

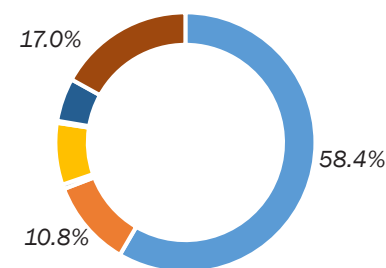


US-95 (future I-11) and Kyle Canyon Rd (NV-157) create major rural-urban transition point within the Kyle Canyon district. This is an area that is both the current northwestern gateway to the Las Vegas Valley from Northern Nevada and the Spring Mountains and is the home the city's newest subdivisions. The district character is predominantly detached single-family residential and has several areas under development agreements, open desert, and large-lot estates.

## DEMOGRAPHICS

- Current population: 13,291 ▼
  - Largest Age Group: 35 - 44 years (2,420) ▲
  - Persons per household: 3.33 ▲
  - Single Family Dwellings: 3,894 ▼
  - Multi-Family Dwellings: 380 ▼
  - Median Household income: \$82,137 ▲
  - Median rent / mortgage: \$1,368 / \$1,648 ▲
  - Housing tenure: 29.3% rent / 70.7% own ▼
  - Attained High School Diploma: 95.7% ▲
  - Attained Bachelor's Degree: 29.1% ▲
  - Unemployment rate: 7.5% ▼
  - Housing Density: 1.24 dwelling units / acre ▼
  - Population Density: 2,471 residents / square mile ▼
- ▲ ▼ Above / Below citywide average

### Race & Ethnicity



- White
- Black/African American
- American Indian/Native American
- Asian
- Native Hawaiian/Pacific Islander
- Other
- More than one race
- Latino/Hispanic

## KEY IMPLEMENTATION STRATEGIES

### LAND USE AND DEVELOPMENT



- Build out subdivisions as traditional neighborhood development
- Create mixed-use nodes at interchanges

### SERVICES AND FACILITIES



- Provide array of city services and facilities as population increases

### PARKS AND OPEN SPACE



- Continue to connect parks and open space as new development occurs

### WORKFORCE AND EDUCATION



- Create employment centers
- Build new schools

### TRANSPORTATION



- Strengthen multi-modal transportation options at park and rides to support future express bus service to Downtown and the Strip
- Construct Nah Gah Kaiv (Sheep Mountain) Pkwy

Click each strategy to read more. Metrics for each topic are highlighted on the following pages



# LAND USE AND DEVELOPMENT

## TODAY

Kyle Canyon is a rapidly developing area. Existing large-lot estates that are rural preservation areas and new subdivisions in the Skye Canyon and Sunstone master planned communities dot the area's eastern and northwestern edges, as well as along Kyle Canyon Rd extending west toward Mt Charleston.

## IN THE FUTURE

Much of Kyle Canyon will see the eventual build-out of medium-low density suburbs currently under development agreements utilizing traditional neighborhood development. New shopping centers will continue to be constructed at major interchanges and have potential to become neighborhood mixed-use centers, especially at the Kyle Canyon and Skye Canyon Park interchanges.

### 2050 PROJECTIONS

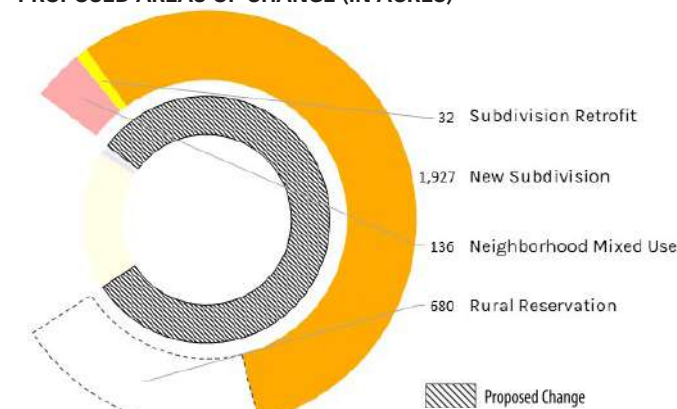
- Population: 47,063
- Total New Housing Units: 10,142 (8,238 Single family / 1,904 Multi family)
- New Commercial (1,000 GSF): 639,992
- Housing Density: 4.19 dwelling units / acre
- Population Density: 8,748 residents / square mile

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

Click each Place Type to read more.

