

II CITY OF LAS VEGAS AREAS

Residents and stakeholders identified a lack of community cohesion and pride as an obstacle to a strong quality of life during the planning process. Some areas of the city have a strong sense of identity, such as Summerlin, that was carefully cultivated during its development. Other parts of the city have strong homeowners' associations or neighborhood identity, but others lack a sense of "place". As "Las Vegas" is generalized to mean the greater metropolitan area, more can be done to formalize the city's neighborhoods into places that residents can identify, celebrate, protect, preserve, and establish connections with their neighbors. This section sets the stage for future implementation, including subarea planning and departmental shifts so the City can help harness the energy and enthusiasm of neighbors and translate that into meaningful, equitable implementation across the city.

To build a framework for future subarea planning, the City of Las Vegas was divided into 16 "Areas." These areas are intended to allow for more detailed planning with greater analysis in evaluating each area's place

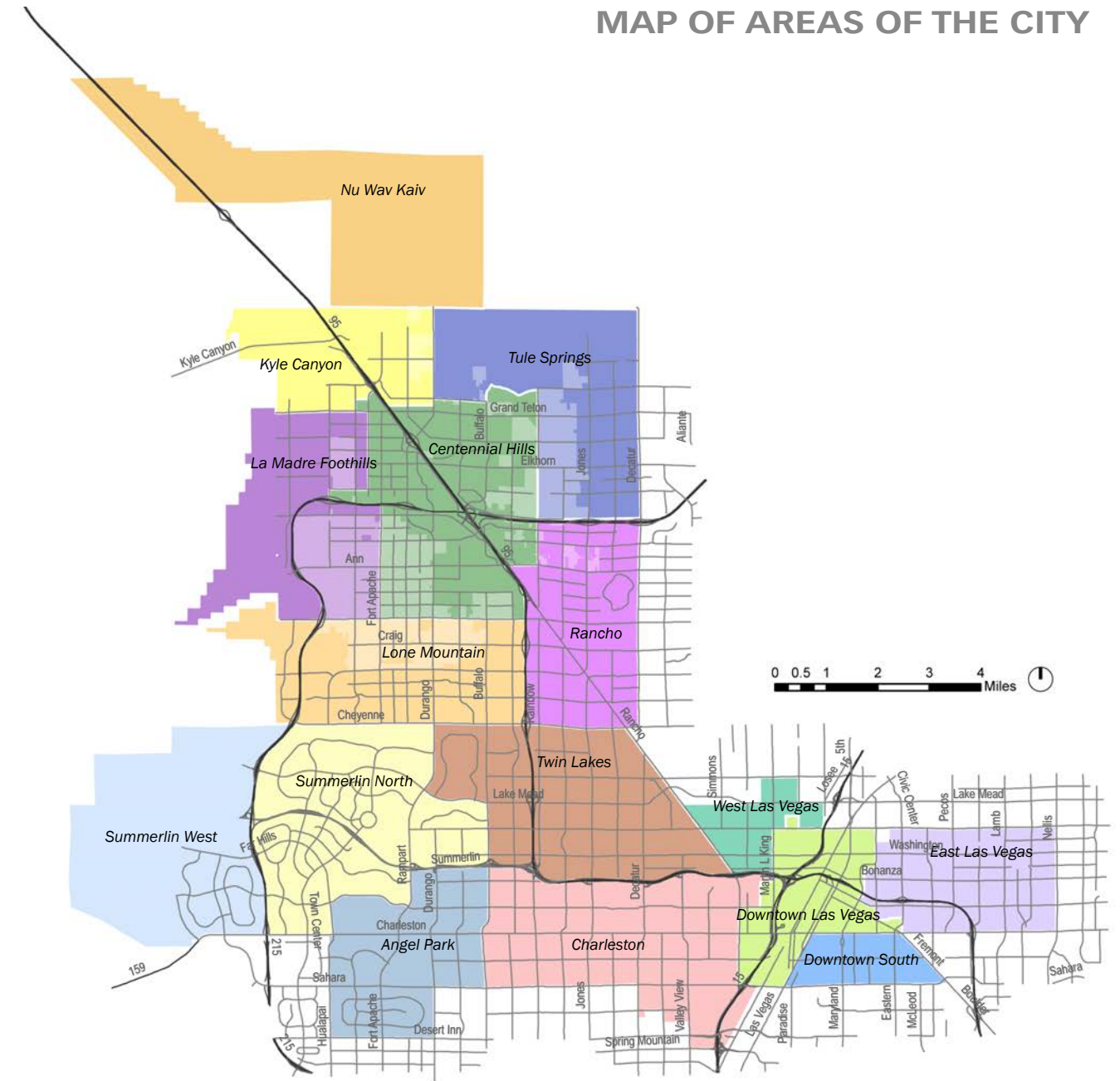
type framework in the context of Chapter 1's Case for Change PlaceBuild analysis. As part of implementation, the City may create area plans and dedicate individual staff members from multiple disciplines or departments to address planning issues within the district itself.

Some areas already have this framework – either new plans or older plans that may be updated to drill down into greater detail the implementation of place types and possible zoning changes and overall planning direction (Recent plans include Downtown Las Vegas, Summerlin North/West, and Centennial Hills "Town Center"). The recent Downtown Plan is a good model in establishing a collection of smaller neighborhoods (Medical District, Arts District, Fremont East, Historic Westside) into a larger whole to think strategically about branding, character, and collaboration.

KEY ACTIONS

- Working with community members, develop special area plans for each area.
- Establish priorities across city departments for implementing planning area recommendations.
- Identify catalytic redevelopment sites in each planning area to spur redevelopment.
- Establish partnerships to identify deficiencies in community centers, schools, and open space and plan for equitable implementation of new facilities.

MAP OF AREAS OF THE CITY



These areas were identified by existing development agreement boundaries, character analysis, and Census geography boundaries to facilitate better data analysis and track implementation progress.



RELATION TO GUIDING PRINCIPLES

Each Area of the City will:

- Consist of place types
- Conserve resources and water
- Preserve historic buildings and neighborhoods
- Have affordable and market rate housing
- Be served by City services, utilities, and public infrastructure
- Have parks, community centers
- Have schools (new/existing) of different levels and places for workforce training
- Have jobs and employment opportunities of all types for all skill sets, including in primary industries and those that are developing
- Be safe and be protected from hazards, and within close proximity to LVFR and LVMPD
- Be connected by highways, streets, trails, bike lanes, and transit
- Have convenient access to food and community services

....all in a manner that’s equitable, innovative, health-minded, livable, resilient; whether existing, in the months and years ahead, or by 2050.

AREA METRICS

This section summarizes opportunities in each area. Each Planning Area was analyzed to determine how well it currently meets the Guiding Principles according a set of metrics focused on the following topics. The following pages provides an overview of the district level metrics.

For more recommendations specific to these topics, please see the following sections:



Land Use and Development - See [Section I](#) of this chapter



Services - See [Chapter 4, Section III](#)



Parks and Open Space - See [Section III](#) of this chapter



Workforce - See Chapter 3



Transportation - See [Chapter 4, Section I](#)

For each of the 16 planning areas, a series of metrics were assembled that relate existing conditions to city-wide averages, future targets, and/or projected conditions based on the PlaceBuild analysis tools. Critical assumptions for each of these analyses are described on the next few pages. Overall, these metrics connect back to the plan’s guiding principles and how we can begin to measure progress towards desired outcomes and understanding the magnitude of change needed within each planning district.

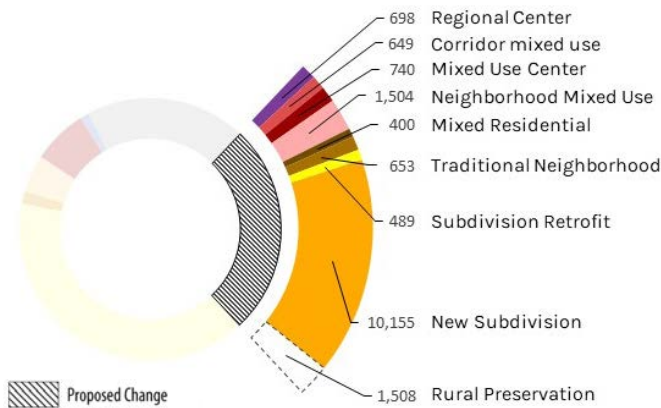


LAND USE PLACE TYPE MAPS

Each district section contains a map showing existing land use patterns and potential areas of change, where existing land uses could overtime change into one of the new proposed place types. Below each map, a diagram shows how potential changes were modeled. The hatched area of the circle chart represents areas of existing land use that could potentially change, and to the right of that it shows the future place types it might change into. It is important to note that diagrams and map do not match one-to-one. The map indicates general patterns of potential change, whereas the diagram is based on assumptions of certain % of existing land areas changing from one pattern to another.

FUTURE PLACE TYPES (IN ACRES)

Land Use Change in City of Las Vegas



Education, Institution, Public and Open Space place types are not included in changes

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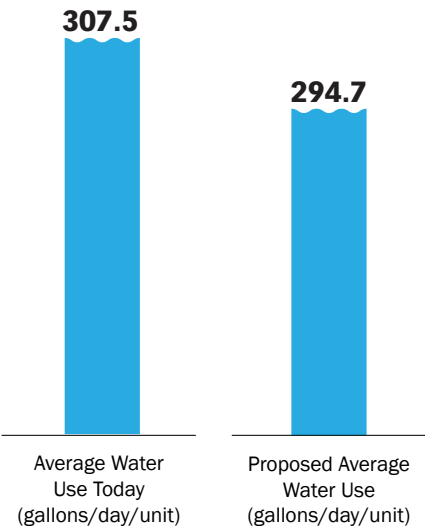
AVERAGE WATER CONSUMPTION

As land areas change in the City and new housing is built to accommodate future population growth, the form of housing can have a significant impact on household water consumption. The Place Build model uses historic data associated with specific residential housing types to assess average daily gallons of water used per housing unit across the district, based on the specific mix of housing types in that district. This same value is calculated for the proposed condition, which in many cases shows the average water consumption per housing unit decreasing in the future as more water efficient forms of housing are constructed.

These values are compared against city-wide averages for comparative purposes.

WATER USAGE

Average water consumption of residents in the City of Las Vegas





PARKS AND OPEN SPACE ACCESS

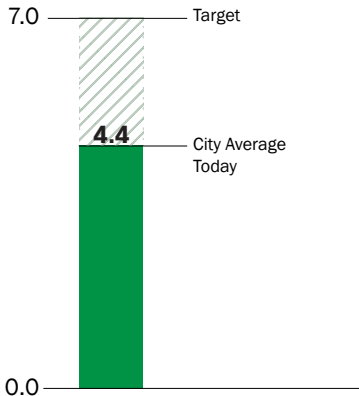
Access to parks and open space is important for the quality of life of residents. While overall quantity of open space is important, the proximity and quantity within short, walking distances of residences is most essential.

The parks and open space access metrics look at publicly owned and/or maintained open space and considers two key data points: (1) how many acres of park space, per 1,000 residents, are within a 1/4 mile walk distance on average; and (2) given the projected population of the district, how many total acres of park space are needed to achieve a target of 7.0 acres per person.

