acre, championship golf course including cart operation, driving range and maintenance of the course.





Currently, there are a total of sixteen city-operated parks and playgrounds in Boulder City totaling just over 74 acres. Facilities include ten ball fields, two regulation lighted soccer fields, twelve restrooms, tennis courts, 36 miles of mountain bike trails, and a 180-acre eighteen hole golf course and clubhouse. Additional facilities include a skateboard park, bike park, horseshoe pits, BBQ and picnic areas, children's splash park, 3-acre fishing pond and a 1/2-acre model boating facility. The city recently built a 325-acre, twenty-seven-hole golf course including a beautiful clubhouse, driving range, golf cart facility, and special events pavilion. The new course is operated and maintained by a golf course management company for the city.



Table 6-1 provides a summary of existing parks and recreational facilities located within the city. Facilities are grouped into three categories which can be defined as follows:

NEIGHBORHOOD PARKS

Neighborhood parks range from less than an acre in size up to 20 acres. They are intended to provide for a mix of active and passive recreational activities that serve the needs of individual neighborhoods.

Neighborhood parks are expected to be accessible within walking or bicycling distance, and should provide appropriate bicycle facilities and on or off street multiuse paths to support such access. Limited on or off street parking may be provided as feasible.



COMMUNITY PARKS

Community parks are typically between 21 and 80 acres in size and are intended to provide for a mix of active and passive recreational activities that serve the needs of the community. Community parks are expected to be accessible from a variety of transportation modes, and so should provide appropriate facilities (e.g., parking, bicycle facilities, on or off street multiuse paths) to support such access. They are also intended to support and link to community centers, which provide indoor recreational opportunities.

REGIONAL PARKS, TRAILS, AND SPECIAL USE AREAS

Regional parks and special use areas vary in size and are intended to provide for the broadest range of activities, including organized and spontaneous recreation, golf courses, cultural and educational facilities, trail systems, and natural areas, that serve the needs of the entire community.

TABLE 6-1: EXISTING PARKS AND RECREATIONAL FACILITIES

| Community Parks | |
|---|-------------|
| NAME | ACRES |
| Veteran’s Memorial Park (includes Fishing Pond, Electric Model Boat Pond, and Soccer Fields adjacent to park) | 32.5 |
| Central Park | 5 |
| Hemenway Park | 10 |
| Adams Boulevard Community (ABC) Park | 8 |
| <i>Total</i> | 55.5 |
| Neighborhood Parks | |
| NAME | ACRES |
| Lakeview Park | .75 |
| Wilbur Square | 3.3 |
| Bicentennial Park | .7 |
| Frank T. Crowe Park | 1 |
| North Escalante Park** | .25 |
| South Escalante Park** | .25 |
| Reflections Center | 1.25 |
| Sundial Park | .22 |
| Xeriscape Park | .5 |
| Rock Park | .1 |
| Del Prado Park | 2.7 |
| Oasis Park | 5 |
| <i>Total</i> | 16.02 |
| Regional Parks and Trails | |
| NAME | TRAIL MILES |
| Historic Railroad Trail | 10 |
| River Mountains Trail* | 5.5 |
| Bootleg Canyon Mountain Bike Trails | 36 |
| <i>Total</i> | 51.5 |
| Special Use Parks and Recreation Facilities | |
| NAME | ACRES |
| Multiple Species Habitat Preserve | 84,695 |
| Recreation Center | N/A |
| Swimming Pool/Racquetball Complex (Central Park) | N/A |
| Boulder City Municipal Golf Course | 180 |
| Boulder Creek Golf Course | 325 |
| <i>Total</i> | 85,200 |



*Boulder City is currently a participating member of the River Mountains Trail Partnership Advisory Council, which includes the cities of Las Vegas and Henderson, Clark County, and numerous other regional clubs and associations. The Advisory Council is working towards the completion of a River Mountain Loop Trail that would extend the River Mountain Trail to link Lake Mead National Recreation Area’s Boulder Basin, including Hoover Dam, to its neighboring communities, and would provide connects to many other multi-use local and regional trail network, encompassing hundreds of miles of trails within and between parks and communities in and around the Las Vegas Valley.

**North and South Escalante Park are being considered as potential locations for future historical plazas.

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Chapter 7: Natural Resource Conservation

BACKGROUND AND INTENT

Over the years, Boulder City has taken several dramatic steps towards the protection and conservation of its natural resources. The most significant of these steps was the citizen's decision to pass a Growth Control Ordinance in 1979 to ensure that unchecked growth, so common in other communities throughout the region, would not be permitted in Boulder City. This decision will have a long-standing effect on the community and will ensure that the beauty of the surrounding desert will be protected for future generations. Also significant was the city's decision to purchase over 100,000 acres of the former Eldorado Valley Transfer Area from the Colorado River Commission in 1995 for the purposes of public recreation, solar energy uses, government use, and a desert tortoise preserve, since expanded to a multi-species habitat preserve. The purchase ensured that any plans for future development of the Valley would not be realized and provided the city with an extensive buffer of open space on its south side. This Chapter is intended to provide direction for property owners, elected and appointed community leaders, and city staff and administrators to ensure that decisions on Natural Resource Conservation issues continue to contribute positively to the community and its surrounding natural environment.



POLICIES

NRC 1: REGIONAL COOPERATION ON CONSERVATION ISSUES

The city should continue to participate with regional partners, including Clark County, Las Vegas, and Henderson as well as federal agencies on environmental sustainability issues, including transit, air and water quality, protection of floodways and wildlife habitat, and recreational areas and bike paths. The city shall review and amend the policies and standards contained in this Chapter as necessary to meet future adopted policies of the Regional Planning Coalition.

NRC 2: AIR QUALITY

The city should continue to coordinate with Clark County and other regional agencies to ensure that the city's plans and regulations remain

in compliance with all applicable federal and regional air quality standards, including carbon monoxide, ozone, PM10, and PM2.5. The city should explore opportunities to reduce vehicular pollution by promoting transit and other travel alternatives, supporting telecommuting and other home-based employment, promoting infill and redevelopment to increase the mix of uses within neighborhoods to reduce daily trips, by restricting the use of off-road vehicles, and by encouraging the use of alternative fuels.

NRC 3: WATER CONSERVATION

The city should continue to expand its use of environmentally friendly landscape principles in its parks and median plantings through the use of native and xeric plant materials and the design and installation of water conserving irrigation systems. In addition, the use of assigned watering days, water-waste citations, and other means of conserving water should continue to be employed as needed during periods of extreme drought.

NRC 4: RENEWABLE ENERGY

The city should continue to support and promote opportunities, as feasible, for the location of renewable energy plants within the Eldorado Valley. The use of some types of renewable energy (including solar, hydro, and others) in the home and workplace should also be encouraged.

NRC 5: WILDLIFE CONSERVATION

The city should continue to preserve, wherever possible, natural habitat for wildlife and plants native to the region through compliance with the Clark County Multiple Species Habitat Conservation Plan. When the Multiple Species Habitat Conservation Plan is amended to include riparian species, the city shall amend its plans as necessary to abide by any new requirements.

NRC 6: CONSERVATION OF RAW MATERIALS

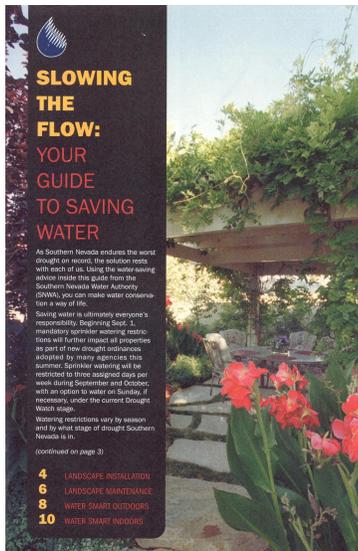
The city should continue to promote the conservation of raw materials by promoting efforts to adapt existing buildings for new uses, rather than destroying them, and by reducing per capita residential solid waste delivered to the city's landfill through ongoing recycling programs.

NRC 7: LAND CONSERVATION

The city should continue to promote land conservation through the promotion of infill and redevelopment where services and infrastructure are already in place and by adopting construction practices in new developments that minimize disturbance of the land, such as steep slope protection.

NRC 8: SENSITIVE LANDS PROTECTION

The city's regulations shall be amended to comply with future sensitive lands protection standards at the time of adoption by the Regional Planning Coalition.



NRC 9: FLOOD CONTROL SYSTEMS

The city shall continue to work with the Regional Flood Control District to ensure that future development projects provide multi-purpose flood control systems that incorporate trails and recreational facilities as well as serving flood control functions.

NRC 10: ACCESS TO PUBLIC LANDS

The city should ensure that existing recreational access to city-owned lands surrounding the urbanized areas of the city are maintained as growth occurs in the city's planned development areas through the retention of public open space corridors or other access points within future development areas. City regulations shall be amended to comply with future Regional Planning Coalition standards at the time of their adoption.



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Chapter 8: Regional Coordination

BACKGROUND AND INTENT

The administration of the Master Plan and its component parts is the responsibility of the city. However, ongoing coordination between the city and its neighbors will also be required to meet many of the community's objectives. For a city of its population, Boulder City's boundary is far-reaching, covering approximately 200 square miles and bordering the Lake Mead National Recreation Area, miles of Bureau of Land Management lands, the Black Canyon and Eldorado Wilderness Areas, Clark County, and the City of Henderson. The city's need for regional coordination is mandated by the state legislature through the Southern Nevada Regional Policy Plan, adopted in 2000 as a plan and growth management strategy for the Las Vegas Valley. The Regional Plan identifies a series of transportation, land use, air quality, infill development, public services and infrastructure issues that the region as a whole faces and identifies policy direction to be taken by jurisdictions in their Master Planning efforts. Specific requirements of the Regional Plan are addressed in this Master Plan by the policies of each chapter. This chapter provides a series of policies to provide direction for citizens, elected and appointed community leaders, and city staff in making coordination related decisions.

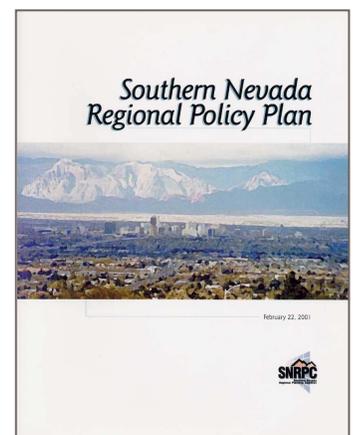
POLICIES

RC 1: Southern Nevada Regional Policy Plan

The city shall coordinate its goals and policies with those set forth by the Southern Nevada Regional Policy Plan.

