



KYLE CANYON

SPECIAL AREA PLAN

DRAFT: Resolution XX



Adopted X-X-24 by Planning Commission
Adopted X-X-24 by City Council



ACKNOWLEDGMENTS

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APPLYING THE 2050 PLAN

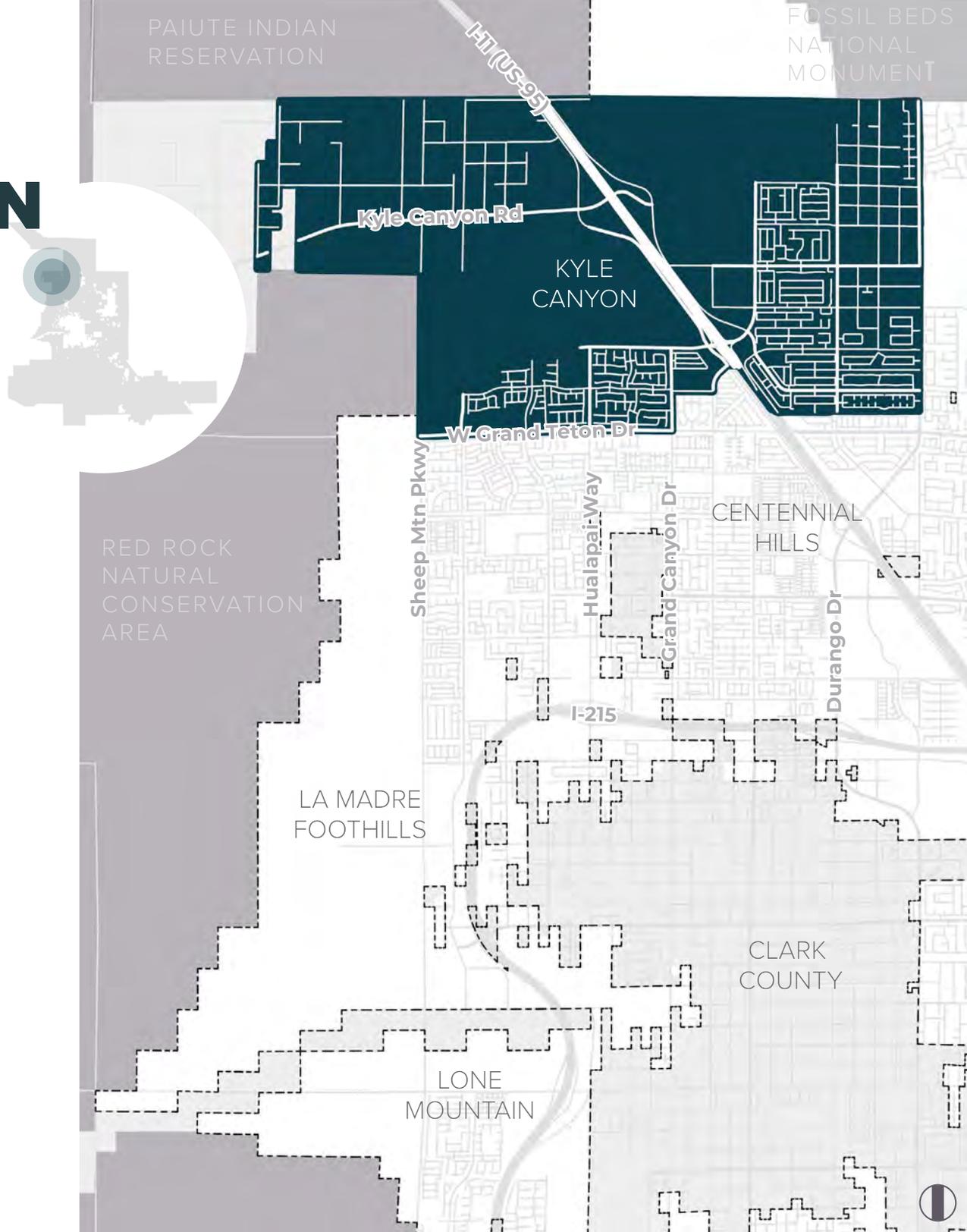
PLAN PURPOSE AND VISION

The Kyle Canyon Area Plan will guide development of a cohesive connected community that provides resilient infrastructure, resource management, and serves as a gateway to Mount Charleston and the city of Las Vegas. As the gateway to Mt. Charleston, the Kyle Canyon area is poised to take full advantage of Las Vegas' outdoor resources while providing a vibrant, resilient community for the valley's adventure minded residents. With views of the heights and the lights, this commitment embodies the city's future.

“THE CITY OF LAS VEGAS WILL BE A LEADER IN RESILIENT, HEALTHY CITIES - LEVERAGING THE PIONEERING INNOVATIVE SPIRIT OF ITS RESIDENTS TO PROVIDE SERVICES, EDUCATION, AND JOBS IN THE NEW ECONOMY.”

Kyle Canyon Draft Area Plan

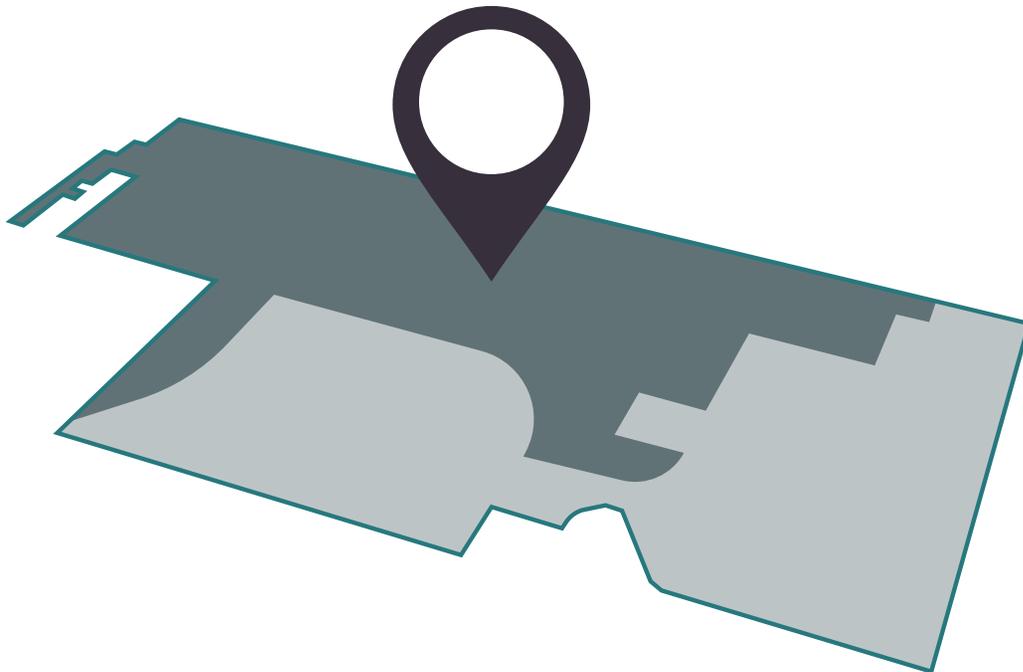
A. Introduction



THE GUIDING PRINCIPLES

GUIDING PLAN ICONS

The icons on the right represent the guiding principles of the 2050 city of Las Vegas Master Plan, which directly informed the planning process, “5 Big Ideas”, and recommendations of the Kyle Canyon Special Area Plan. Throughout the Kyle Canyon Special Area Plan, these icons will act as a guide to understand how the overall vision for the city of Las Vegas informs the future of Kyle Canyon.



Innovative

An innovative Las Vegas meets new demands of residents while continuing to attract the boldest and brightest by pioneering smart city technologies that drive new markets and diversify the economy



Equitable

An equitable Las Vegas provides opportunity for all, with access to education, health care, resources and jobs no matter where in the city one lives, all while acknowledging that each neighborhood has its own distinctive character and clean environment.



Resilient

A resilient and sustainable Las Vegas deliberately prepares the city against acute shocks and chronic stresses like health crises, drought, extreme heat, or flash flooding



Healthy

A healthy Las Vegas improves physical and mental health outcomes, improves safety, sustains families and encourages healthy choices for all residents.



Livable

A livable Las Vegas emphasizes quality of life in a distinctive way that is unique to the city and meets emerging market trends and demands

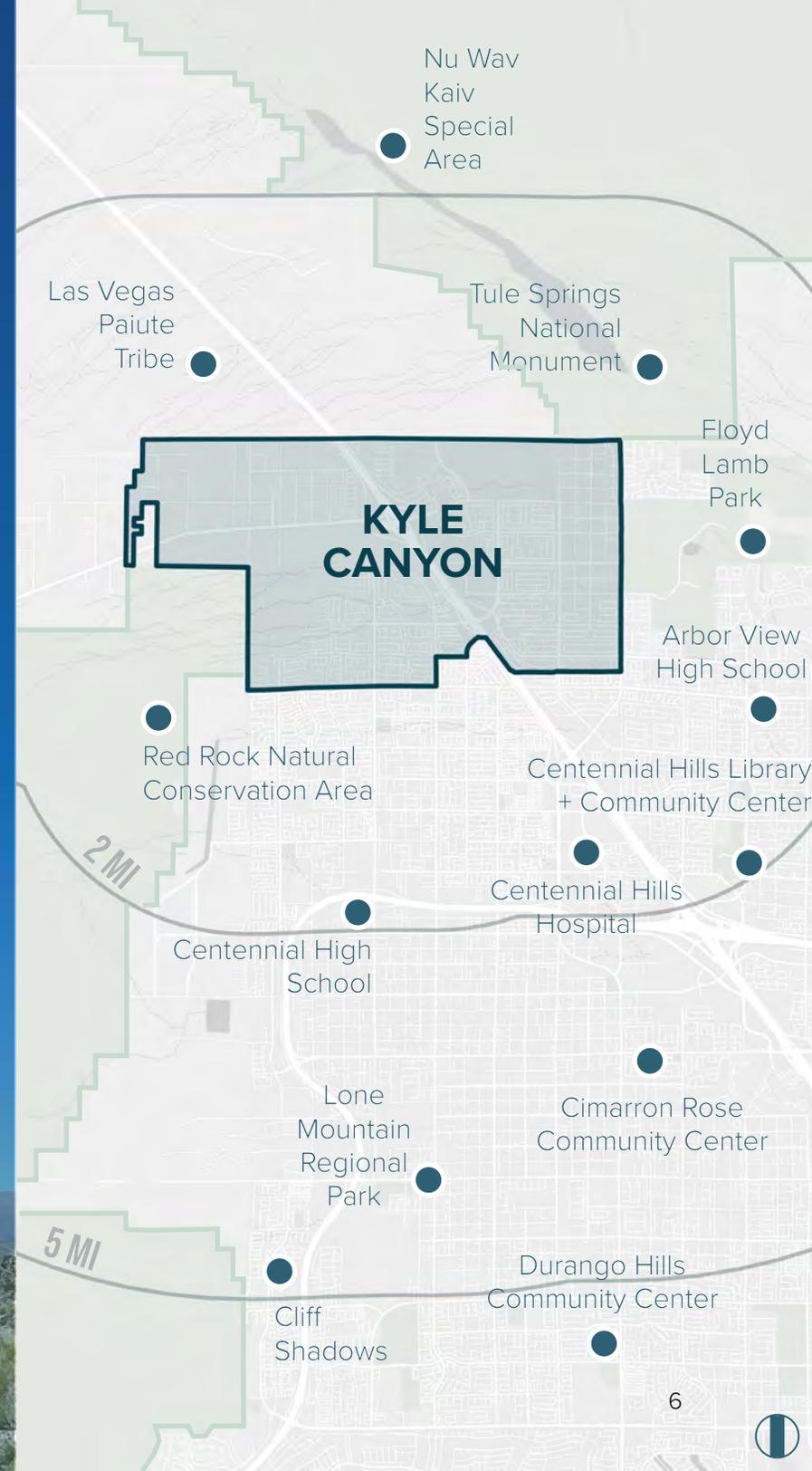
REGIONAL CONTEXT

ASSETS & OPPORTUNITIES

Kyle Canyon has new parks and open spaces, as well as proximity to destinations like Red Rock National Conservation Area (NCA) and Tule Springs. As the population grows, the area has opportunity for urban and regional facilities like schools and community centers, along with retail destinations and employment centers. In addition, Kyle Canyon represents one of the city's last remaining locations in the northwestern Las Vegas Valley for "New Subdivision" place types.



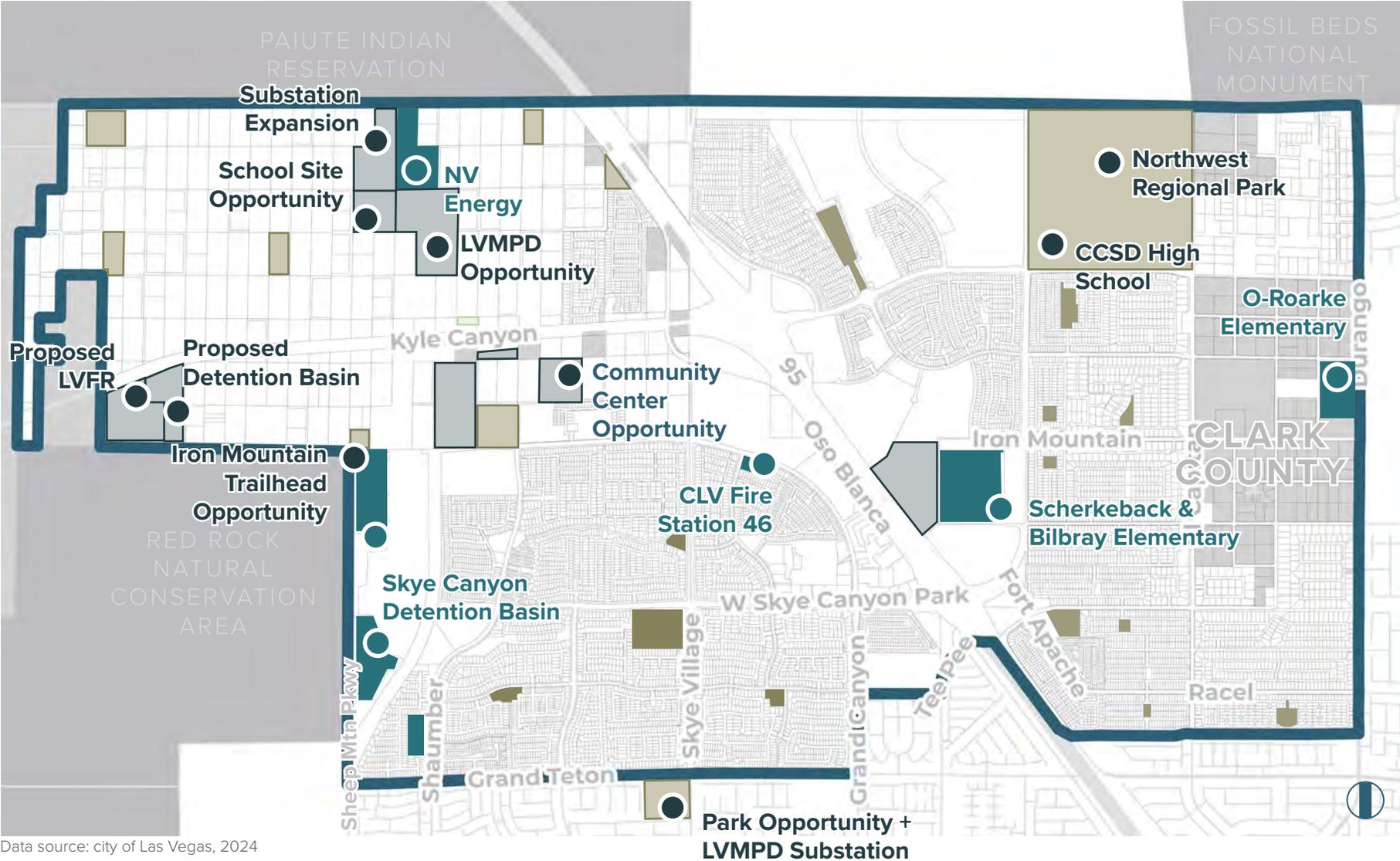
FOR MORE INFORMATION VISIT:
[Chapter 2: Quality of Place](#)



LOCAL CONTEXT

ASSETS AND OPPORTUNITIES

- Existing Parks
- Park Opportunity
- Existing city Facilities
- City Facility Opportunity
- Clark County



Data source: city of Las Vegas, 2024

EXISTING ZONING



Data source: city of Las Vegas, 2024

Kyle Canyon Draft Area Plan

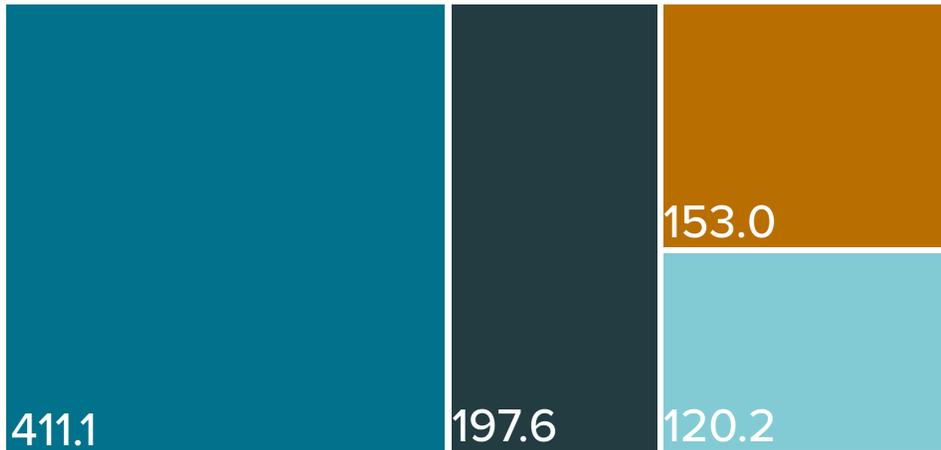
A. Introduction

PROJECTIONS

At the time of adoption, the 2050 Master Plan set the stage for the future of each area. The plan identifies land use and community facility needs based on 2050 population projections, access metrics, goals, and existing conditions. The following projected needs are estimated for the year 2050, for the entire special area of Kyle Canyon based on population growth in 2020.

- Neighborhood Mixed-Use
- Traditional Neighborhood
- Subdivision Retrofit
- New Subdivision

PROJECTED LAND USE NEEDS FOR KYLE CANYON



Acresage projections based on 2050 Master Plan

SERVICE

NEEDS

	PARKS (ACRES)*	EST. 500
	SCHOOLS	3
	FIRE (FACILITIES)	2
	POLICE (FACILITIES)	1
	COMMUNITY CENTER	1
	LIBRARY	1
	HOUSING (UNITS)	14,500
	MIXED-USE (ACRES)	150

*New developments (Northwest Regional Park, Skye Canyon) cover some or all of these needs

ENGAGEMENT SUMMARY

3

ADVISORY COMMITTEE MEETINGS

The advisory group met three times throughout the process to guide the plan's direction. The group consisted of community leaders, advocacy groups, business owners, and non-profit organizations.

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FOCUS GROUPS

Focus groups were held with developers, city departments, community organizations, government partners and resource management groups to ensure coordination.

1

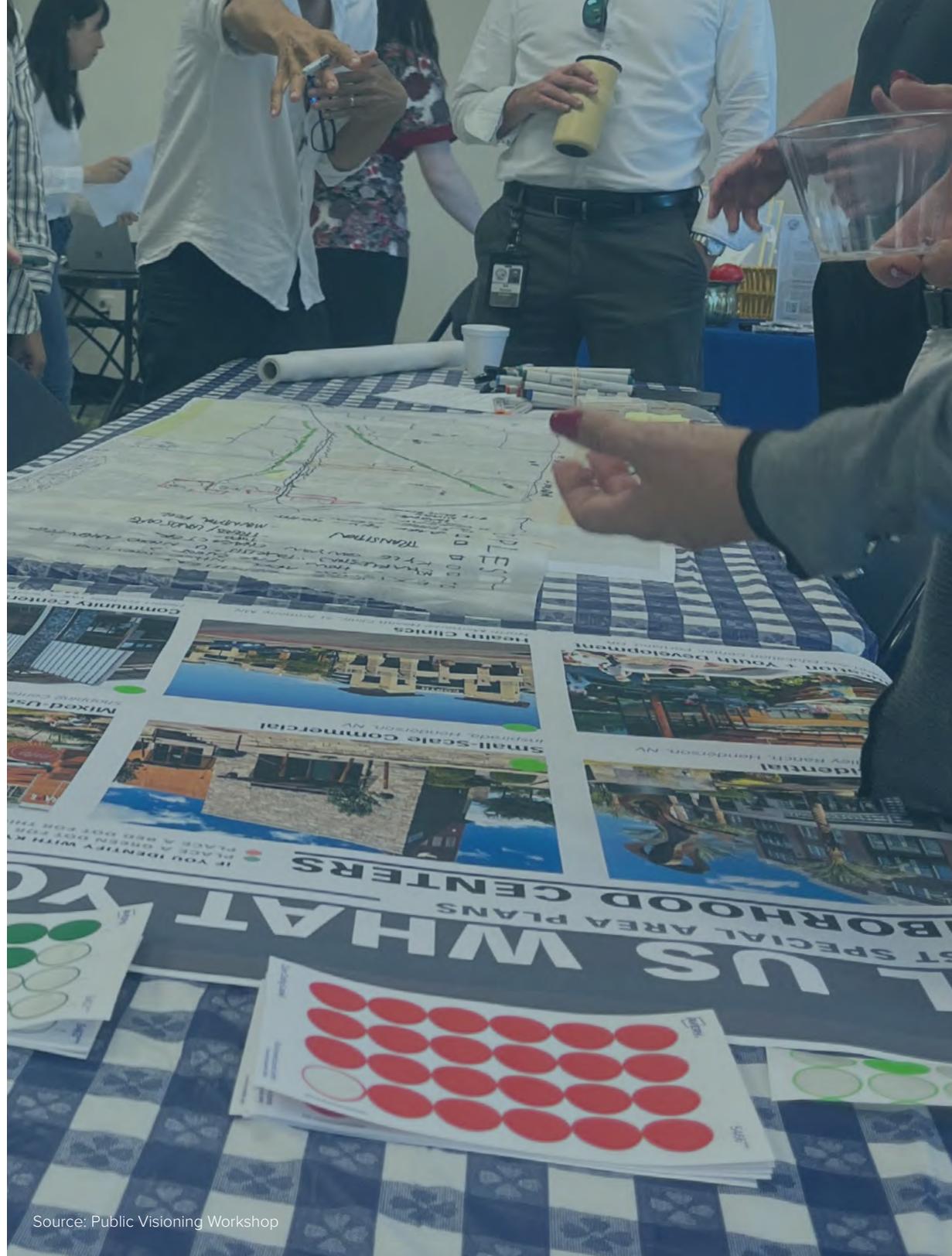
PUBLIC VISIONING WORKSHOP

The workshop envisioned development scenarios for the northwest corner of Kyle Canyon and identified opportunities and challenges for Kyle Canyon as a whole.

3

ONLINE PUBLIC SURVEYS

Public surveys were advertised during the initial plan kickoff (638 responses), after the public workshop (144 responses), and after the first plan draft.