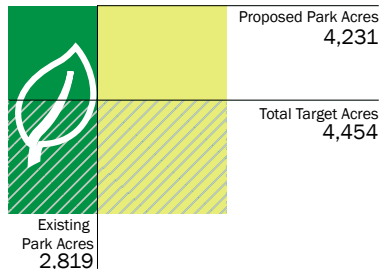
City-wide averages are shown for comparison purposes.

PARK ACCESS

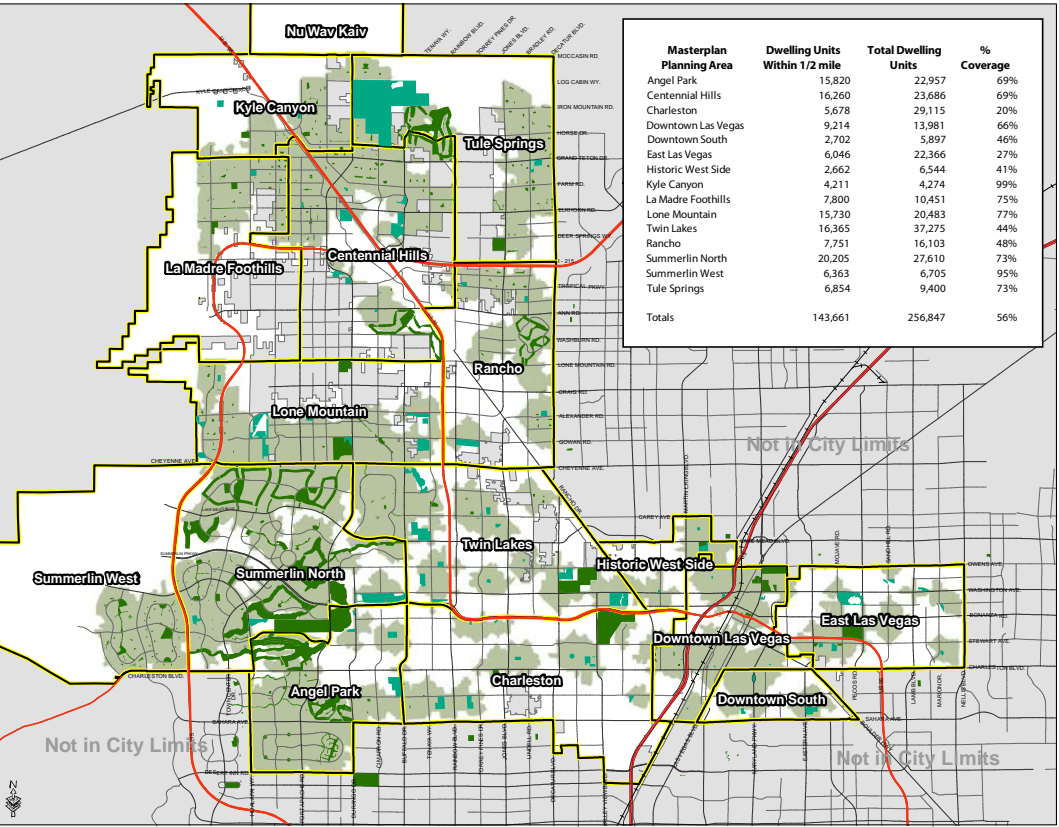
Acres of accessible park space per 1,000 residents within 1/4 mile of the City



PARK ACRES NEEDED TO ACHIEVE TARGET



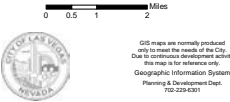
Park access and proximity is convenient in areas with new subdivisions, where planning standards have required amenities, whether public or private. Distance to parks, open space, and green space as a place of refuge and respite is lacking in the areas surrounding Downtown Las Vegas.



City of Las Vegas

1/2 Mile Walkable Distance to Public Park/ Greenspace

- City of Las Vegas
- CLV Public Park
- Greenspace or Private Park
- 1/2 Mile walk distance



JOB-TO-HOUSING AND JOB PROXIMITY

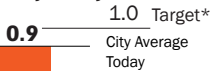
Access to employment opportunity is a critical quality of life and economic consideration for the City of Las Vegas. Two metrics are considered on a district-by-district basis:

(1) Existing ratio of jobs to housing units within the overall district and in comparison to the city-wide average. This can help identify whether a district tends to be a jobs “importer” (with more jobs than housing units, thus pulling people into the district for employment) or a jobs “exporter” with relatively more people leaving the district for employment. The City will strive for a citywide job-housing balance of 1.0 to 1.25.

(2) The second metric provides a measure of how many jobs are within a 1/2-mile or 1-mile radius on average from any point in the district. This analysis considers proximity of jobs outside of the district itself but still within the 1/2-mile or 1-mile distance.

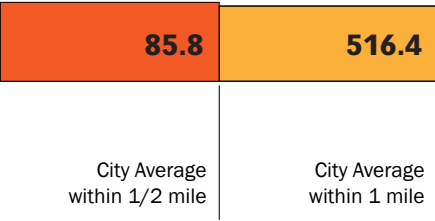
JOB SUPPLY IN DISTRICT

Average job opportunity per residential unit in the City today

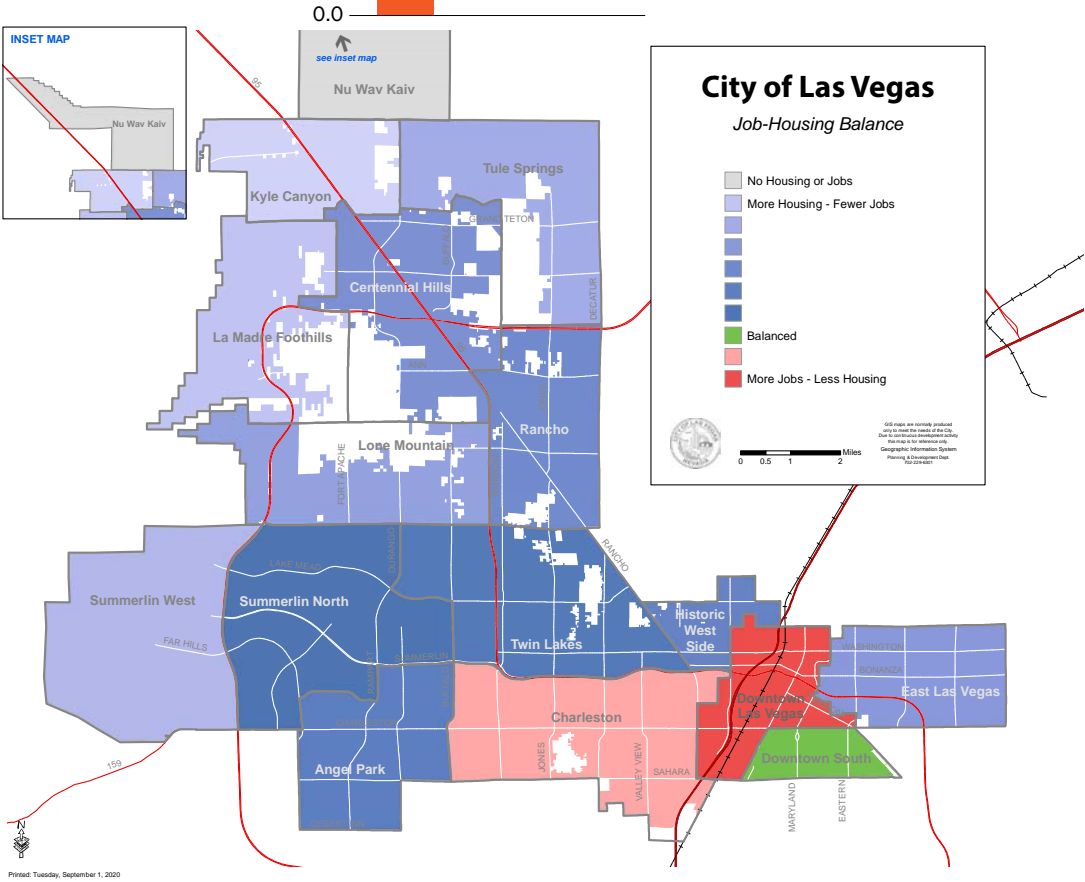


JOB PROXIMITY

Average job opportunity in proximity to the City



Suburban areas tend to have fewer jobs and an abundance of housing, thus necessitating a commute to employment locations.



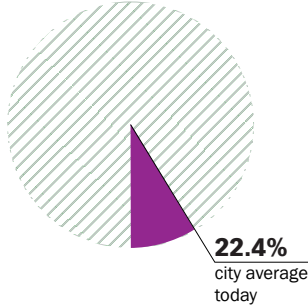


TRANSPORTATION & MOBILITY

The final set of metrics pertains to transportation and responds to an essential equity question: how easily are people able to access transportation services. Four different metrics are considered:

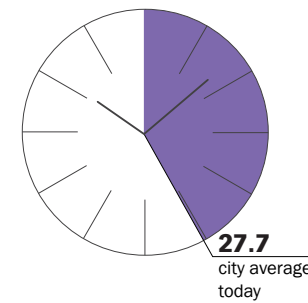
(1) Percentage of households without cars, relative to the city-wide average. Households without access to a motor vehicle must rely on other transportation options.

VEHICLE OWNERSHIP
Percentage of households without cars within the City



(2) Average time length of commute, relative to the city-wide average. Longer commute times may be an opportunity for providing more jobs or improving transportation options.

COMMUTE TIME TO WORK
Average commute time (in minutes) within the City



(3)Percentage of the area of the City within 1/4 mile of dedicated bicycle facilities. Bike trails are considered more desirable for all user groups, but much of the City only has bike lanes or no bike facilities at all.