RC 2: Regional Coordination

The city shall coordinate its land use goals and policies with those set forth by other governmental agencies within the region, such as the City of Henderson, State of Nevada, Nevada Department of Transportation, Clark County, and the Clark County School District, and identify areas requiring ongoing collaboration and cooperation.



RC 3: Federal Agency Coordination

The city shall coordinate with Federal Agencies, including the Bureau of Land Management, Western Area Power Administration, and National Park Service, whose land holdings are adjacent to the city to minimize land use conflicts, identify opportunities for shared recreational access or amenities, and to ensure that future plans for federal landholdings are mutually compatible with the goals and policies of this Master Plan.

RC 4: Coordination of Services

The city shall coordinate with internal service departments as well as other governmental organizations that provide services to residents, such as the Clark County School District, to ensure that existing and new neighborhoods have adequate services and school sites, and that existing public facilities are properly maintained to serve the needs of current and future residents.



RC 5: Citizen Involvement in Planning

The city shall encourage participation from neighborhood-based community organizations, business and professional groups, residents and property owners in land development decisions as well as services and facilities planning. The city will notify organizations that may be affected by decisions in a timely manner so they have an opportunity to participate and/or sponsor meetings.

Chapter 9: Transportation and Mobility

BACKGROUND AND INTENT

Mobility, efficiency, and safety are important components of a city's transportation system. Current and future mobility needs will be addressed through appropriate land use and transportation decisions as guided by the Master Plan. The city will continue to maintain and develop an interconnected roadway network that accommodates a range of travel modes, including motor vehicles, bicycles, and pedestrians. Community needs will be evaluated periodically to identify short and long-term needs and priorities as well as to respond to those that will arise from future development. This Chapter identifies a series of policies that represent the community's vision for a transportation system and provide direction for property owners, elected and appointed community leaders, and city staff and administrators in making well-coordinated land use and transportation decisions.

POLICIES

TM 1: MULTI-MODAL TRANSPORTATION SYSTEM

The city should continue to work towards the development of an integrated, multi-modal transportation system for Boulder City. New development should be designed to eliminate conflicts between motor vehicles, bicycles, and pedestrians. The city should continue to participate in the Club Ride Program and should continue to monitor the long-term need for and viability of a limited service local bus system to serve major activity centers within the city. The city should continue to coordinate with the Regional Transportation Commission to explore opportunities to increase the frequency of CAT bus service to Boulder City.

TM 2: INTERCONNECTED NEIGHBORHOOD STREET AND SIDEWALK PATTERNS

Neighborhood streets and sidewalks in both new and existing areas should be designed to form an interconnected network, including vehicular, bicycle, and pedestrian routes within and between neighborhoods, in order to connect neighborhoods together and with





other parts of the community and region. In particular, direct walkway and bicycle routes to schools, parks, employment and service centers, and other community facilities should be provided. Cul-de-sacs and other dead end streets should be discouraged unless necessitated by site constraints or incompatibilities with adjacent land uses.

TM 3: ACCESSIBLE, PEDESTRIAN-FRIENDLY DEVELOPMENT

Future commercial and residential projects shall be planned to ensure that sites and land uses are readily accessible to all modes—pedestrians, bicycles, autos, and public transit.

TM 4: REGIONAL COORDINATION

The city should continue to participate in discussions with the Regional Transportation Commission of Southern Nevada (RTC), Southern Nevada Regional Planning Coalition (SNRPC), Nevada Department of Transportation (NDOT), and other regional partners to ensure that the city's plans and standards are compatible with the ongoing transportation planning efforts of these groups.

TM 5: US HIGHWAY 93 BYPASS

The city should continue to coordinate with NDOT in the alignment and design of the US Highway 93 bypass project. The city shall strongly discourage any efforts to establish an interchange with Buchanan and the 93 bypass, other than for emergency vehicle use only.

TM 6: BOULDER CITY MUNICIPAL AIRPORT

The city should continue to support and implement the policies and recommendations contained in the Boulder City Municipal Airport Master Plan.



STREET CLASSIFICATIONS

Boulder City's streets can be grouped into four categories, or classifications: local, collector, arterial, and freeways. A brief description and example of each is provided below:

Local Street

Local streets are designed and intended to serve adjacent land use with no intended service to through traffic movements. In some instances, such service to through traffic is often discouraged by the use of such controls as stop signs and lower speed limits. Most residential streets, such as Avenue "B", are classified in this category.

Collector Street

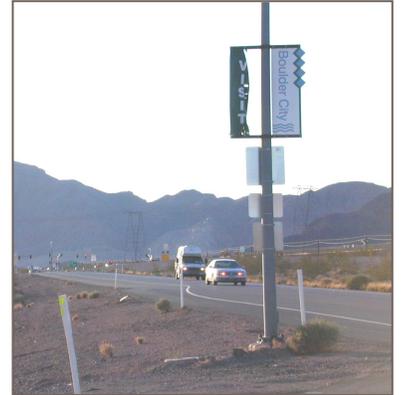
Collector streets are identified as streets that serve the motorist for relatively short trips or as a means of reaching an arterial for a longer or more extended trip. Such streets also connect other arterial streets and provide access to high traffic generating land uses. Wyoming Street is an example of a collector street.

Arterial Street

Arterial streets are associated with relatively high traffic volumes and street continuity over longer distances of travel. These streets are usually a mile or more in length and provide a somewhat higher degree of protection from cross-movements of traffic. The system attempts to provide greater safety and is designed to minimize traffic congestion and travel time. Adams Boulevard is an example of an arterial street.

Freeways

Freeways are characterized by at least four lanes of traffic, relatively high speeds, no direct access to adjacent land uses and no at-grade intersections. The expressway is similar to the freeway, except that there are at-grade intersections or access locations and consequently, some degree of service to adjacent land uses. Interstate 15 is an example of a freeway and Nevada Highway, west of Buchanan, and the U.S. 93 Truck Route are examples of expressways.



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Chapter 10: Housing and Neighborhoods

BACKGROUND AND INTENT

Boulder City is committed to maintaining the high quality and established character of its existing neighborhoods. The city will strive to meet demands for housing variety and affordability through the addition of new neighborhoods over time, the stabilization and protection of existing and historic neighborhoods, and through strategic infill and redevelopment. This Chapter identifies a series of specific policies that represent the community’s values and vision regarding its neighborhoods and housing choices. This chapter, in conjunction with the other chapters of this Master Plan, is intended to provide direction for property owners, neighborhood groups, elected and appointed community leaders, and city staff and administrators in making decisions on neighborhood and housing issues.



POLICIES

HN 1: STABILIZE AND PROTECT HISTORIC NEIGHBORHOODS

The city shall work with residents to stabilize and protect historic neighborhoods. The city should explore programs to address the ongoing maintenance and preservation of existing housing stock, and the preservation of neighborhood characteristics and historic features that contribute to the neighborhood’s identity, such as the appearance of its traditional streetscape. Potential programs should encourage the rehabilitation of existing homes by making low-cost loans and other incentives available to qualified homeowners. Consideration should also be given to adoption of development standards for infill and redevelopment projects, remodeling, and additions to existing structures so they achieve compatibility with existing neighborhood scale and character.



HN 2: PROMOTE RESIDENTIAL INFILL DEVELOPMENT

The city should encourage residential infill development and redevelopment as a means of increasing the variety of housing types available. Infill and redevelopment may be appropriate on vacant or



underutilized parcels where infrastructure and services are readily available, within the Redevelopment Area Boundary, or where it would foster the stabilization or revitalization of an existing neighborhood. Infill and redevelopment should be sensitive to the established character of the surrounding neighborhood. **Infill** means the development of new housing or other buildings on scattered vacant sites in a built-up area. **Redevelopment** means the replacement or reconstruction of buildings that are in substandard physical condition, or that do not make effective use of the land on which they are located.

The city shall consider revision of its development code to remove impediments to infill and redevelopment where appropriate, through adjustments to parking requirements, setbacks, lot size, and other regulations to facilitate more intense development patterns. The city shall amend the policies of this Master Plan as appropriate to comply with future infill policies adopted by the Regional Planning Coalition.

HN 3: MIXTURE OF HOUSING TYPES

New neighborhoods should include varied price ranges and densities in order to meet the needs of a broader segment of the community. The city shall encourage the incorporation of a mixture of housing types within new developments through its land use regulations and incentive programs. This Plan also supports the concept of mixed-use development in new neighborhoods. This pattern may be characterized by a mix of mutually supportive and integrated residential and non-residential land uses, and a network of interconnected streets with good pedestrian and bicycle access and connections.

HN 4: FACILITATE NEIGHBORHOOD-LEVEL PLANNING EFFORTS

The city should continue to work with neighborhood organizations and residents on an as-needed basis to facilitate neighborhood-level planning efforts that respond to specific neighborhood issues and concerns.

HN 5: PHASED DEVELOPMENTS

Due to the constraints of the Growth Control Ordinance, development in future growth areas, such as the Old Airport Subarea, will likely occur in phases over time. During the development review process, the city should ensure that new developments are compatible with adjoining neighborhoods and that appropriate connections are provided. Key considerations should include the identification of future roadway connections, pedestrian, park and open space linkages, and transitions between land uses or developments of varying intensities.

HN 6: AFFORDABLE HOUSING

State Law, pursuant to NRS 278.150.4 and 278.160.1(e) as amended in 2007, requires that all cities located within a county with a population of over 400,000 persons address certain elements within their housing plans. Assembly Bill 439 of the 2007 session of the Nevada Legislature further requires that these cities address at least six of twelve measures

to address the subject of affordable housing. There are two significant factors that are unique to Boulder City which make compliance with these requirements challenging:

- A Growth Control Ordinance adopted by the voters in 1979 (presently Chapter 41 of Title 11), and
- A charter amendment (Article XV, Section 140.1.A) adopted by the voters which prohibits the City Council from selling more than an acre of land without voter approval first.