5 BIG IDEAS

This area plan is based on five big ideas which have been carefully crafted from analysis of the physical landscape, community culture, climate projections, population growth, opportunities and challenges facing the area, and community feedback.

The following pages celebrate not only what Kyle Canyon is today, but what it can become tomorrow.

WHAT ARE THE BIG IDEAS?

- 1 Design neighborhoods, parks, and open space to embrace the **LAND & NATURAL SURROUNDINGS**
- 2 Design neighborhoods for convenience and **QUALITY OF PLACE**
- 3 Prioritize **RECREATION & ACTIVE LIFESTYLES** along desert edge with access to key natural area like Mount Charleston, Red Rock National Conservation Area (NCA), and Tule Springs Fossil Beds
- 4 Design **COMPLETE STREETS** that enhance the sense of place and create a network of multi-modal travel options
- 5 Provide resilient **INFRASTRUCTURE & SERVICES** for the future of Kyle Canyon



**LAND &
NATURAL SURROUNDINGS**

1

A. APPLYING THE GOALS

When discussing opportunities for development, current residents expressed concern about how the land would be affected. It was made clear that the preservation of scenic vistas, protection of local resources, and reduction of light pollution are key aspects of maintaining the cherished natural character of Kyle Canyon. In addition, water access, conservation, and conveyance are challenges facing this area, making growth an understandable concern; ignoring these factors can exacerbate problems in an already vulnerable area. While some development has already been approved in Kyle Canyon area, thoughtful site design elements can lessen environmental disruption.

As development occurs, it is important to consider natural topographical and environmental features to mitigate ecosystem disruption. Drought-tolerant landscaping, arroyo course preservation, and shade structures can mitigate the heat island effect and reduce risk of flooding. In the Las Vegas Valley, arroyos have been formed over time by stormwater flowing from the Spring Mountains into the alluvial fan of upper and lower Kyle Canyon to the Upper Las Vegas Wash in the Las Vegas Valley below. Augmenting these channels with native plants and planning development to work with the natural meandering geography of the land can help preserve the character of Kyle Canyon while also allowing proper drainage and ground infiltration, preventing future flooding.

Thoughtful development can work in concert with the natural environment. Community resources can be consolidated to key, neighborhood mixed-use nodes to preserve natural land and mitigate sprawl. Architectural design

decisions like cool materials, thermally-conscious building orientation, ventilation, and glazing can reduce costs in heating and cooling.

 **FOR MORE INFORMATION:**
Visit [Chapter 2: Quality of Place](#) for more information on preferred site design

PROTECT, ENHANCE, AND RESTORE NATURAL FEATURES AND RESOURCES OF THE MOJAVE DESERT

SUPPORT EFFICIENT WATER MANAGEMENT, REDUCE WATER CONSUMPTION, AND ENACT STRONGER WATER CONSERVATION STRATEGIES TO MINIMIZE CONSUMPTIVE USE

COMMUNITY PERSPECTIVES



PROTECT RESOURCES



PRESERVE SCENIC VIEWS



LIGHT REDUCTION

1

DESIGN NEIGHBORHOODS, PARKS, AND OPEN SPACE TO EMBRACE THE LAND AND NATURAL SURROUNDINGS



All development, right of way, parks, and neighborhoods in the Kyle Canyon should reduce nighttime lighting, use of wrought iron, metal, or ornamental fencing in-lieu of solid-block walls, incorporate drought tolerant native or adaptive landscaping that increases tree canopy coverage. All species with low resistance to identified climate hazards, according to the city's Urban Forestry Program and SNWA Regional Plant list standards should not be approved.

1.1 NATIVE & ADAPTIVE PLANTS

- Incorporate native, water-saving landscape design into parks and open space.
- Apply appropriate natural buffers between new development and conservation areas.

1.2 DESIGN WITH THE LAND

- Within new and existing development, preserve arroyos, topography, and vistas to celebrate and protect the natural landscape.
- Preserve and integrate natural vistas and viewsheds of Mount Charleston, the Spring Mountain Range, Gass Peak, and the Sheep Mountain Range into new development.
- Integrate non-motorized routes in an environmentally-conscious manner on and off the roadway, utilizing natural routes like arroyos and previously cleared utility lines for connected trails

B. STRATEGY SUMMARY

1.1 USE NATIVE AND ADAPTIVE PLANTS

The use of plants that are either native or adapted to the hot, dry, Mojave Desert climate of Southern Nevada is important for water conservation, symbiosis between habitat and wildlife, and resilience to weather fluctuations. These plants are acclimated to the soil conditions and are naturally resistant to pests, meaning they require much less attention, fertilizers, and pesticides, helping to keep chemical usage to a minimum.

1.2 DESIGN WITH THE LAND

Embracing the unique natural systems of the area can help create safe and resilient spaces for development. Designing with natural drainage systems, topography, vistas, sun paths and wind patterns can lead to a more harmonious relationship between residents and the land. The wildland-urban interface, creating edge connections between the city and Bureau of Land Management's (BLM's) Red Rock National Conservation Area, can create buffers between the natural environment and developed areas. This protects plant and animal life while providing accessible non-motorized transitions.

The Mojave Desert's many arroyos have been carved into rock over time by heavy rains. These watercourses are typically dry, but in a storm event, they provide natural drainage paths. Making use of these natural features can serve stormwater management needs, protecting the community from flooding events, while also preserving ecologically significant spaces for native plants and wildlife. Arroyos also have the potential to serve as transitional zones between the built and natural environment through recreational trail planning, utilizing them as linear parks and connectors between trail networks. Working in partnership with developers to preserve and maintain these natural spaces as community assets can help to highlight vistas and provide a buffer zone between development and natural land, protecting Kyle Canyon's treasured character. The Clark County Regional Flood District Master Plan (2023) identifies storm drain infrastructure locations in Kyle Canyon, as well as accompanying funding estimates, which can be utilized when planning for arroyo preservation.



DESIGN NEIGHBORHOODS, PARKS, AND OPEN SPACE TO EMBRACE THE LAND AND NATURAL SURROUNDINGS



FOR MORE INFORMATION:

Visit [*City of Las Vegas Municipal Code, Title 20.10.050*](#) for more on using natural arroyos as drainage

Visit the [*Clark County Regional Flood District Master Plan \(2023\)*](#) for proposed storm drain locations

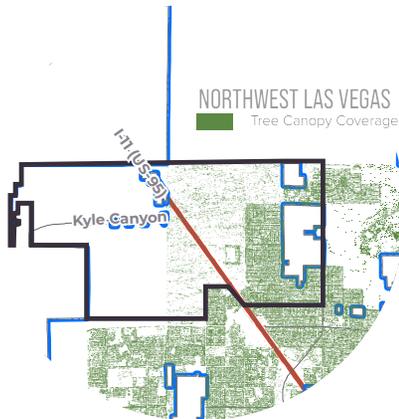
1.1 Use Native and Adaptive Plants

C. PLAN IN ACTION

RESILIENT LANDSCAPING

As temperatures rise, green habitats are integral to create resilient ecosystems that are adaptive to longer drought periods and hotter weather. In addition, increasing tree cover along roadways and non-motorized routes can result in economic benefit, higher air quality, lower temperatures, sense of place, and a higher quality of life.

The 2050 Master Plan requires the use of native and adaptive drought tolerant tree species within new and existing development.



 **2050 PLAN OUTCOME**
The city's tree canopy increases to 20% by 2035 and 25% by 2050.



Mesquite, *Wikimedia*

NATIVE DESERT SPECIES:

JOSHUA TREE

CREOSOTE

MOJAVE YUCCA

PRICKLY PEAR

MESQUITE

For a robust list of species, refer to the [Las Vegas 2050 Master Plan](#).



Joshua Tree, *Wikimedia*

1.2 Design with the Land

CELEBRATING VISTAS

Kyle Canyon is celebrated for being the “Gateway to the Northwest”, with stunning views of surrounding landscape to the north, east, and west, and southern views of the city skyline in the distance. Development should be patterned to preserve and emphasize vistas. Roadways that frame the views, and long blocks of east/west development are recommended. Height restrictions and density tapering closer to Red Rock NCA is encouraged.

OBSERVING ENVIRONMENTAL FACTORS

As neighborhoods in the Las Vegas Valley continue to experience heat stress, it is vital to consider environmental factors like sun path, prevailing wind patterns, and regional weather projections when designing neighborhoods.

The following environmentally-responsive site design elements should be considered in Kyle Canyon:

- East/west 600x200' blocks, 100x30' lots with rear access drives/alleys and minimal front-yard setback
- Northeast building glazing to minimize exposure to intense sunlight
- Large canopy overhangs/sun shade devices where southwest facing facades are incorporated
- Cross ventilation utilizing prevailing winds through optimal window position
- Cool materials (roofs, facades)
- Tapered density moving west to provide complementary development to natural, conserved land

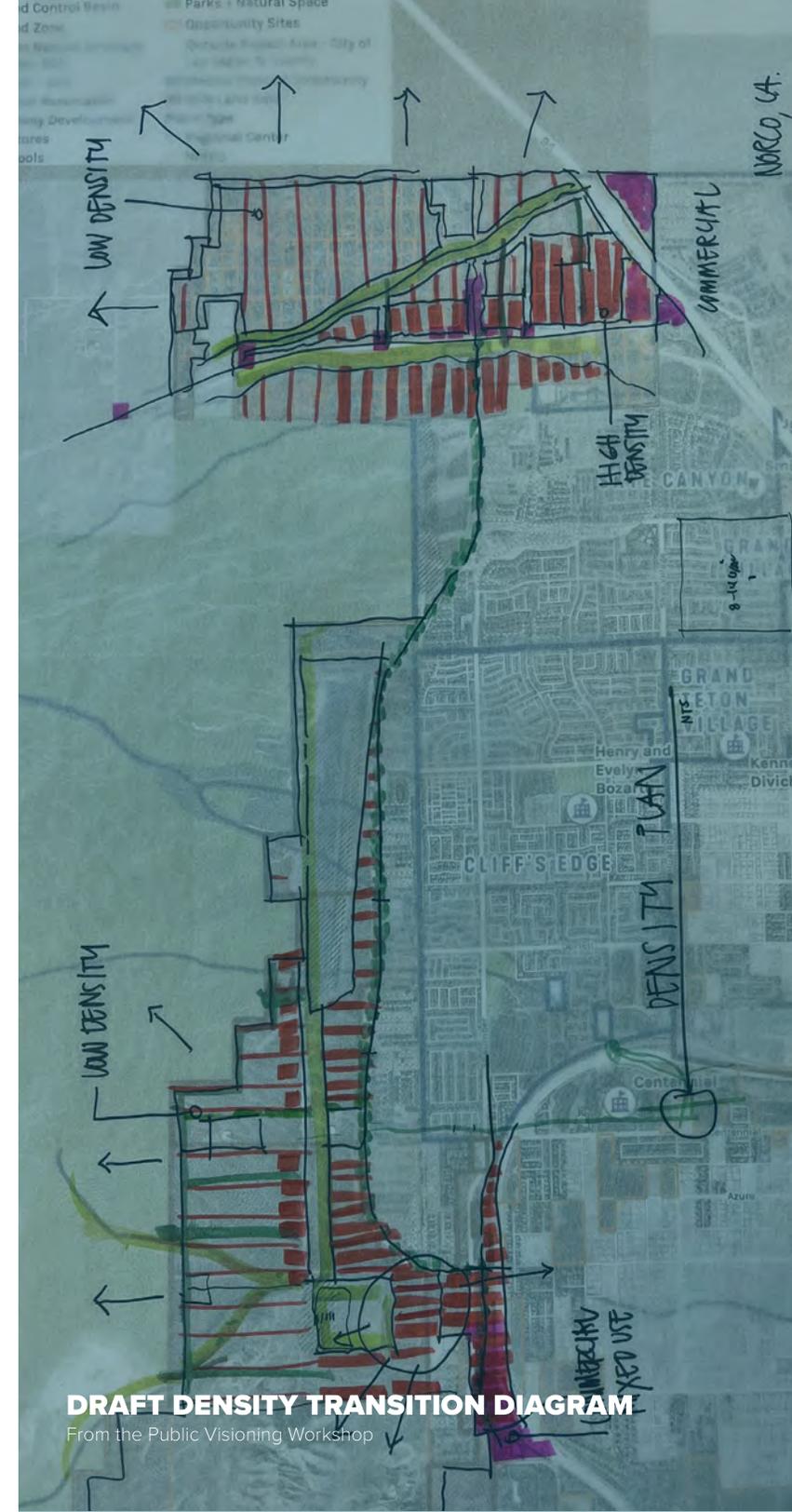


FOR MORE INFORMATION:

Visit [Chapter 2: Quality of Place](#) for more information on preferred site design

Kyle Canyon Draft Area Plan

1. Land and Natural Surroundings



DRAFT DENSITY TRANSITION DIAGRAM

From the Public Visioning Workshop

PRESERVE ARROYOS

Drainage systems that utilize both Clark County’s Regional Flood infrastructure in partnership with natural arroyos can assist in coping with predicted and extreme weather events. Arroyos provide naturally occurring drainage and filtration systems that facilitate water collection from hard surfaces, reduce pollution from water run-off, and circulate water back to Lake Mead.

In Las Vegas, arroyos are often used as non-motorized connections and linear parks, providing naturally cleared, ongoing routes throughout neighborhoods. Where possible, significant arroyos should be preserved and enhanced to provide water drainage, natural beauty, ecosystem preservation and non-motorized connections.



Arroyo site design

DESIGN CONSIDERATIONS:

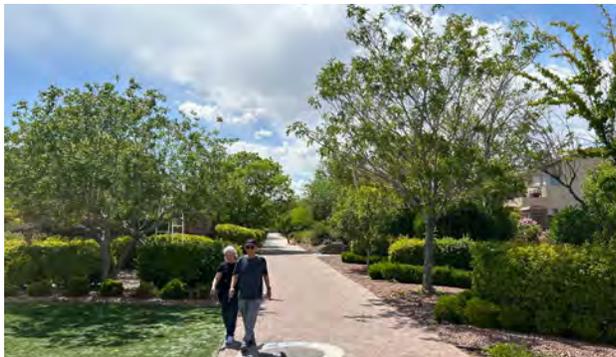
NATURAL
LANDSCAPE BUFFERS

10’
NON-MOTORIZED PATHS

PRESERVE VIEWS

UTILIZE
NATURAL MATERIALS

CONNECT
TO DESTINATIONS



Existing non-motorized connections in Kyle Canyon



Arranging land around natural systems

LIGHT REDUCTION STANDARDS

Site design and modification should be in compliance with the area specific ordinance and Title 19 amendment for La Madre Foothills and Lone Mountain. The area specific ordinance provides regulation for all outdoor areas of developments including parking lots, public rights of way, trails, buildings, signage and architectural elements.

The area specific ordinance provides initial standards that should be considered for expansion. Expansion could potentially cover applicable areas like Kyle Canyon, Tule Springs, and Nu Wav Kaiv, and other residential or commercial zoning districts.

DEFINITION

Shielding Angle: The angle formed by the horizontal plane of the lowest point of the light fixture and a straight line running from the lowest point of the edge of the interior of the light fixture to the lowest point of the light source.



Category	Standards
 <p>LIGHTING COLORS</p>	Light temperature should not exceed 4000 Kelvin
 <p>TIMING OF LIGHTING</p>	Exterior lights should be turned off during the period between an hour after a business or entity closes and an hour before the business opens to the public .
 <p>HEIGHT OF LIGHTING ON BUILDINGS</p>	Any lighting features on buildings extending above 45 feet should be off between the hours of 11 P.M. and 5 A.M.
 <p>LIGHT SHIELDING</p>	<p>Shielding of light fixtures (internal or external) should meet the following minimum standards:</p> <ul style="list-style-type: none"> ■ For light poles lower than or equal to 10 feet: Minimum shielding angle of 15 degrees. ■ For light poles above 10 feet to 15 feet: Minimum shielding angle of 30 degrees. ■ For light poles above 10 feet to 15 feet: Minimum shielding angle of 30 degrees. ■ For light poles above 20 feet: Minimum additional shielding of one degree per 1 additional foot in pole height.

Photo Sources, Wikimedia

D. IMPLEMENTATION

ACTION STRATEGY	IMPLEMENTATION
1.1 USE NATIVE AND ADAPTIVE PLANTS	<ul style="list-style-type: none">■ In keeping with Tree City USA, Las Vegas Tree Initiative, and urban forestry commitments to increase tree canopy coverage, plant a diverse assortment of native and adaptive street tree and plant species on public and private property that are tolerant of heat, cold, drought and wind; water efficient; low maintenance; non-invasive, and pest and disease resistant. Species with low resistance to climate hazards, according to the city's Urban Forestry Program and SNWA Regional Plant list standards should not be approved.■ Require a minimum of 1 street tree every 40-45' along arterial, collector, and residential roadways, utilizing private/public partnerships for implementation and maintenance
1.2 DESIGN WITH THE LAND	<ul style="list-style-type: none">■ Preserve slopes and hillsides, as defined under the Hillside Overlay ordinance and Outdoor Recreation/Desert Edge resolution, especially for identified sensitive slopes and ridgelines.■ Protect adjacent lands from urban encroachment through zoning and design guidelines along boundaries with the Tule Springs National Monument and Red Rock NCA.■ Work with the Mojave Desert Land Trust and BLM Nevada to host education and outreach sessions to help drive forward policy related to protection and restoration of natural areas bordering Kyle Canyon. (Adapted from Chapter 2: III.C, 2050 Master Plan)■ All development, right-of-way, parks and neighborhoods in Kyle Canyon should reduce nighttime lighting; regulating light pollution through shielded lighting and limiting high intensity lighting only to necessary roadways, intersections, and commercial areas through Title 19.08.040

ACTION STRATEGY

IMPLEMENTATION

1.2 DESIGN WITH THE LAND

- Work with Clark County Regional Flood Control District and developers to conserve, and protect arroyos and washes as recreational amenities within private development, working as a system with existing flood infrastructure to protect the public and property from flash flooding. Consider natural drainage channels rather than concrete where feasible to convey stormwater through the area, utilizing the proposed conveyance infrastructure locations identified in the Clark County Regional Flood Control District Master Plan (2023). (Chapter 4: IV.C, 2050 Master Plan)
- Work with Clark County Regional Flood Control District to establish metrics for determining significant washes/arroyos in regards to water capacity/channelization, depth, width, and overall ecosystem contribution. Amend Title 19 to require preservation and protection of significant arroyos during development negotiations.
- Preserve the arroyo along the south side of Kyle Canyon Rd, creating a linear park opportunity for non-motorized users and habitat linkage to Red Rock Conservation Area.
- Establish zoning and design guidelines within Title 19 and Title 20 that preserve the surrounding environment, regulating development patterns and roadway configuration to ensure vista preservation, long blocks of east/west development, shaded southwest facing facades, solar-conscious building configuration, northwest building glazing, natural ventilation, cool materials, height restrictions and density tapering close to preserved land. For more information, see Chapter 2. Quality of Place
- Develop urban design standards like preferred pavement materials, shade, and street tree requirements that mitigate the urban heat island effect. (Chapter 4: IV.B, 2050 Master Plan)



QUALITY OF PLACE 2

A. APPLYING THE GOALS

Creating quality places requires an understanding of the community’s culture and goals for the future. Along with the desire to preserve the natural conservation areas, Kyle Canyon residents expressed that they prefer light touch planning and encourage smart growth practices. A neighborhood mixed-use approach can help to keep development contained to strategic areas while also providing important community amenities that are within a walkable distance.

ALONG WITH THE DESIRE TO PRESERVE THE NATURAL CONSERVATION AREAS, KYLE CANYON RESIDENTS EXPRESSED THAT THEY PREFER LIGHT TOUCH PLANNING AND ENCOURAGE SMART GROWTH PRACTICES.

During the charrette, feedback from the public survey and advisory committee were cross-referenced with existing conditions. Preliminary analysis identified environmental design limitations, and public engagement highlighted community perspectives. Advisory committee meetings strategized to create a systematic approach that considered trade-offs in order to achieve the community vision within the environmental and market-driven constraints present. Discussions covered topics like implementing environmentally-conscious development, responding to development pressures with the community vision in mind, and funding infrastructure required to allow the community to grow sustainably and economically.



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

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

INCREASE HOUSING TYPES AND CHOICES FOR ALL INCOME LEVELS NEAR EXISTING AND NEW EMPLOYMENT CENTERS

COMMUNITY PERSPECTIVES



LIGHT TOUCH PLANNING



SMART GROWTH



COMPACT DEVELOPMENT

2

DESIGN NEIGHBORHOODS FOR CONVENIENCE AND QUALITY OF PLACE



All proposed land use types and recommended transitional densities west of US 95 (I-11) and north of Iron Mountain Road will generally align with the proposed Kyle Canyon Proposed General Plan map, with a focus on scaled mixed-use commercial activities at I-11 and the Kyle Canyon Road and Skye Canyon Park interchanges. Proposed land use and entitlement applications, including General Plan Amendments and Rezoning applications, should be considered and be recommended for approval or denial based on an application's consistency with this policy.

2.1 LAND USE

- Ensure land use compatibility with surrounding conservation areas and residential neighborhoods

2.2 NEIGHBORHOOD MIXED-USE & ECONOMY

- Provide nodes of mixed-use and commercial space for convenient access to neighborhood-serving businesses and services within a 15-minute walk.
- Provide placemaking like wayfinding or public art to contribute to a sense of neighborhood identity.
- Minimize the use of walls and fencing that disrupt neighborhood connectivity and cohesion
- Create a culture of responsible growth where small, local businesses can thrive.

2.3 NEIGHBORHOODS

- Provide subdivision and residential building designs that foster a sense of a traditional neighborhood, including prominent and well-defined entrances, rear alley loaded garages, cohesive signage, and street trees
- Require a range of housing types to serve the diverse needs and lifestyles of the community.



2

DESIGN NEIGHBORHOODS FOR CONVENIENCE AND QUALITY OF PLACE

B. STRATEGY SUMMARY

2.1 LAND USE

Land in the northwest focus areas of Kyle Canyon are zoned “PCD” to facilitate the Planned Development zoning district. In recent years, development agreements were negotiated during land sales to determine site characteristics, use, and form. As a result, Kyle Canyon is comprised of master planned communities with a mix of uses or established single family neighborhoods. An integral goal of this plan is to establish an overall vision for Kyle Canyon, driven by community feedback, the city’s 2050 Master Plan guiding principles, and resource needs as population increases. Through the vision identified by the community, the zoning code should be updated accordingly in order to implement cohesive, compatible development for the future that promotes a livable and resilient Kyle Canyon.

2.2 NEIGHBORHOODS

While much of northwest Kyle Canyon is not yet developed, what land uses do exist today are largely single-family homes. Many people move to northwest Las Vegas to get closer to nature, and further from the concentrated city center. This plan projects single-family housing to continue to be the predominant residential building type in Kyle Canyon, as is seen in Sunstone and Skye Canyon neighborhoods. However, it is important to integrate a diverse assortment of housing types to ensure that people of all lifestyles can reside in Kyle Canyon. These lifestyle types can range anywhere between retirees looking to downsize, to newly graduated young adults who are looking to rent an apartment. Medium-density housing could be integrated within neighborhood mixed-use in order to increase access to resources and feather density between mixed-use and single-family homes.