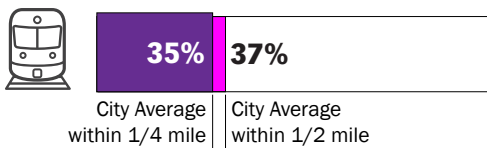
TRANSPORTATION ACCESS & EQUITY

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

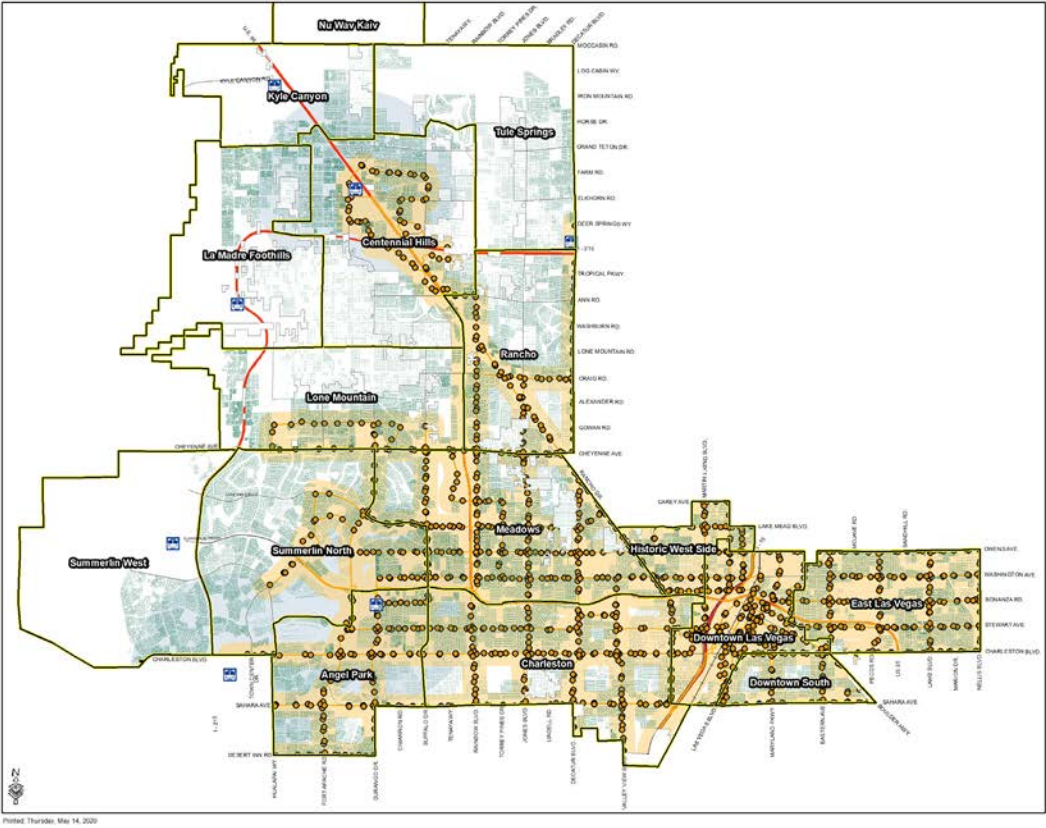


(4) Percentage of residents within 1/4 mile or 1/2 mile of a transit stop. 1/2 mile distance is typically used in transit planning, although from a convenience and attraction standpoint transit stops closer to home can provide better access.

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



Access to Public Transportation for Public Transit. Both existing conditions and future conditions are displayed to indicate a short walk to alternative transportation. Existing RTC Transit routes provide a minimum level of accessibility to older planning areas. Development of RTC's OnBoard high capacity transit system will improve coverage as well as provide access to suburban areas.



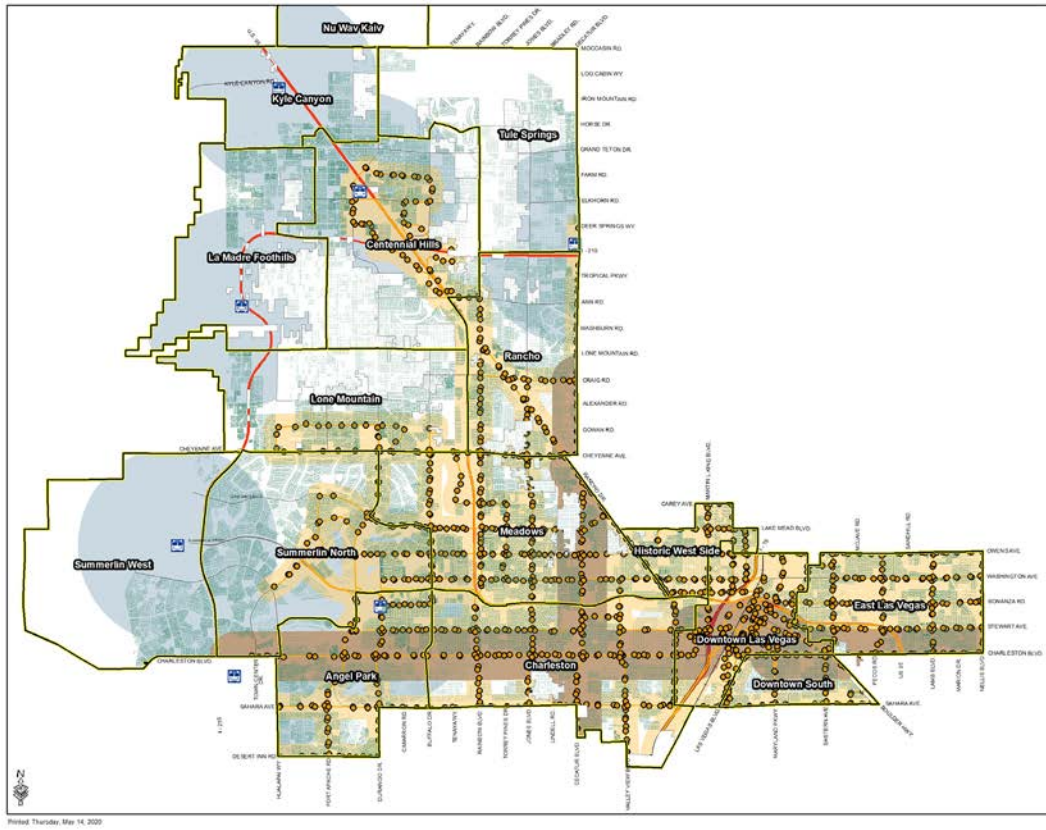
City of Las Vegas
Population Proximity to Transit Corridors
- Existing Conditions -

Legend

- Masterplan Districts
- Dwelling Unit
- Transit Center (Existing & Proposed)
- Bus Stop
- Bus Route
- 1/4 Mile Buffer of Transit Route
- 2 Mile Buffer of Transit Center

0 0.5 1 2 Miles

City of Las Vegas
Planning & Development Dept
702.259.4351



City of Las Vegas
Population Proximity to Transit Corridors
- Future Conditions -

Legend

- Masterplan Districts
- Dwelling Unit
- Transit Center (Existing & Proposed)
- Bus Stop
- Bus Route
- 1/4 Mile Buffer of Transit Routes, BRT, Rapid corridors
- 1/2 Mile Buffer of LRT
- 2 Mile Buffer of Transit Center

0 0.5 1 2 Miles

City of Las Vegas
Planning & Development Dept
702.259.4351

DEMOGRAPHICS

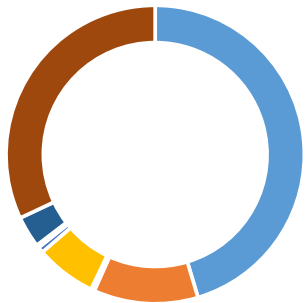
A number of demographic indicators for each area helps explain the composition of the residents that live in the neighborhoods. Compiled from Census, American Community Survey, and Planning Department data, each tell a story about the area’s socio-economic characteristics, the types of houses, and who lives there.

KEY

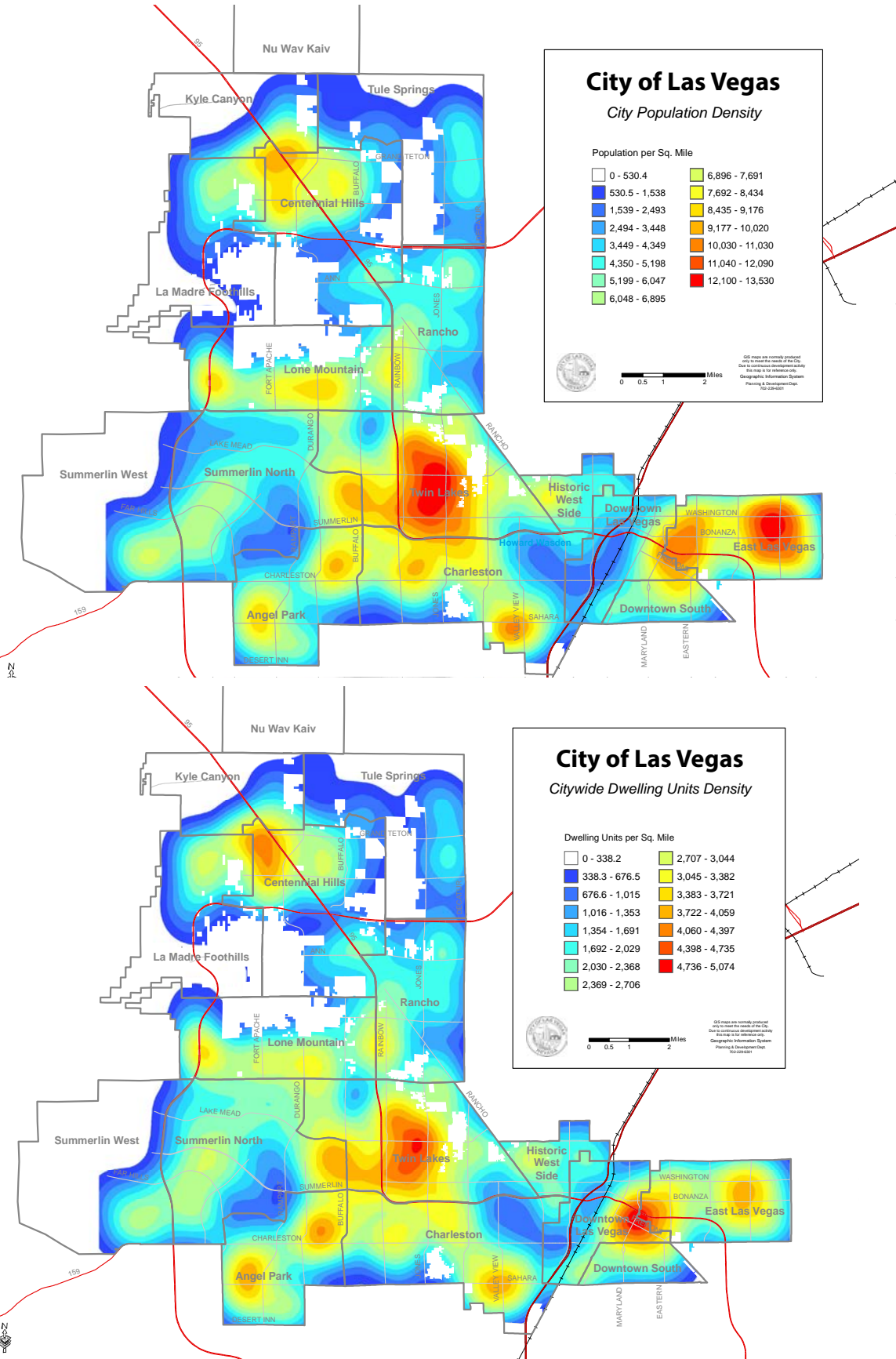
- (1) The current population of the area
- (2) The largest age group indicates variations in age cohorts
- (3) Persons per household explains household composition, children, or multi-generational homes
- (4) and (5) indicated the current number of dwellings within an area, whether single-family residential or multi-family dwelling unit types, such as duplex, triplex, four-plex, apartments, townhomes, condominiums, or mobile homes.
- (6) Median household income measures the overall economic prosperity of the area
- (7) Median rent and mortgage payments represent a snapshot of the housing costs and affordability
- (8) Housing tenure indicate the percentage of people who rent their dwelling or own it outright
- (9) and (10) show the levels and rates of educational attainment: those that have attained a high school diploma and those that have received a Bachelor’s degree
- (11) The area’s unemployment rate
- (12) and (13) Housing and population density
- (14) The racial and ethnic composition of the area

TOTAL CITY DEMOGRAPHICS

- 1. Current population: 675,971
- 2. Largest Age Group: 25 - 34 years (avg age 34.5)
- 3. Persons per household: 2.83
- 4. Single Family Dwellings: 10,724 (avg/area)
- 5. Multi-Family Dwellings: 6,399 (avg/area)
- 6. Median Household income: \$60,917
- 7. Median rent / mortgage: \$1,159 / \$1,468
- 8. Housing tenure: 45.86% rent / 54.14% own
- 9. Attained High School Diploma: 84.85%
- 10. Attained Bachelor’s Degree: 24.89%
- 11. Unemployment rate: 8.62%
- 12. Housing Density: 5.14 dwelling units / acre
- 13. Population Density: 8,146 residents / square mile
- 14. Racial/ethnic composition



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



II.A DOWNTOWN LAS VEGAS



Downtown Las Vegas is the City’s civic, commercial, and cultural hub. Located in the center of the Las Vegas Valley, encompassing the original 1905 town site, it functions as a primary regional center of Southern Nevada together with the Las Vegas Strip. Centered along Fremont Street, Downtown is the original home to local gaming and tourism. It continues to attract visitors looking for a historic and authentic Las Vegas experience. The Downtown of tomorrow is envisioned as a vibrant and livable urban environment and will continue to “Reinvent the Legend” through complete implementation of the Vision 2035 Downtown Las Vegas Master Plan.