Despite these two restrictions, Boulder City does hereby adopt the following policies pursuant to AB 439:

- The City shall subsidize, at its own expense, in whole or in part, impact fees and fees for the issuance of building permits collected pursuant to NRS 278.580.
- The City shall establish a process that expedites the approval of plans and specifications relating to maintaining and developing affordable housing.
- The City shall provide density bonuses for affordable housing developments that are financed, wholly or in part, with low-income tax credits, private activity bonds or money from a governmental entity for affordable housing, including, without limitation, money received pursuant to 12 U.S.C. § 1701q and 42 U.S.C. § 8013 (federal programs for housing for the elderly and disabled).
- The City shall offer density bonuses or other incentives to encourage the development of affordable housing.

In addition to the above, Boulder City shall endeavor to make city lands available for affordable housing, in conjunction with the following measures of AB 439, and in accordance with the requirements of the Boulder City Charter:

- Selling land owned by the city or county, as applicable, to developers exclusively for the development of affordable housing at not more than 10 percent of the appraised value of the land, and requiring that any such savings, subsidy or reduction in price be passed on to the purchaser of housing in such a development.
- Donating land owned by the city or county to a nonprofit organization to be used for affordable housing.
- Leasing land by the city or county to be used for affordable housing.

(Additional Policy HN6 adopted by the Planning Commission on March 18, 2009 and by the City Council on April 28, 2009; accepted by the Southern Nevada Regional Planning Coalition on June 15, 2009.)

Chapter 11: Historic Preservation

BACKGROUND AND INTENT

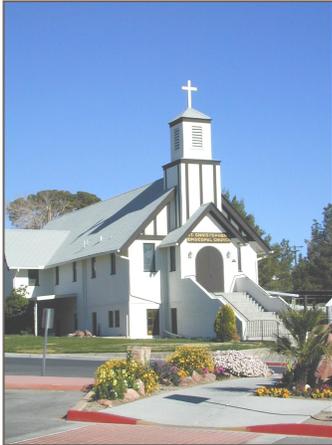
During its 75-year existence, Boulder City has amassed a rich history of progress, triumph, and tragedy that sets it apart from other small communities around the country and certainly from other cities in Nevada. As the first “planned community” in the country and with its distinction as the city that built the Hoover Dam, Boulder City residents tell countless fascinating stories of the lives that shaped the city and the desert that shaped the lives of those in it. An important step in ensuring that these stories will remain vivid for years to come is the preservation of the City’s many historic structures, as they represent the visual image of the City that truly brings the story to life. This chapter is intended to encourage civic pride in Boulder City’s history and to enhance the character of the community by emphasizing the importance of protecting its historic resources. Specific policies provide direction for property owners, neighborhood groups, elected and appointed community leaders, and City staff and administrators in making decisions related to historic preservation in Boulder City. In addition, this chapter provides an overview of the city’s Historic District and the distinct characteristics of each area within the District.

POLICIES

HP 1: PROTECT HISTORIC RESOURCES

The City should continue to work with the community to protect its historic resources for the enjoyment of future generations by encouraging the adaptive reuse of historic buildings, providing improvement assistance to property owners located within the Redevelopment Area, and taking the necessary steps to appoint a Cultural Resources Commission (in accordance with Title 11, Chapter 27 of Boulder City Code). The city should also consider the establishment of design guidelines for historic properties to address exterior alterations of contributing properties and all new construction within the existing Historic District and any future historic overlay districts. Guidelines should address exterior design elements and characteristics, such as building materials, massing, scale, proportion of





window and door openings, ornamental features, orientation and relative position of buildings, landscape character, as well as roof forms, textures, character of signage, window and door types, and other details deemed essential to the integrity of the architectural styles represented in the District.

HP 3: PROMOTE HISTORIC PRESERVATION EFFORTS

The CRC, upon appointment, should work with the City and community groups to increase community awareness of the purpose and value of historic preservation, including awareness of incentives available to assist property owners and businesses in the preservation and restoration of historic properties in the City.

HP 4: STABILIZE AND PROTECT HISTORIC NEIGHBORHOODS

The City shall work with residents to stabilize and protect historic properties and neighborhoods not eligible for protection within a Historic Overlay District. Programs should address ongoing maintenance and preservation of existing housing stock, and the preservation of neighborhood characteristics and historic features that contribute to the neighborhood's identity, such as the appearance of its traditional streetscape.

HP 5: PROTECT ARCHAEOLOGICAL RESOURCES

In addition to the historical significance of Boulder City, land bordering the Lake Mead National Recreation Area on the far eastern portion of the City may be archaeologically sensitive. An archaeological survey by the State Division of Historic Preservation and Archeology should be undertaken before land in this area is considered for development.

BOULDER CITY'S HISTORIC AREAS

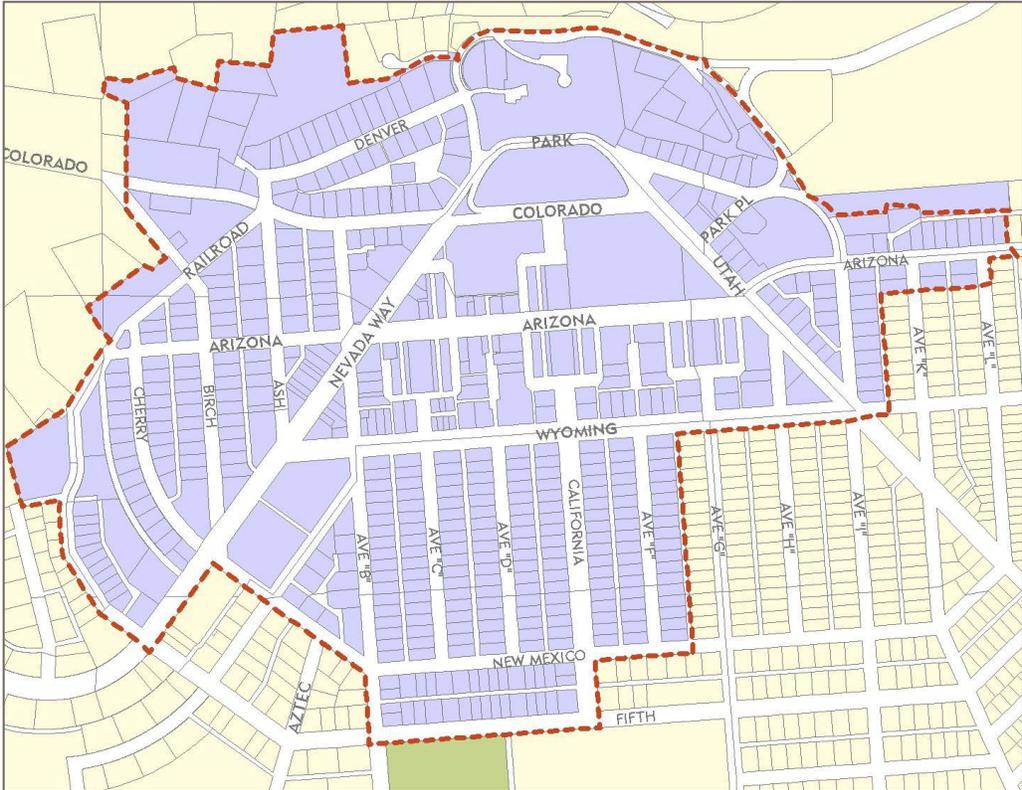


Figure 11-1—Boulder City Historic District

The Boulder City Historic District was established in 1989. Within the District are a collection of historic resources that convey a strong sense of the setting, design, and historic association of the town during its development from 1931 to 1945. Just over 500 individual properties depict the evolution of one of the first fully developed new towns of the twentieth century. The Historic District boundaries are shown on the map above. (Note: the Historic District as referenced herein is separate from the proposed Historic Overlay District referenced in Chapter 11-27 of the Boulder City Code.)

Boulder City's Historic District

The physical evolution and current appearance of the Boulder City Historic District can be categorized according to historic association and function. The major categories are:

- U.S. Government Residential;

- Operational and Maintenance Properties;
- Six Companies, Inc.;
- Residential and Operational Properties;
- Babcock and Wilcox Company Residential Properties;
- Power Operations Field Operations Properties;
- Institutional;
- Public and Semi-Public Properties;
- Commercial Properties; and
- Private Residential Properties.

The first building efforts for the new town of Boulder City began in the spring of 1931. The construction phase of the City, which lasted until the completion of the dam in March 1936, saw the most dramatic growth of the City. The population at the height of the construction period was estimated at between 6,000 and 8,000 persons, which then made Boulder City the third largest city in Nevada. The primary emphasis of the town's development during this time was to house, comfortably and economically, the men who would build the dam, and their families. During this period over 1,500 permanent and temporary buildings were erected to accommodate those needs. In addition, the City's basic support systems: water, sewer, electricity, and roadways were constructed. The social and civic structures of the town developed with the organization of churches, schools and fraternal groups. Private businesses were established. In general, the period was characterized as a time of orderly but phenomenal growth, and of developing a sense of "community".

Boulder City's Historic District can be divided roughly into five areas based upon land use and builder. Following are brief descriptions of these areas.

Bureau of Reclamation Residential Area

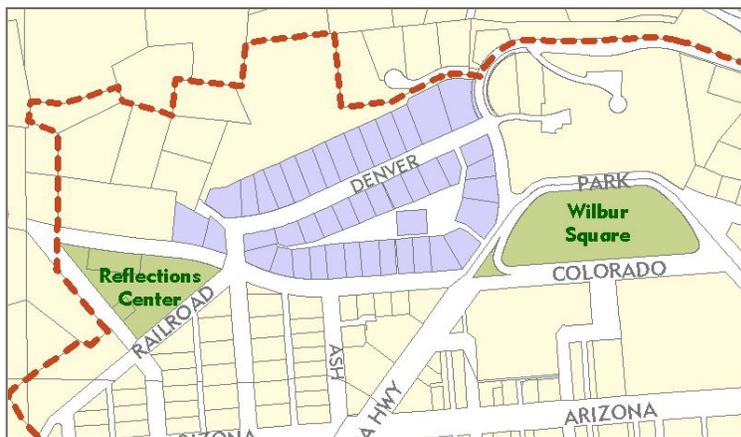


Figure 11-2—Bureau of Reclamation Residential Area

Located in the northwest section of the District, the Bureau of Reclamation Residential Area was built by the Bureau between March 1931 and June 1932 to house field and office engineers working on the Boulder Canyon Project. An important aspect of the Bureau construction effort was its attempt at standardizing housing types without creating the monotony of similar houses on the same street. Bureau engineers developed standard floor plans for only five houses, and different styles were used to vary the

architectural character of the streetscape. The success of the Bureau's housing efforts has resulted in one of the finest historic neighborhoods in Boulder City. Designed in a Spanish Colonial Period Revival style, each house is constructed of stuccoed common brick with pitched roofs covered in red clay tile. Similar design features in this group include round arch entries and multiple-light paired or triple windows at the street facade. Three of the one-bedroom houses have buttressed, parapetted gable walls, unique among the other homes in the Historic District. All houses are well-preserved, with only minor alterations such as porch enclosures or small compatible additions.