In order to capture the above projected land uses and densities, the following place types are planned for future change:

### PROPOSED AREAS OF CHANGE (IN ACRES)



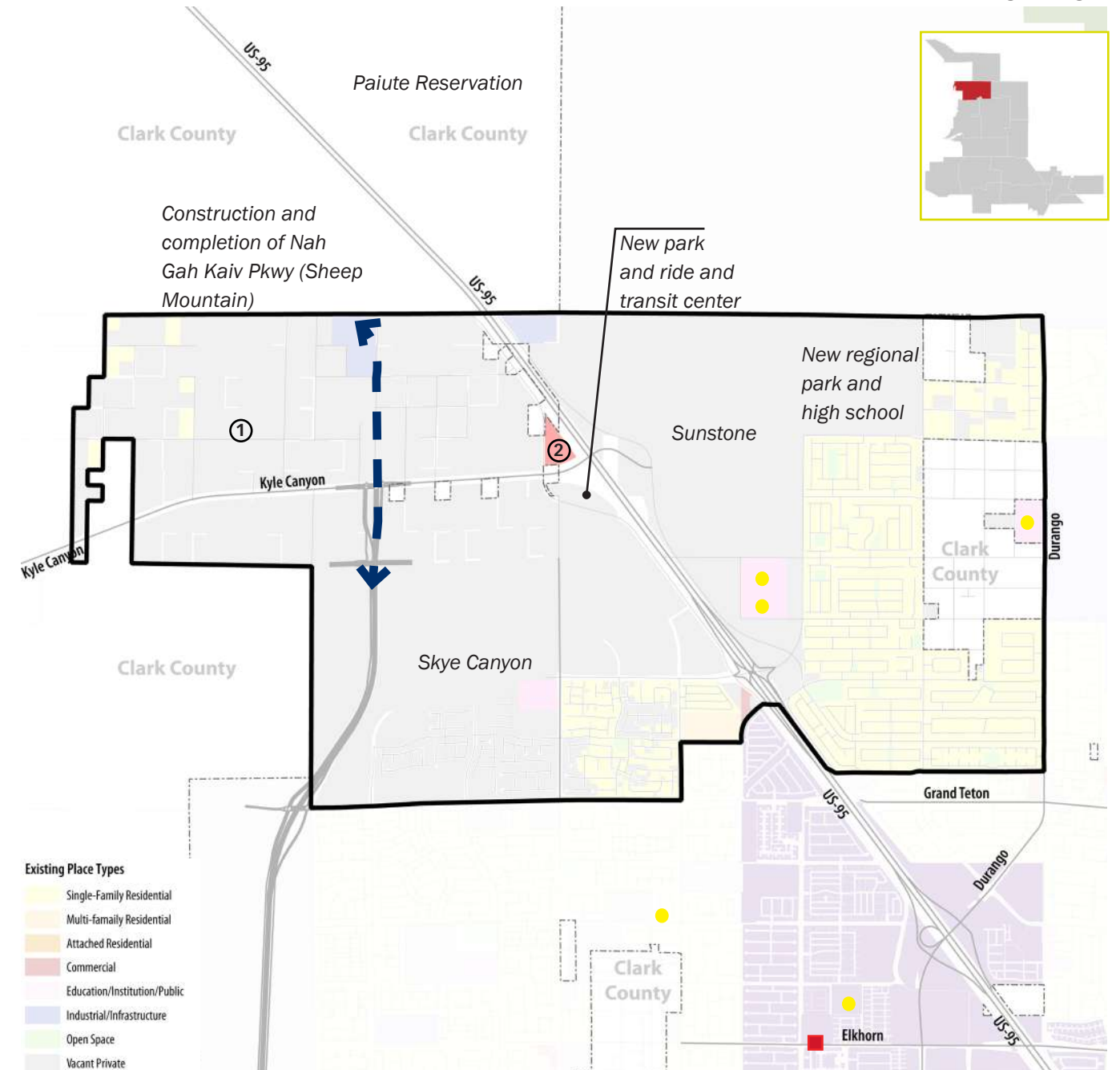
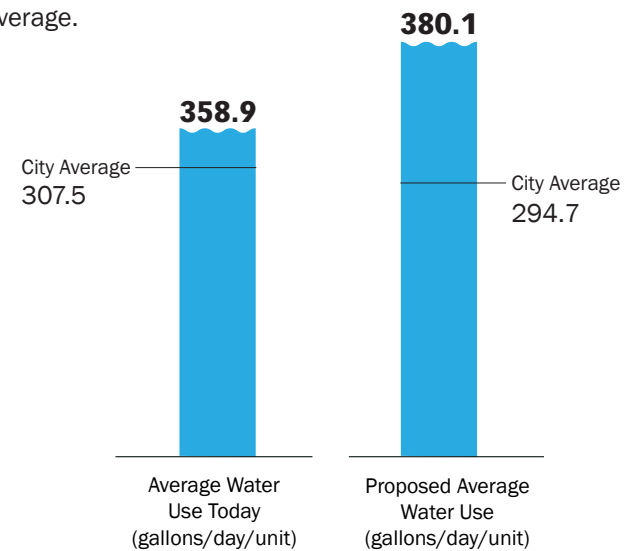
Kyle Canyon area: 3,442.9 acres