DEMOGRAPHICS

- Current population: 28,115 ▼
- Largest Age Group: 25 - 34 years (4,600) ▼
- Persons per household: 2.28 ▼
- Single Family Dwellings: 1,755 ▼
- Multi-Family Dwellings: 12,226 ▲
- Median Household income: \$22,471 ▼
- Median rent / mortgage: \$746 / \$1,219 ▼
- Housing tenure: 84.8% rent / 15.2% own ▲
- Attained High School Diploma: 71.6% ▼
- Attained Bachelor’s Degree: 11.7% ▼
- Unemployment rate: 15.3% ▲
- Housing Density: 6.56 dwelling units / acre ▲
- Population Density: 8,439 residents / square mile ▲

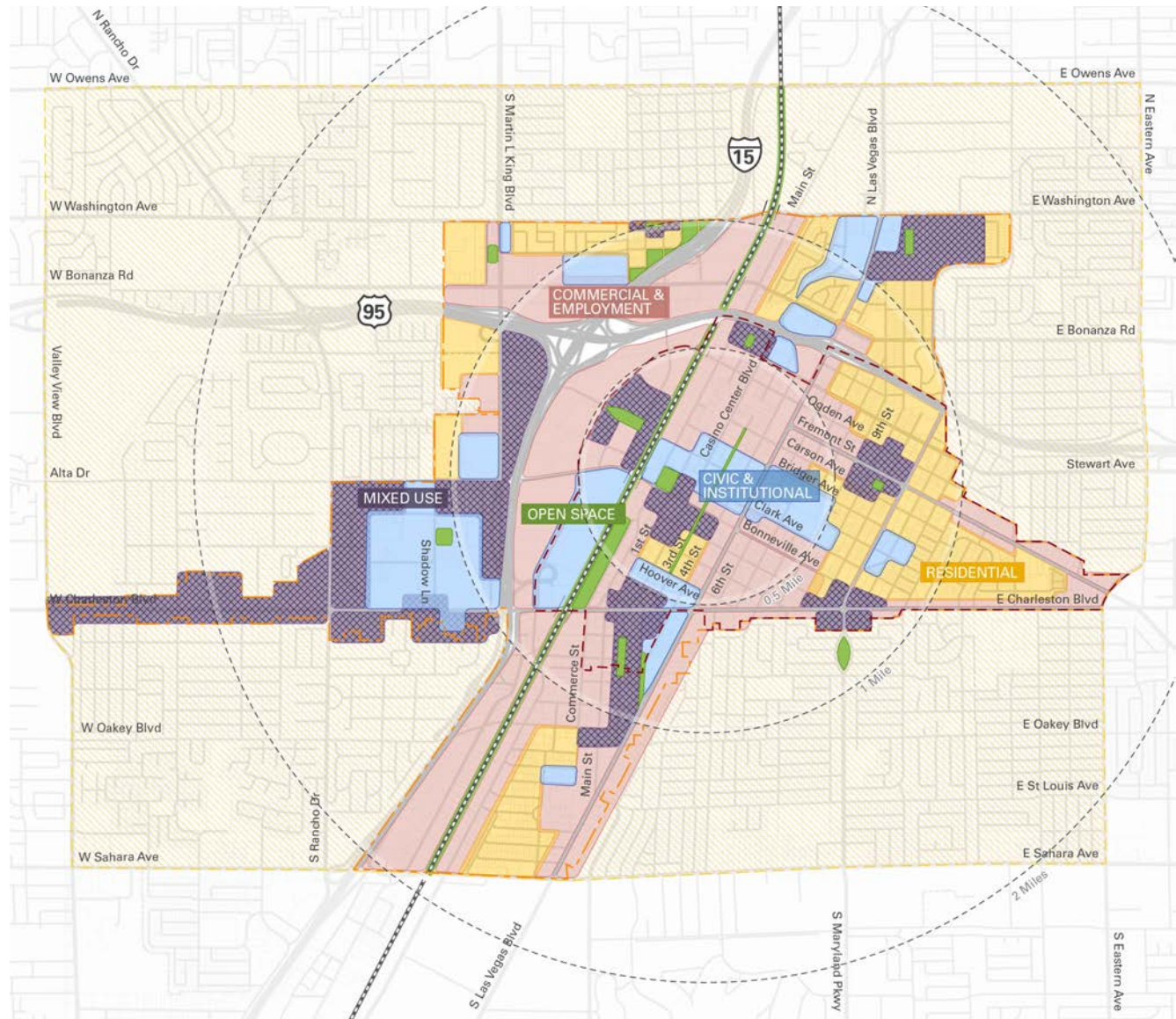
▲ ▼ Above / Below citywide average

Race & Ethnicity



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

DOWNTOWN FUTURE LAND USE FROM 2045 MASTER PLAN



LEGEND

Primary Land Use Classifications

- Residential
- Commercial & Employment
- Mixed Use
- Civic & Institutional
- Open Space

Plan Boundaries

- Downtown Core Boundary
- Downtown Periphery Boundary
- Sphere of Influence Boundary

SEE ALSO:

Vision 2045: Downtown Las Vegas Masterplan
Downtown Civic Space and Trails Plan
Title 19.09 Form-Based Code
Hundred Plan

LAND USE AND DEVELOPMENT
TODAY

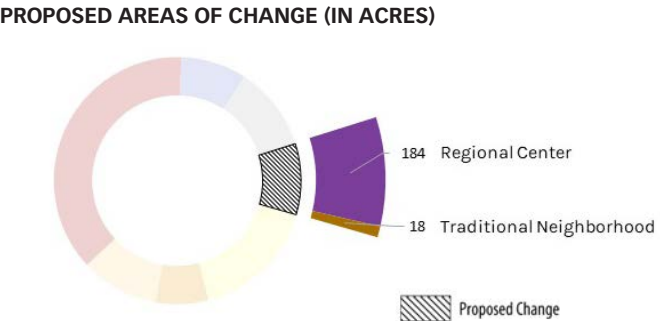
Downtown is characterized by a traditional urban fabric centered on Fremont Street. The Downtown is divided into several unique and culturally rich neighborhoods. The core districts include the Civic and Business District, Resort and Casino District, Fremont East Entertainment District, and Symphony Park District. Downtown also encompasses the Historic Westside and Cashman neighborhoods, the Las Vegas Medical District, and the gateway to the Strip. Downtown is bisected by US-95 and I-15, creating connectivity issues between the core and the downtown periphery.

IN THE FUTURE

Downtown will achieve a compact, vibrant urban environment, focusing on higher density mixed-use, transit-oriented development. Downtown is governed by the special area plan and regulated by the City’s Form-Based Code (Title 19.09). The Form-Based Code establishes Transect Zones and Building Types, Frontage Types, Open Space Types, and Thoroughfare Standards that apply within the 12 districts of the Downtown Las Vegas Overlay District.

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

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



Downtown Las Vegas area: 2,132.1 acres

2050 PROJECTIONS

- Population: 51,539
- Total New Housing Units: 10,274 (83 Single family / 10,121 Multi-family)
- New Commercial (1,000 GSF): 12,320,270
- Housing Density: 11.38 dwelling units / acre
- Population Density: 15,471 residents / square mile

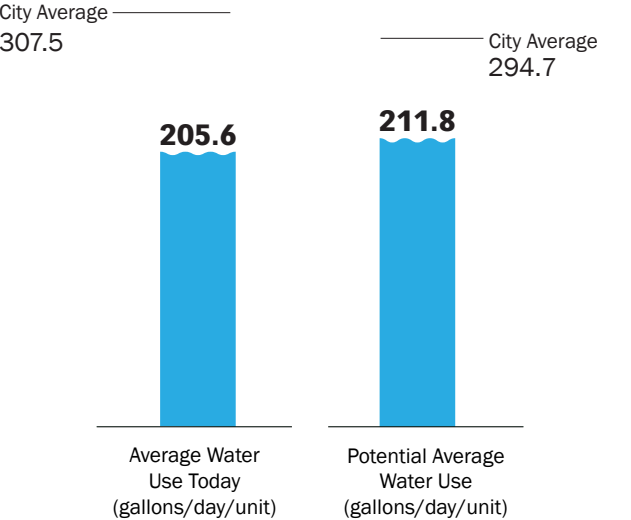
KEY LAND USE TOOLS

- Mixed-use
- Transit-oriented development
- Placemaking through arts and culture
- Diverse housing options