Power Operators Residential Area

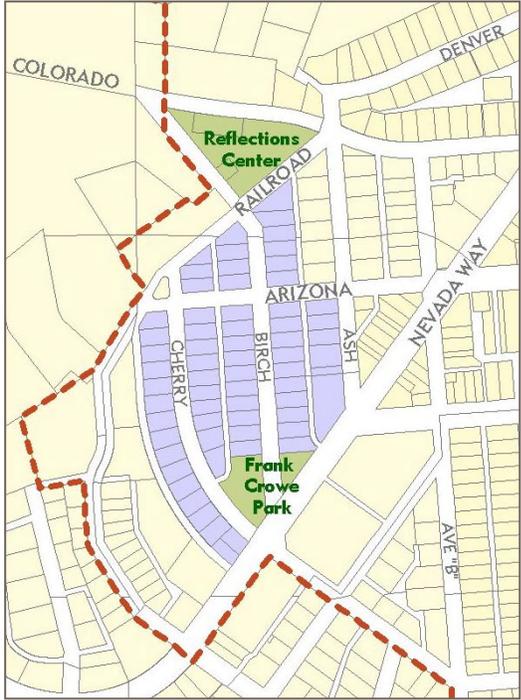


Figure 11-3—Power Operators Residential Area

This neighborhood presents one of the most pleasing architectural environments in Boulder City. Sensitively designed, each with tile roofs and white stuccoed walls, the houses in this western section of the Historic District were built from three basic floor plans alternated along the streetscape. These houses were constructed by the Southern California Edison Company, the second power operator at Hoover Dam. Built in 1939, this group of houses utilized four floor plans in repetitive, consecutive order along the streetscape. Carefully

maintained landscaping provides a setting for each house which is characterized by gently sloping, grassy lawns, and mature shade trees. These elements, together with the subtle diversity of the house models, make this streetscape one of the best preserved historic neighborhoods in the district.

Six Companies Residential Area

The Six Companies, Inc., as general contractors, were responsible for several portions of the construction of the town and played an important role in shaping its present environment. Housing for their married employees occupied a significant portion of the original townsite. The



Figure 11-4—Typical residences: Bureau of Reclamation Residential Area (top) and Power Operators Residential Area (bottom).



Figure 11-5—Six Companies Residential Area.



Figure 11-6—Typical residence: Six Companies Residential Area.

location of these dwellings extended along the broadest portion of the base of the triangular townsite. Long, rectangular blocks, from Wyoming Street south to New Mexico Street, were laid out parallel with the north-south axis of the town. Bounded on the west by Avenue B and on the east by Utah Street, the area contained 230 three- and two-room single-family cottages built in 1931. This residential area was supplemented in 1932 with an additional 430 cottages to the south, bringing the total number of Six Companies housing in this area to 660 detached dwellings. The first of the single-family houses to be constructed by Six Companies were located between Avenue B and Avenue F. Each street front contained 17 houses with the northernmost lot reserved for group parking. The three-room houses were built according to an identical plan, and contained a living room, kitchen, bedroom and bathroom. They were built of frame construction and stuccoed. A covered screen porch extended the length of one side of the structure and across half of the front. Although intended to be temporary housing which would be removed after completion of the dam, these homes were later sold to individuals wishing to stay in Boulder City in 1935. No houses were modified prior to that time, but after that date most underwent some remodeling to accommodate larger families or to improve efficiency of these small cottages. A few houses depict the original appearance of these construction workers' cottages.



Figure 11-7—Two of the Commercial District's most notable buildings, the Boulder Dam Hotel (top) and the Boulder Theater.

Commercial District

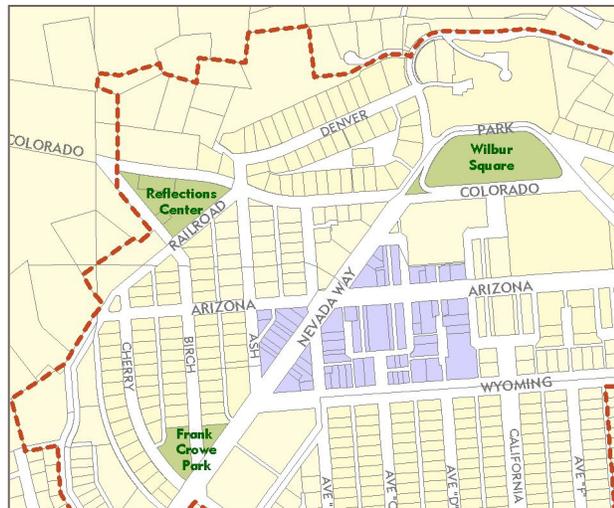


Figure 11-8—Commercial District

As originally envisioned in the City plan, the business district was to be composed of arcaded commercial blocks surrounding three landscaped parking plazas in the center of town. The emphasis was on pedestrian movement from

shop to shop. A southwestern architectural style was chosen as a guideline to ensure visual continuity of these large, multi-use buildings and create a shopping district with a unique character. Innovative in 1931, this idea was the predecessor of today's shopping plazas. Although the concept was not completely adhered to in the commercial zone, the Boulder Theater and the adjacent Uptown Hardware Building

came the closest to the idea of large single buildings of a common style housing multiple business enterprises. The theater, completed in April 1932, seats 728 people and was the largest movie house in Nevada at the time. The Uptown Hardware Building, with apartments on the second floor, was built in 1939.

In order to accommodate a growing tourist industry once the dam construction was underway, a hotel was built in 1933. The Boulder Dam Hotel is the most conspicuous deviation from the Southwestern appearance suggested by the Architectural guidelines. It is a large, Southern Colonial building and is a key focal point in the commercial district. Fine hospitality, a richly appointed interior and a private bath for each room were some features that contributed to the hotel's popularity and success during the 1930's. Across the street from the Boulder City Theater is the Nevada Drug Building. Built in 1941, this unique building is constructed of prefabricated elements and designed in the International Style. It is the largest and best example of that popular style in Boulder City's commercial district.

Parks and Public Buildings

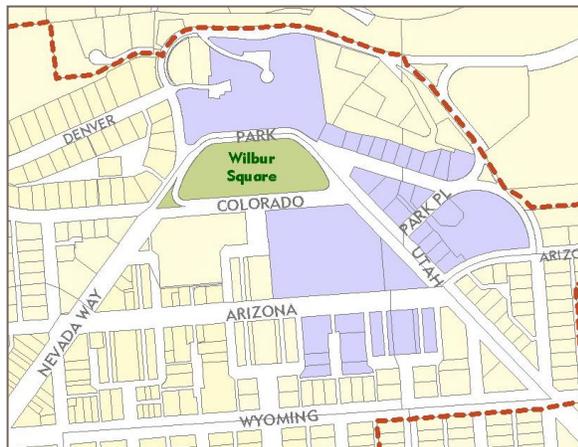


Figure 11-9—Parks and Public Buildings

As a government center and the home of Hoover Dam, Boulder City was granted many public buildings and facilities. Originally called the Administration Building, the Bureau of Reclamation Regional Headquarters is the most important as well as the most dominant government building in Boulder City. It was completed in January, 1932, and housed the offices of the Chief Construction Engineer and other Bureau of Reclamation staff during construction of the Dam. To the east of this building is the Government Dormitory which accommodated unmarried government engineers. It is now used as additional administrative offices for the Bureau. Both buildings are some of the best examples of Southwestern architecture that is characteristic of the Boulder City Historic District.

Facing Escalante Plaza at Colorado and Arizona Streets is the Boulder City School, now used as the City Hall. Because Boulder City was a Federal reservation, its residents were tax-exempt, creating a problem in

As a government center and the home of Hoover Dam, Boulder City was granted many public buildings and facilities. Originally called the Administration Building, the Bureau of Reclamation Regional Headquarters is the most important as well as the most dominant government building in Boulder City. It was completed in January, 1932, and housed the offices of the Chief Construction Engineer and other Bureau of Reclamation staff during construction of the Dam. To the east of this building is the Government Dormitory which accommodated unmarried government engineers. It is now used as additional administrative offices for the Bureau. Both buildings are some of the best examples of Southwestern architecture that is characteristic of the Boulder City Historic District.



Figure 11-10—Landmarks: the Bureau of Reclamation Regional Headquarters (top) and City Hall, formerly the Boulder City School (bottom).



Figure 11-11—Currently used to house the city's Recreation Center, this building was originally constructed as the first high school.

the building and operation of a public school. In the spring of 1932, Congress appropriated \$70,000 for the erection and operation of a school in Boulder City, but this amount proved to be adequate only for the construction of the building. As most of the children were from Six Companies' families, the company agreed to finance the operation of the school and pay teachers' salaries. The new school opened with eleven teachers on September 26, 1932.

Across Arizona Street from City Hall is the original Boulder City Municipal Building. Built in 1932, it served as the offices of the City Manager and his staff, and housed the Public Library and Police Department. Other prominent public buildings include the old Boulder City Hospital, built in 1932 by Six Companies, Inc., the Los Angeles Department of Water and Power Building, and several houses owned by prominent local historical figures involved in the construction of the Dam.

Additional information about the physical evolution and modern appearance of the Boulder City Historic District is contained in *Volumes I and II of the Boulder City Historic District: Nomination to the National Register of Historic Places*. The two volumes categorize the community's architectural, archeological and cultural resources through historic association and function. Resources are grouped by association if they were built as a single construction effort. Individually-built properties are discussed as well. Commercial properties and private residential properties are divided into two groups: Pre-1942 construction efforts and Post-1942 construction efforts. Each category description contains an inventory listing of resources within each group as well as the individually-built properties, and includes a discussion of the resources' architectural integrity and context. Historic data, property name, and contemporary information are also included, as well as an evaluation of architectural integrity, context within the Historic District, and association with an important event or person.