Kyle Canyon Draft Area Plan
2.0 Quality of Place

2.3 NEIGHBORHOOD MIXED-USE

The development of well-designed spaces with diverse housing and walkable neighborhoods can present a variety of benefits for Kyle Canyon. Creating a tight-knit community hub with access to grocery, retail, multi-family housing, employment opportunities and community space can build culture, reduce commute times, and increase resident health and happiness. Due to lack of transit in the area, it is integral to ensure job creation and access to co-working space within Kyle Canyon, so residents have the option to work close to home, reducing commute time, cars on the road, and overall greenhouse gas emissions.

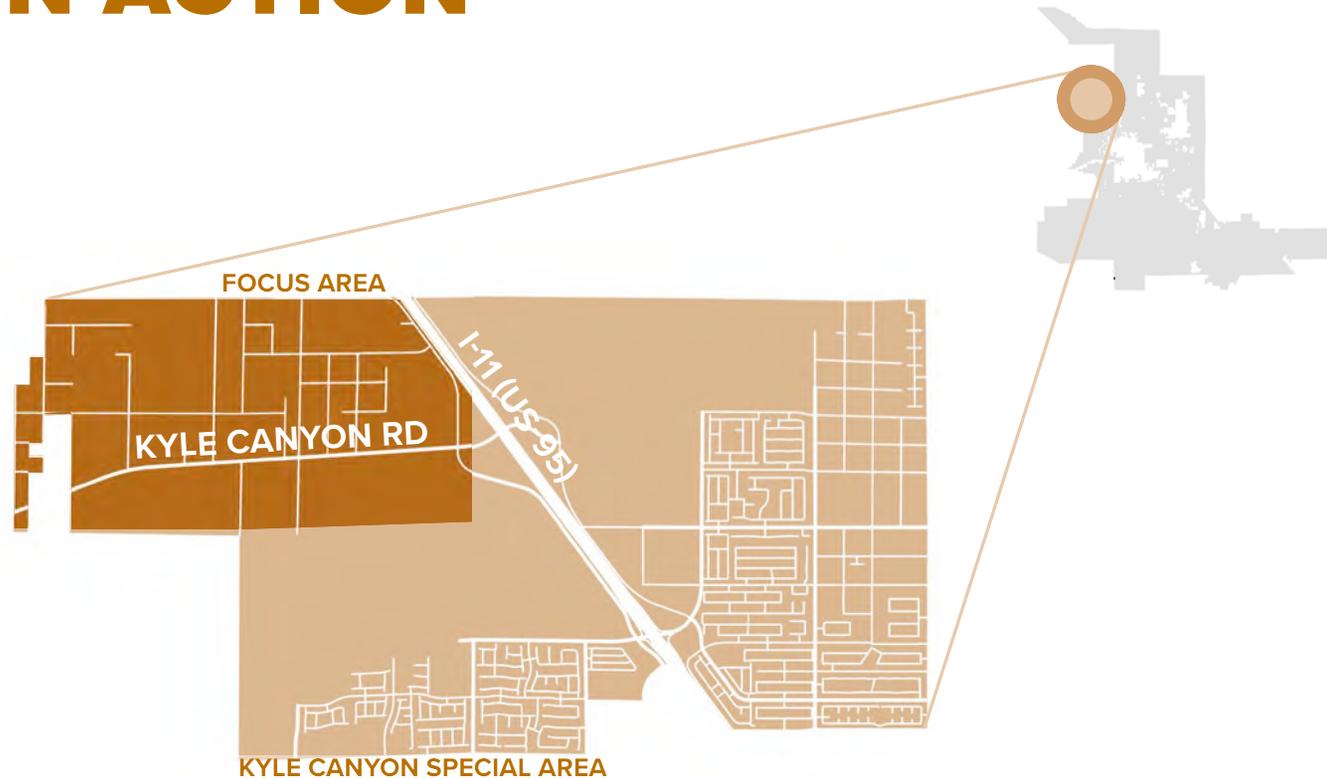
It is important to recognize that residential communities are likely to flourish if and when individual residents thrive. Providing excellent places for residents to “live, play, and work” is inherent to the concept of retaining valuable development dollars in the area. Residents can and should be able to reflect their own values, knowledge, and expertise into the spaces that they live in. Doing so will help Kyle Canyon become a place unique in and of itself, ensuring that citizens are excited about participating in the community they reside in.

Neighborhood mixed-use configuration and design should focus on creating vibrant, resilient, walkable community destinations along Kyle Canyon Road in order to sustainably cluster density, and mitigate urban sprawl. Design considerations like building frontage, ground floor activation, native landscaping, non-motorized connections, rear alley circulation, on-street parking and the removal of walls lining the roadway should be observed in both new and existing neighborhoods. These design elements help to provide a sense of “place” for Kyle Canyon, welcoming residents and visitors alike to neighborhood mixed-use and surrounding neighborhoods.

C. PLAN IN ACTION

The plan sets forth a cohesive development plan for the Focus Area and Kyle Canyon as a whole, based on what is set forth in Title 19 and what was heard in community engagement sessions and stakeholder focus groups.

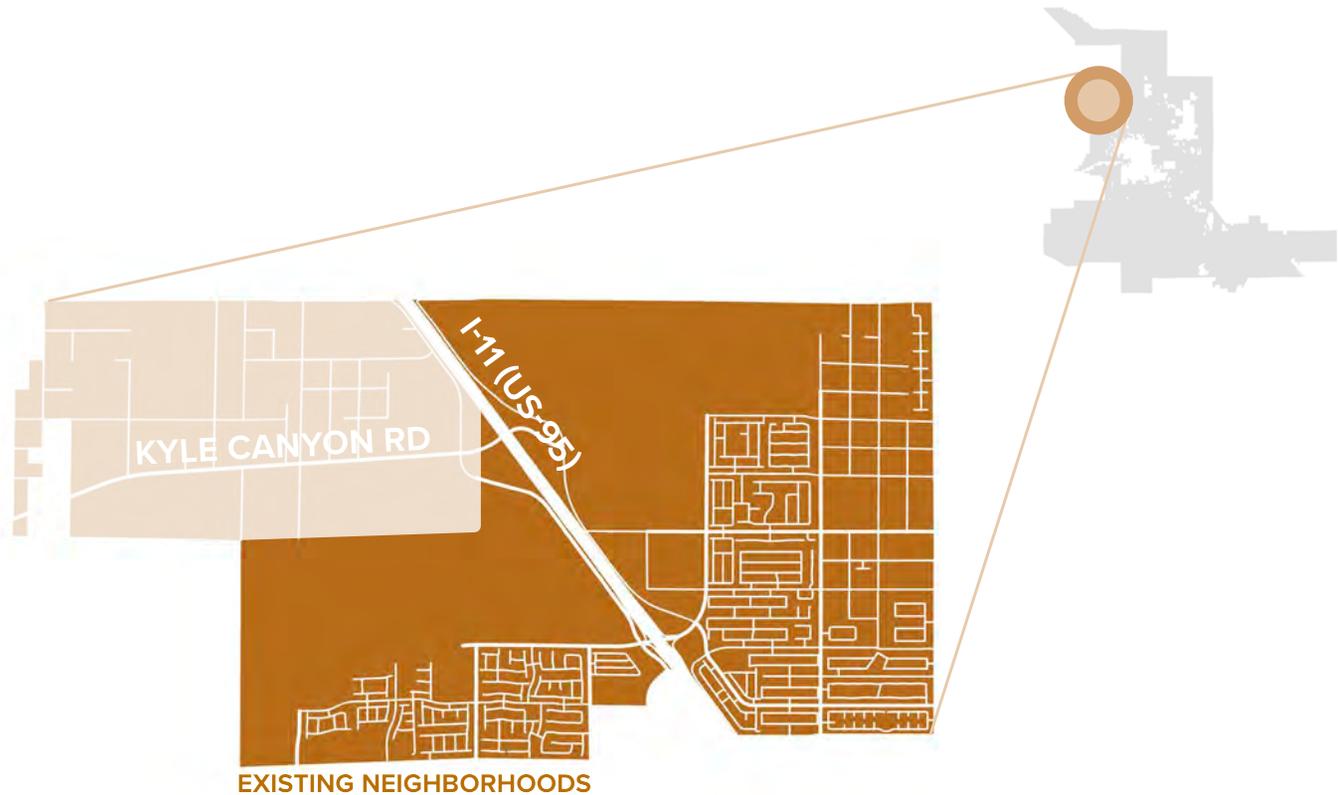
The Focus Area was designated to support in regulating development pressure for the undeveloped land in the northwest of Kyle Canyon.



2.1 Land Use

While the Special Area Plan sets the stage for responsible growth in northwest Kyle Canyon, the plan's principles and recommendations should also be applied to existing neighborhoods and in-progress developments. Sunstone, Skye Canyon, and Centennial Village, among other neighborhoods provide homes for Las Vegans who want to be close to both the city and the desert edge.

A diverse housing stock, increased non-motorized connections, access to public space, placemaking, streetscape and connections to town centers can help existing neighborhoods grow and thrive, providing quality of life for all residents.



Sunstone, Lennar



Park, Skye Canyon

2.1 Land Use

PROPOSED GENERAL PLAN

Future land use is proposed as part of the Special Area Plan to provide additional direction and specificity to the land use place types set forth in the 2050 Master Plan. The Master Plan identifies most of Kyle Canyon as Low Density Residential. As development pressures continue, it's important to ensure that the area is serviced by a mixture of uses, incorporating a diverse range of housing types, public facilities, public open space, and neighborhood mixed-use uses.



FOR MORE INFORMATION, VISIT:
[City of Las Vegas Municipal Code, Title 19](#)

From top to bottom: Henderson, NV (source: *The District at Green Valley Ranch*); Inspirada, Henderson, NV; Somerset at Providence, Las Vegas, NV; Henderson, NV (source: *Inspirada*); George 'Doc' Cavalliere Park, Scottsdale, AZ; Sagemont Park (source: *Summerlin, NV*)

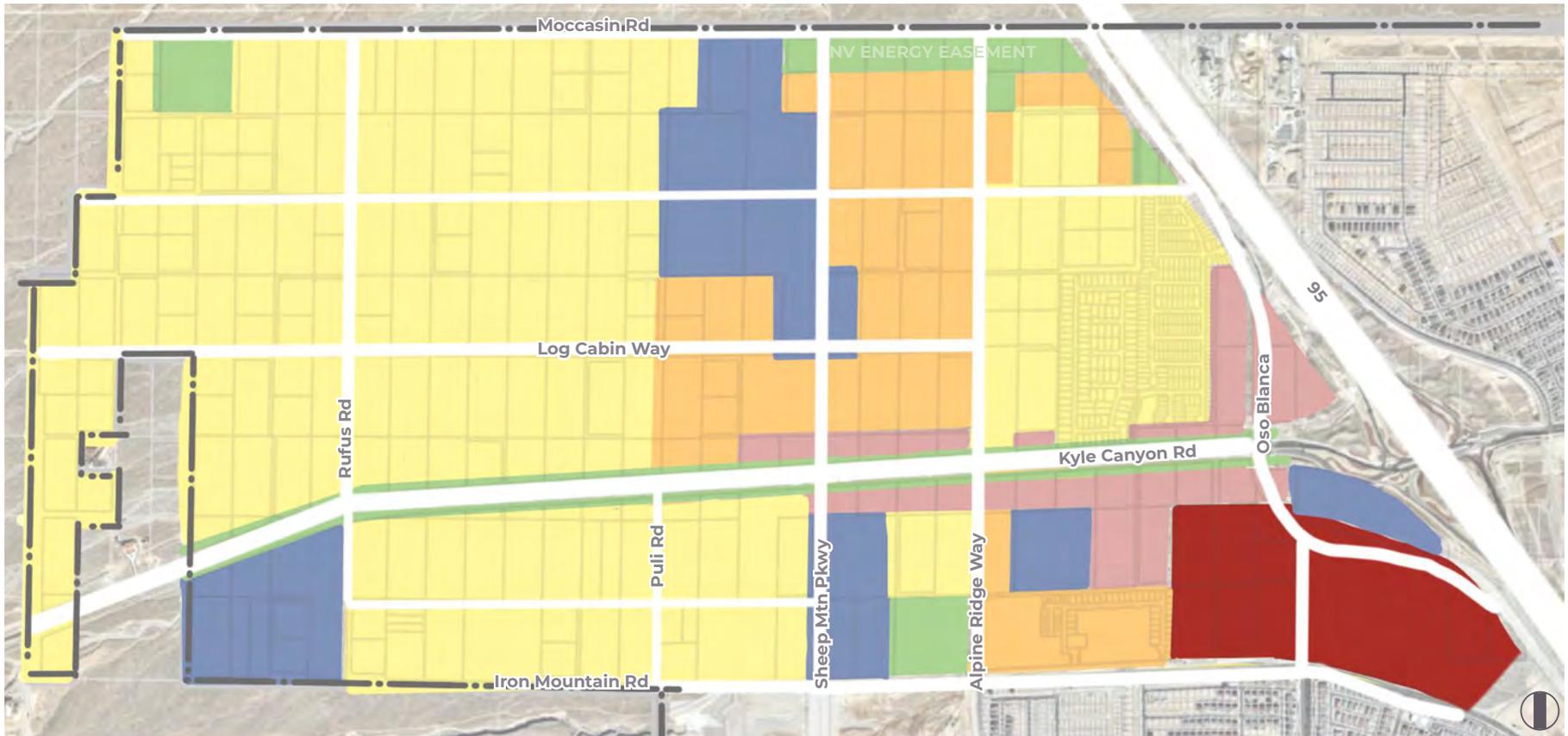


2050 Plan Use Type	General Plan Category	Compatible Title 19 Zoning	Description	Dwelling Unit/Acre	Total Units
COMMERCIAL	SC (Service Commercial)	C-1, O, P-O	Low intensity commercial offices, business, or retail	N/A	N/A
NEIGHBORHOOD MIXED-USE	NMXU (Neighborhood Mixed-Use Center)	C-1, C-2, R-3, R-4, C-V	Moderate intensity neighborhood-oriented mixed use	10-25	550-1,300
MEDIUM DENSITY RESIDENTIAL	ML (Medium Low), M (Medium), MLA (Medium-Low Attached)	R-TH, R-2, R-3, R-4	Multi-family housing, attached single family housing, and small lot detached single family housing. Site and building design complementary to surrounding context	8-12.5	1,300-2,000
LOW DENSITY RESIDENTIAL	ML (Medium Low), L (Low)	R-E, R-1, R-SL, R-CL, R-2,	Single family housing, attached and detached homes, compact to small lots	4-8.5	2,000-4,300
PUBLIC FACILITIES	PF (Public Facilities)	C-V	Public and semi-public buildings and facilities, civic uses and spaces, infrastructure, and utilities	N/A	N/A
PARKS & OPEN SPACE	PR-OS (Open Space)	C-V	Parks, recreational facilities, golf courses, open spaces, trails, and civic spaces	N/A	N/A

Unit count range estimated using the lowest and highest dwelling unit/acre value to produce a range of low to high density build out scenarios.

TOTAL 3,850-7,600

2.1 Land Use

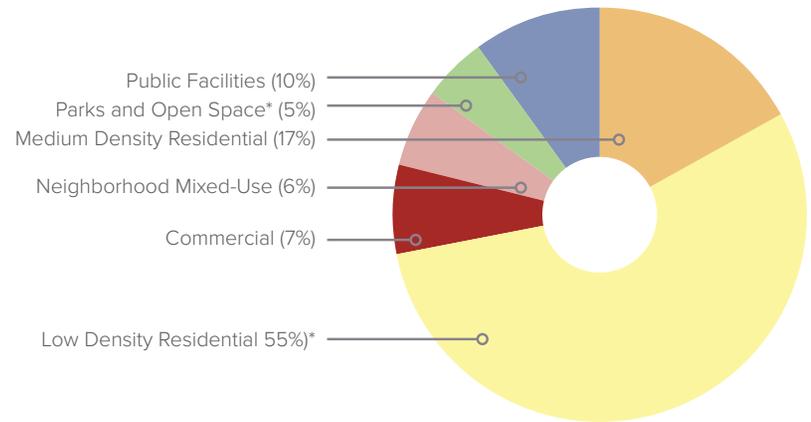


PROPOSED GENERAL PLAN

Proposed land use is compatible with Title 19 zoning districts and General Plan categories to aid in implementation. Development proposals should be in alignment with the recommended land use and zoning categories in this plan.

*L (Low Density Residential), DR (Desert Rural), and R (Rural) designations expected to extend west of city boundary into Sections 10,9,8,7, and 18

*Parks and Open Space totals include projected future park development



Kyle Canyon Draft Area Plan

2.0 Quality of Place

2.2 Neighborhoods

DIVERSE HOUSING TYPES

In order to support growing populations with various lifestyles, it is important to integrate diverse housing types at key locations. Attached residential housing can be located near neighborhood mixed-use and along collector streets to foster accessibility to resources and feather density between low-density, single-family homes.

Site design should be thoughtfully considered, promoting connectivity between neighborhoods, access to public open space, and rear vehicular circulation.

Avoid constructing solid-block walls (not including wrought iron, metal, or ornamental fencing) unless otherwise required for retainment or utility/ industrial buffering.



Townhomes fronting the street, removal of walls lining the roadway. (Inner circle: existing, model: proposed)

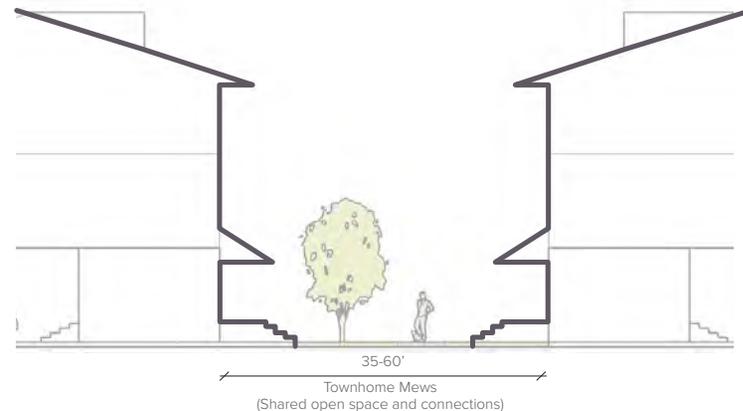
DEFINITION

Missing Middle Housing: Townhouses and stacked flats that transition from neighborhood mixed-use areas to adjacent residential neighborhoods. It promotes a diverse assortment of housing types for a variety of lifestyles, from new college graduates to retirees.



“ALLOW A DIVERSITY OF PRODUCT TYPES TO MEET THE NEEDS OF DIFFERENT DEMOGRAPHICS AND HELP DRIVE EQUITABLE COMMUNITIES THAT DO NOT PRICE OUT THE MAJORITY OF LAS VEGANS”

Advisory Meeting #1



Kyle Canyon Draft Area Plan

2.0 Quality of Place

2.2 Neighborhoods

Use Type

- Medium Density Residential
- Low Density Residential

SINGLE-FAMILY

Single-family housing is based on an urban model with bungalow and cottage style homes on smaller lots, some with back alleys, private or common yards, front porches and detached garages to the rear of the lots.

- Limit the amount of 1 story bungalow type buildings that are allowed
- Orient building entrances to front the street, providing a sidewalk connection to the right-of-way
- Encourage wrap around porches on corner lots
- Allow corner entrances on corner houses
- Orient open side yards south and east, when possible
- Provide alley access or shared driveways with garages in the rear



Inspirada, Henderson, NV; *Las Vegas Review*

DUPLEX-TRIPLEX

Duplexes and triplexes consist of structures that contain two or three dwelling units stacked or placed side by side with each unit having access directly to the street. This type has the appearance of a medium-sized family home and is appropriately scaled to fit within primarily single-family neighborhoods.

- Usually two stories
- Garages are usually attached and accessed from the back
- Encourage asymmetrical units that can mix with traditional mirrored units
- Alley access or shared driveways
- Encourage alignment of windows



South Summerlin Duplex

2.2 Neighborhoods

Use Type

- Medium Density Residential
- Low Density Residential

TOWNHOMES

These multi-storied homes are placed side by side. Townhouses are typically narrow, 2-3 story residential buildings with each unit having access directly to the street and a rear garage provided at ground level.

- Usually 2 stories of stacked flats, encourage a garden level where possible
- Garages (1-2 car) attached and accessed from the rear alley (20-25') with additional visitor parking to the rear
- Design the primary facade of each townhouse so it is evident where the unit begins and ends
- Ensure that all balconies and decks have a finished appearance, providing stoops, 5-20' front yards where possible. Avoid block walls
- Encourage vertical alignment of windows. Limit the variations in window shape and scale on a single facade. No fake dormer windows
- Encourage slight variation in architectural details, material or color to differentiate units
- Provide 30-75' mews

MAISONETTES

These stacked units have the look of individual town homes but allow more density. Each living unit has its own street level entrance and one-car garage (one additional parking space per unit is provided in each unit's driveway). The garages are internal to the building; space is provided just outside the garage door for additional parking. Usually 2 to 3 stories high

- Ensure garage entry from the back
- Provide private exterior space on the second floor

TOWNHOME DESIGN CONSIDERATIONS



Somerset at Providence, NV



Downtown Crown, Gaithersburg VA (Dan Reed)

2.2 Neighborhoods

Use Type

- Medium Density Residential
- Low Density Residential

FLEX SPACE HOUSING/LOFTS

These creative live/work units have first floor retail and living units above. An advantage of live/work is the flexibility of the spaces. Space above the first floor can be left raw, for use as living or working lofts, or can be finished to create market rate town homes.

- Balconies or large windows face the street
- Usually 2 to 4 stories tall
- Provide alley access to garages
- Encourage private exterior space on the second floor
- Ground floor commercial units have a shallow depth



Ely on Fremont, *Apartments.com*

FLATS

This building type consists of multiple dwelling units placed side by side or stacked, typically with one shared entry. It is appropriately scaled to fit adjacent to single-family neighborhoods transitioning to nearby commercial districts.

- Balconies or large windows face the street
- Usually 2 to 4 stories tall
- Provide alley access to garages or parking in the rear
- Encourage private exterior space
- 4-12 units typical



The Vine on 8th, *Apartments.com*

2.2 Neighborhoods

RESIDENTIAL MATERIALS

Exterior building material selection determines the durability and architectural language and compatibility of a building. Building materials reflect the quality of architecture designed to withstand time, and attract and inspire residents and visitors. Material selection also reflects the style of building and traditional methods of building that generate a unique sense of place.