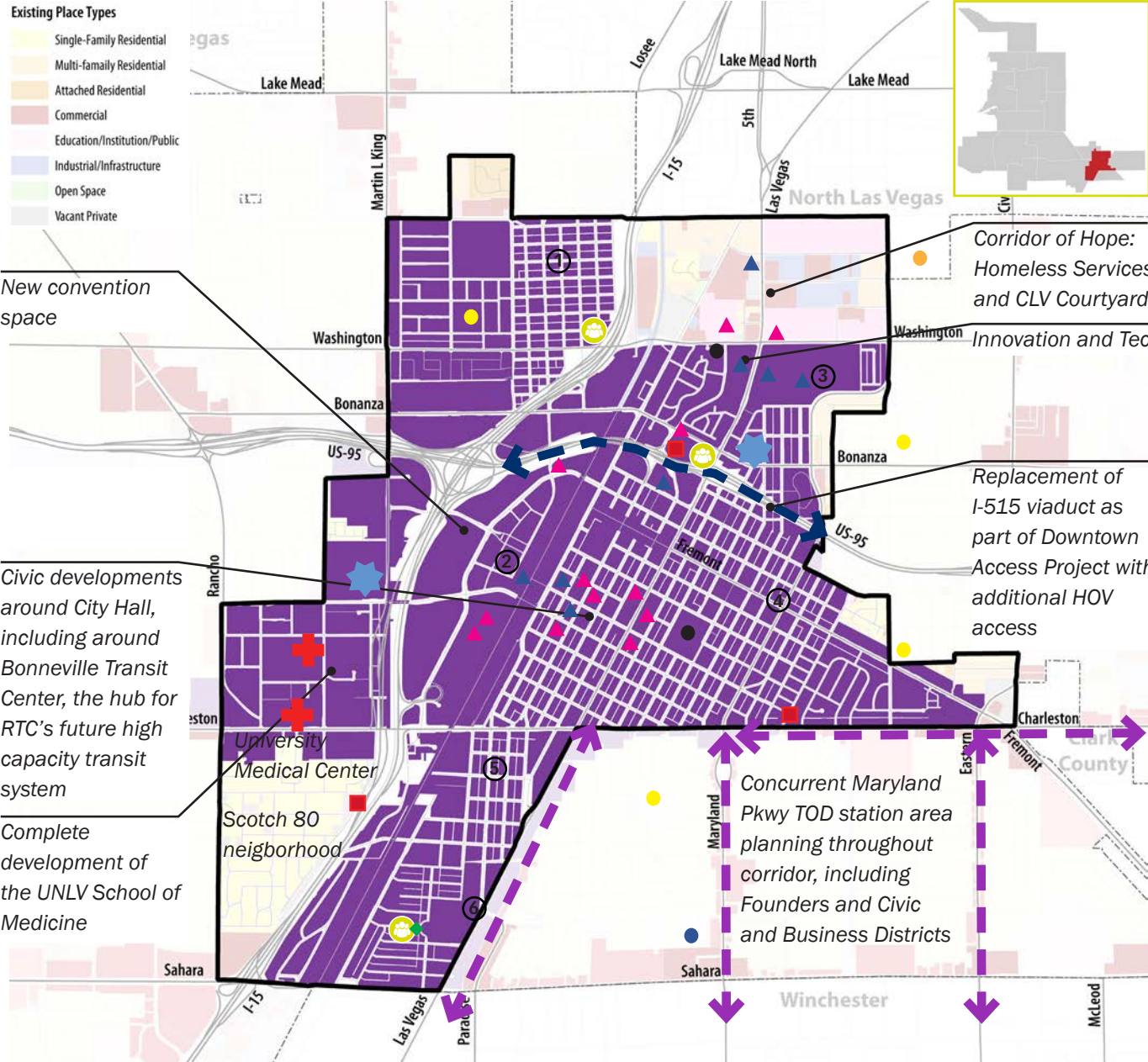
Click each tool to read more.

WATER USAGE

Water consumption of residents in the planning area will be increase slightly with the planned buildout.



II.A DOWNTOWN LAS VEGAS



DOWNTOWN LAS VEGAS PLACE TYPE FRAMEWORK

KEY REDEVELOPMENT OPPORTUNITIES

- Implement the “Hundred Plan” to revitalize the Historic Westside
- Symphony Park mixed-use development
- Cashman Center redevelopment opportunity
- Fremont East District redevelopment and complete street improvements
- Arts District cultural improvements, investments, and redevelopment
- Gateway District revitalization and improvements along Las Vegas Blvd

COMMUNITY FACILITIES

- CLV Fire Station
- LVMPD Substation
- Hospital
- CCSD School (elementary/middle/high/alternative or special)
- Library
- City or other public facility
- Community Center
- Transportation improvement
- Planned High Capacity Transit

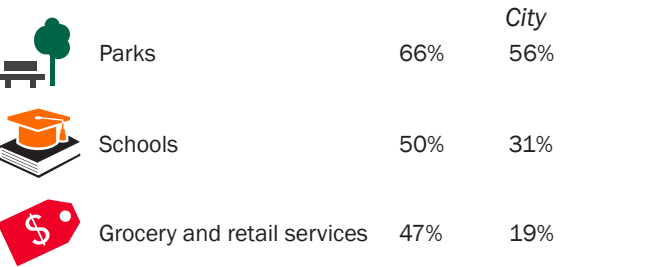
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SERVICES



Downtown has the greatest concentration of public facilities and services in the region. Federal, state, and local government civic buildings are located throughout Downtown, including the Clark County Government Center, Las Vegas Metropolitan Police Headquarters, and regional court and judicial facilities. Other private and non-profit services serve the City and Southern Nevada as a whole; most notably, homeless service providers are concentrated within Downtown and its periphery along the “Corridor of Hope.”

PROXIMITY OF DWELLING UNITS TO SERVICES
Percentage of total units within 1/2 mile walk:



Percentage of total units within 2 mile drive:

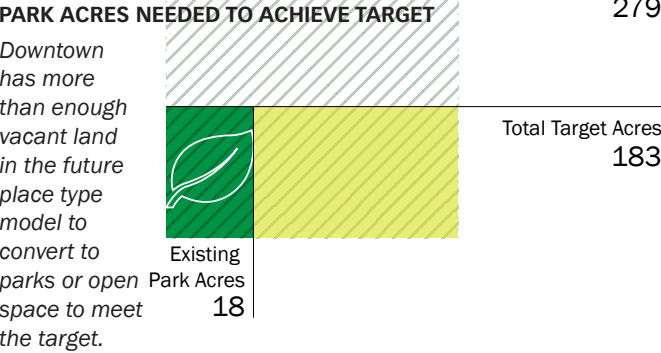
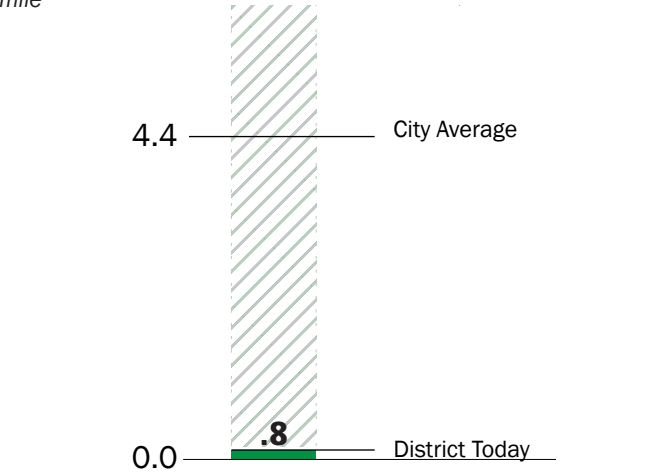


PARKS AND OPEN SPACE



Downtown has several notable and memorable places, including the Fremont Street Experience, Container Park, Symphony Park, and 3rd Street, but is notably lacking traditional parks, civic, and green spaces. In the past decade, Downtown witnessed the birth of a variety of museums and cultural amenities, including the Mob Museum, Neon Museum, and Smith Center for the Performing Arts. The Downtown Parks and Civic Spaces sub-plan provides an implementation framework for increased public and private parks, plazas, and other civic spaces, including a Civic Plaza and central park. The Title 19.09 form-based zoning code also similarly requires open space and specifies civic space standards.

PARK ACCESS
Acres of accessible park space per 1,000 residents within 1/4 mile

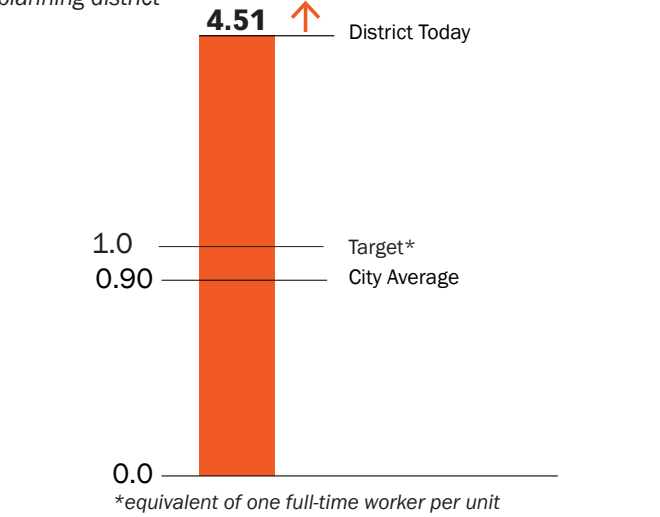


WORKFORCE

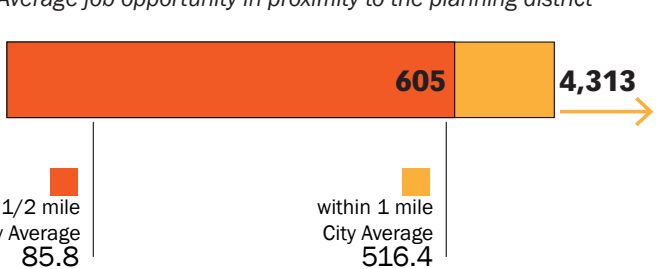


Downtown encompasses a variety of industry clusters. The Casino Center and the Fremont East District remain major economic drivers of Las Vegas and the region. In order to maintain that standing and address historic blighting conditions, the City has introduced downtown redevelopment areas and new economic development initiatives. Adaptive reuse has brought new life to underutilized industrial areas, creating vibrant places like the Arts District. The UNLV School of Medicine and several major hospitals located in the Medical District allow for growth in the health care and education sectors. Finally, major mixed-use and special purpose areas, including the Cashman Center and Symphony Park, allow for unique economic development and redevelopment opportunities. The Downtown residents are served by neighborhood CCSD schools and charter schools.

JOB SUPPLY IN DISTRICT
Average job opportunity per residential unit in the planning district



JOB PROXIMITY
Average job opportunity in proximity to the planning district



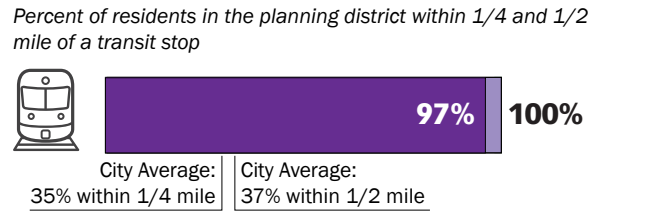
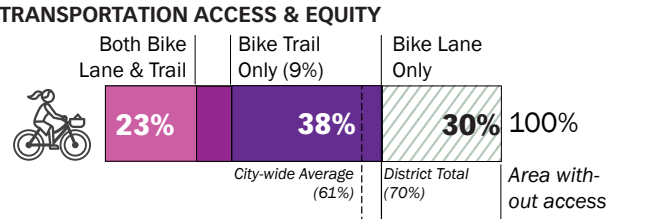
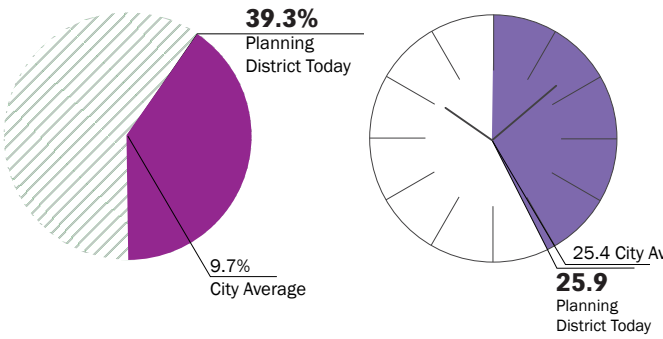
TRANSPORTATION



Located near the intersection of I-15, I-515, and US-95 (future I-11), Downtown is also the central hub of the RTC Transit system and future high capacity transit network. In terms of access and mobility, Downtown has the region’s best complete street grid. The Union Pacific Railroad parallels I-15 which may allow Downtown to potentially be the central hub for high-speed rail connecting to Southern California. However, as the oldest part of the city, Downtown also has aging infrastructure of all types.