The Historic District contains a total of 514 buildings or structures. Of those, 408 were constructed during the first eleven years (1931-1942), which corresponds to the initial construction and operations phase of the City's history. Sixty-six were constructed between the end of World War II and 1950, and the remaining 40 properties were built after 1950. Of the 514 structures in the Historic District, 270 remain in their original condition or with a high degree of architectural integrity. Remaining buildings have modifications that are reversible or sensitive to the property's original architectural integrity and do not affect the overall character of the district; have irreversible modifications that are incompatible with the architectural setting of the City and do not contribute to the feeling or sense of time and place of the Historic District; or are of recent construction and have design qualities that are noncontributing to the architectural integrity of the Historical District.

Chapter 12: Urban Design

BACKGROUND AND INTENT

Boulder City today serves as one of the earliest examples of a fully planned and developed new town in the United States. The city's original Master Plan was conceived by Saco DeBoer, an award-winning landscape architect and city planner. DeBoer's original design envisioned radiating spokes of principle streets with a series of greenbelts separating various parts of town. Multiple family dwellings echoed the noteworthy plan prepared for Radburn, New Jersey. Although many features of the original plan were scaled back during the depression years, several of its key elements were constructed and remain prominent features of the community today. Perhaps the most evident of these is the placement of government structures on the crest of the hill overlooking the city below. The civic center is anchored by a formal park (Wilbur Square) at its heart, with three primary streets radiating out in a fan-like configuration modeled after the well-known plans for the cities of Paris and Washington, D.C.

The idea that an Urban Design program would be beneficial to Boulder City emerged from a December 1995 City Council Workshop, and resulted in the adoption of the city's first Urban Design Element as part of its Master Plan in 1998. The 1998 Urban Design Element outlined the steps needed to create a "green" framework for the City, including detailed plans for streetscape improvements, tree planting, parks, and landscape improvements to civic buildings, plaza designs, and conceptual trail connections. This chapter provides an integrated and updated Urban Design Element. In recent years, Boulder City's arid climate, coupled with ongoing drought conditions, have necessitated a shift away from more traditional lawn and tree plantings towards the use of xeric and native plant materials and other creative landscape techniques. This approach towards urban design has resulted in an enhanced community appearance while respecting the need to conserve water resources.

POLICIES

UD 1: GATEWAYS

The city should ensure that its gateways provide a positive image of the community. Landscape enhancements, coordinated signage, and

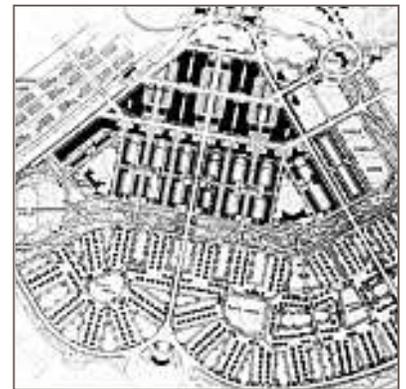


Figure 12-1—Saco DeBoer's original design for Boulder City (above), and the city as constructed (below).



lighting should be used to enhance these important areas. These gateways include the intersections of Nevada Highway and Veterans Memorial Drive, and Nevada Highway and Highway 93.

UD 2: HISTORIC LANDSCAPES

The landscaped grounds surrounding the city's institutional structures represent an important component of its history and are a source of community pride. The city should ensure that the restoration and ongoing maintenance of these historic landscapes remains a priority. As part of these efforts, the city should consider adopting historic landscape guidelines that would be applicable to properties within the Historic Overlay District to maintain a more traditional landscape character.

UD 3: URBAN FORESTRY

The city should continue to support and expand its urban forestry programs, including its street tree planting and initiatives, and memorial tree fund. Incentives for tree replacement in historic residential neighborhoods should be considered to promote the restoration of Boulder City's original street tree canopy and to ensure that replacement species are disease resistant and are well-suited to a desert climate.

UD 4: SUSTAINABLE LANDSCAPE MAINTENANCE

The city should ensure that adequate resources can be allocated towards the sustained maintenance of any new city garden or streetscape planting prior to its approval and implementation. The city should continue to explore opportunities to reduce city maintenance responsibilities through community volunteer programs.



UD 5: WATER CONSERVATION

The city should continue to expand its use of environmentally friendly landscape principles in its parks and median plantings through the use of native and xeric plant materials and the design and installation of water conserving irrigation systems. The timing of installation and maintenance of all plantings shall be consistent with the recommendations of current drought watering restrictions. As part of these efforts, the city should consider adopting landscape guidelines that would be applicable to new development. The guidelines would promote the use of creative landscape techniques and provide examples and images of plant materials and plantings appropriate to Boulder City's desert environment. In addition to improving the appearance of new development, the guidelines would serve as a source of inspiration for residents that would be carried forward into residential properties around the city.

UD 6: COMMUNITY AWARENESS AND EDUCATION

Continue to expand the street tree planting and replacement program and urban forestry education. Consider adopting incentives and

requirements for tree conservation and replacement of trees removed for new development.

UD 7: COMMUNITY STEWARDSHIP

The city should continue to encourage a sense of stewardship among citizens in the appearance of their community. Volunteer installation and maintenance programs, such as the highly successful “Green Team” should be encouraged to continue and should be recruited to assist with the implementation and maintenance of the urban design projects outlined in this Master Plan as appropriate.

COMPLETED PROJECTS

Since the adoption of the 1998 Urban Design Element, numerous projects have been completed and are now being enjoyed by the community, including:

- Four miles of the Adams Boulevard Streetscape (between Nevada Highway and River Mountain Avenue)
- Community Gardens
- Avenue I Gateway Planting
- ABC Park Improvements (ongoing)
- Boulder City Library and amphitheater
- Veterans Home landscape
- Veterans Memorial Park
- Hemenway Wash Pine Plantation
- River Mountain Loop Trailhead

URBAN DESIGN CONCEPTS

Following is a list of Urban Design Concepts set forth by the 1998 Urban Design Element that have yet to be completed, or have specific elements that have yet to be completed. A brief description of each concept and the status/anticipated timing of each is provided in Appendix VII. The illustrative drawings provided for each project are intended to serve as conceptual plans to be used to inform the city’s elected and appointed officials, staff, and the community about the ideas being proposed for each site and are subject to change. As plans are reviewed and approved by the community, appropriate city boards and City Council, and funds become available, the city’s Urban Designer will then use the conceptual plans to develop more detailed plans that will be used to guide their implementation through the Community Development Department and Public Works Department.

Projects are grouped into four project types as follows:

Gateways

- Boulder City Parkway
- Damtown Road



- Old Town Entry
- Intersection of Nevada Way and Wyoming Street

Historic District

- Old Town Streetscape
- Commemorative Garden

Major Avenues (Streetscapes)

- Colorado, Utah, and Wyoming Streetscapes
- Bristlecone Landscape Enhancements
- Veterans Memorial Drive South—Landscape Enhancements
- Georgia Avenue Streetscape

Institutional Landscapes

- City Hall Landscape Renovation
- Veterans Memorial Park
- ABC Park Landscape Enhancements
- Visitor Center Garden
- Desert Demonstration Garden
- Bootleg Canyon Park and Performing Arts Center
- Horse Corral Greening Plan
- Wedding Garden

Chapter 13: Arts and Culture

BACKGROUND AND INTENT

Art and Culture are integral to the vibrancy and prosperity of Boulder City, contributing to its community and economic development, education and literacy, and community identity. This Chapter outlines a set of specific policies that represent the community’s vision of a flourishing artistic community that celebrates and educates people about Boulder City’s rich cultural heritage. The policies are intended to provide guidance for elected and appointed community leaders, members of the Boulder City Arts Council and Art Guild, and city staff and administrators in making decisions regarding the future role of art and culture in the community.

POLICIES

AC 1: CULTIVATING THE ARTS

The city should support the promotion of Boulder City as a flourishing artistic community by helping build a coalition among interested stakeholders, including city agencies; arts, cultural and scientific organizations; educational institutions; foundation and corporate financiers; and local businesses.

AC 2: ECONOMIC DEVELOPMENT AND THE ARTS

The city should encourage the integration of arts and culture into its economic development activities by including artistic and cultural organizations, institutions, and businesses in business recruitment and retention efforts. In addition, arts and cultural activities should be incorporated into economic development and marketing efforts that seek to promote Boulder City as a business and tourism destination.

AC 3: ARTS VENUES

The city should work with the Boulder City Arts Council and Art Guild to assess existing art and cultural facilities and plan for future needs, including the proposed Cultural and Performing Arts Center at Bootleg Canyon. In addition, the city should:



- Encourage the growth and development of private and nonprofit arts organizations and institutions capable of owning and maintaining artistic and cultural facilities; and
- Encourage the continued use of public facilities, such as Wilbur Square and the Recreation Center for exhibitions, performances, and classes.

AC 4: ARTISTIC AND CULTURAL LITERACY

The city should encourage the appreciation and support of arts and culture in the community by:

- Working with the Clark County School district and other arts advocates to ensure that arts and culture remain part of Boulder City's K-12 core curriculum, including instruction, appreciation, and participation;
- Assisting in the development of partnerships that increase exposure of students to arts and cultural activities; and
- Encouraging educational institutions, arts and culture organizations, individuals, and the community to provide career development and training in arts and culture disciplines.

Chapter 14: Economic Development

BACKGROUND AND INTENT

Due to its history and its proximity to Lake Mead and the Hoover Dam, Boulder City's economy has traditionally been dominated by the public sector, with a significant portion of its employment base coming from federal agencies such as the National Park Service and Bureau of Land Management and from local government. The continued presence of these agencies is an important part of the city's heritage and its continued economic health. Tourism has also played a role in Boulder City's economy; however, much of this market has yet to be captured. The city should continue to seek greater diversity in employment opportunities for its residents to include a variety of jobs and services that make a positive contribution to the community. This Chapter outlines a set of specific policies that represent the values of the community and identifies areas of the community targeted for economic development. These areas are discussed in greater detail in Chapter 15, Special Planning Area Policies. The policies of this chapter are intended to provide guidance for property owners, elected and appointed community leaders, and city staff in making decisions regarding economic development activities in the community.