- Tips to Follow:
 - Refer to Development Standards (19.06.040) in the Zoning Ordinance for allowable and prohibited materials.
 - Windows can have divided lights, but avoid snap-in grids
 - Articulation on side facades is encouraged
 - Because repetition is important to the composition of townhouses or flat type units, sufficient articulation of architectural elements on the primary facade of each unit is essential.
- Large windows on the front facade and the front door should be the dominant feature or point of emphasis on the street
- The use of materials should match the scale of the massing and the other architectural details. Fewer high quality materials with a cohesive appearance are preferred over a large range of contrasting materials
- Do not use vinyl siding as a primary building material. It may be used as a secondary or accent material
- Limit exterior finish materials for the first floor on all sides of townhouses./condos to primarily glass, brick (but not paneled brick), cut stone or cast stone



Stone base and stucco siding, Redfin, Henderson



**FOR MORE
INFORMATION, VISIT:**
[City of Las Vegas Municipal
Code, Title 19](#)

2.3 Neighborhood Mixed-Use

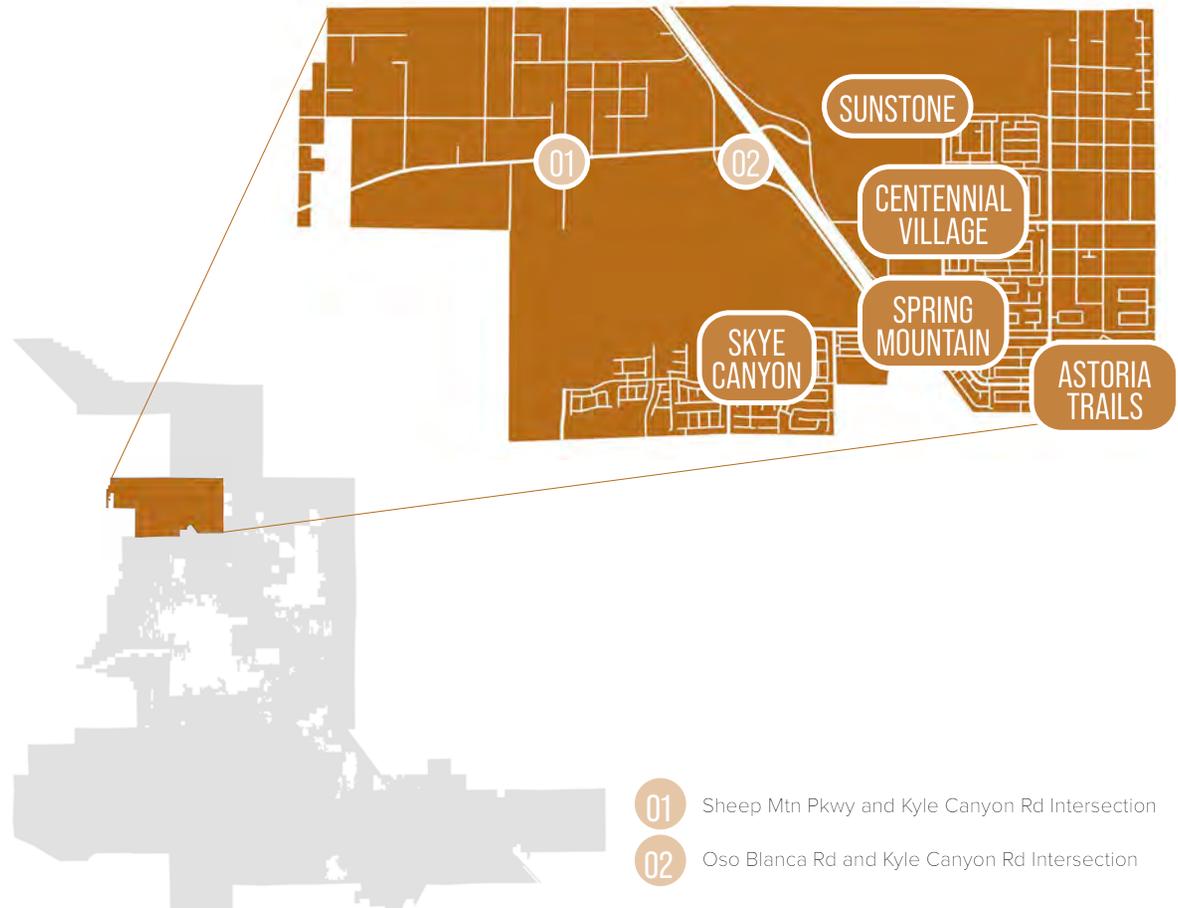
NEIGHBORHOOD MIXED-USE

CONNECTION TO 2050 PLAN

The 2050 Plan set the stage for implementing neighborhood mixed-use within key areas of the city. In Kyle Canyon, neighborhood mixed-use centers at critical intersections are recommended in order to serve surrounding neighborhoods and improve local and regional access to amenities and services.

“CREATE A FLEXIBLE DEVELOPMENT CODE TO HELP ACCOMMODATE INNOVATIVE DEVELOPMENTS”

Advisory Meeting #1



NEIGHBORHOOD MIXED-USE OFFERS:

CULTURAL/RECREATION OPPORTUNITIES

EMPLOYMENT CENTERS

NEIGHBORHOOD RETAIL

ENTERTAINMENT

MULTI-FAMILY HOUSING

MULTI-MODAL TRANSPORTATION



FOR MORE INFORMATION, VISIT:
[the city of Las Vegas 2050 Master Plan](#)

2.3 Neighborhood Mixed-Use

DESIGN PRINCIPLES

Neighborhood mixed-use design should promote multi-modal circulation and integrated neighborhoods through block wall removal, connected streets and sidewalks, rear parking and alleyway access. Single-family neighborhood character will be preserved through buffered density transitions. Townhomes and small apartment buildings should front heavily trafficked roadways, to buffer impact on single-family units. Attached residential and neighborhood mixed-use buildings should front the street, creating a walkable street wall, integrating streetscape along wide sidewalks.

“CREATE COMPACT DEVELOPMENT TO PROVIDE COMMUNITY RESOURCES AND PRESERVE ADJACENT LAND”

Advisory Meeting #1



2.3 Neighborhood Mixed-Use

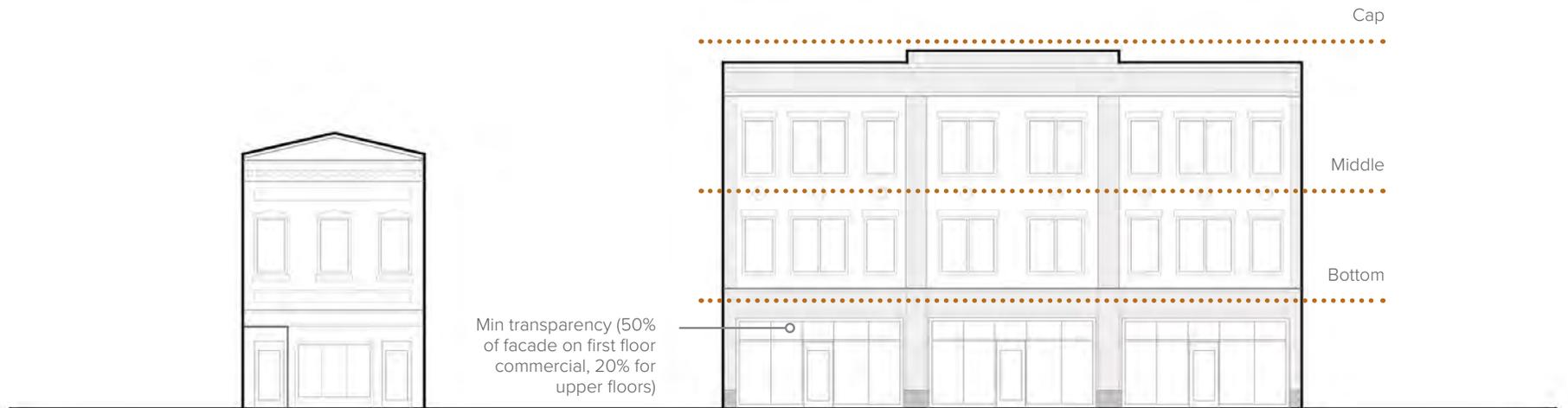
FACADE & BUILDING COMPOSITION

Facade Composition is the way the face of the building is organized. A good facade composition is naturally pleasing to the eye and shapes a comfortable street. Create a comfortable and enticing street frontage by employing strong hierarchy or organization of the building elements to shape a pleasing facade composition that resembles traditional "main street" scaling. Apply some of these tips to achieve a balanced, welcoming facade:

- Align common elements along the street where a distinct alignment pattern already exists
- Orient commercial buildings active uses and entrances to the street, thus strengthening the street wall and ensuring a district character of active, pedestrian-oriented streets
- Break up building massing with elements such as projecting tray windows, projecting eaves and landscaping



Break up building massing, *Wikimedia*



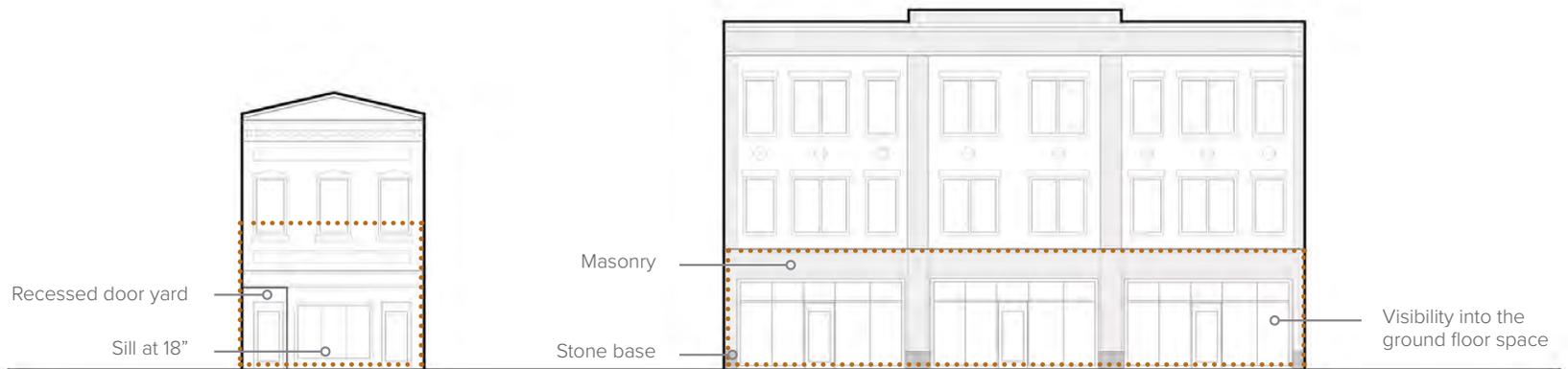
2.3 Neighborhood Mixed-Use

Design the Base

- Promote vertically proportioned windows in which the sills are not higher than 3-feet from the ground
- Provide a high percentage of shaded, transparent glass on the ground floor to engage pedestrians along the sidewalk and provide window displays.
- Use spandrel glass, shadow box, or window film only above the datum of the door height to conceal ceilings.
- Clearly define the main entrance with a change in material or color, trim, canopy or awning, or a door yard recess.
- Use complementary material for the building base to differentiate from the upper floors
- Pay special attention to corners where the building fronts two streets



Design the base, *Wikimedia*



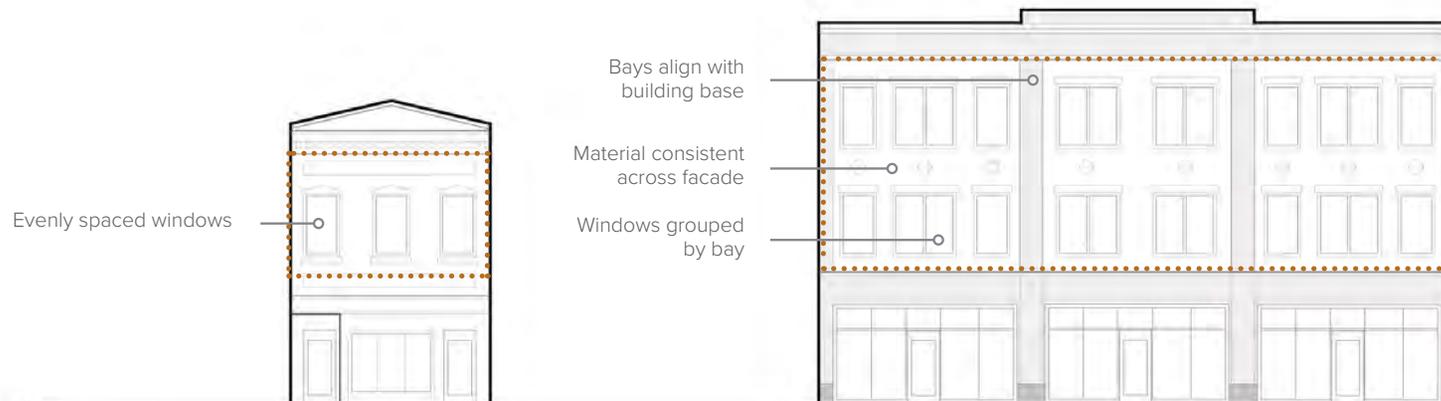
2.3 Neighborhood Mixed-Use

Design the Middle

- Size and place windows consistently.
- Use the same color mullions and framing on windows in the upper floors as in the ground floor.
- Maintain a continuous rhythm of windows in bays, aligned with the building base.
- Orient windows vertically.
- Provide a maximum of 20% fenestration of the upper story facade to contribute to thermal comfort and cost savings.
- Group windows together to create larger contiguous openings.
- Double hung or picture windows are preferred to casement.



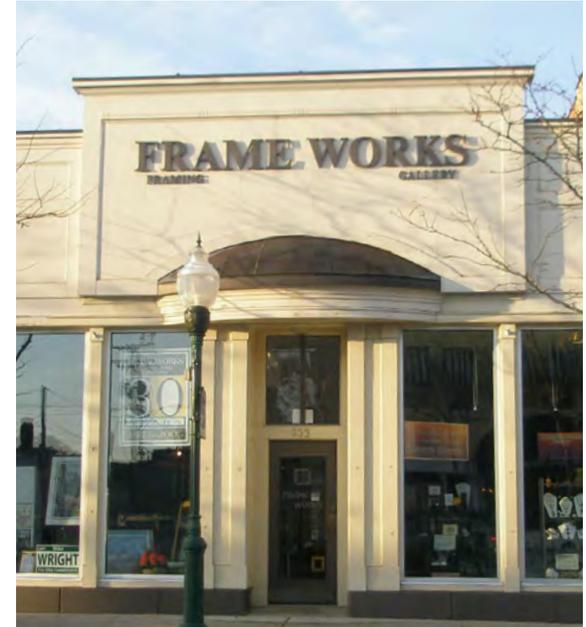
Design the middle, Redfin (Scottsdale, AZ)



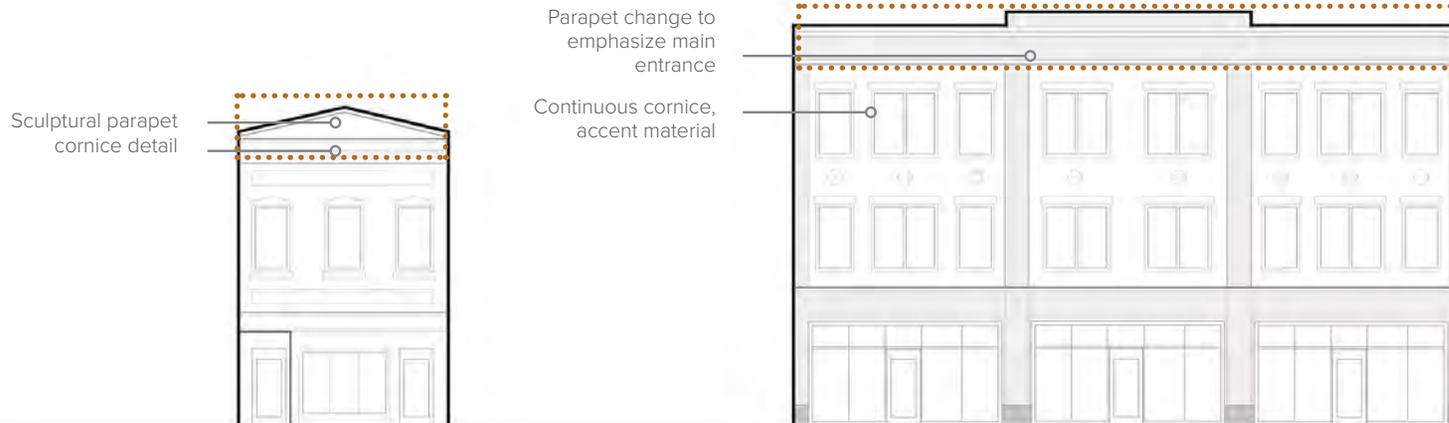
2.3 Neighborhood Mixed-Use

Design the Cap

- Use a cornice to capture vertical bays and architectural detail.
- Maintain a consistent cornice across the length of the building.
- The cornice should be proportional to the overall building massing, relative the scale of other openings and compositional elements, like the base.
- Repeat similar elements from the base definition to the top definition, such as dentils, a frieze, or the same accent material.
- Continue the primary building material through the top and use a band of accent material to make a distinct cornice.
- Include the entire top occupied floor in the building top; use a change in materials to emphasize a change in composition of the building mass.



Design the cap, *Wikimedia*



2.3 Neighborhood Mixed-Use

NEIGHBORHOOD MIXED-USE MATERIALS

Exterior building material selection determines the durability and architectural language and compatibility of a building. Building materials reflect the quality of architecture designed to withstand time, and attract and inspire residents and visitors. Material selection also reflects the style of building and traditional methods of building that generate a unique sense of place to a downtown.

- Refer to Development Standards (19.08.040) in the Zoning Ordinance for allowable and prohibited materials.
- Place materials that convey strength at the base of the building
- Coordinate colors on the building wall, trim and moldings, cornice and parapet, signs, and primary entrance
- Attention to detail and easily maintained, desert-appropriate materials convey a message of good service and products.

- Use durable, high-quality building materials that have an appearance of permanence and substance, consistent with surrounding buildings. Brick, or stone is required, although other high-quality materials may be considered by the Planning Commission.
- Design new building construction and renovations to have consistent massing and color with the desired scale and proportion of the business corridor or area.
- Use harmonious colors such as earth tones. Avoid bright tones except when used as accent tones



The District at Green Valley Ranch



FOR MORE INFORMATION, VISIT:

City of Las Vegas Municipal Code,
[Title 19.08.040](#) for allowable materials

2.3 Neighborhood Mixed-Use

Masonry

Masonry building materials include brick (natural, glazed, or painted), stone (natural and synthetic), and terra cotta. Masonry materials are preferred for their authenticity as traditional building materials and their durability.

Siding

Siding is a common vernacular material in residential construction. Siding products include natural or composite wood, or cement fiber board such as Hardie Panel. Use of siding is not recommended outside of residential applications.

Architectural Metal Panel

Metal panel is a common contemporary building material. While popular, it does not have the natural texture, scale, and traditional authenticity of masonry materials and should be used as an accent material only.

Stucco

Traditional stucco is a cement-based plaster for exterior application. Synthetic stucco and exterior insulation and finish system (EIFS) mimic the look of plaster with contemporary building products. Synthetic stucco and EIFS do not have the durability or quality for use beyond residential construction or in upper floor accents. Traditional stucco is preferred for non-residential uses.

Architectural Detail, Accent & Trim

Additional building materials may be a part of the palette for use in details, accent or trim. Wood and metal are traditionally found in storefronts within a masonry building. More contemporary materials such as glass fiber reinforced fiber cement or molded polyurethane may be used to create architectural details traditionally carved from wood or stone.

RECOMMENDED MATERIALS:

STONE

BRICK

TERRA COTTA

SIDING/STUCCO (ACCENT AND RESIDENTIAL USES ONLY)



Durango, Stations Casino



The District, Green Valley Ranch

Kyle Canyon Draft Area Plan

2.0 Quality of Place

2.3 Neighborhood Mixed-Use

I-11 (US-95)/KYLE CANYON CONCEPT

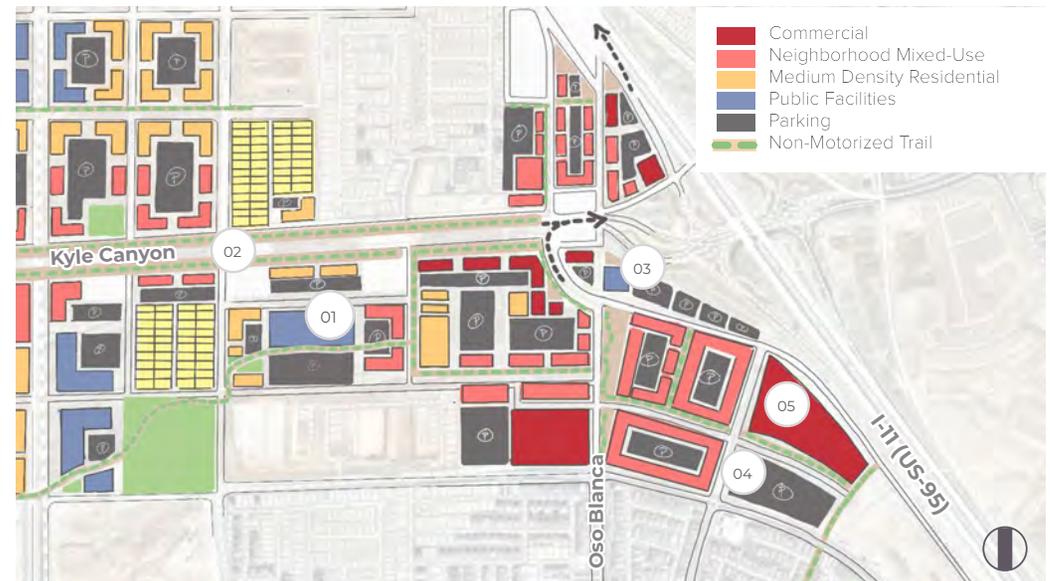
Land surrounding Kyle Canyon Road and Oso Blanca Road is identified as a mixed-use node opportunity within the 2050 Master Plan. Neighborhood mixed-use and community services should be considered to serve recent and projected neighborhood development along Kyle Canyon. The neighborhood mixed-use location provides non-motorized access to the surrounding neighborhoods, as well as vehicular access to I-11 (US-95) and other regional destinations.

Design considerations include:

- Provide local art and placemaking
- Preserve natural vistas and arroyos
- Avoid non-functional walls that prohibit circulation and transparency
- Incorporate green space, streetscape and native landscaping
- Promote safe, non-motorized access between neighborhoods
- Maintain mixed-use frontage along Kyle Canyon



The District, Green Valley Ranch



Conceptual neighborhood mixed-use at Kyle Canyon and I-11 (US-95)*

- | | |
|-----------------------------------|--------------------|
| 1. Community Center | 3. RTC Park & Ride |
| 2. Relocated Arroyo & Linear Park | 4. Parking Garage |
| | 5. Stations Casino |

*All street design must adhere to NDOT Access Management System and Standards, or receive entitlement



FOR MORE INFORMATION, VISIT:

[Nevada DOT Access Management System and Standards](#)

2.3 Neighborhood Mixed-Use

SHEEP MOUNTAIN PARKWAY CONCEPT

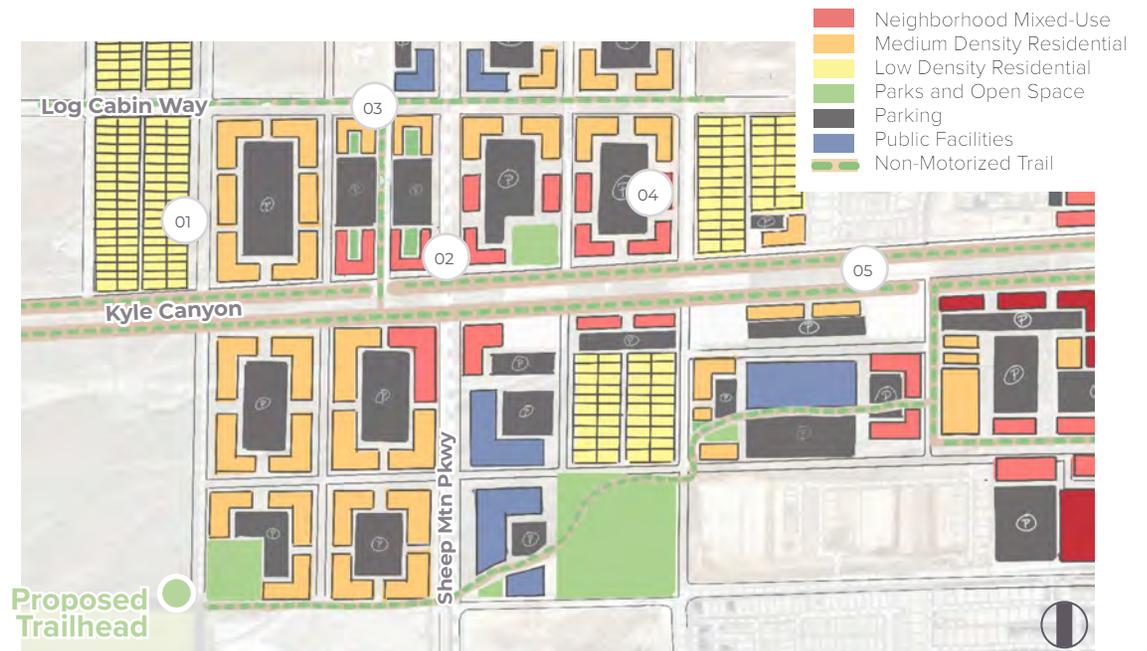
As development continues within the focus area, a smaller neighborhood mixed-use is needed along Kyle Canyon Road and Sheep Mountain Parkway to service growing neighborhoods. Density should be tapered west of Sheep Mountain Parkway, with neighborhood mixed-use and multi-family housing concentrated to the east along Kyle Canyon Rd. Site design should consider the pedestrian experience.