### LAND USE TOOLS

- Traditional Neighborhood Design
- Neighborhood Character
- Mixed-use
- Walkable site design
- Placemaking through arts and culture
- Diverse housing options

### WATER USAGE

The average water consumption of residents in the planning area will increase with the currently approved developments. If the area develops with denser, more traditional neighborhood design, that will help lower the average.



## KYLE CANYON PLACE TYPE FRAMEWORK

### KEY REDEVELOPMENT OPPORTUNITIES

### COMMUNITY FACILITIES

- ① Future subdivisions
- ② New Mixed-Use node

- CLV Fire Station
  - CCSD School (elementary/middle/high/alternative or special)
- Overall lack of schools, LVMPD, community centers

← - - - - - → Transportation improvement

SERVICES



Kyle Canyon lacks major city and regional facilities; those may be required as the development agreements are executed, and population thresholds are met. While some private services are currently or will be provided, the low-density environment of the district highlights a need for a greater presence of city services and community resources.

PROXIMITY OF DWELLING UNITS TO SERVICES

Percentage of total units within 1/2 mile walk:

Service	District Today	City
Parks	99%	56%
Schools	5%	31%
Grocery and retail services	6%	19%

Percentage of total units within 2 mile drive:

Service	District Today	City
Community Centers	0%	45%

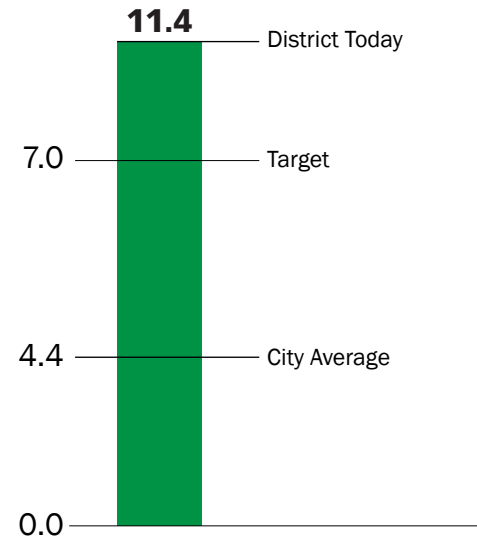
PARKS AND OPEN SPACE



Despite being still mostly undeveloped, Kyle Canyon has a variety of mostly new parks and open spaces, including Skye Canyon Park; much of the park space is in the form of private or HOA pocket and neighborhood parks, but new parks, including Igor Soldo Park and a new regional park will be constructed near-term. As Skye Canyon and Sunstone develop, new parks, arroyo trails, and linear open spaces will be constructed as required by the respective agreements.