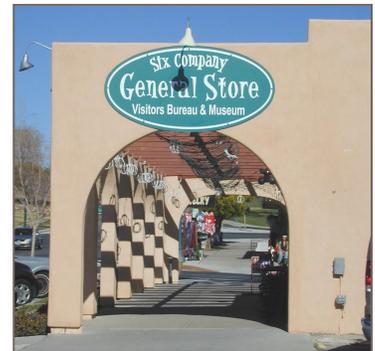
POLICIES

ED 1: RETENTION OF EXISTING BUSINESSES

The city should encourage the retention and expansion of businesses in industries historically important to Boulder City, including small business, tourism, and state, local and federal government. The city should continue to foster communication and coordination between local businesses and the city to address the policies of this Master Plan.

ED 2: TOURISM

The city should continue to work with the Boulder City Chamber of Commerce, Nevada Tourism Commission, and other groups to promote and strengthen Boulder City as a destination for regional visitors as well as out-of-state tourists. The following efforts should be considered:



- Provide high-quality information and accommodations to visitors;
- Expand the role of the performing and visual arts in the city's economy;
- Continue efforts to enhance community gateways and increase visibility with entryway features and signage;
- Expand marketing to Las Vegas and Henderson residents as a nearby "getaway" destination;
- Improve and increase the community's selection of visitor amenities, such as hotels/motels, retail shops, and restaurants;
- Expand marketing of activities and special events such as Art in the Park, BMX races, the Lake Mead boat Christmas parade and others to increase awareness of Boulder City and to promote visitation; and
- Increase regional and national awareness of year-round attractions such as the Bootleg Canyon mountain bike trails and other amenities.

ED 3: ENCOURAGE INFILL AND REDEVELOPMENT

The city should encourage infill and redevelopment activities in targeted areas of the community as a means of spurring reinvestment, stabilizing declining or underutilized properties, and reducing the need to expand the community's boundaries in the future. Particular emphasis should be placed on the Central Business District, the Highway 93 corridor (Uptown), the city's manufacturing district, and other areas within the Redevelopment Area boundary.

See also: Policies GM 4, HN 2, ED 4.

ED 4: REDEVELOPMENT AREA

The city should continue to work with local businesses and property owners to encourage and assist in redevelopment efforts within the Redevelopment Area Boundary. Efforts should be focused on improving the overall commercial mix to include a broader variety of specialty businesses that appeal to tourists, as well as basic goods and services to meet the day-to-day needs of local residents.

ED 5: AIRPORT RELATED USES

The city should continue to support the goals and policies of the Airport Master Plan. The development of airport-related commercial uses that will increase the city's visibility and marketability as a destination for aviators is encouraged.

ED 6: RETENTION AND EXPANSION OF GOVERNMENT AGENCY OFFICES

The city should work with representatives from local, state and federal agencies to encourage the retention and expansion of agency offices and facilities in the city. Efforts should focus on ensuring that the long-term space needs of these agencies can be addressed within Boulder



City, and on encouraging the attraction of other government agencies as appropriate.

ED 7: ENCOURAGE HOME OCCUPATIONS AND COTTAGE INDUSTRIES

The city should continue to promote home-based occupations and “cottage” industries to provide expanded employment opportunities and promote a reduction in regional traffic congestion. Such industries should be compatible with the surrounding residential context of the neighborhood.

ED 8: COORDINATION AND PUBLIC/PRIVATE PARTNERSHIPS

The city should continue to coordinate with local businesses and interest groups to help promote economic development in targeted areas of Boulder City. New businesses should be sought out for their ability to enhance the overall commercial mix in the community and for their compatibility with the scale and character of Boulder City’s existing commercial areas.

ED 9: ECONOMIC HEALTH AND QUALITY OF LIFE

The city should continue to work with community organizations and the private sector to support historic preservation, cultural amenities, arts programs, and other initiatives that enhance the quality of life, preserve our heritage, contribute to local tourism, and strengthen the economic health of the community.

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Chapter 15: Special Planning Area Policies

INTRODUCTION

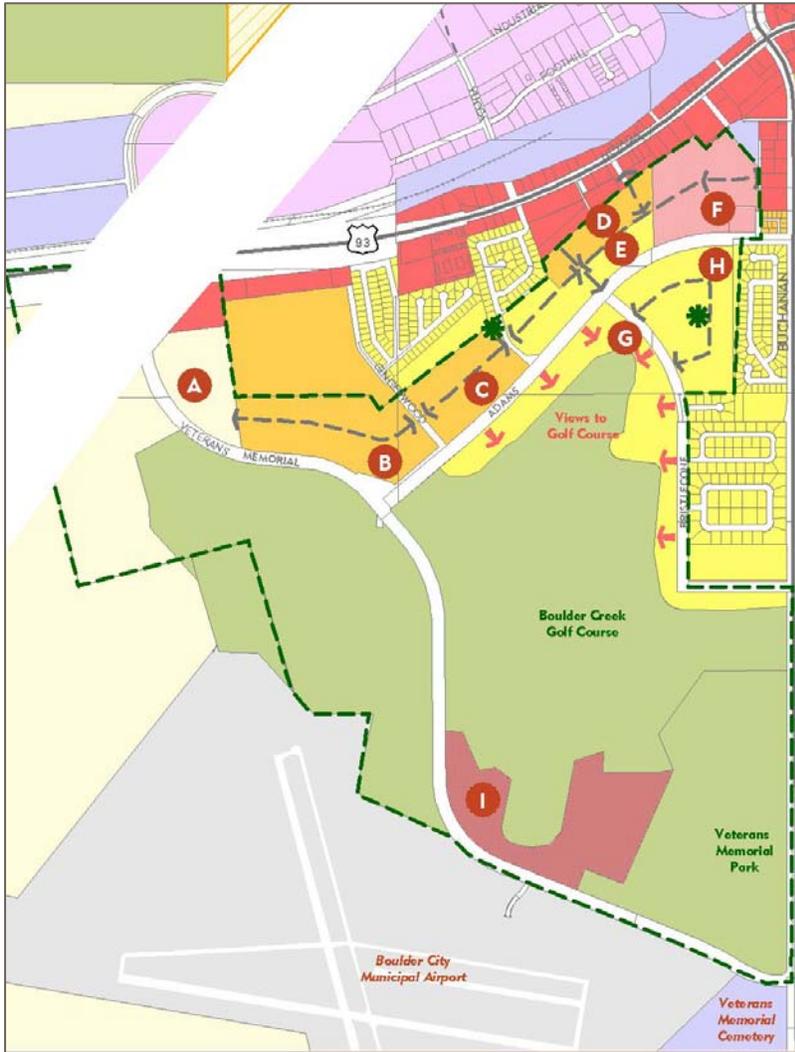
Five Special Planning Areas have been identified as part of this Master Plan as areas within Boulder City where a more detailed level of policy direction is necessary to direct future growth, protect the unique characteristics of each area, and guide future development. These Special Planning Areas include the:

- Old Airport Subarea;
- Downtown Core;
- Highway 93 Corridor-West (Uptown);
- Bootleg Canyon; and
- Eldorado Valley.

Some of these areas, such as the Old Airport Subarea, have been targeted to receive much of Boulder City's planned growth within the 20-year planning horizon of this Master Plan. For these areas, the Background and Intent, and Policies provided, should be used in conjunction with the Future Land Use Map and the chapters of this Master Plan to define a desired character and land use composition. Other Special Planning Areas, such as the Downtown Core, have policies targeted at preserving an area's special features or character, or creating unique opportunities. These policies shall be applied in conjunction with the more broad Master Plan policies outlined in Chapters 3 through 14 and on the Future Land Use Map.



OLD AIRPORT SUBAREA



Note: Gray arrows on the map depict an interconnected street system that would link the area's neighborhoods together. Green asterisks indicate general areas where potential future neighborhood parks may be appropriate.

Background and Intent

The Old Airport District Subarea contains approximately 236 acres north and east of the Boulder Creek Golf Course, adjacent to the existing urbanized area. A considerable amount of public investment has been made in the area during recent years, with the construction of Veteran's Memorial Park, Boulder Creek Golf Course, landscaping and streetscape improvements along Adams Boulevard, and the extension of Veteran's Memorial Parkway south to Buchanan. In addition, the northern

entrance to the Subarea, at the intersection of Veterans Memorial Parkway and US 93, serves as one of the primary gateways into Boulder City. These policies represent the community’s “big picture” vision for the Subarea in terms of its uses and general characteristics and are intended to serve as a framework for the development of a more detailed master plan for the area.

General Subarea Policies

The following set of General Subarea Policies is intended to provide a broad basis of discussion for the future development of the Old Airport Subarea. These policies shall be applicable to all parcels located within the Subarea Boundary.

OAS-GSP 1: MASTER PLAN

Consider developing an overall master plan for the Subarea to more specifically address policies OAS-GSP 2-7 and increase the consistency and predictability of future development.

OAS-GSP 2: LAND USE MIX

The Old Airport Subarea shall contain a mix of housing types and price ranges to serve a broad segment of the community. Appropriate housing types range from detached, large-lot single family homes along the golf course, to senior housing, small-lot single-family, town homes, and other attached housing alternatives.

OAS-GSP 3: INTERCONNECTED STREET NETWORK

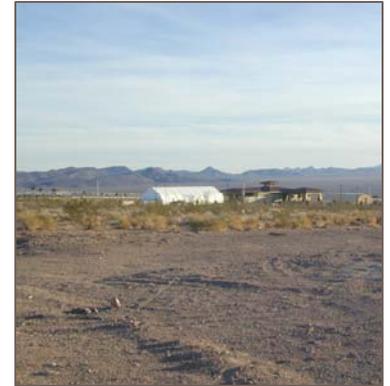
An inter-connected system of streets should be established to serve all parcels within the Subarea and to minimize the need for multiple access points along Adams Boulevard. Developing isolated neighborhood street networks that only serve individual parcels to develop as “an enclave” is strongly discouraged. To the extent feasible, roadway connections should be provided from Nevada Highway to create a more unified street network and to provide more direct pedestrian and vehicular access for future residents to the services located along the corridor.

OAS-GSP 4: AIRPORT CLEAR ZONE

Residential development shall not be permitted within the clear zone of the Boulder City Municipal Airport.