Design considerations include:

- Arroyo preservation
- Incorporate light reduction standards
- Feather density west of Sheep Mountain Parkway
- Avoid non-functional walls that prohibit circulation and transparency
- Activate groundfloor uses, enhancing walkability
- Provide local art, plazas and green space
- Incorporate shade, drought-tolerant, SNWA approved street trees and landscaping
- Promote safe, non-motorized access between neighborhoods
- Provide rear parking
- Maintain mixed-use frontage along Kyle Canyon



Inspirada, NV



Conceptual neighborhood mixed-use at Sheep Mountain Parkway*

*All street design must adhere to NDOT Access Management System and Standards, or receive entitlement. No driveway access allowed on Sheep Mountain Parkway

1. Density Transition
2. Neighborhood Mixed-Use fronting Kyle Canyon
3. Potential Integrated Energy Storage
4. Interior Parking
5. Relocated Arroyo & Linear Park

Kyle Canyon Draft Area Plan

2.0 Quality of Place

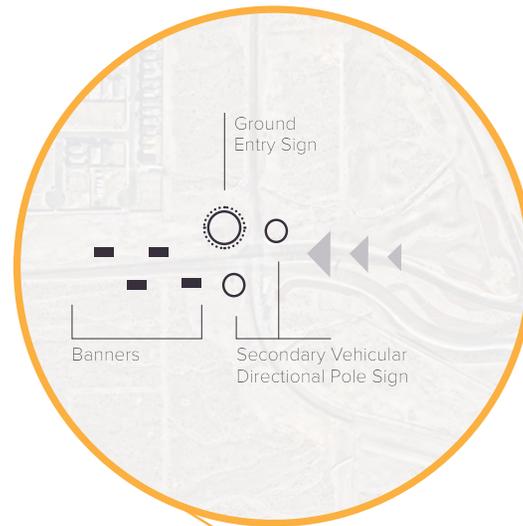
2.3 Neighborhood Mixed-Use

PLACEMAKING & WAYFINDING

As Kyle Canyon grows, wayfinding and signage should be integrated into the community to establish a sense of place and link the area to surrounding regional destinations. Signage typologies should follow the city's branding and sign typologies utilized within the Downtown Wayfinding and Branding Plan.

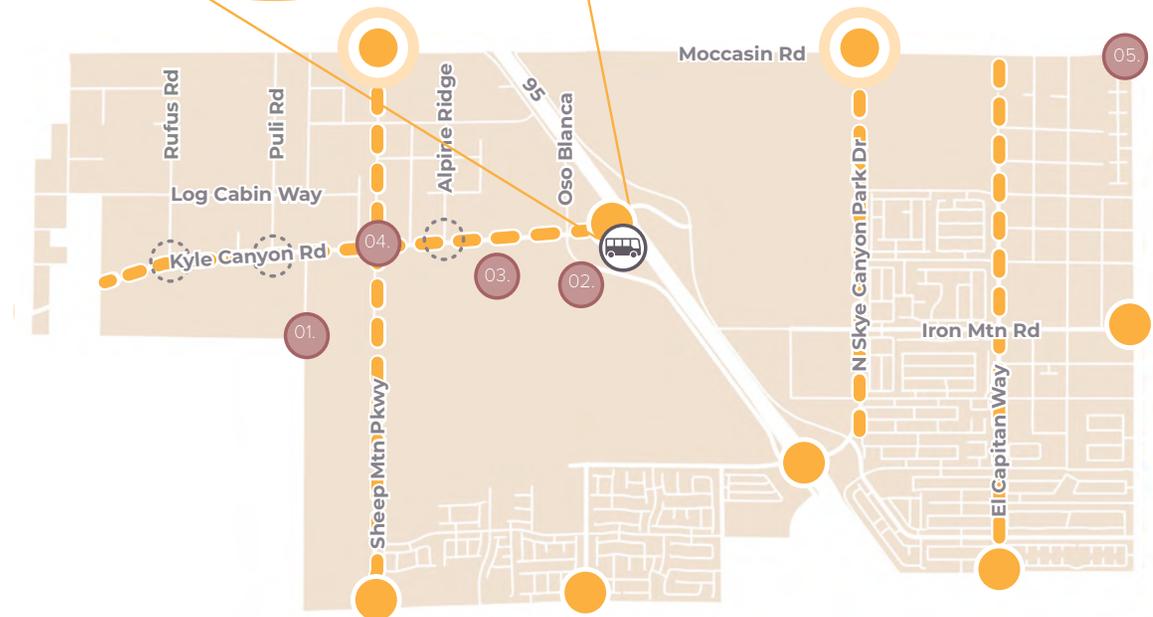
SIGNAGE DESTINATIONS

- Parks and Recreation (Red Rock NCA, Tule Springs National Monument, Northwest Regional Park)
- Future Neighborhood Mixed-Use Centers (Oso Blanca Road/Kyle Canyon Road and Sheep Mountain Parkway/Kyle Canyon Road)
- Cultural Destinations (Schools and Future Community Centers and Libraries)
- Regional Destinations (Downtown Las Vegas, The Strip, Floyd Lamb Park, Centennial Hills Library & Community Center, La Madre Foothills and Centennial Hills Special Areas)



“WE WANT TO SEE TRAILHEADS AND SIGNAGE AT KEY DESTINATIONS”

Advisory Meeting #2



1. Proposed trailhead & Red Rock NCA
2. Stations Casino & Neighborhood Mixed-Use at Oso Blanca
3. Proposed Community Center
4. Neighborhood Mixed-Use at Sheep Mtn Pkwy
5. Tule Springs National Monument

- City Entry Art
- Gateways
- Entryway Corridor (Banners)
- Major Points of Interest
- Potential Park and Ride
- Roundabout Wayfinding



FOR SIGN TYPOLOGY DESIGN, VISIT:

[Vision 2045 Downtown Las Vegas Master Plan](#)

D. IMPLEMENTATION

ACTION STRATEGY

IMPLEMENTATION

2.1 LAND USE

- All proposed land use types and recommended transitional densities west of I-11 (US-95) and north of Iron Mountain Road will generally align with the proposed Kyle Canyon Proposed General Plan map, with a focus on scaled mixed-use commercial activities at I-11 and the Kyle Canyon Road and Skye Canyon Park interchanges. Proposed land use and entitlement applications, including General Plan Amendments and Rezoning applications, should be considered and be recommended for approval or denial based on an application’s consistency with this policy.

2.2 NEIGHBORHOODS

- Diversify and improve housing stock to include a range of building types and “missing middle” housing appropriate for transit-oriented developments. (Chapter 3: III.A, 2050 Master Plan)
- Integrate affordable housing into neighborhood mixed-use place types through the use of zoning regulations and other enabled policies. (Chapter 3: III.A, 2050 Master Plan)
- Amend LVMC Title 19 to remove affordability barriers and to allow more mixed residential dwelling unit types in areas of transformation and enhancement, including accessory dwelling units, garage conversions, casitas, or granny flats, with selective applications in areas of preservation. (Chapter 3: III.A, 2050 Master Plan)
- During development negotiations, ensure neighborhood site plans include non-motorized circulation, vehicular connectivity, tree canopy coverage, designated park and public gathering space, arroyo preservation where possible and the removal of walls lining the roadway.
- All development, right-of-way, parks and neighborhoods in Kyle Canyon should use wrought iron or ornamental fencing in-lieu of solid-block walls. Amend Title 19 to avoid the use of solid-block walls.
- Utilize Design Guidelines recommended in Chapter 2 to guide development negotiation conversations and set a cohesive vision for site design, building facade composition, and materials

ACTION STRATEGY

IMPLEMENTATION

2.3 NEIGHBORHOOD MIXED-USE

- Design flexible use spaces, such as parks and plazas, that can be transformed into temporary markets and festival spaces to create opportunities for small business to hold pop-up shops. (Adapted from Chapter 3: II.A, 2050 Master Plan)
- Utilize the general land use plan set forth in this document to approve or deny proposed land use and entitlement applications, with a focus on scaled mixed-use commercial activities and recommended transitional densities that mitigate urban sprawl, cluster community resources, and preserve the natural ecosystem.
- During development negotiations, ensure neighborhood mixed-use site plans include non-motorized circulation, native streetscape, designated park and public gathering space, arroyo preservation where possible and the removal of walls lining the roadway.
- Achieve a jobs-housing balance through the application of neighborhood-mixed use nodes, specifically along Kyle Canyon Road and at the Sheep Mountain Parkway and Oso Blanca Road intersections. (Chapter 4: 1.A)
- Create and implement a Kyle Canyon Branding Plan through banners, gateway installations, monuments, and public art on existing walls along major roadways like Kyle Canyon and Sheep Mountain Parkway.
- Evaluate and designate space within public/private facilities as a job training and workforce development zone and partner with CCSD, Workforce Development organizations, and NSHE to offer classes in those spaces.
- Promote private/public partnerships to create shared co-working space for remote workers.



**RECREATION
AND ACTIVE LIFESTYLES**

3



A. APPLYING THE GOALS

Access to parks and open space was repeatedly identified as a top priority throughout the 2050 Master Plan planning process. Residents highlighted the region’s natural features and recreation opportunities as key amenities. Kyle Canyon’s prime location adjacent to Red Rock NCA prompts opportunities for key connections between neighborhoods and preserved land, significantly improving park access metrics. In addition, park space should be interwoven within new development to foster neighborhood placemaking and healthy living.

“KYLE CANYON IS A UNIQUE AREA THAT IS THE GATEWAY TO MOUNT CHARLESTON AND THE OUTDOORS”

Advisory Meeting #1

As the city prioritizes locations for new parks – safe, convenient access to those parks is paramount to help motivate residents to choose a healthier alternative to driving. This plan recommends design considerations for the city’s existing non-motorized network and identifies connections to the regional trail networks.

STRENGTHEN RECREATION AND CULTURAL OPPORTUNITIES FOR RESIDENTS AND VISITORS

PROVIDE EQUITABLE ACCESS TO FACILITIES AND SERVICES THAT HELP MEET RESIDENTS’ HEALTH AND WELLNESS NEEDS AND ENHANCE COMMUNITY WELLBEING

COMMUNITY PERSPECTIVES



NON-MOTORIZED TRAIL SYSTEM



ACCESS POINTS



TRAIL AMENITIES

3

PRIORITIZE RECREATION AND ACTIVE LIFESTYLES ALONG DESERT EDGE WITH ACCESS TO KEY NATURAL AREAS LIKE MOUNT CHARLESTON, RED ROCK NCA, AND TULE SPRINGS FOSSIL BEDS NATIONAL MONUMENT



Parks and recreational activity should complement desert edge activities. Where possible, public and private parks and trails should embrace outdoor recreation opportunities and connections to the Spring Mountain National Recreation Area, Red Rock Canyon National Conservation Area, Tule Springs Fossil Beds National Monument, and adjacent areas of the city.

3.1 PARK EXPERIENCE

- Consider the size, placement, typology, and function of parks and open space, intentionally incorporating them into neighborhood design.
- Balance outdoor recreation activities on the desert edge with development, creating trails and parks that complement and preserves context-sensitive desert land.

3.2 ACCESSIBLE OPEN SPACE

- Provide multi-modal trail connectivity between parks, existing prominent trail systems, nearby subdivisions, and to the natural recreation opportunities in the Red Rock NCA to the west.
- Integrate all development with existing and planned trail networks.

B. STRATEGY SUMMARY

3.1 PARK EXPERIENCE

The Imagine Las Vegas Parks Plan was updated in 2023 as part of the 2050 citywide Master Plan Update. The parks plan stresses equitable access to facilities and programming citywide. Facilities and amenities rated as high priority items within the 2050 Parks and Recreation Master Plan are:

- Walking trails
- Shade structures & picnic areas
- Trees
- Nature education/centers/garden
- Biking/multi-use paved trails
- Dog parks (off-leash)

The plan identified a citywide level of service goal of 7 acres of space per 1,000 residents. Currently, the city sits at approximately 4.4 acres per 1,000 residents.

While northwest portions are mostly undeveloped, the Kyle Canyon community 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 homeowners association pocket and neighborhood parks, but new parks, including Igor Soldo Memorial Park and the Northwest 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 and community facilities should continue to be prioritized within new development, considering the programming and recreational needs of the unique neighborhood of Kyle Canyon.

3

PRIORITIZE RECREATION AND ACTIVE LIFESTYLES WITH ACCESS TO KEY NATURAL AREAS LIKE MOUNT CHARLESTON, RED ROCK NCA, AND TULE SPRINGS FOSSIL BEDS NATIONAL MONUMENT



FOR MORE INFORMATION, VISIT:
[Imagine Las Vegas Parks Plan](#)



Kyle Canyon Draft Area Plan
3.0 Recreation and Active Lifestyles

3.2 ACCESSIBLE OPEN SPACE

Kyle Canyon acts as a gateway to Red Rock NCA, Mt. Charleston, and Spring Mountains. This area boasts scenic vistas, rugged cliffs, over 30 miles of unsanctioned single-track trails, and over 60 miles of motorized trails. The area is served by two trailheads, south of La Madre Foothills. Over the last several years, visitors to these trails have increased dramatically, and as the northwest continues to develop, this trend will only continue. The addition of one or more trailheads with additional hiking and mountain bike trail access could help to accommodate this increase in visitors.

The Bureau of Land Management has developed a Recreation Area Management Plan (RAMP) for La Madre Foothills to create a long-term vision for improving and conserving this space for public recreational use and resource protection. Kyle Canyon can be part of the mindful development of this natural attraction, ensuring the land is managed respectfully, economically, equitably, and safely, while also creating a valuable community asset.



FOR MORE INFORMATION VISIT:
[Recreation Area Management Plan \(RAMP\)](#)

3.1 Park Experience

C. PLAN IN ACTION

PRIORITIZING PARK SPACE

During development discussions, vacant parcels should be reserved as opportunities for open space and desert ecosystem preservation, to mitigate heat island effects, enhance placemaking, social interaction, wellbeing, quality of life, and to foster natural ecosystems within Kyle Canyon's urban grid.

Within new development, park space should be organized thoughtfully and prioritized. Park space allocations should ensure that all residents are within a 5-10 minute walking distance to a public plaza, park, green space, or conservation areas. Parks should be designed around the natural environment, preserving arroyos, topography and vistas. Materials used should be maintainable and resilient within a desert environment.

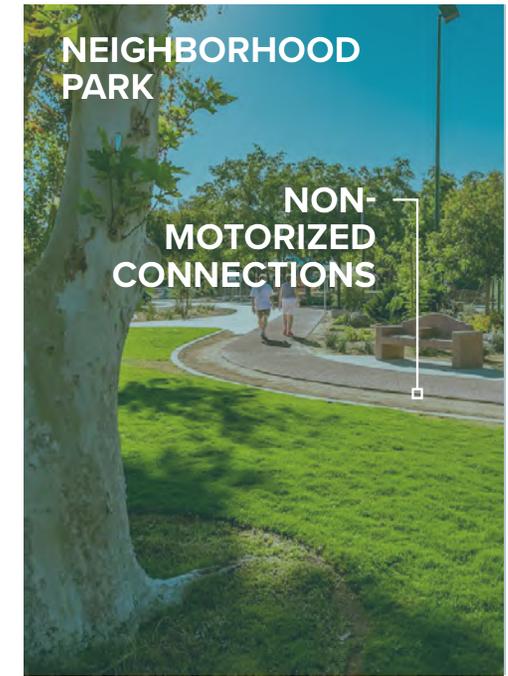
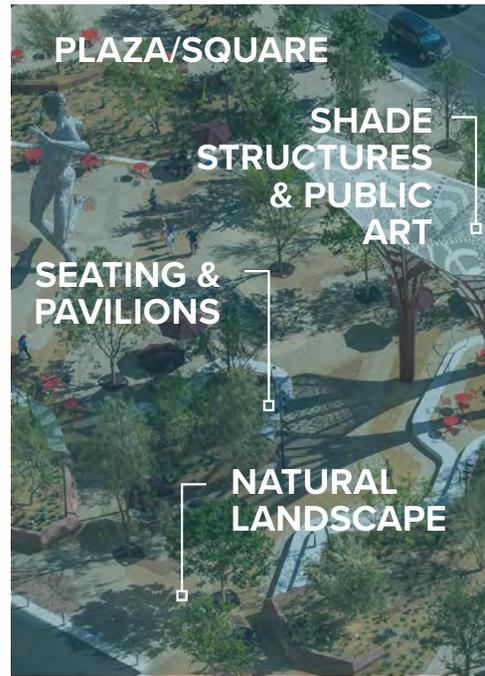


FOR MORE INFORMATION VISIT: [City of Las Vegas 2050 Master Plan and Imagine Las Vegas Parks Plan](#)



2050 PLAN OUTCOME

7 acres of park space per 1,000 residents within a 10-minute walk (this equates to 500 additional acres* by 2050 in Kyle Canyon (based on 2050 population projections))



Top Left: The Park, Las Vegas, Hanns Jooster; Top Right: Bob Baskin Park; Bottom: Sagemont Park, Summerlin NV

3.1 Park Experience

IRON MOUNTAIN TRAIL PARK

Iron Mountain Park is a proposed trailhead and park featuring walking paths, restrooms, parking, dog parks, play courts, and open lawn space. The park is proposed to be implemented by the Skye Canyon master developer just south of Iron Mountain Road adjacent to Red Rock Conservation Area, west of Sheep Mountain Parkway. The proposed trailhead provides opportunity for non-motorized access and connection to Red Rock Conservation Area and the surrounding neighborhoods.

IGOR SOLDO MEMORIAL PARK

Sited between Iron Mountain Road and Radley Avenue to the north/south, and just west of Alpine Ridgeway, Igor Soldo Memorial Park is currently in the design process, to be constructed by the Skye Canyon master developer and dedicated to the city. The park has opportunity for recreational fields and courts, as well as a playground.



FOR MORE INFORMATION VISIT:
[the La Madre Foothills Special Area Plan](#)

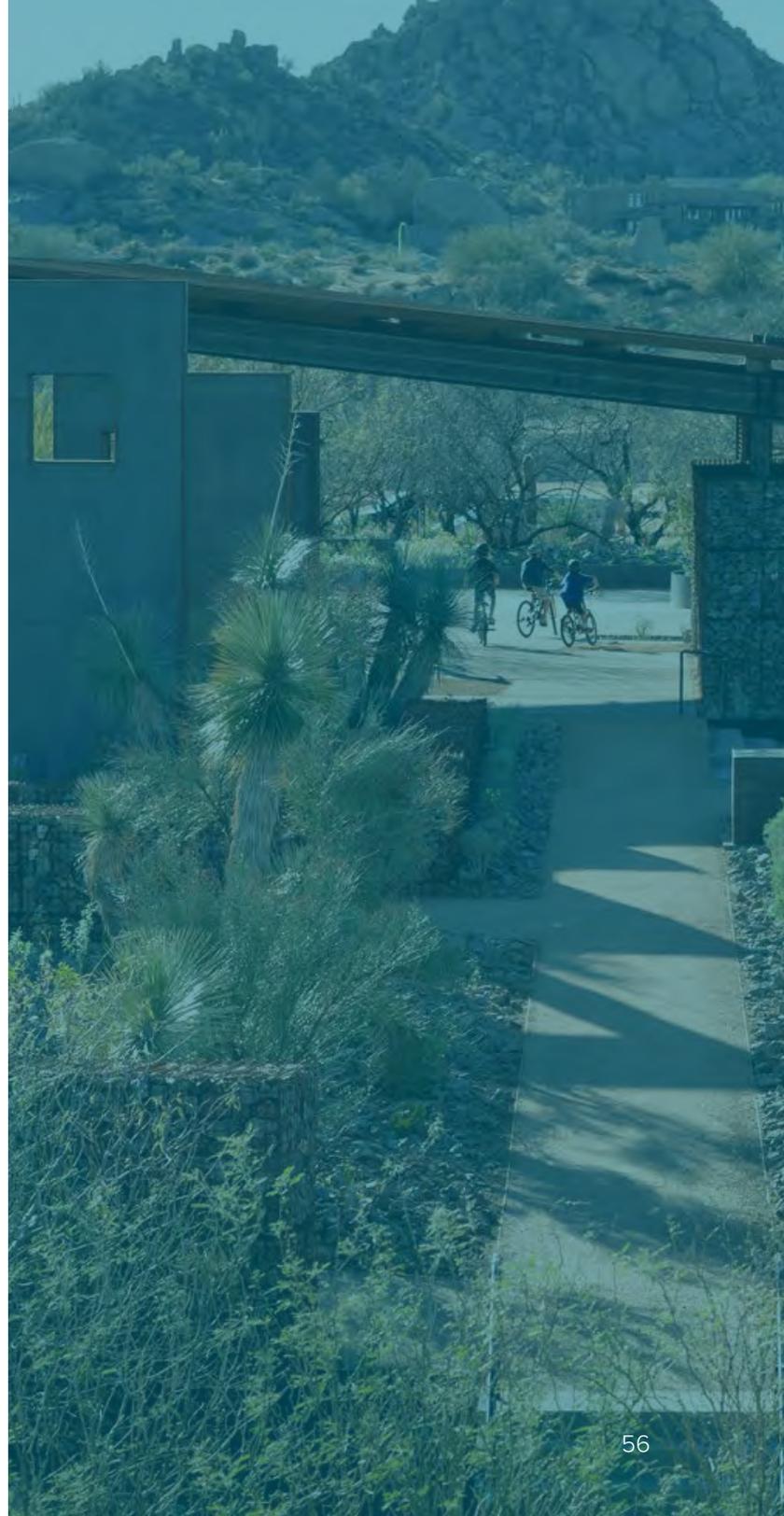


2050 PLAN OUTCOME

85% of housing units are within 1/2 mile of public parks by 2050 (Based on 2050 population projections)

Kyle Canyon Draft Area Plan

3.0 Recreation and Active Lifestyles



3.1 Park Experience

NORTHWEST REGIONAL PARK

The Northwest Regional Park is planned between El Capitan Way and Skye Canyon Park Drive to the east/west, and Moccasin Road and Log Cabin Way to the north/south. The park reflects a partnership between the city of Las Vegas and the Clark County School District.