VEHICLE OWNERSHIP
Percentage of households without cars within the district

COMMUTE TIME TO WORK
Average commute time (in minutes) within the City



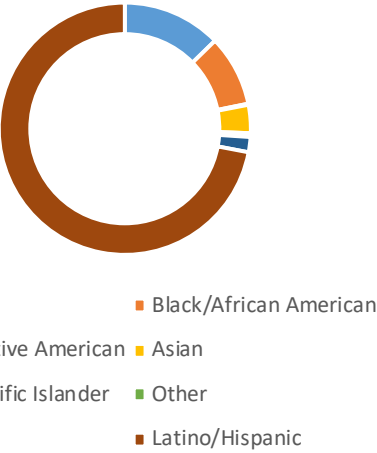


East Las Vegas is comprised of a network of higher density traditional neighborhoods, a thriving and growing Latinx community, and a well-connected street system; it does, however, face a number of challenges, including high poverty rates, higher rates of crime, and an overall lack of investment or under-investment in infrastructure and services to accommodate a rapidly changing population. The addition of high capacity transit along the edges will enable East Las Vegas to transform itself into a diverse and cohesive sector of Las Vegas.

DEMOGRAPHICS

- Current population: 75,146 ▲
 - Largest Age Group: 25 - 34 years (11,177) ▼
 - Persons per household: 3.40 ▲
 - Single Family Dwellings: 9,428 ▼
 - Multi-Family Dwellings: 12,938 ▲
 - Median Household income: \$32,224 ▼
 - Median rent / mortgage: \$828 / \$1,039 ▼
 - Housing tenure: 63.2% rent / 36.8% own ▼
 - Attained High School Diploma: 57.6% ▼
 - Attained Bachelor's Degree: 4.8% ▼
 - Unemployment rate: 10.3% ▲
 - Housing Density: 7.95 dwelling units / acre ▲
 - Population Density: 16,095 residents / square mile ▲
- ▲ ▼ Above / Below citywide average

Race & Ethnicity



KEY IMPLEMENTATION STRATEGIES

LAND USE AND DEVELOPMENT

- Redevelop substandard housing and incentivize infill housing
- Reduce food swamps
- Embrace Latinx culture through creative placemaking and design

SERVICES AND FACILITIES

- Consider locating additional facilities in the north/northeast

PARKS AND OPEN SPACE

- Develop more accessible parks and open space
- Increased tree canopy target area - highest levels of ozone in City

WORKFORCE AND EDUCATION

- Focus on workforce training and job creation
- Address school overcrowding

TRANSPORTATION

- Complete sidewalk network
- Develop high capacity transit along Charleston Blvd and Eastern Ave and rapid bus along Nellis Blvd

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

SEE ALSO:
Spectrum Industrial Park Area Plan



LAND USE AND DEVELOPMENT

TODAY

East Las Vegas is generally characterized by higher density development with a mix of residential housing types. There are existing auto-oriented commercial nodes and retail strips along Bonanza at Eastern Ave and Nellis Blvd.

IN THE FUTURE

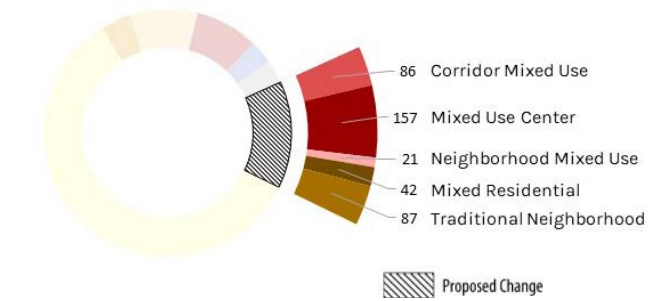
There are several opportunities to redevelop substandard housing stock with affordable high-quality housing and introduce higher density mixed-use development particularly along Bonanza Rd, Eastern Ave, and Nellis Blvd while remaining affordable. The construction of high capacity transit along Charleston Blvd along the area’s southern edge will also help facilitate transit-oriented development at US-95, Lamb Blvd, and Nellis Blvd.

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

Click each Place Type to read more.

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

PROPOSED AREAS OF CHANGE (IN ACRES)



East Las Vegas total area: 2,183.3 acres

2050 PROJECTIONS

- Population: 84,936
- Total New Housing Units: 4,173 (326 Single-family / 3,848 Multi-family)
- New Commercial (1,000 GSF): 10,248,995
- Housing Density: 9.43 dwelling units / acre
- Population Density: 19,322 residents / square mile

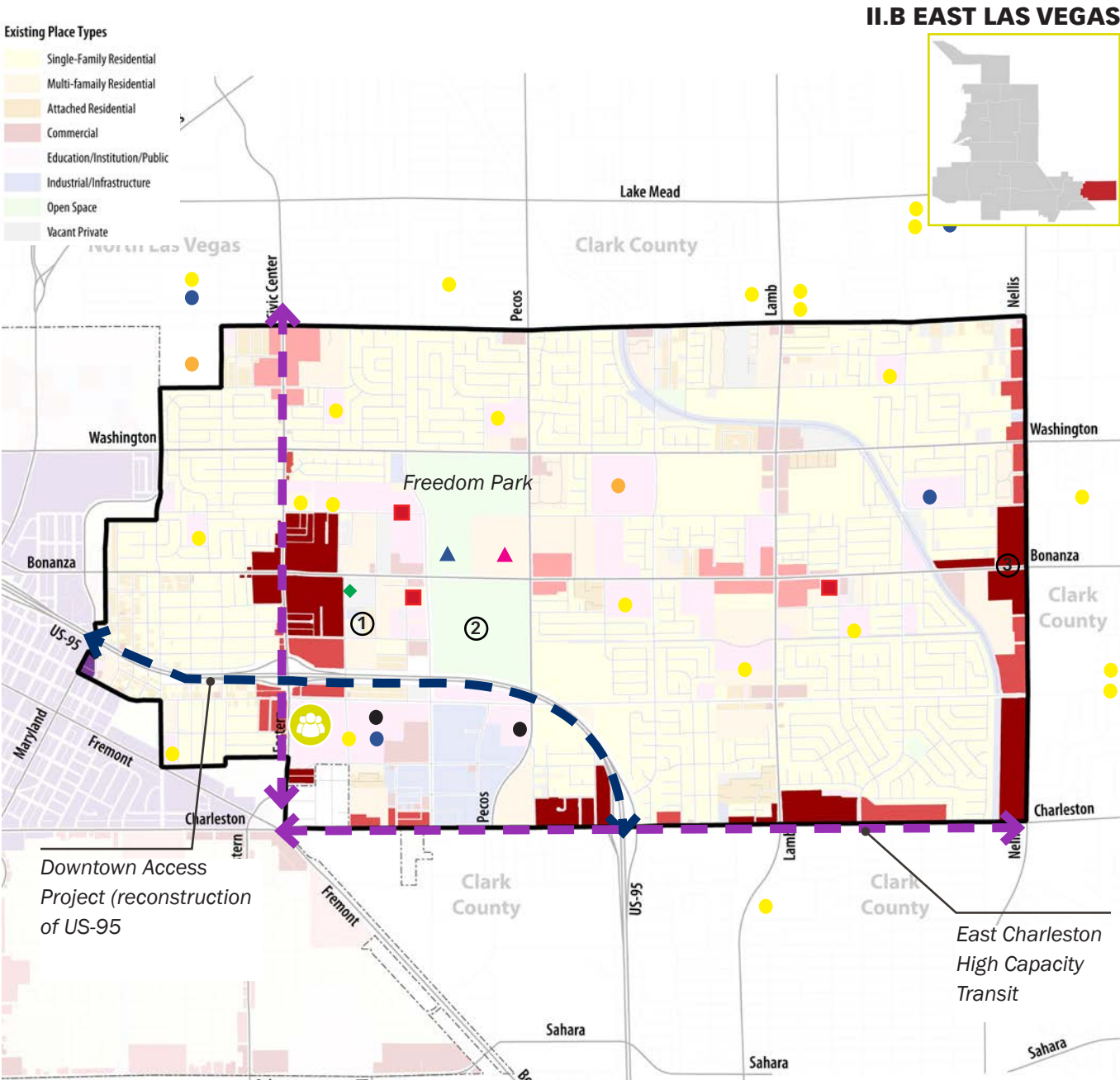
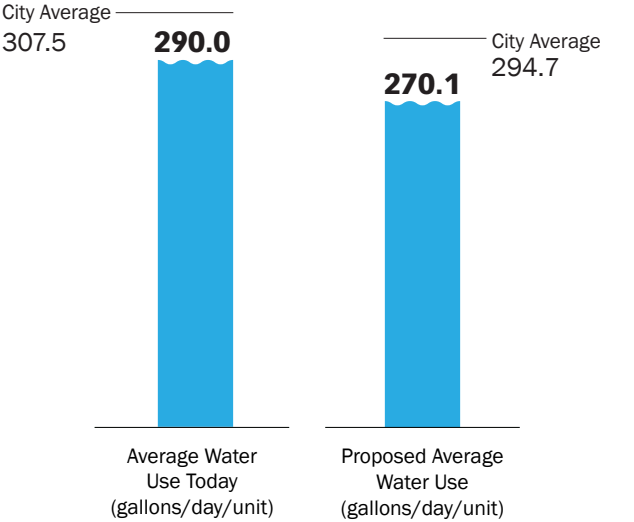
KEY LAND USE TOOLS

- Traditional Neighborhood Design
- Neighborhood Character
- Transit-Oriented Development
- Placemaking through arts and culture

Click each tool to read more.

WATER USAGE

Water consumption of residents in the planning area will be reduced with the new planned place types.



EAST LAS VEGAS PLACE TYPE FRAMEWORK

KEY REDEVELOPMENT OPPORTUNITIES

- Mixed Residential Potential
- Desert Pines Golf Course (city owned) - consider neighborhood mixed-use at Pecos intersection and retain greenspace
- Mixed-use redevelopment priority

- Transportation improvement
- Planned High Capacity Transit

COMMUNITY FACILITIES

- CLV Fire Station
- CCSD School (elementary/middle/high/alternative or special)
- Library
- City or other public facility
- East Las Vegas Community Center

SERVICES + FACILITIES



East Las Vegas has several major city and regional facilities, including East Las Vegas Community Center, and Clark County Family Services, as well as several city operational facilities, including the City’s East Service Yard, Fire training center, and Detention Center. The area lacks city facilities in the north and northeastern portions, and is plagued by higher overall crime rates throughout the district.