OAS-GSP 5: DEVELOPMENT COMPATIBILITY

The city should ensure that development of the area occurs in a unified manner to ensure that development is compatible with adjoining neighborhoods and that appropriate connections are provided. Key considerations should include the identification of future roadway connections, pedestrian, park and open space linkages, and transitions between land uses or developments of varying intensities.



OAS-GSP 6: CIVIC FRAMEWORK

As part of the development of an overall master plan for this area, a “civic infrastructure or framework” for the area should be established to create a unified neighborhood or district that enhances the overall city structure. This framework should include enhanced streetscape treatment, parks, open space, civic uses, gathering places, etc. that provide a unified appearance.

OAS-GSP 7: FLEXIBLE DEVELOPMENT STANDARDS

In order to ensure that development of the area occurs in a creative manner that can best meet the needs of city residents, a flexible approach to development standards shall be applied. This should include provisions for flexibility in lot sizes, housing types, mix of land uses, and building setbacks. Although lot sizes and other standards may be reduced through a Planned Unit Development process, permitted densities in underlying zoning districts should not be exceeded.

Specific Subarea Policies

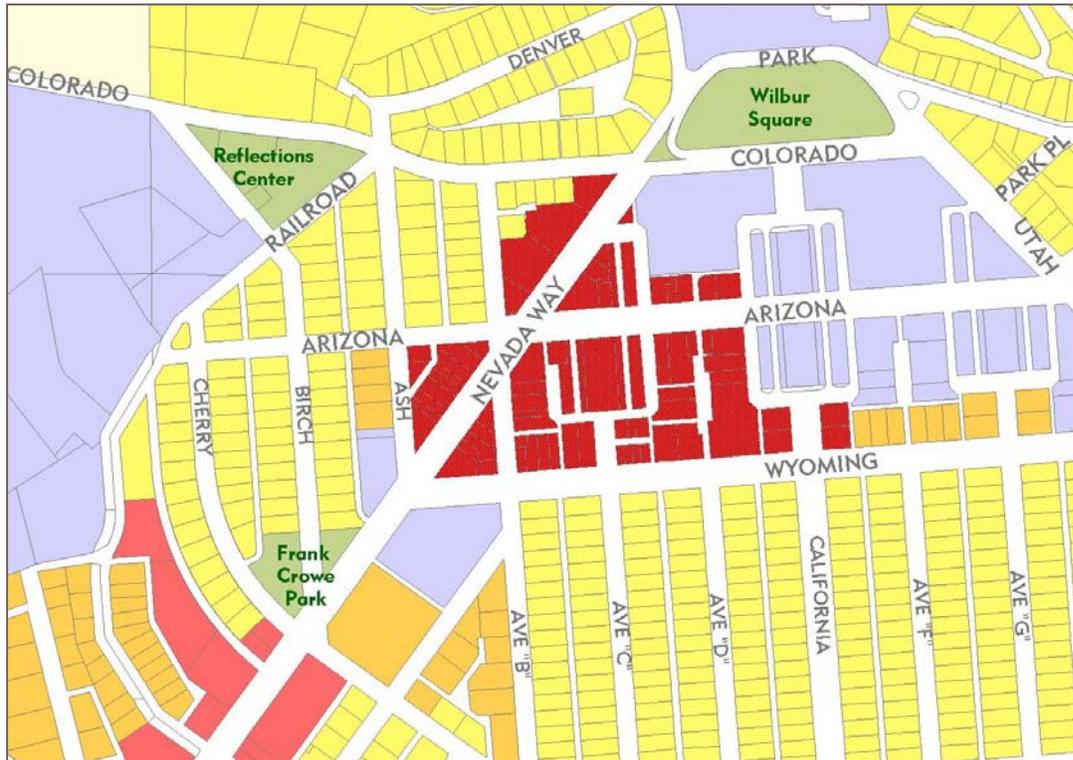
The following set of Specific Subarea Policies is intended to provide specific guidance on the desired land uses and patterns, and special considerations that should be addressed as part of a more specific planning effort. The policies are to be applied in conjunction with the General Subarea Policies, above, as well as the more broad policies contained in this Master Plan.

| Parcel | Size (acres) | Land Use Characteristics | Special Considerations |
|--------|--------------|--|--|
| A | 23 | General commercial uses are underway on 5 acres at the intersection of Nevada Highway and Veterans Memorial Parkway. To the south lies an 18 acre parcel designated as open lands. This parcel lies within the airport clear zone and is therefore not suitable for residential development due to noise considerations. | Given the community’s desire to retain its commercial focus along the Highway 93 Corridor and in the Downtown, designating this area for additional commercial uses was not deemed to be appropriate at this time. The area could be used as a parking and shuttle area for Downtown events such as Art in the Park until such time that additional commercial land is required. Plans for an entryway feature at the intersection of Nevada Highway and Veterans Memorial Parkway should be pursued to establish a distinctive gateway for the Subarea, as well as for the city as a whole. |
| B | 30 | Parcel B should include a mixture of medium density housing on lots ranging in size from 5,500 square feet to 7,000 square feet for single family dwellings including mobile and modular homes, and 8,000 square feet for two-family dwellings. Apartments and other attached single- | Compatibility between existing development to the north and future development planned for Parcel B will need to be addressed. |

| Parcel | Size (acres) | Land Use Characteristics | Special Considerations |
|--------|--------------|---|---|
| | | family dwellings, with an emphasis on senior housing, should also be encouraged at densities of up to 17 dwelling units per acre (2,500 square feet per unit). | |
| C | 18 | Parcel C should include a mixture of medium density housing on lots ranging in size from 5,500 square feet to 7,000 square feet for single family dwellings, including mobile and modular homes, and 8,000 square feet for two-family dwellings. A primary emphasis shall be placed on senior housing. | A 1-2 acre neighborhood park should be sited in the vicinity of Aspen Street to serve existing residents, as well as future residents of Parcels C, D, and E. Compatibility between existing development to the north and future development planned for Parcel C will need to be addressed. |
| D | 11 | Parcel D should include a mixture of medium density housing on lots ranging in size from 5,500 square feet to 7,000 square feet for single family dwellings, and 8,000 square feet for two-family dwellings. Area should include a variety of housing types, with a primary emphasis on higher-density homes such as town homes and apartments. | Transitions will need to be provided on the north edge of the site to address adjacent commercial uses. Transitions can be accomplished through the use of increased setbacks, landscape buffers, or decorative fencing or walls. A 1-2 acre neighborhood park should be sited in the vicinity of Aspen Street to serve existing residents, as well as future residents of Parcels C, D, and E. |
| E | 16 | Parcel E should incorporate a mixture of detached, small-lot single-family homes on lots ranging from 5,500 square feet to 7,000 square feet. | A coordinated access and circulation system will need to be established for parcels E and D. A 1-2 acre neighborhood park should be sited in the vicinity of Aspen Street to serve existing residents, as well as future residents of Parcels C, D, and E. |
| F | 23 | A mix of medical office, office, and commercial uses are desirable in this area due to its proximity to the hospital and downtown. | Transitions will need to be provided between office/commercial uses and adjacent residential uses to the west through the use of increased setbacks, landscape buffers, decorative fencing or walls, or other methods. |
| G | 39 | Parcel G should incorporate detached single-family homes on lots greater than 7,000 square feet. | Homes should be sited so as to maintain periodic view corridors from Adams Boulevard to the golf course and surrounding mountains. View corridors should be landscaped and designated as common open space areas for residents. The streetscape along Adams and Bristlecone should be carefully designed to avoid creating a "wall of garages" effect. This may include varying the orientation of homes and garages. |

| Parcel | Size (acres) | Land Use Characteristics | Special Considerations |
|--------|--------------|--|--|
| H | 30 | Parcel H should be designed to incorporate a variety of detached single-family residential housing that is compatible with the scale and character of established neighborhoods to the south and east. | To minimize the need for additional access points along Adams Boulevard, access into the neighborhood should be provided from Bristlecone. A 1-2 acre neighborhood park shall also be planned for that is easily accessible to neighborhood residents. |
| I | 40 | Parcel I could contain a range of airport and golf course related commercial uses, including a hotel, restaurant, car rental, or other such uses to provide easily accessible services for visitors entering the city from the airport or using the nearby golf course facilities. | |

DOWNTOWN CORE



BACKGROUND AND INTENT

The city's long-term goal of achieving the continued stability and increased vitality of its downtown as a retail, office, governmental, tourism, and cultural center for the community will continue to be an emphasis of future planning efforts. These efforts will be supported by the following policies, and are intended to be applied in conjunction with those policies found in Chapter 4: Land Use, pertaining specifically to the Central Business District.

Policies

DT 1: ROLE OF THE DOWNTOWN

The city should continue to reinforce the historical, economic, and cultural significance of the downtown as the focal point of the community. This should be accomplished by:

- Continuing to encourage a broader variety of retail uses that serve local residents as well as those that enhance tourism;
- Continuing to support the preservation and adaptive reuse of historic structures in the downtown core;
- Continuing to support activities such as Art in the Park, the Farmers Market, Fall Family Festival; and
- Continuing to work with businesses within the Redevelopment Area to promote the redevelopment of underutilized properties to enhance the appearance of downtown and to increase the number and variety of businesses in the downtown, enhancing its vitality and long-term financial health.



DT 2: PARKING STRATEGY

The city should continue to work with the business community to develop a parking strategy for the downtown that addresses short and long-term parking needs in relation to business development activities, directional signage, parking enforcement, employee parking, adjacent neighborhoods, and other related issues. The strategy should recognize that the development patterns desired in the downtown are more urban in character, thus parking requirements for more suburban areas of the city are not appropriate for the downtown.