Conceptual plans in 2022 show potential for a high school, recreation fields, aquatics complex, amphitheater, dog park, and playground. The development is estimated to be phased, with the amphitheater, playground and surrounding recreation fields in the southeast corner of the development as phase 1.



Northwest Regional Park Concept Plan

3.2 Accessible Open Space

PROPOSED REGIONAL TRAIL CONNECTIONS

With acres of naturally preserved land in close proximity to Kyle Canyon, a connected, non-motorized network provides access to recreational opportunities, linking neighborhoods to natural areas and neighborhood mixed-use.

DESIGN CONSIDERATIONS:

NATIVE DROUGHT-RESILIENT LANDSCAPING

CONNECTED NEIGHBORHOODS

USE PRE-ESTABLISHED ROAD & UTILITY CORRIDORS

ACCESS TO TRAILHEADS & RECREATION

“ I AM AN AVID MOUNTAIN BIKER AND I WANT TO BE ABLE TO ACCESS THE TRAILS FROM MY NEIGHBORHOOD ”

Advisory Meeting #2



2050 PLAN OUTCOME

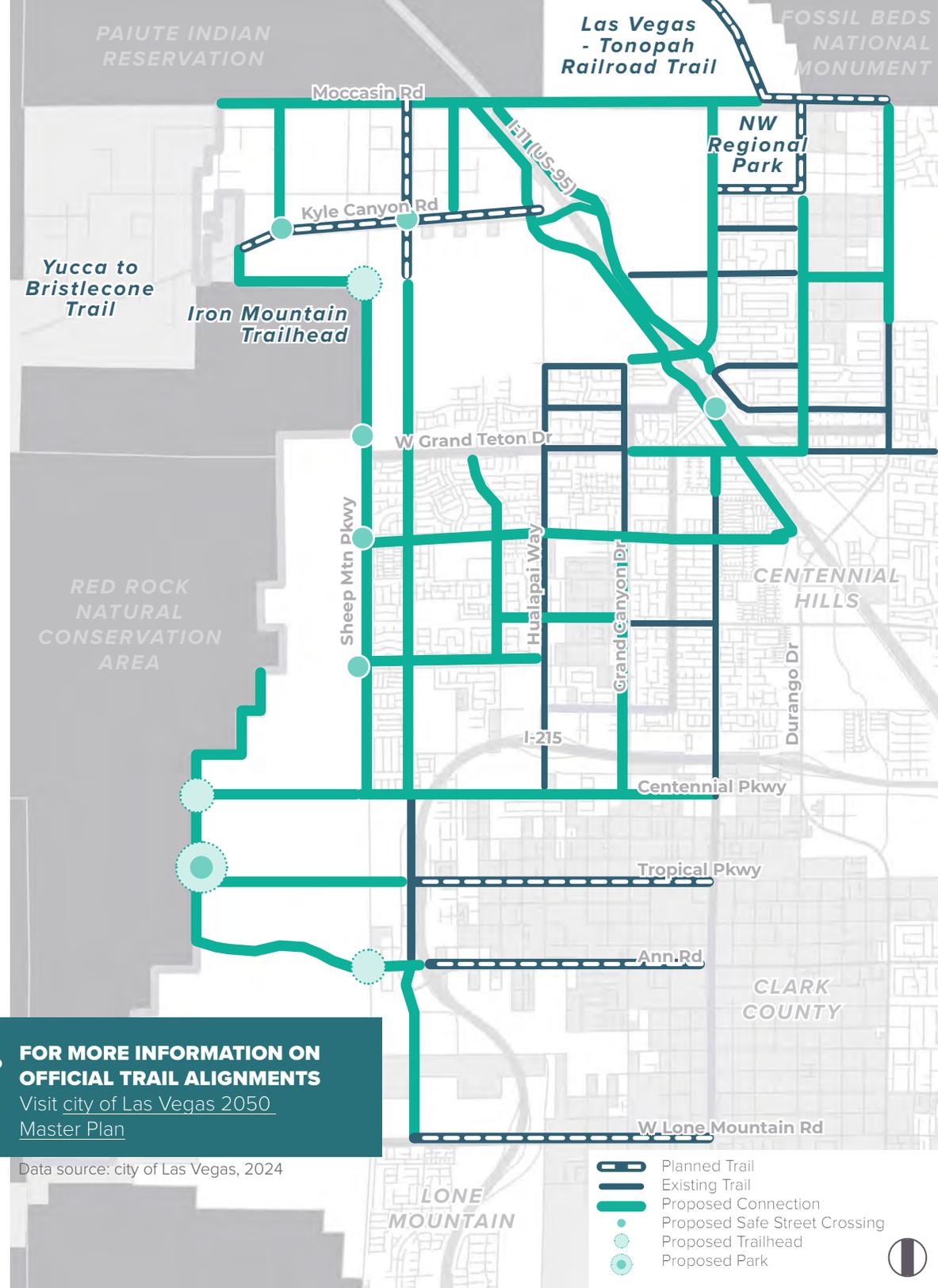
90% of housing units are within 3 miles of trail by 2050 (based on 2050 population projections)



FOR MORE INFORMATION ON OFFICIAL TRAIL ALIGNMENTS

Visit [city of Las Vegas 2050 Master Plan](#)

Data source: city of Las Vegas, 2024



3.2 Accessible Open Space

TRAILHEADS

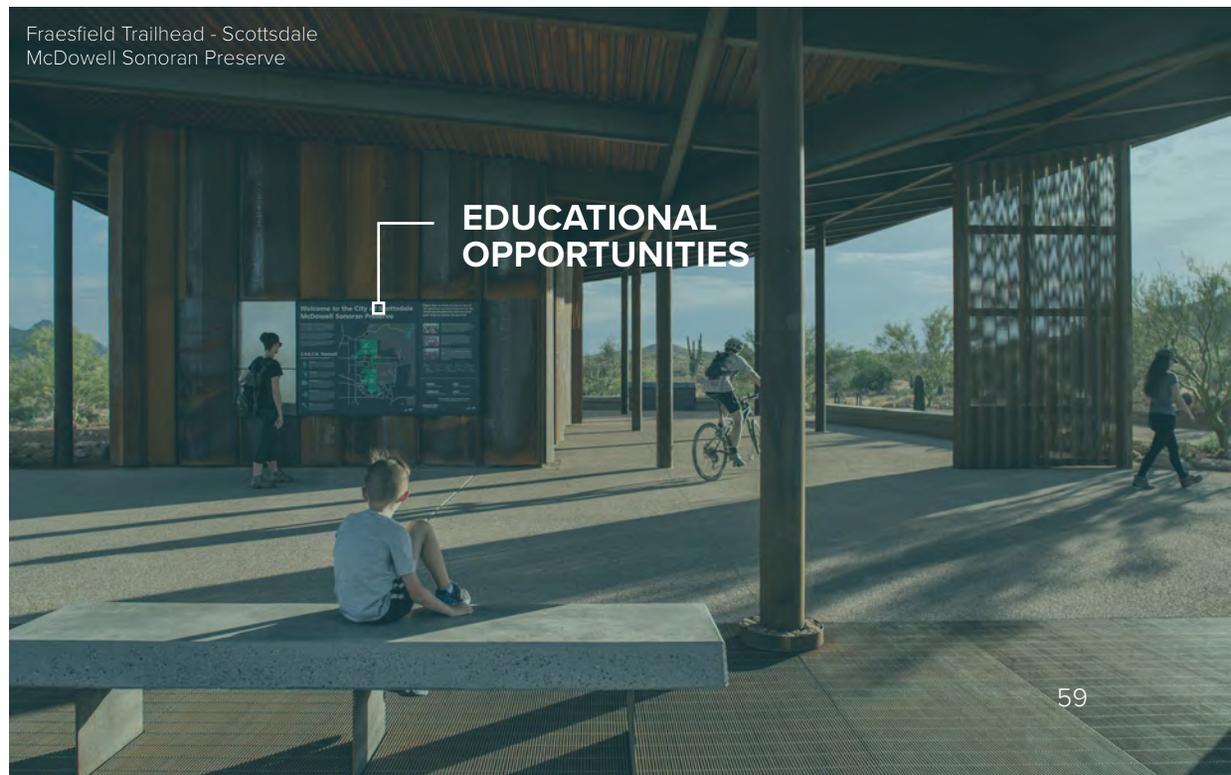
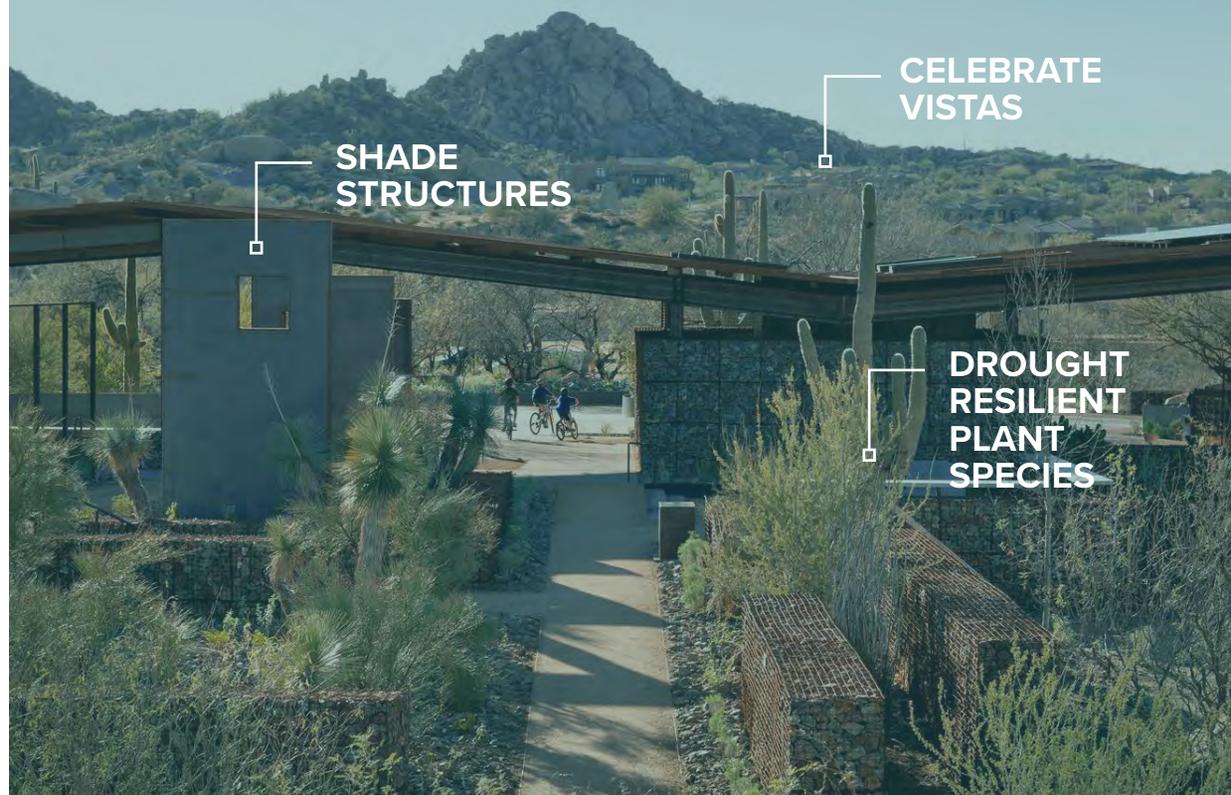
Access to park space is a priority metric of the 2050 Master Plan. Connecting neighborhoods to existing adjacent conservation areas is an opportunity to improve this metric.

In partnership with BLM, Clark County, and other recreation organizations like Friends of Red Rock NCA, trailheads should be strategically located on the western boundary of the city of Las Vegas to ensure regulated non-motorized and vehicular access to natural space. Trailhead amenities include:

- Public restrooms and water refill
- Shaded community gathering space
- Cultural/educational resources
- Local art
- Bike trails and bike parking
- Public vehicular/non-motorized access
- Light reduction standards
- Native landscaping



FOR MORE INFORMATION VISIT:
[The Proposed Regional Trail Connections map on the previous page.](#)



D. IMPLEMENTATION



FOR MORE INFORMATION:

City facilities like schools, community centers and trailheads are addressed in [Chapter 5, Infrastructure and Services](#)

ACTION STRATEGY

IMPLEMENTATION

3.1 PARK EXPERIENCE

- Construct new parks and facilities that offer unique, specialized designs and amenities not typically found in the region like a velodrome, a children’s “exploration park”, demonstration or botanical gardens, miniature railroad park, mini golf/pitch-and-putt, mazes, archery range, cricket oval, field for rugby, field hockey, and lacrosse.
- All parks and recreational activity should complement desert edge activities. Where possible, public and private parks and trails should embrace outdoor recreation opportunities and connections to the Spring Mountain National Recreation Area, Red Rock Canyon National Conservation Area, Tule Springs Fossil Beds National Monument, and adjacent areas of the city.
- Intentionally designate land to neighborhood parks within development phases, and utilize left over and underutilized right-of-way spaces for private and public mini-parks, urban plazas, and/or linear parks. Park space allocations should ensure that all residents are within a 5-10 minute walking distance to a public plaza, park, green space, or conservation areas.
- Leverage SNPLMA funds to build infill and adaptive reuse park spaces.

3.2 ACCESSIBLE OPEN SPACE

- Work with stakeholders like BLM, Friends of Red Rock NCA, Southern Nevada Mountain Bike Association, Clark County and other private/public partnerships to implement and maintain a regional non-motorized network, including the Vegas Valley Rim Trail. Provide shade along routes through street trees, shade structures, and art sculptures.
- Continue to improve roadway bicycle and pedestrian connections to trail networks and increase safety of alternative transportation through Complete Streets recommendations in Title 19. For more information, see Chapter 4: Complete Streets.
- Coordinate with BLM and Skye Canyon Master Developer to implement a trailhead at the western edge of Iron Mountain Rd, just west of Sheep Mountain Parkway.



COMPLETE STREETS

4

A. APPLYING THE GOALS

With the existing I-11 (US-95) freeway and Kyle Canyon Road (NV-157) as major corridors, as well as future development of the new Sheep Mountain Parkway, Kyle Canyon Road is configured for suburban auto-oriented development. Bicycle-friendly layered complete streets and separate non-motorized trails line some 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. Microtransit or demand response service could be made available to other low-density portions of the district to service residents along Kyle Canyon Road.

As development continues in Kyle Canyon, the Master Plan of Streets and Highways Plan should be referenced and implemented to serve the growing area. Street designs designated by the Master Plan of Streets and Highways should be reconsidered to ensure non-motorized safety, connect regional non-motorized routes, and preserve the natural environment where possible.



CONNECT AND ENHANCE ACCESSIBLE BIKE AND PEDESTRIAN FACILITIES AS PART OF A SAFE, EFFICIENT, COMPLETE STREET AND ROAD NETWORK

STRENGTHEN SMART TRANSPORTATION SYSTEMS AND INFRASTRUCTURE TO FOSTER ECONOMIC DEVELOPMENT EFFORTS

MAKE SEAMLESS TRANSIT OPTIONS MORE CONVENIENT AND BETTER INTEGRATED WITH VIBRANT NEIGHBORHOOD AND EMPLOYMENT CENTERS, BETTER CONNECTING PEOPLE TO THEIR DESTINATIONS

COMMUNITY PERSPECTIVES



PREVENT TRAFFIC



LACK OF TRANSIT



COMPLETE STREETS

4

DESIGN COMPLETE STREETS THAT ENHANCE THE SENSE OF PLACE AND CREATE A NETWORK OF MULTI-MODAL TRAVEL OPTIONS



All incorporated streets and trails within the Kyle Canyon area depicted in the Master Plan of Streets and Highways should incorporate multi-modal standards required pursuant to LVMC Title 19.04 that provide an orderly flow of traffic, protect pedestrians and cyclists, and ensure high levels of connectivity.

4.1 STREETS FOR PEOPLE

- Promote walkability, including sidewalks on both sides of all streets, and pedestrian access across any vehicular dead-ends.
- Employ city of Las Vegas Vision Zero traffic calming strategies, including raised crosswalks, narrower lanes, mid-block crossings, roundabouts, chicanes, on-street parking, and buffered bike lanes.
- Provide a sensible street hierarchy as part of the Master Plan for Streets and Highways for the orderly flow of traffic and protection of cyclists and pedestrians, minimizing the impact of vehicular traffic.
- Implement a traditional street grid to improve connectivity, avoiding a cul-de-sac subdivision design.

4.2 TRANSIT

- To promote transit expansion in the northwest, construct park and ride facilities in close proximity to major roadways to ensure future connectivity to employment centers and regional resources.

4.3 SMART TRANSPORTATION

- Support the multi-modal electrification of transportation in Kyle Canyon and the region as a whole.
- Utilize innovative tracking and management methods to make data-informed roadway and infrastructure design decisions.

4

DESIGN COMPLETE STREETS THAT ENHANCE THE SENSE OF PLACE AND CREATE A NETWORK OF MULTI-MODAL TRAVEL OPTIONS



FOR MORE INFORMATION VISIT:

[Title 19.04, Complete Streets Standards and the Las Vegas Vision Zero Strategy](#)

B. STRATEGY SUMMARY

4.1 STREETS FOR PEOPLE

Kyle Canyon has the opportunity to achieve its goals of creating a walkable, connected neighborhood with a strong sense of community and relationship to nature, all while helping Las Vegas reduce its overall impact to the environment and improving the wellness of residents in accordance with the city's Vision Zero promise.

By carefully planning connection points to areas of interest, residents can navigate routes safely while using non-motorized means of transportation. This not only lends to a healthier, happier community, but it also reduces the reliance on personal vehicles. Providing alternative modes of transportation allows for calmer traffic, safer experiences for drivers and pedestrians, and cleaner air for everyone to enjoy. Great ways to focus on creating streets that are people-focused are:

- Safe routes to key destinations (retail, schools, recreation)
- Infrastructure at/around new and existing schools
- Connections/sidewalks/signaling near retail centers
- Limiting cul-de-sacs
- Safe crossings to get to trailheads
- Encourage a Strong Bike Culture
- Bike share program (RTC Bike Share)
- Bike rack installations and requirements
- Bike lanes



TITLE 19.04 REQUIREMENT

The minimum required Connectivity Ratio is 1.30 (links/nodes) for all development in various residential districts.



FOR MORE INFORMATION VISIT:

[The Smart Vegas Plan](#)

4.2 TRANSIT

Las Vegas is no stranger to extreme temperatures; exposure to the heat of day or the cold desert evenings is uncomfortable for anyone, but it can oftentimes be dangerous, particularly elderly community members and those with medical conditions. The Regional Transportation Commission of Southern Nevada has programs that help accommodate those who have special mobility needs.

RTC responds to need-based demand when planning for transit extensions. As population grows in the northwest, transit extension conversations are occurring to plan for transit in gap service areas like Kyle Canyon. While density in Kyle Canyon is not concentrated enough to warrant full service transit – Park and Ride, fixed route service, microtransit and express service can be established at key locations like Kyle Canyon Road and Oso Blanca Road in close proximity to the highway and other regional routes. These facilities can work in tandem with future transit extensions to ensure regional circulation for the community of Kyle Canyon.

4.3 SMART TRANSPORTATION

Transportation must effectively, reliably, and safely move people and freight, and its performance has a direct impact on the city's overall health. More than 90% of the regional workforce travels in a car. While average commute times in Kyle Canyon are a little over 25 minutes, congestion in the region has increased more than 35 percent since 2000 and is likely to continue to worsen as the population grows.

While several Smart Vegas programs have begun to address mobility concerns through AV pilots, enhanced infrastructure technologies, vehicle monitoring, and data analysis for capital planning programs, Smart Vegas should continue to focus improvements for a more reliable, safer, quicker, and effective transportation network.

C. PLAN IN ACTION

DESIGN FOR SAFETY

The nation is facing an ongoing pedestrian safety crisis, with sharp increases in fatalities over the last several years.¹ Many factors contribute to this trend, including vehicle size and distracted driving,² but street design plays an important role.³ In the previous decades of auto-oriented development, a focus on unimpeded traffic flow has led to wide roads with few non-motorized facilities. High auto speeds lead to more serious crashes⁴ and negative impacts on the fabric of neighborhoods. Safe streets are slow streets.

Commitments to safer street design have been adopted throughout the country, but changing existing infrastructure is difficult and costly. Las Vegas has an opportunity to do it differently, and build safer streets from the outset through strategies like Vision Zero.

Increasing evidence has shown that narrower lanes slow speeds and save lives,⁵ and national organizations recommend 10-11 feet as best practice, depending on the presence of bus or truck traffic.⁶ The width saved from narrowing lanes can be applied to wider, more comfortable sidewalks, bike lanes, and green infrastructure – which in turn makes the road safer.⁷ Replacing asphalt with green infrastructure also leads to less heat absorption, mitigating the urban heat island effect and contributing to climate resilience in the built environment.⁸

DESIGN CONSIDERATIONS:

- PROTECTED BIKE AND PEDESTRIAN FACILITIES
- ROUNDBABOUTS
- PEDESTRIAN CROSSING & HAWK SIGNALS
- 8-10' SIDEWALKS & BUFFERS

1 GHSA - Pedestrian Traffic Fatalities by State, 2022
2 AAA Foundation for Traffic Safety, Pedestrian Fatalities Brief, 2021
3 Smart Growth America - Dangerous by Design, 2024
4 CDC - Pedestrian Safety, 2024
5 Johns Hopkins University - Narrow Lanes Save Lives, 2023
6 NACTO - Lane Width, 2013
7 University of Colorado Denver - Why Cities with High Bicycling Rates are Safer for all Road Users, 2019
8 US EPA - Reduce Urban Heat Island Effect, 2024

 **FOR MORE INFORMATION VISIT:**
[Las Vegas Vision Zero Strategy](#)



4.1 Streets for People

LEVEL OF SERVICE (LOS)

When designing a new street grid, it is important to base decisions on the city's values and goals, such as reducing greenhouse gas emissions by 28% in 2025.⁹ This provides for development to be aligned with Las Vegas' desired future.

Traffic projections have historically overestimated future volume and have led to the auto-centric infrastructure that encourages more driving.¹⁰ Using projections that reflect the desired mode shift, as well as recent trends (such as remote work), can help to rightsize the roads.

Further, it is no longer best practice to singularly focus on auto Level of Service (LOS) – instead, vehicular LOS should be considered alongside pedestrian and bicycle LOS and reductions in vehicle miles traveled (VMT).¹¹ This multi-pronged approach provides a general framework that highlights multi-modal safety over speed.