PROXIMITY OF DWELLING UNITS TO SERVICES
Percentage of total units within 1/2 mile walk:



Percentage of total units within 2 mile drive:

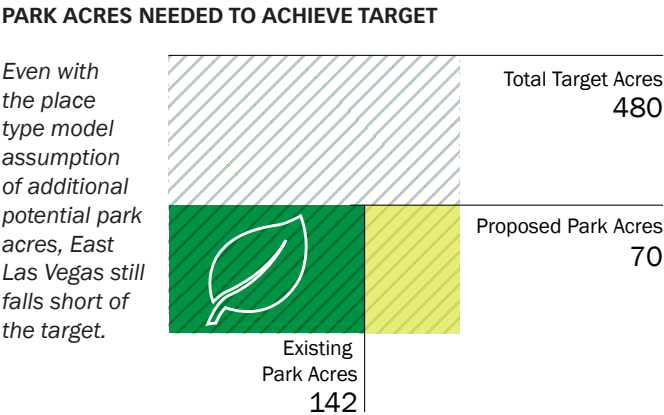
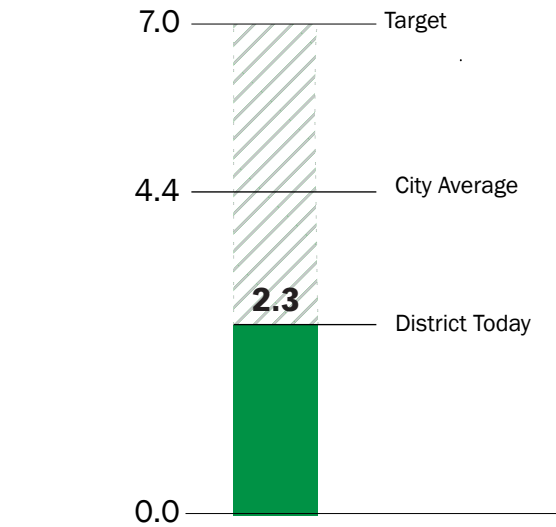


PARKS AND OPEN SPACE



Several large traditional parks have historically anchored East Las Vegas, including Freedom Park. A few new parks are under construction, including smaller neighborhood parks that will help provide green space to underserved areas, but more will still be needed, and of different types and varieties. Desert Pines Golf Course is also located within this area; while a major asset, it could be repurposed to another use while still incorporating much needed civic green space. User safety of parks, trails, and open space within the area has been noted as well.

PARK ACCESS
Acres of accessible park space per 1,000 residents within 1/4 mile



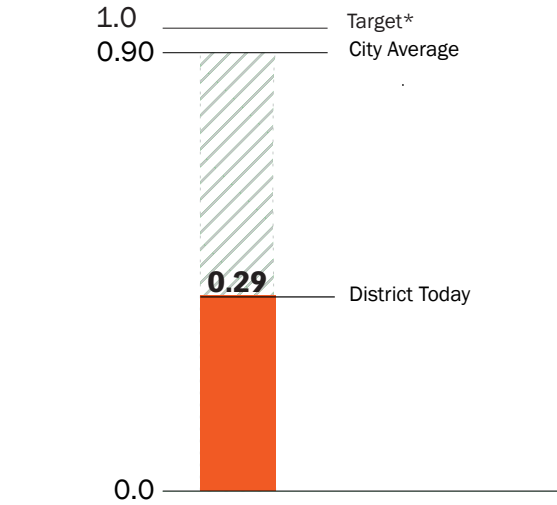
See Chapter 2, Section III Environment

WORKFORCE + EDUCATION



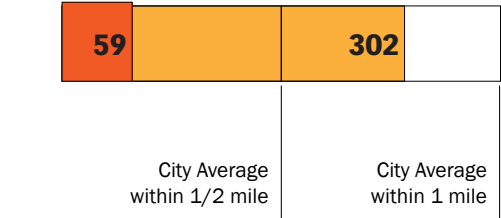
Over time, blighting conditions have led to the establishment of expanded redevelopment areas and new economic development initiatives. Many union halls and training centers are located throughout the district, as is the Spectrum Industrial Center. Many CCSD elementary schools are overcrowded and are in disrepair, despite a high concentration. Desert Pines High School is also over capacity.

JOB SUPPLY IN DISTRICT
Average job opportunity per residential unit in the planning district



*equivalent of one full-time worker per unit

JOB PROXIMITY
Average job opportunity in proximity to the planning district



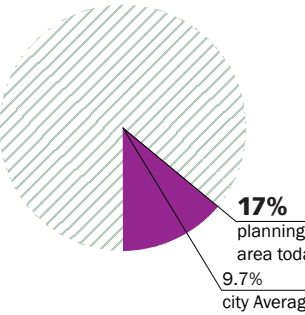
See Chapter 3, Economy & Workforce

TRANSPORTATION

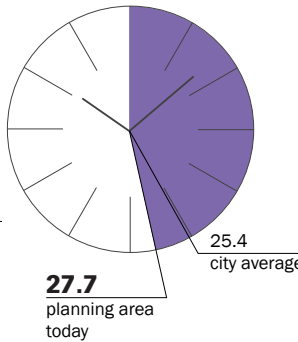


As an older part of town, East Las Vegas has aging infrastructure of all types and needs substantial upgrades and complete street improvements in many neighborhoods. The Interstate 515 viaduct (future I-11) runs through the southern portion and could be reconstructed and replaced, which could impact surrounding neighborhoods. Charleston Blvd, Eastern Ave, and Nellis Blvd will continue to transition from auto-oriented arterials toward transit-based complete streets. Opportunities exist along bicycle-friendly corridors to connect and complement the Las Vegas Wash regional trail.

VEHICLE OWNERSHIP
Percentage of households without cars within the district

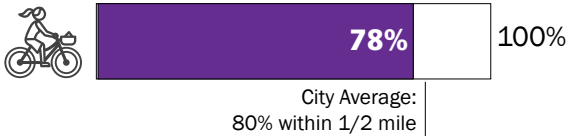


COMMUTE TIME TO WORK
Average commute time (in minutes) within the City

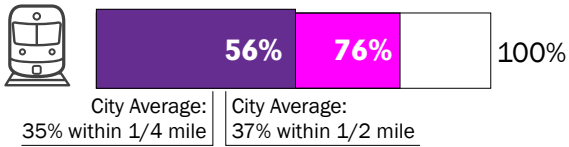


TRANSPORTATION ACCESS & EQUITY

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



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



See Chapter 4, Section I Transportation

See Chapter 3, Section I.B School Facilities and Chapter 4, Section III.A Public Facilities

WEST LAS VEGAS



West Las Vegas is comprised of the neighborhoods immediately surrounding the Historic Westside district of Downtown Las Vegas, a culturally significant and diverse area including the Berkley Square Neighborhood, Bonanza Village, Vegas Heights, and Eastland Village neighborhoods. For many decades, West Las Vegas and its residents, predominantly African American, were physically and economically segregated from the rest of the community. West Las Vegas is comparatively poorer, homogeneous, and faces greater socio-economic challenges than other districts. By 2050, this area will gain new life and development that preserves the community’s identity and heritage.

DEMOGRAPHICS

- Current population: 17,343 ▼
- Largest Age Group: 25 - 34 years (2,794) ▼
- Persons per household: 2.93 ▲
- Single Family Dwellings: 3,698 ▼
- Multi-Family Dwellings: 2,846 ▼
- Median Household income: \$32,937 ▼
- Median rent / mortgage: \$867 / \$1,174 ▼
- Housing tenure: 67.2% rent / 32.8% own ▲
- Attained High School Diploma: 71.2% ▼
- Attained Bachelor’s Degree: 7.6% ▼
- Unemployment rate: 11.3% ▲
- Housing Density: 6.60 dwelling units / acre ▲
- Population Density: 11,190 residents / square mile ▲

▲ ▼ Above / Below citywide average

Race & Ethnicity



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

KEY IMPLEMENTATION STRATEGIES

LAND USE AND DEVELOPMENT



- Balance historic neighborhood preservation with housing infill
- Expansion of redevelopment areas to enable infill

SERVICES AND FACILITIES



- Increase equitable access to services

PARKS AND OPEN SPACE



- Develop more accessible parks and open space

WORKFORCE AND EDUCATION



- Consider a Westside High School
- Strengthen performance of schools

TRANSPORTATION



- Upgrade aging infrastructure
- Complete streets improvements
- Develop Rapid Bus along Martin Luther King Blvd and Rancho Dr

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



SEE ALSO:
West Las Vegas Area Plan



LAND USE AND DEVELOPMENT

TODAY

The Martin Luther King Blvd corridor links the core neighborhoods of West Las Vegas. Many of these neighborhoods remain stable and offer a range of affordable single-family and multi-family housing types. Other neighborhoods have lost significant housing stock, leaving behind vacant or empty lots, providing an opportunity for infill mixed residential redevelopment. Places of worship are spread throughout the community and serve as an anchor for many neighborhoods.

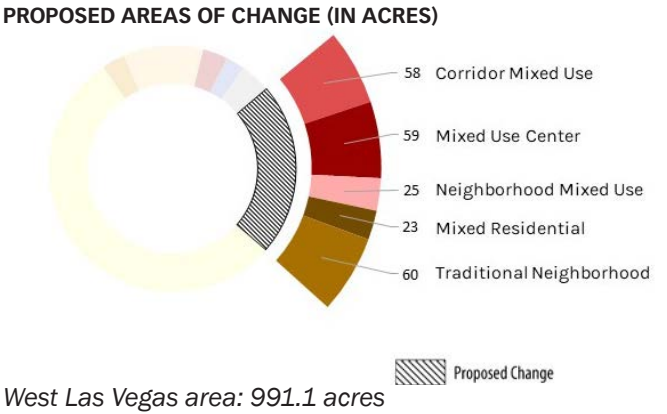
IN THE FUTURE

Transit-Oriented Development corridors and neighborhood centers are located throughout the district and offer prime areas for higher density development. The western half of West Las Vegas is typified by mature single-family residential neighborhoods and apartment complexes, with pockets of large estates. The southern end of the district contains substantial industrial land along the freeway.

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

Click each Place Type to read more.