PARK ACCESS

Acres of accessible park space per 1,000 residents within 1/4 mile of the planning district



PARK ACRES NEEDED TO ACHIEVE TARGET



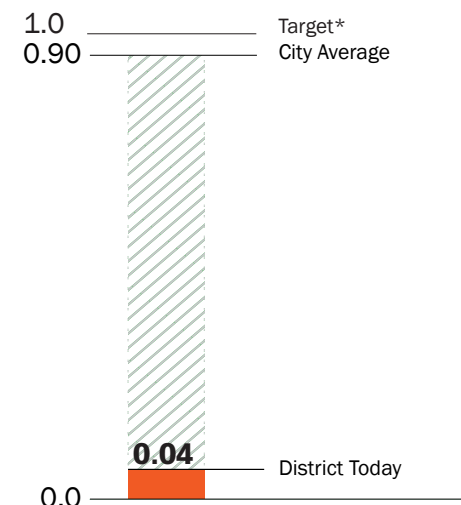
WORKFORCE



Few major or significant employers or commercial centers exist within Kyle Canyon. Limited new suburban commercial will be constructed at the Kyle Canyon and Skye Canyon Park interchanges, but major jobs and commercial activity are needed. At least one new major resort-casino will be constructed as part of Skye Canyon's Gaming Enterprise District. Kyle Canyon severely lacks public schools of all forms; new schools will be constructed over time and several will be under construction near-term to alleviate school overcrowding.

JOB SUPPLY IN DISTRICT

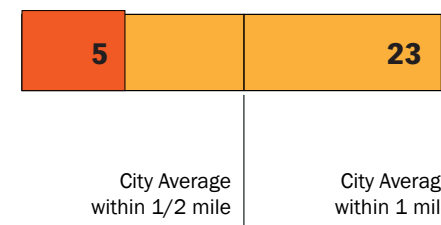
Average job opportunity per residential unit in the planning district



\*equivalent of one full-time worker per unit

JOB PROXIMITY

Average job opportunity in proximity to the planning district



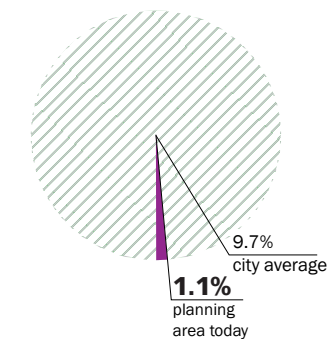
TRANSPORTATION



With the existing US-95 (future I-11) freeway and Kyle Canyon Rd (NV-157) as major corridors, as well as future development of the new Sheep Mountain Pkwy, Kyle Canyon is configured for suburban auto-oriented development. Bicycle friendly-layered complete streets and separate non-motorized trails line most arterials. No transit service is available to Kyle Canyon, but a park and ride at each major interchange may allow for future express transit service to Downtown Las Vegas and the Strip, while microtransit or demand response service could be made available to other low-density portions of the district or feed rural preservation areas along Kyle Canyon Rd. Nearly all of Kyle Canyon has new infrastructure of all types, but the extension infrastructure is dependent upon future new subdivisions being planned and existing ones being completed.

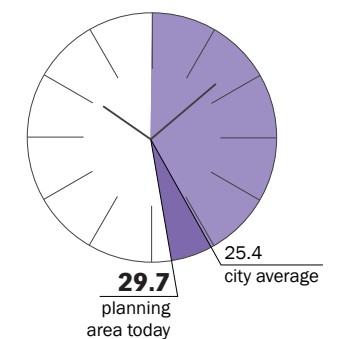
VEHICLE OWNERSHIP

Percentage of households without cars within the district



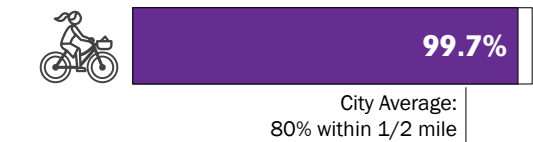
COMMUTE TIME TO WORK

Average commute time (in minutes) within the City



TRANSPORTATION ACCESS & EQUITY

% of residents in planning area within 1/2 mile of bike facility



% of residents in planning area within 1/4 or 1/2 mile of transit stop