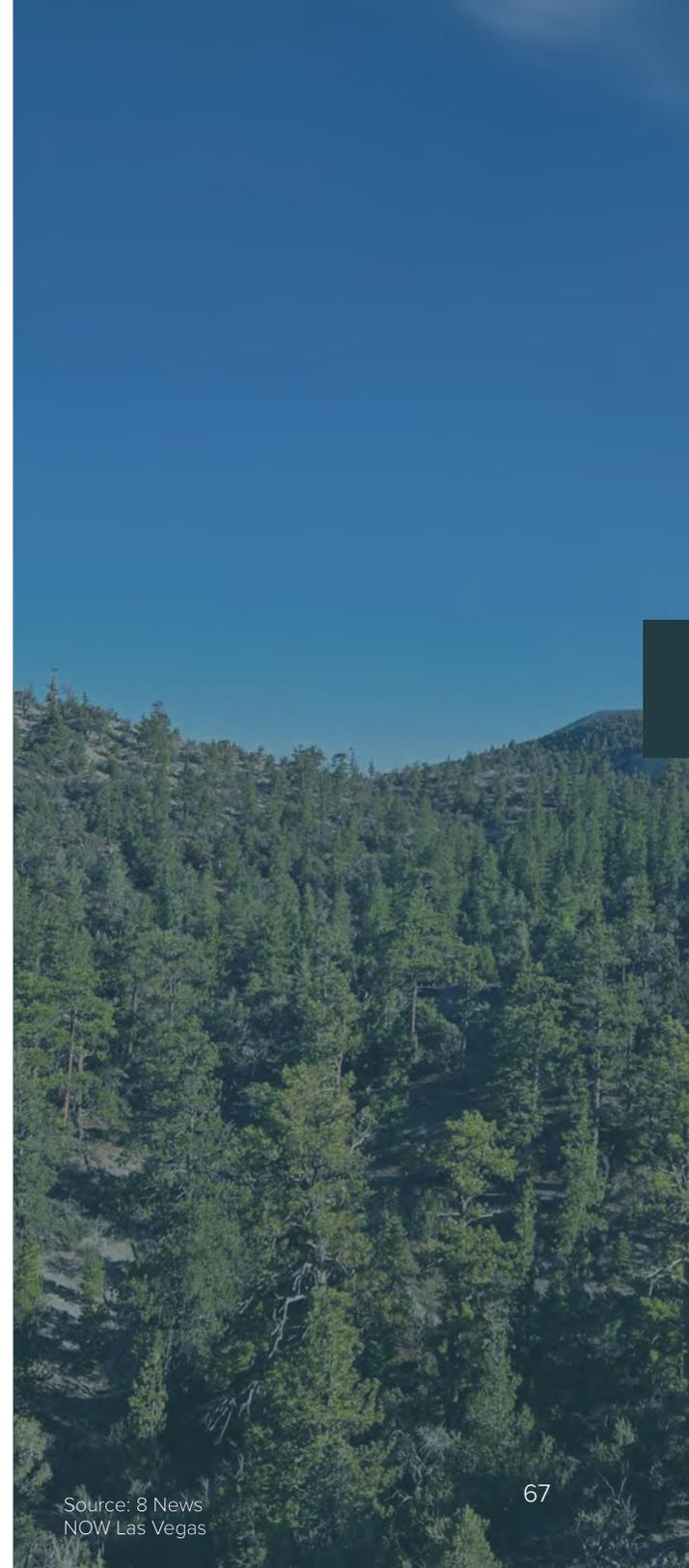
THESE GUIDELINES SHOULD BE CONSIDERED:

- Limit streets to a maximum of 11-foot lanes that can accommodate the projected needs of the area and meet AASHTO standards.
- When planning for future traffic demand based on population density, additional roadway networks should be considered to take stress off existing networks
- Streets should be designed in coordination with adjacent streetscape and site design, with buildings facing the street, street trees, buffers, 6 ft (min) sidewalks, appropriate and safe bike infrastructure, and safe pedestrian and bike crossing.
- Strive for 25-30' between tree trunks, utilizing native landscaping and tree species where possible

⁹ Las Vegas | ACEEE

¹⁰ The changing accuracy of traffic forecasts | Transportation (springer.com)

¹¹ Leaving level-of-service behind: The implications of a shift to VMT impact metrics - ScienceDirect



4.1 Streets for People

CLV MPSH CLASSIFICATIONS

- Freeway
- 120' Primary Arterial
- 100' Primary Arterial
- 80' Major Collector
- 60' Minor Collector
- 47' Residential Street



CLV Master Plan of Streets and Highways

TITLE 19 STREET DESIGN MODIFICATION

Street designs in Title 19 provide a standardized framework for circulation within the city of Las Vegas. As the region continues to face climate challenges, it is integral to provide safe, non-motorized mobility networks to improve accessibility, quality of life, and decrease carbon emissions through the following street design recommendations. Modifications to Title 19

roadway typologies should consider the following roadway designs to decrease speeds, increase safety, and promote multi-modal circulation. During implementation and site-specific design discussions, street widths and streetscapes should accommodate utility corridor and separation requirements.

60' Minor Collector

Option 1: Bike Lanes

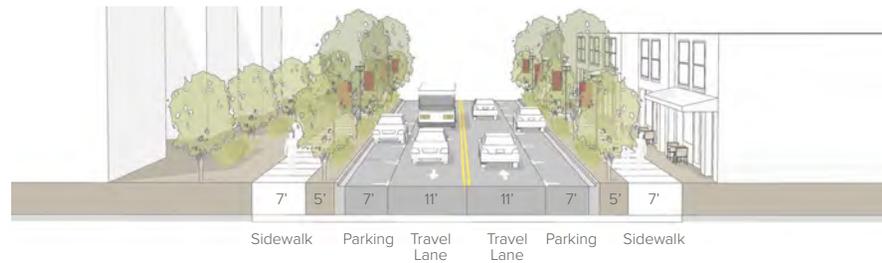
(2) 5.5' bike lanes are added on either side. Center turn lane transition at intersection of major streets

Zoning Reference: [Title 19.04.200 60' Minor Collector](#)



Option 2: Parking

Parking exists on either side. Center turn lane transition at intersection of major streets.

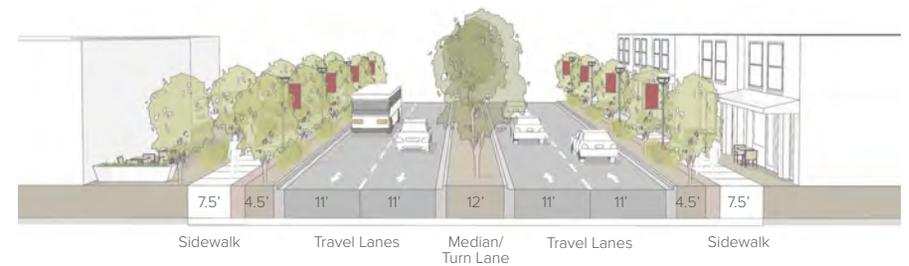


80' Major Collector

Option 1: Median

(2) 5.5' Landscaped median and wider sidewalks. Center turn lane transition at intersection of major streets.

Zoning Reference: [Title 19.04.190 80' Major Collector](#)



*All street design must adhere to NDOT Access Management System and Standards, or receive entitlement



FOR MORE INFORMATION, VISIT: [Nevada DOT Access Management System and Standards](#)

Kyle Canyon Draft Area Plan

4. Complete Streets

4.1 Streets for People

KYLE CANYON ROAD FRAMEWORK

Kyle Canyon Road should be designed with vehicular and non-motorized safety in mind, as referenced in the city's Vision Zero goal. While Kyle Canyon Road will remain a major thoroughfare for the neighborhood, the street design should promote walkability and slower speeds from Rufus to Oso Blanca. Street design elements, as shown below, can naturally promote safe speeds.

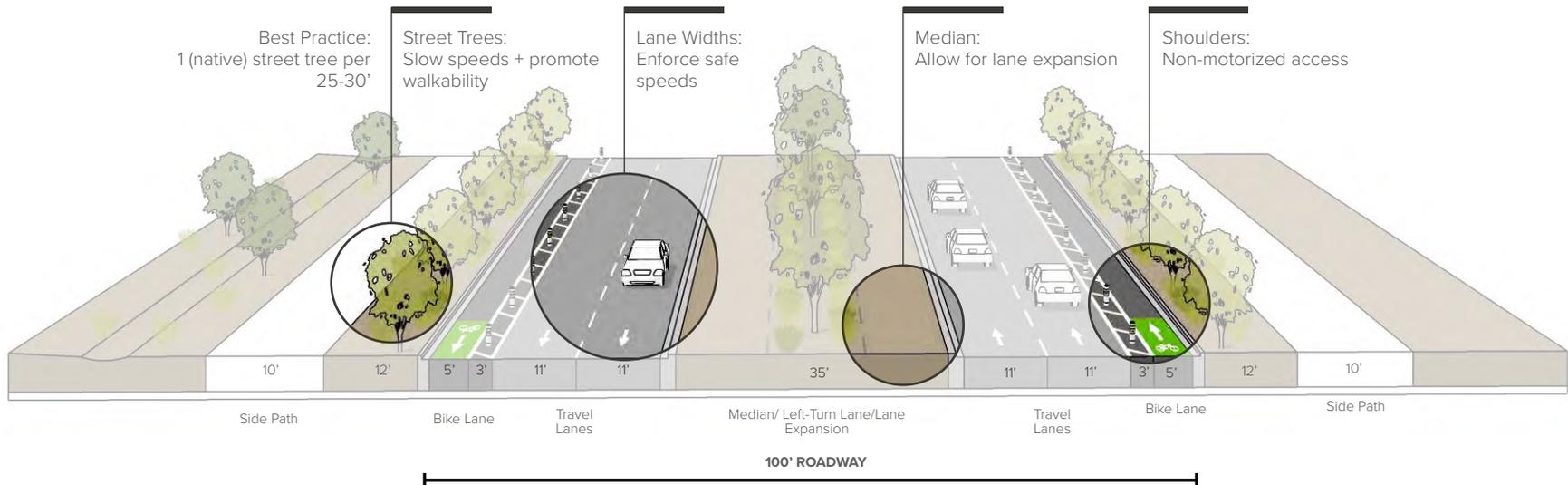
 **FOR MORE INFORMATION, VISIT:** [Las Vegas Vision Zero Strategy](#)



Streetscape, *Skye Canyon*



Roundabout, *Via Inspirada*

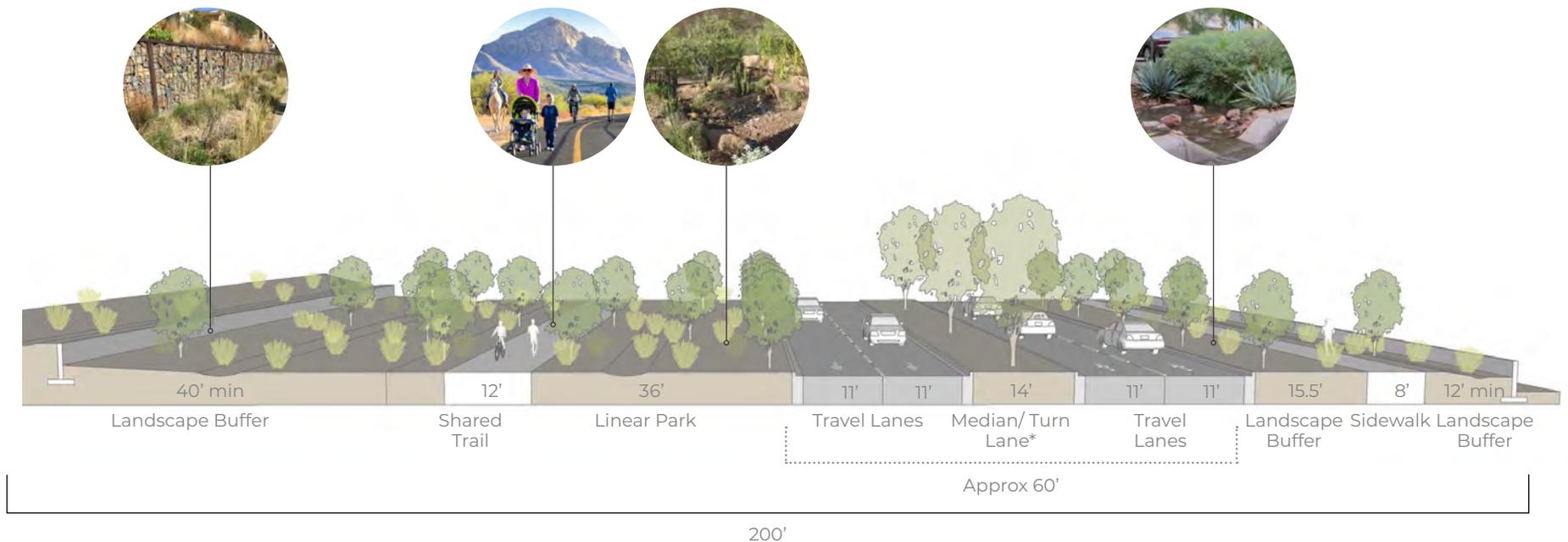


SHEEP MOUNTAIN PARKWAY FRAMEWORK

Sheep Mountain Parkway should be designed to accommodate vehicular riders connecting between La Madre Foothills and Kyle Canyon communities, as well as non-motorized users traveling between neighborhood destinations and surrounding trail systems.

The proposed Sheep Mountain Parkway framework centers safe street design and Las Vegas’ Vision Zero goals, while providing room for roadway lane expansion if needed. The allotted 200’ right-of-way affords a significant landscape buffer, linear park, and shared trail for non-motorized users. As growth continues and LOS

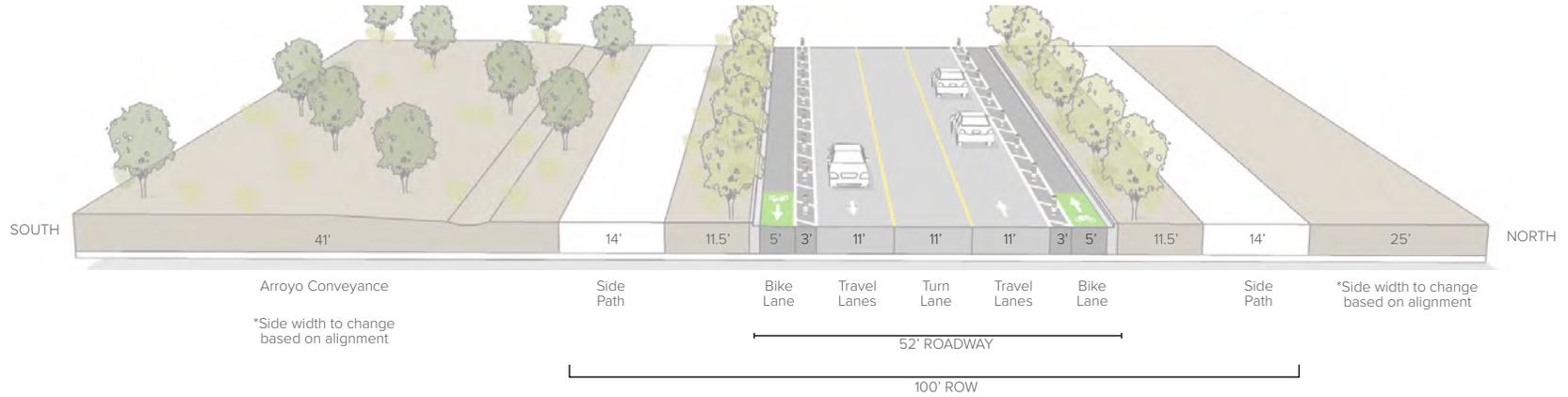
evolves in both Kyle Canyon and La Madre Foothills, additional lanes may be built out. However, the original design reserves sufficient buffer space for non-motorized riders despite potential roadway expansion. Drought-tolerant, SNWA approved landscape and street tree species are used to preserve natural habitat and provide shade.



4.1 Streets for People

A. WITCH MOUNTAIN ROAD TO SHEEP MOUNTAIN PARKWAY

2 LANE HIGHWAY TRANSITION



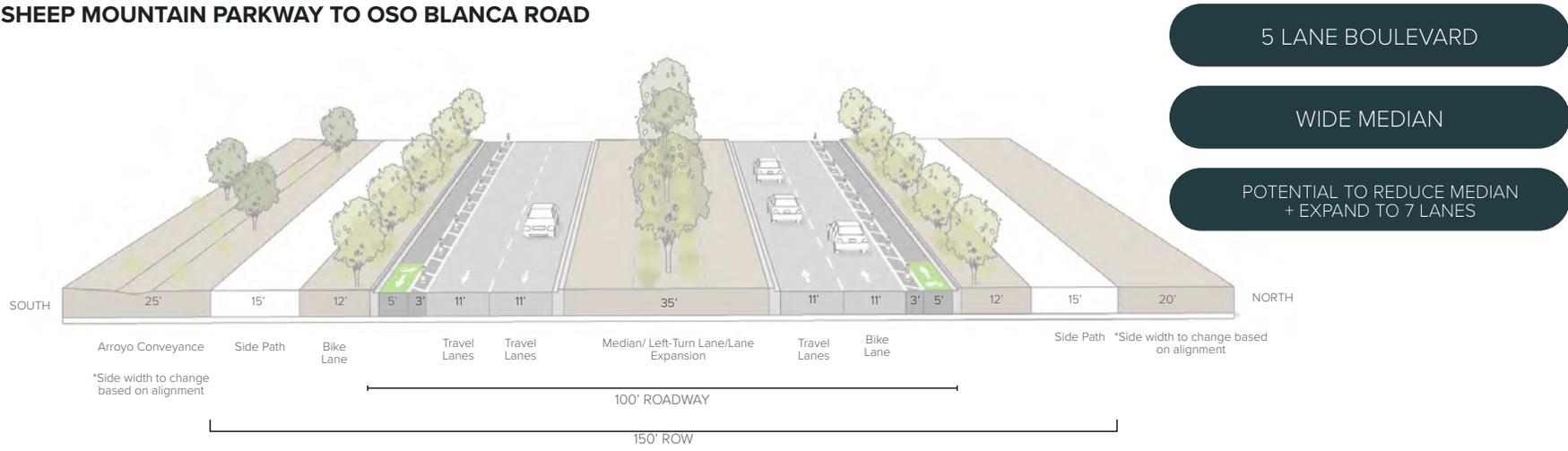
*MPH listed are recommended speeds

Kyle Canyon Draft Area Plan

4. Complete Streets

4.1 Streets for People

B. SHEEP MOUNTAIN PARKWAY TO OSO BLANCA ROAD



D. IMPLEMENTATION

ACTION STRATEGY	IMPLEMENTATION
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4.1 STREETS FOR PEOPLE

- To reduce VMT, provide services and employment near residential uses. Adopt the city’s “Layered Complete Street Network” as part of the Master Plan for Streets and Highways, in accordance with the city’s 2050 Master Plan and Vision Zero goals. Construct the recommended improvements essential for traffic management, safety, and regional economic development.
- All incorporated streets and trails within the Kyle Canyon area depicted in the Master Plan of Streets and Highways should incorporate multi-modal standards required pursuant to LVMC Title 19.04 that provide an orderly flow of traffic, protect pedestrians and cyclists, and ensure high levels of connectivity.
- Conduct a traffic study in order to reduce speed limits on specific corridors like Kyle Canyon Road through design solutions like narrower lanes, streetscape, and pedestrian medians.
- Enforce Title 19.04.40 connectivity standards to increase the overall connectedness of the layered complete street network and include appropriate cross sections for streets and trails.
- Avoid cul-de-sacs in new development where possible, in accordance with Title 19.04 Connectivity Ratio standards. To better incentivize connectivity standards, remove waiver or variances required to build streets other than cul-de-sacs within community development agreements.
- Transportation engineers and professionals should assess pedestrian/bicyclist Level of Service (LOS) when designing roadways and conducting traffic assessments.
- Continue working with CCSD on Safe Routes to School to ensure individual school plans can be implemented and provide necessary infrastructure to ensure existing and future schools all have Safe Routes. (Chapter 3: I.B, 2050 Master Plan)
- Revise residential zoning to require a greenway along parkways and limit the use of walls along roadways.
- Adopt the name “La Madre Foothills Parkway” in replacement of “Sheep Mountain Parkway”

ACTION STRATEGY**IMPLEMENTATION****4.2 TRANSIT**

- In conjunction with RTC, work to fund and develop new local and express routes that provide additional coverage and paratransit service to areas that currently lack service, like a new (Chapter 4: I.B, 2050 Master Plan)
- Make efficient connections by constructing a mobility hub, transit center, or park and ride facilities at the south side of Oso Blanca Road and Kyle Canyon Road.
- Encourage transit usage by ensuring park and ride locations have benches and shade structures. (Adapted from Chapter 2: III.C, 2050 Master Plan)
- Work with RTC to identify appropriate neighborhood routes for expansion of the Silver Star program for accessible microtransit services in Kyle Canyon.
- Further reduce VMT, congestion, wasted time, and emissions by working with regional partners to embrace transit, TDM, TSM, carpooling, ridesharing, and other transportation solutions. (Chapter 4: I.A, 2050 Master Plan)

4.3 SMART TRANSPORTATION

- Adopt electrical vehicle charging ordinance to encourage the implementation of electric vehicle charging stations near development at Oso Blanca and Kyle Canyon Road (Adapted from Chapter 4: I.C, 2050 Master Plan)
- Instill best management practices of installing future-ready conduit lines to reduce need and cost of installing additional charging stations as the use of electrical vehicles becomes more mainstream. (Adapted from Chapter 4: I.C, 2050 Master Plan)
- When tracking population growth and daily traffic demand for infrastructure expansion, explore enhanced corridor planning and roadway maintenance systems using real-time data and predictive analytics.
- Promote “solar ready” and “electric vehicle charging ready” units or units that include personal or shared solar systems or electric vehicle charging.



**INFRASTRUCTURE
& SERVICES 5**



A. APPLYING THE GOALS

Understanding the risks and hazards facing Kyle Canyon, as well as the opportunities for technological advancement, economic prosperity, and societal growth, can help to create a resilient community that is ready for the future, regardless of what is to come. As growth occurs in Kyle Canyon, it's integral to ensure development happens in conjunction with the infrastructure needed to provide basic utilities like water, sewer, and electricity. For a more resilient Kyle Canyon, development should be phased in order to better serve the community's utilitarian needs.

This chapter provides solutions for community concerns regarding natural disasters, extreme weather events, public safety, water conservation and emergency access. It also explores opportunities for energy independence, expanding Las Vegas' fiber network for reliable communications, and building out Kyle Canyon's community resources for education, arts and culture, and youth programs.

RELATED 2050 MASTER PLAN GOALS

STRENGTHEN RESILIENCE TO CLIMATE CHANGE RISKS, NATURAL AND MAN-MADE HAZARDS, AND EXTREME EVENTS

PROVIDE HIGH QUALITY EMERGENCY SERVICES, REDUCE CRIME AND CREATE SAFE, FRIENDLY COMMUNITIES THAT ELEVATE SOCIAL EQUITY

COMMUNITY PERSPECTIVES



DRAINAGE SOLUTIONS



PUBLIC SAFETY



EMERGENCY ACCESS



5

PROVIDE RESILIENT INFRASTRUCTURE & SERVICES FOR THE FUTURE



Development within the Kyle Canyon area should generally be phased to prevent leapfrog development to ensure necessary infrastructure, including LVVWD water facilities, sewer lines, regional flood control facilities, energy, telecommunications, police and fire services, and other services provided by the city of Las Vegas or regional entities, is adequately provided. The Northwest Substation, Greenlink West and branch transmission lines, and all development sharing a property line with these facilities should provide additional landscaping, buffering, or mitigating measures to reduce aesthetic impact.