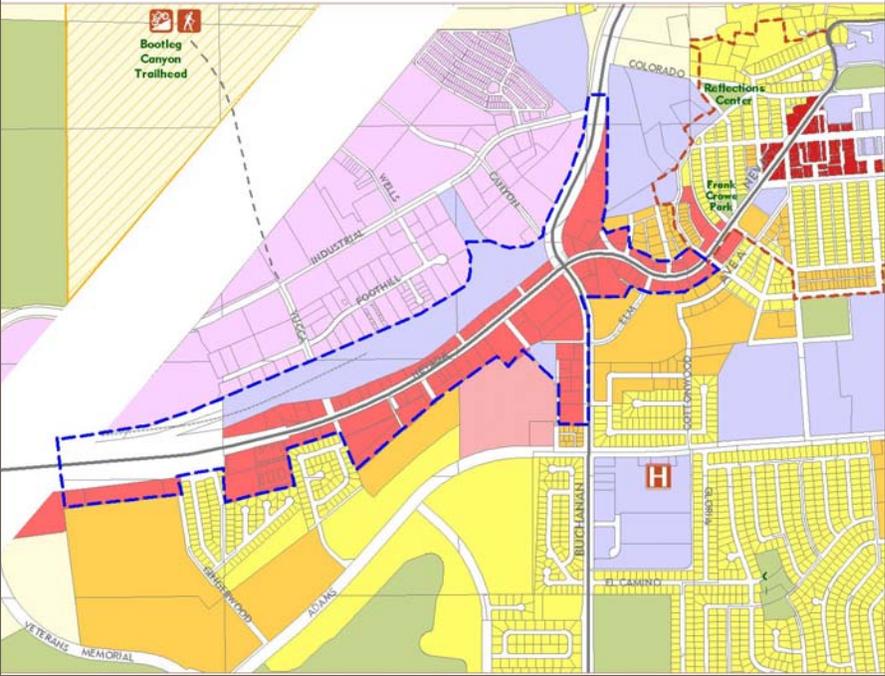
DT 3: HISTORIC PRESERVATION

The city should encourage continued public and private efforts for restoration and preservation of historic properties, as well as the adaptive reuse of historic structures, in and adjacent to the downtown.

DT 4: COORDINATION

The city should continue to employ and work with a Business Development Coordinator to directly represent the needs of the business community and to serve as a liaison between the two groups. Efforts of the Business Development Coordinator should focus on establishing open lines of communication and coordination within the business community, helping to address short and long-term needs of the business community, and working with the Chamber of Commerce and other resource groups on the coordination of ongoing marketing and promotion efforts.

HIGHWAY 93 CORRIDOR-WEST (UPTOWN)



Note: Utility corridors identified are based on best available information and are intended for illustrative purposes only.

Background and Intent

The Highway 93 corridor leading into Boulder City from the west is, and will continue to be, the city’s main commercial corridor, providing a variety of goods and services for residents as well as for tourists passing through to nearby Lake Mead and the Hoover Dam. Currently, the corridor consists of a haphazard assemblage of small commercial uses and shopping centers, each with their own signage, driveway access points, parking areas, and architectural style. Sidewalks, though present in most cases, are narrow and place pedestrians directly adjacent to the highway’s busy stream of traffic. Combined, these factors result in a corridor that presents a less than inviting gateway into the community. In addition to the more apparent visual concerns, the current land use pattern has been the source of ongoing concern for residents, property owners, and local businesses due to the directly related issues of safety, access, community image, and business retention and development. Incremental improvements to the corridor should be encouraged as new development or redevelopment occurs. In addition, a coordinated approach to corridor-wide issues should be explored that builds on design concepts prepared for the Urban Design Element of this Master Plan.

Policies

U 1: CORRIDOR VISION

The city should work with business and property owners and members of the community to develop a unified “vision” for the corridor that builds upon the initial concepts prepared for the Urban Design Element of this Plan. The vision and accompanying plan would include specific strategies for improvement to address access, land use mix, safety, architectural character and continuity, entryway features, land assemblage opportunities, pedestrian and vehicular circulation, signage, landscaping, streetscape enhancements, development quality and other key issues. Alternatively, issues can be addressed individually, resulting in a more incremental approach toward improvement. Policies U 2—U 7 provide a more targeted approach toward addressing individual issues.

See also: Chapter 12—Urban Design, Planned Projects.

U 2: ENCOURAGE REDEVELOPMENT

The city should continue to encourage redevelopment within the corridor through the use of financial incentives available to property owners and businesses located within the Redevelopment Area Boundary.

U 3: ACCESS CONTROL AND SAFETY

The city should coordinate with the Nevada Department of Transportation to develop a coordinated Access Management Plan for the corridor. Key issues to address include the identification of shared access opportunities to minimize driveways, the use of medians or other access management tools to improve circulation and safety, pedestrian circulation, and access standards for new development.

U 4: PARKING LOCATION

The city should consider the relocation of parking areas behind structures as opportunities arise through redevelopment. In addition, the use of centralized parking areas that serve multiple businesses should be encouraged.

U 5: PEDESTRIAN CIRCULATION AND LINKAGES

As sites within the corridor redevelop, the city should encourage the incorporation of detached sidewalks and planting buffers to establish a safe and inviting environment for pedestrians. Detached sidewalks will improve pedestrian safety, encourage pedestrian activity, and reduce the need for business patrons to drive from business to business thereby reducing traffic. Providing adequate pedestrian connections to future existing and future residential areas south of Nevada Highway should also be addressed.

U 6: DEVELOPMENT CHARACTER

As part of a coordinated vision for the corridor, a set of basic architectural guidelines should be established to support a more unified



appearance. Guidelines should address a targeted set of issues that would likely include: roof form, building materials, site layout and design, setbacks, and architectural character.

U 7: SIGNAGE GUIDELINES

As part of a coordinated vision for the corridor, signage guidelines should be established. Key issues to be addressed include reducing the size and overall number of signs and defining appropriate sign materials and character desirable to project a more unified and appealing image for the corridor.

U8: STREETScape ENHANCEMENTS

The city should continue to refine the streetscape concepts prepared for the corridor as part of the Urban Design Element of this Plan in conjunction with the policies and recommendations of this section. Key issues will be to ensure that planned streetscape enhancements are compatible with access management strategies and the recommendations of any other future planning efforts.

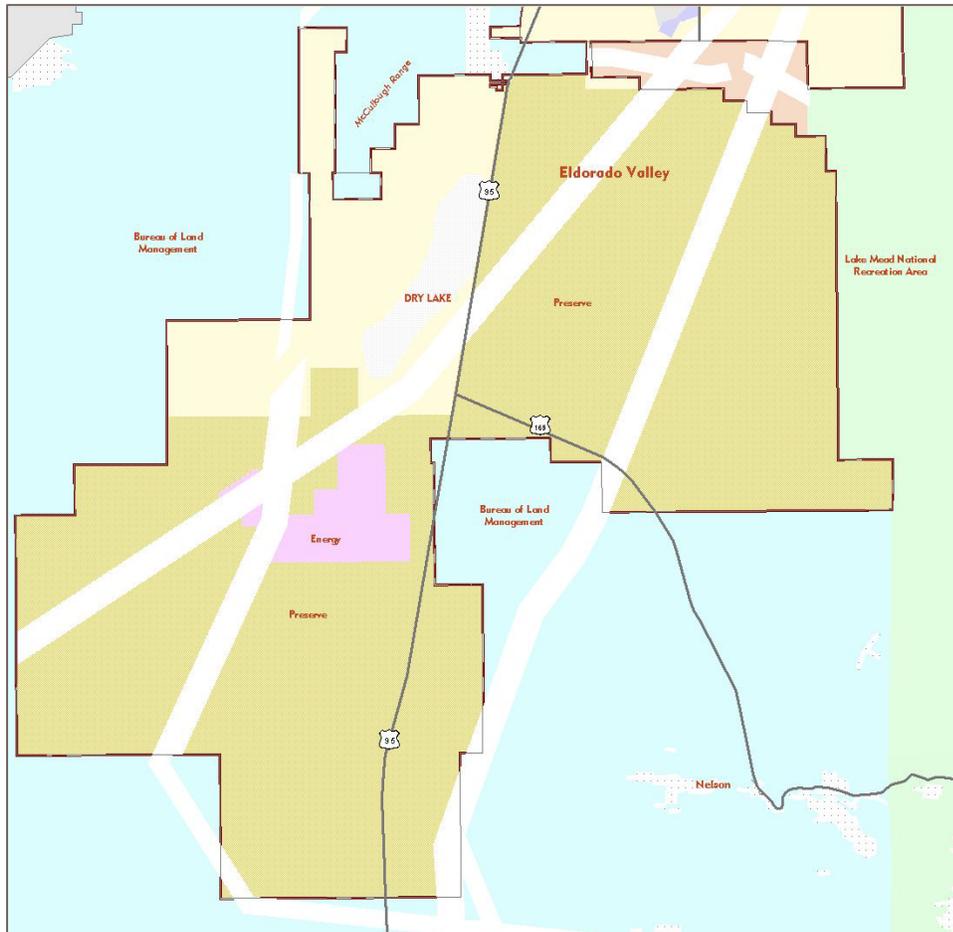
See also: Chapter 12—Urban Design, Planned Projects.



BOOTLEG CANYON

Refer to Appendix VIII for the Bootleg Canyon Recreation Area Master Plan, adopted by the Planning Commission on April 16, 2008 and by the City Council on May 13, 2008.

ELDORADO VALLEY



Note: Utility corridors identified are based on best available information and are intended for illustrative purposes only.

Background and Intent

The Eldorado Valley Transfer Area was purchased from the Colorado River Commission by the city in 1995 for the purposes of establishing an area of public recreation land, possible solar energy uses, and establishing a Desert Tortoise Preserve. In addition to its recreational, environmental, and energy production uses, the Valley is of significant value to the city as an open space buffer on its southern border, preserving views of the dry lake bed, the distant mountain ranges, and the Valley floor. These policies are intended to provide guidance to elected and appointed community leaders, and city staff and administrators on future decisions regarding future land use and recreational opportunities within the Eldorado Valley.

Policies

EV 1: AIR QUALITY

The city should continue to monitor the effects of dust-producing recreational activities, such as off-road vehicle use, and energy production facilities on air quality within the Eldorado Valley to ensure that the city remains in compliance with all federal air quality standards.

EV 2: RECREATIONAL USES

The Dry Lake Bed Public Recreation Land shall continue to be used for public recreational purposes, including but not limited to off-road vehicle use, ultralight aircraft operation, hiking, and biking. Public recreational uses should be monitored to minimize conflicts between uses and to protect the environmental integrity of the Valley.

EV 3: VIEWS

The visual impacts of future development in the Eldorado Valley should be a strong consideration when reviewing future proposals for energy production facilities or other uses. Future development should be designed so as to minimize negative impacts to views of the Eldorado Valley from the urbanized areas of the city.