5.1 RISKS & HAZARDS

- Identify community cooling centers and supply with water storage, solar backup power supply, medical supplies, and restrooms.
- Provide emergency call boxes, shade structures, water stations, and restrooms near outdoor recreation spaces.

5.2 SAFETY & HEALTH

- In order to ensure the health and safety of the growing population, provide additional fire, police, health care and safety facilities

5.3 FACILITIES & SERVICES

- Fill gaps in access to community, educational and cultural resources by locating additional facilities within Kyle Canyon as the population grows.

5.4 FUTURE-READY INFRASTRUCTURE

- Provide robust telecommunication infrastructure and broadband, including fiber and small cell technologies.
- Consider community solar on rooftops and in parking lots of multi-family and commercial buildings for use on site or electrical vehicle charging.
- Ensure new development has sustainable and adequate access to infrastructure and utilities.

5

PROVIDE RESILIENT INFRASTRUCTURE & SERVICES FOR THE FUTURE

B. STRATEGY SUMMARY

5.1 RISKS & HAZARDS

Clark County is at risk to be impacted by natural disasters compared to the rest of the United States due to its desert environment. This means that vulnerability to disasters and community resilience should be considered. To ensure the community is equipped to bounce back after a disaster, it is important to understand the types of threats to which the area is most exposed. According to the Federal Emergency Management Agency (FEMA), the natural hazards Kyle Canyon should prepare for are heat waves, wildfires, earthquakes, and flooding.

5.2 SAFETY & HEALTH

To help mitigate, prepare, and respond to natural disasters and extreme weather events, safety facilities and health hubs should be adequately located within the community to serve the growing population. Kyle Canyon has needs for LVFR, a LVMPD substation, LVMPD area plan and health care facilities. A LVMPD substation and park is proposed at Hualapai Way and Grand Teton Drive, on the border of La Madre Foothills and Kyle Canyon to help fill this need.

While Centennial Hills Hospital and Mountain View Hospital provide nearby specialty and emergency care, Kyle Canyon does not have an urgent care clinic. Urgent care facilities provide a community with a place to go for less critical injuries or illnesses and often provide a shorter wait than emergency rooms. Having a nearby urgent care facility, especially in an area that is close to trails, can help to provide treatment for insect and animal bites, sprains and broken bones, allergies and rashes, and other conditions that might affect people who have had an incident while enjoying the outdoors.



FOR MORE INFORMATION VISIT:

[Clark County Nevada Multi-Jurisdictional
Hazard Mitigation Plan](#)



5.3 FACILITIES & SERVICES

As growth occurs, it is integral to ensure that new communities have access to municipal facilities and services. Community centers, libraries and schools are opportunities for placemaking, becoming centers for culture and community within the neighborhood. The 2050 Plan identified gaps in access to community hubs within the city of Las Vegas. As an outcome of the 2050 Plan, the city of Las Vegas is striving to ensure 75% of residents are within 2 miles of a library, recreation, cultural or community center. Kyle Canyon currently experiences a need for community resources like a community center, CCSD facilities/other educational facilities, and a library.

Community Wellness and Recreation Hubs (CWRH) can provide educational resources, job training, recreational programming, health and wellness care, and culture building opportunities. CWRH can serve as a community anchor, making better use of public spaces by offering multiple services under one roof, meeting the unique needs of neighborhoods. Schools are overcrowded within the northwest region of the city, and with additional population projected, there are needs in all school categories in Kyle Canyon (High School, Elementary and Middle School). Acreage for CCSD locations should be designated in preliminary land use development discussions in order to accurately serve the region.

5.4 FUTURE-READY INFRASTRUCTURE

Development in Kyle Canyon is only feasible with supporting utility and infrastructure. Roadway, lighting, drainage facilities, electricity, and water are all integral to development. As growth occurs beyond what is existing today, additional sustainable water facilities in partnership with the Las Vegas Valley Water District are required. In addition, expansion of existing drainage facilities will be necessary as growth increases impermeable surface percentages.

C. PLAN IN ACTION

EXTREME HEAT

Heat related illnesses can be dangerous conditions that can require medical attention if not treated immediately. Installing water stations, restrooms, shade structures, and solar powered ventilation stations, particularly in areas that are further from population centers, can help reduce the likelihood of extreme heat impacts.

Extreme heat also has a significant impact on the land. As temperatures rise, water sources (like groundwater) begins to evaporate, leaving plants and ground cover to become extremely dry. In these conditions, it does not take much for a wildfire to start. Emergency call stations can be installed to alert medical, police, or fire services when necessary.

Further, it is important to implement heat-conscious design practices when developing new places. Dark surfaces absorb heat, increasing the temperature of not only the surface itself but also the ambient air. Using materials with lighter colors help to reflect more of the sun's radiant energy.

Creating shade structures can help keep outdoor temperatures manageable, while installing features like overhangs and vertical fins can help improve energy efficiency inside. These design practices can help reduce the likelihood of power outages due to demand on the grid.

In the event of a power outage or natural disaster, cooling centers can provide a much-needed respite from extreme heat; these centers should be equipped with a solar backup power supply, medical supplies, water storage, and restrooms.

DESIGN CONSIDERATIONS

EMERGENCY CALL STATIONS

COOLING CENTERS

SHADE STRUCTURES

PUBLIC RESTROOMS

DRINKING FOUNTAINS

URBAN FORESTRY

Shade structures near hiking trails

Water Stations near shade structures



EARTHQUAKES

Nevada is one of the most seismically active states in the nation; while earthquakes do not often originate in Las Vegas, the Valley experiences over 100 low grade earthquakes every year due to aftershocks from other events, which can be destructive. The last significant event was in 2019, when aftershocks following a 7.1 magnitude earthquake in Ridgecrest, California were felt in Las Vegas.

Kyle Canyon should take precautions now so that in the event of an earthquake, residents and visitors have access to information regarding evacuation, the location of cooling centers and places of shelter, and how to find resources like food and water.

Understanding the requirements for building in seismic activity zones can help ensure structures are able to withstand a larger shock, and the following infrastructure upgrades and services can help the community to recover after an event:

- Maintaining stored potable water;
- Solar power systems and battery for energy storage;
- Microgrids to maintain power stability, independent of the larger grid should an outage occur;
- Well-connected roadways and limited cul-de-sacs for multiple evacuation routes; and,
- Urgent care facilities and areas identified for emergency medical pop-up centers.



EDUCATIONAL NEEDS

Kyle Canyon is experiencing lack of access to schools at all levels (elementary, middle, and high school), as well as an overcrowding of schools in the local area. An elementary school, middle school and high school are recommended to be sited within the Kyle Canyon neighborhood to help with access and overcrowding, in partnership with Clark County School District and other Charter Schools.

DESIGN CONSIDERATIONS

COMPLEMENTARY MATERIALS

PARKING LOT DESERT LANDSCAPING

TRANSPARENT FACADES & WINDOWS

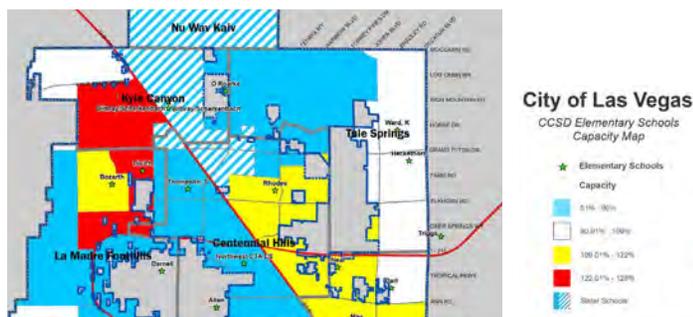
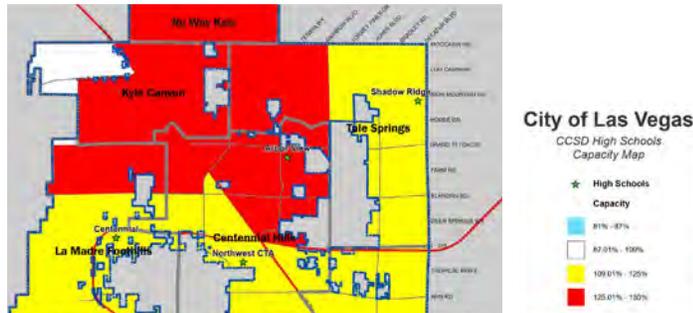
MASSING VARIATION



FOR MORE INFORMATION, VISIT:
 Refer to the [city of Las Vegas 2050 Master Plan](#)



2050 PLAN OUTCOME:
 75% of residents live within 2 miles from a community center, library, or cultural center



Rio Salado Audubon Center (Floor Associates)

5.3 Facilities and Services

COMMUNITY WELLNESS & RECREATION HUBS (CWRH)

CWRH is a recommendation put forth through the 2050 Parks and Recreation Plan, responding to the changing needs of Las Vegas communities. As a result of the changing climate and the COVID-19 pandemic, communities are increasingly relying on municipal services for resources. Community hubs have the opportunity to become more dynamic, going beyond the typical definition of healthy living from a recreation standpoint, and moving towards more holistic well-being. A CWRH can provide comprehensive resources to support a resilient, healthy, innovative community. Potential programming elements include mental/physical health resources, job training, after-school programs, heat stress relief, and co-working space.

1. Elementary & Middle School
2. High School
3. Community Center/CWRH



Proposed CWRH

Kyle Canyon Draft Area Plan 5. Infrastructure and Services

KYLE CANYON HAS A SIGNIFICANT NEED FOR A COMMUNITY CENTER, AS 0% OF DWELLING UNITS IN KYLE CANYON HAVE ACCESS TO COMMUNITY CENTERS WITHIN A 2-MILE DRIVE.



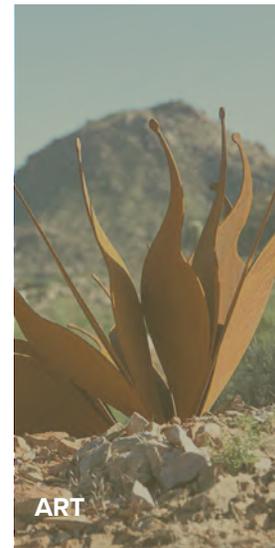
WELLNESS



JOB TRAINING
/EDUCATION



(Ashley Balderrama/ LAist)
CLIMATE RELIEF



ART



PLAY



EDUCATION



VISTA
PRESERVATION



PASSIVE OPEN
SPACE



ACTIVE OPEN
SPACE

5.4 Future Ready Infrastructure

WATER NEEDS

Kyle Canyon is projected to see an increase in single-family uses, among other less-predominant place types like neighborhood mixed-use. In order to service a growing population, additional Las Vegas Valley Water District (LVVWD) pumping stations, pipelines and reservoirs are required, as much of the Kyle Canyon focus area is not being serviced by LVVWD today. These areas will require major future facilities, currently not planned for in the CIP. Structure and site design is required to be water conscious, according to the adopted water conservation measures put forth by the Southern Nevada Water Authority and the city of Las Vegas.

UTILITY SITE DESIGN

Potential battery storage and energy substations should be consolidated to the existing NV Energy Substation location, and any NV Energy owned parcels along Moccasin Rd. Utility sites that accommodate energy storage and transmission, water provision, channelization, and detention should be substantially buffered to provide quality of life for adjacent uses (specifically residential and commercial in nature). Prioritization should be given to landscape buffers where possible. If retention or significant sight/noise buffering is required, block walls may be utilized in accordance with the city of Las Vegas Municipal Zoning Code.

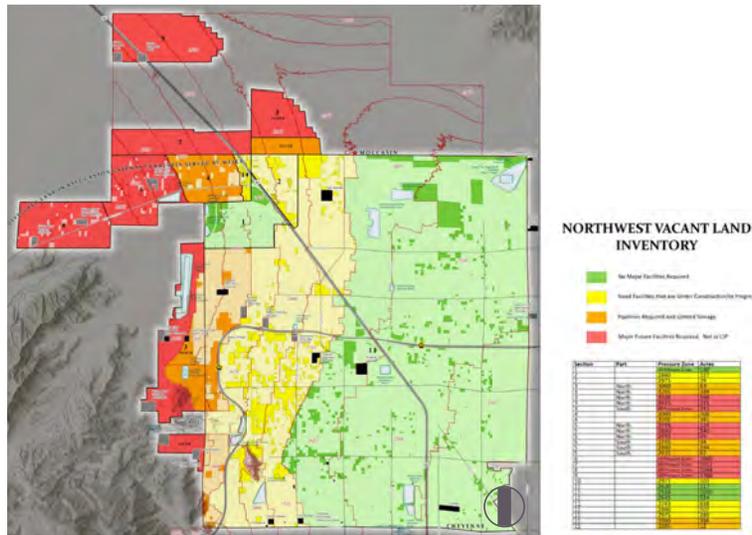
DESIGN CONSIDERATIONS

SUSTAINABLE IRRIGATION

XERISCAPING/DESERT LANDSCAPING

REMOVAL OF NON-FUNCTIONAL TURF

LANDSCAPE BUFFER AROUND UTILITIES



Landscape buffer adjacent to utility infrastructure (AMWUA)

5.4 Future Ready Infrastructure

A PHASED APPROACH

As of late 2024, future development within the Kyle Canyon focus area must be phased in order to fund and efficiently develop required infrastructure like flood control, electricity, water, and roads. Ultimately, land assemblage will help facilitate infrastructure provision, which will be more economical than piecemeal or individual projects. Special Improvement Districts (SID), created through NRS Chapter 271, will aid developer support for the costs of new infrastructure.

SID boundaries should reflect a phased approach, moving from east to west, with priority along Kyle Canyon Road. Special Improvement Districts may support regional improvements like major streets, storm water systems, water, sewer and other applicable utilities allowed by law. Only publicly owned infrastructure is eligible for financing, with utilities and telecommunications not dedicated to the city not eligible for financing. All development funded by the SID must be in compliance with the city's General Plan and Title 19 Zoning Code.

To provide water service to future development in west Kyle Canyon, capital improvements and other funding mechanism for infrastructure is needed. Estimates for additional water pressure zones are estimated at \$45.7 million for NW pressure zones 3090-3205, and \$93 million for Kyle Canyon West 3320-3550 pressure zones, which both have portions within the Kyle Canyon area.

Additional significant CIP projects include:

- LVVWD reservoirs and transmission facilities (Log Cabin, Kyle Canyon) for associated pressure zones, in connection with facilities in Centennial Hills and La Madre Foothills
- RFC Facilities of the Upper Northern Watershed of the Las Vegas Wash, including, but not limited to: Kyle Canyon sediment basin; expansion of the Kyle Canyon detention basin and Upper Las Vegas Wash facilities; Category A storm drain facilities along Moccasin Road and Kyle Canyon Road
- City of Las Vegas sewer lines
- Completion of improvements along NV-157 / Kyle Canyon Rd
- Completion of improvements along Sheep Mountain Pkwy
- Pedestrian and bicycle safety improvements along new and existing streets identified in the Master Plan of Streets and Highways
- Yucca to Bristlecone Trail (Kyle Canyon Rd)
- Las Vegas Valley Rim Trail, including segments along Sheep Mountain Pkwy
- La Madre Foothills Trail System
- Iron Mountain Trailhead
- Fire Station I (Witch Mountain / Kyle Canyon)
- Completion of Northwest Regional Park and Igor Soldo Park
- Proposed community center
- LVMPD police substation and area command
- New comprehensive CCSD High School (2028) and CCSD elementary schools based on new housing development needs
- Completion of Greenlink West and associated transmission and distribution facilities
- Wayfinding and gateway signage
- RTC Park 'n' Ride at I-11 / Kyle Canyon

“WE NEED
POWER, WATER
& SEWER THAT
SUPPORTS
DEVELOPMENT
BUT IS MINDFUL
OF CONSERVED
LAND.”

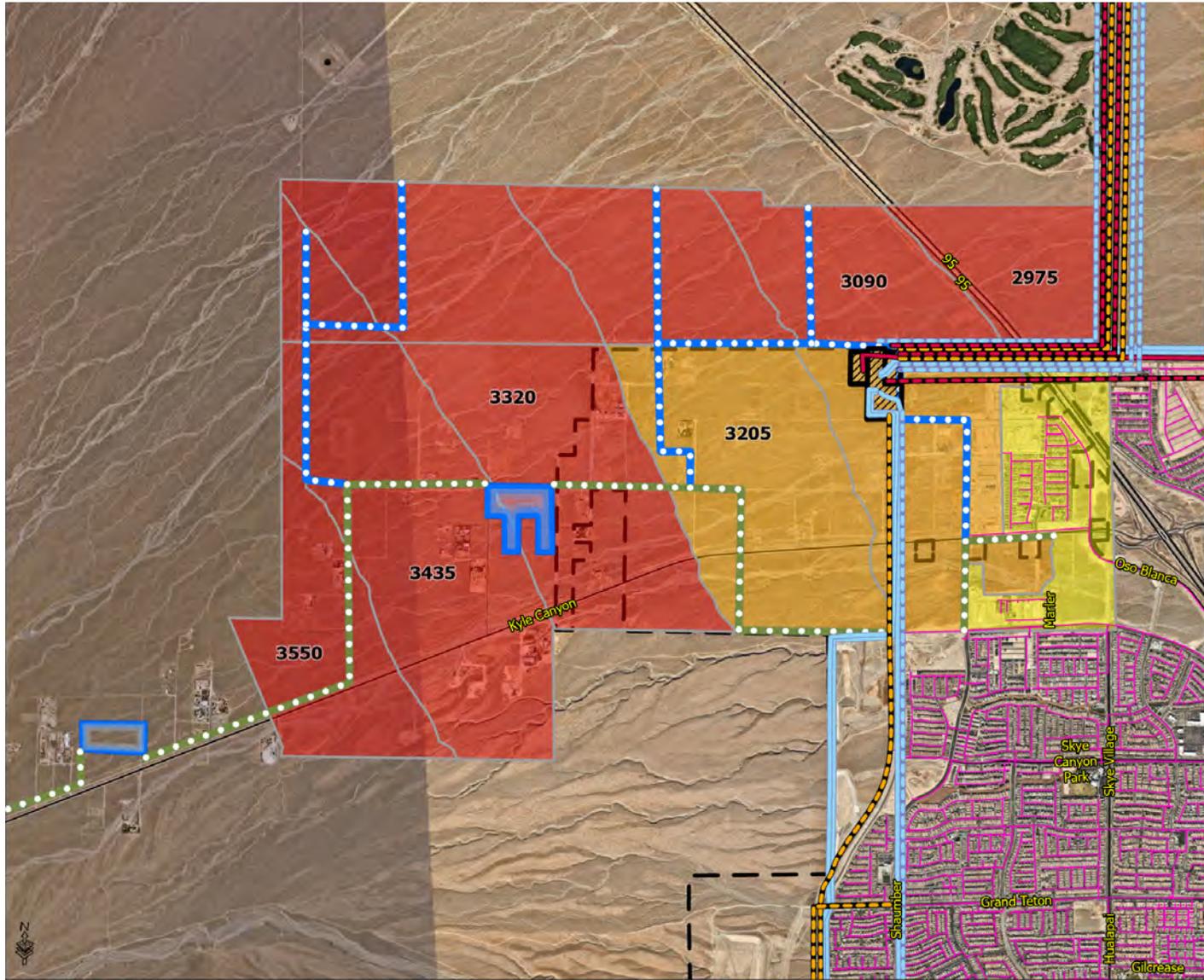
Advisory Meeting #1

DEFINITION

Leapfrog Development: New construction occurring on land that is further away from existing urban areas, leading to large areas of empty land between existing and new development, stressing infrastructure systems and promoting sprawl.



FOR MORE INFORMATION, VISIT:
[2023 Las Vegas Valley Flood Control Master Plan Update](#)



City of Las Vegas

Kyle Canyon Utilities Water, Sewer & Power

Legend

- City Limits
- Water**
- Major Facilities Required. Not in CIP
- Pipelines Required and Limited Storage
- Need facilities that are Under Construction/In Progress
- Proposed Reservoirs
- LVVWD 24 inch water main (proposed)
- LVVWD 36 inch water main (proposed)
- Sewer & Power**
- CLV Sewerlines
- Existing High Voltage Lines**
- 230000 kV
- 345000 kV
- 500000 kV
- Proposed High Voltage Lines**
- 138000 kV
- 230000 kV
- 525000 kV
- NV Energy Substation



GIS maps are normally produced only to meet the needs of the City. Due to continuous development activity this map is for reference only. Geographic Information System Planning & Development Dept. 702.228.4301

D. IMPLEMENTATION

ACTION STRATEGY

IMPLEMENTATION

5.1 RISKS & HAZARDS

- Work with Public Works and land developers to partner on drainage facility expansions as impervious surfaces increase.
- Create an emergency response framework for new/existing development that has capacity for large populations, such as amphitheaters or community centers. (Adapted from Chapter 4: IV.B)
- Invest in public cooling centers to provide residents with relief from the heat, access to potable water storage, and a place to go during power outages. (Adapted from Chapter 4: IV.B, 2050 Master Plan)
- Install physical shade structures at parks, along heavily traveled complete streets, or at key mobility hubs.

5.2 SAFETY & HEALTH

- Construct new full-service hospitals and medical centers within Kyle Canyon. (Chapter 4: III.B, 2050 Master Plan)
- Construct 2 new fire stations (1 incorporating a regional training facility) and 1 new LVMPD station in Kyle Canyon to meet the required safety response times based on density and growth.
- Support school siting through land use and transportation planning, siting an elementary school, a middle school, and a high school in Kyle Canyon.

5.3 FACILITIES & SERVICES

- For future CCSD school additions and expansions, partner with CCSD to acquire land or property for schools where overcrowding exists, expedite permitting and construction, ensure optimal locations of schools, and integrate facility needs in capital improvement planning.
- Actively work with public, non-profit organizations and private interests to develop art galleries, museums, performing arts centers, sports/entertainment arenas, and other cultural facilities.
- Address the gap in access to cultural facilities by locating a Community Wellness and Recreation Hub (CWRH) and library facility in Kyle Canyon.

ACTION STRATEGY

IMPLEMENTATION

5.4 FUTURE READY INFRASTRUCTURE

- Partner with the Las Vegas Valley Water District to restrict personal wells and equitably and sustainably construct additional shared water facilities in gap areas to enable growth.
- Development within the Kyle Canyon area should generally be phased to prevent leapfrog development to ensure necessary infrastructure, including LVVWD water facilities, sewer lines, regional flood control facilities, energy, telecommunications, police and fire services, and other services provided by the city of Las Vegas or regional entities, is adequately provided.
- Partner with land owners and developers to fund phased infrastructure improvements through the creation of Special Improvement Districts (SID).
- Promote the use of smart metering in homes and businesses to monitor energy usage, inform decisions, and contribute area data to the Las Vegas Smart City analytic dashboard. (Adapted from Chapter 4: I.C, 2050 Master Plan)
- Buffer residential land uses around substations, battery storage and energy facilities like the Northwest Substation, Greenlink West and branch transmission lines using native landscaping and screening. Add residential setback and buffer requirements to Title 19 to mitigate aesthetic impact on surrounding areas.
- In partnership with SNWA, continue to track, analyze, and create policy that restricts excessive water usage, establishing emergency protocols for water usage as needed.
- Implement microgrids to maintain power stability, independent of the larger grid, and consider solar power systems.