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



2050 PROJECTIONS

- Population: 83,898
- Total New Housing Units: 2,987 (229 Single family / 2,758 Multi-family)
- New Commercial (1,000 GSF): 2,778,885
- Housing Density: 9.61 dwelling units / acre
- Population Density: 16,837 residents / square mile

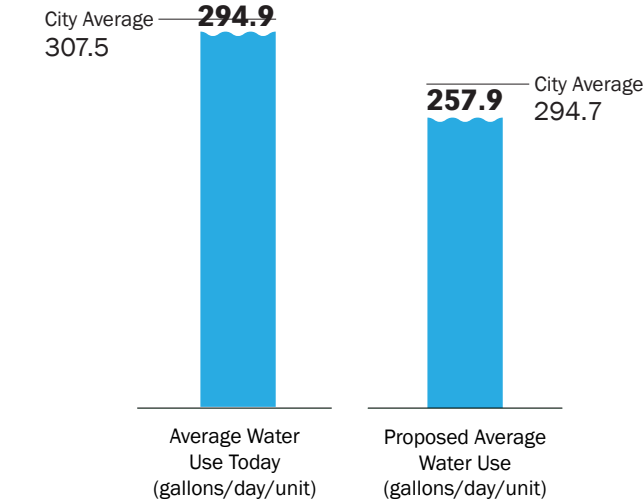
KEY LAND USE TOOLS

- Diverse Housing Options
- Infill housing
- Traditional Neighborhood Design
- Neighborhood Character
- Transit-Oriented Development
- Placemaking through arts and culture
- Adaptive Reuse
- Historic Preservation

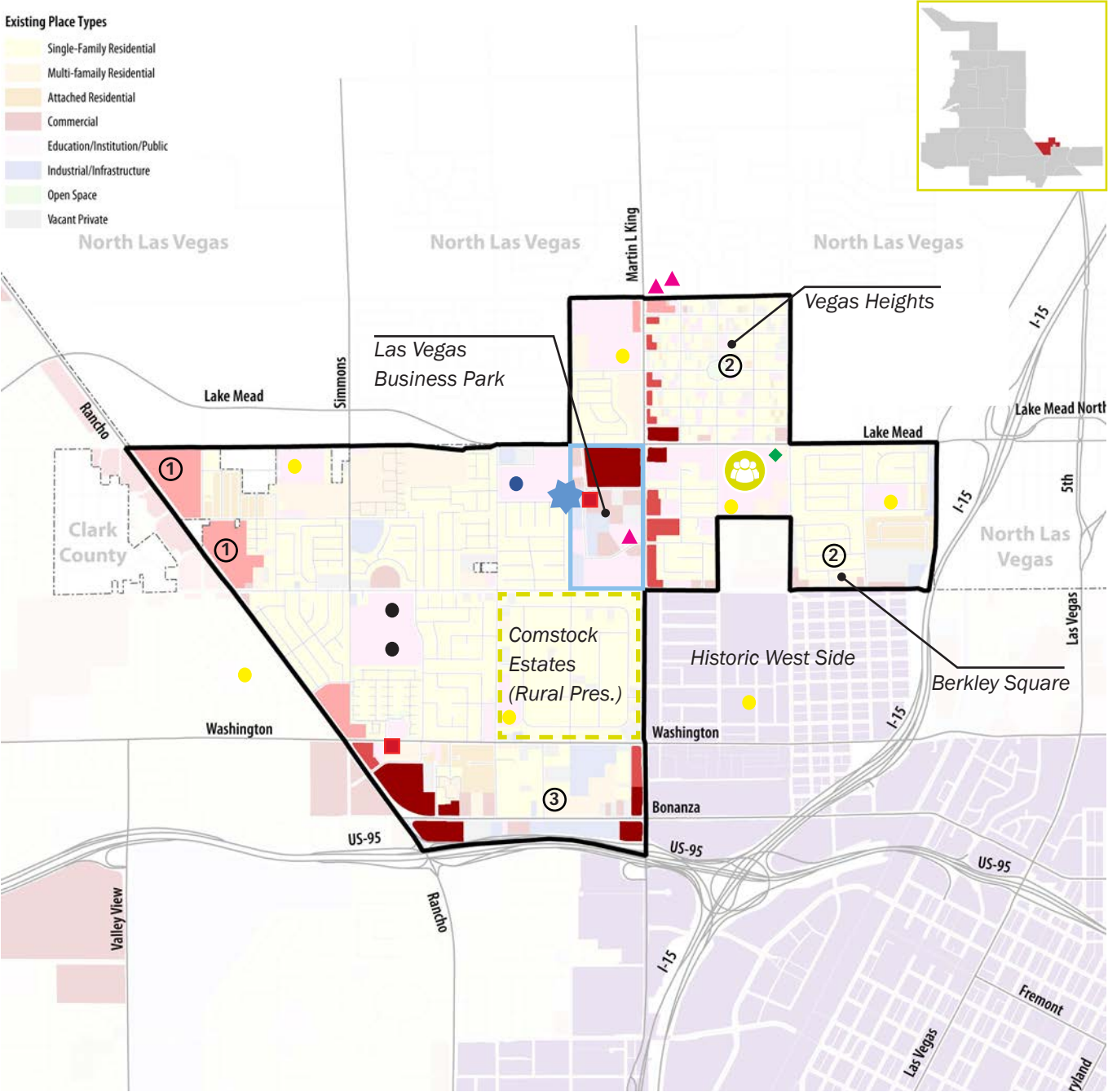
Click each tool to read more.

WATER USAGE

Water consumption of residents in the planning area will be reduced with the new planned place types.



II.C WEST LAS VEGAS



WEST LAS VEGAS PLACE TYPE FRAMEWORK

KEY REDEVELOPMENT OPPORTUNITIES

- ① Key Redevelopment Sites
- ② Historic Neighborhoods - balance preservation with infill
- ③ Ahern Properties Redevelopment Opportunity

COMMUNITY FACILITIES

- CLV Fire Station
- LVMPD Substation
- CCSD School (elementary/middle/high/alternative or special)
- Library
- City or other public facility
- Doolittle Community/Senior Center

SERVICES



West Las Vegas has a major need for upgraded infrastructure and additional public facilities and services. The area is served by two community centers: Pearson and Doolittle. However, the western half of West Las Vegas lacks significant investment and community services. West Las Vegas is served by the LVMPD’s Bolden Area Command; however, higher crime rates, homelessness, drug use, and chronic illnesses and conditions continue to plague the area.

PROXIMITY OF DWELLING UNITS TO SERVICES

Percentage of total units within 1/2 mile walk:

	Parks	41%	City
	Schools	78%	31%
	Grocery and retail services	17%	19%

Percentage of total units within 2 mile drive:

	Community Centers	91%	45%
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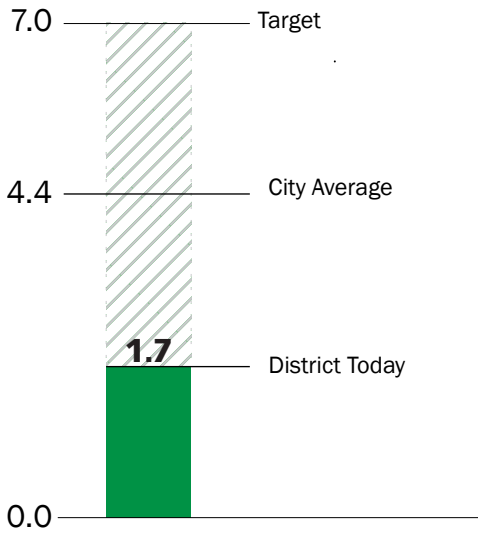
PARKS AND OPEN SPACE



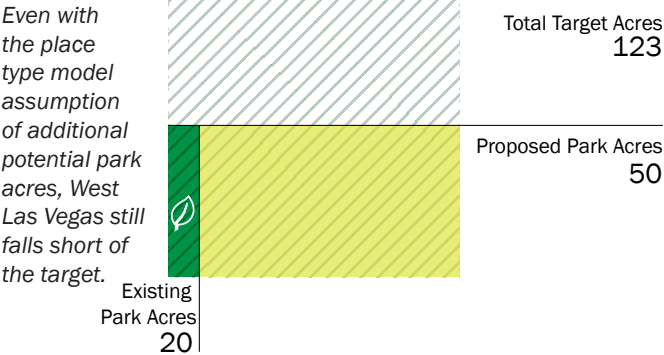
There is a significant lack of parks and open space in West Las Vegas; Existing facilities are limited to a scattering of small neighborhood and pocket parks exist and a major park (Kianga Isoke Palacio Park) at the Doolittle Community Center. An additional major park or open space should be constructed with quality amenities that will be safe and well utilized.

PARK ACCESS

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



PARK ACRES NEEDED TO ACHIEVE TARGET



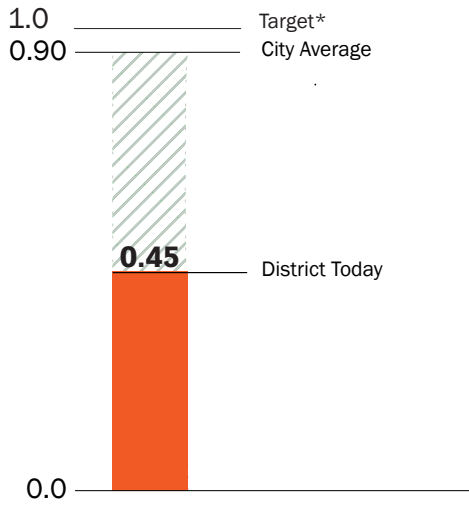
WORKFORCE



Historically West Las Vegas’s commercial uses were dominated by small, local businesses. A few national fast food and fast casual chains have opened near Lake Mead and Martin Luther King Blvd. Through the efforts of the City’s Redevelopment Agency, several major employment centers are now located within West Las Vegas, including the West Las Vegas Business Park and the Bonanza Rd corridor. Many CCSD and private schools are located throughout the district, but a major high school is lacking, and many schools routinely underperform, despite being in designated Opportunity or Achievement zones and receiving additional funding and resources. Also located in West Las Vegas is the Advanced Technologies Academy and the Veterans Tribute Career and Technical Academy.

JOB SUPPLY IN DISTRICT

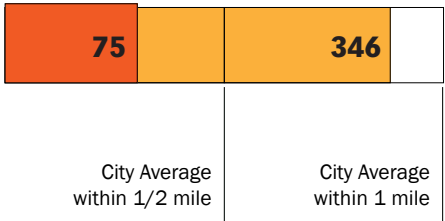
Average job opportunity per residential unit in the planning district



*equivalent of one full-time employee per residential unit

JOB PROXIMITY

Average job opportunity in proximity to the planning district



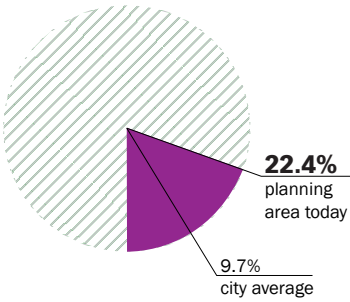
TRANSPORTATION



Rancho Dr, US-95 (future I-11), and I-15 make up the primary western, southern, and eastern edges of the district, while the northern edge is bounded by the City of North Las Vegas. West Las Vegas will be served by rapid bus service along Rancho and Martin Luther King. Infrastructure throughout the district is older, deteriorating, and in need of maintenance. While CDBG funds and FRI funding have helped to pay for select improvements, capital funding is needed to support complete streets and public transportation projects. Efforts that further connect West Las Vegas and the Historic Westside to Downtown Las Vegas should continue to be encouraged.

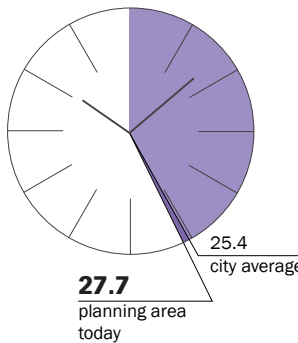
VEHICLE OWNERSHIP

Percentage of households without cars within the district



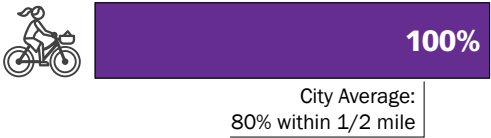
COMMUTE TIME TO WORK

Average commute time (in minutes) within the City

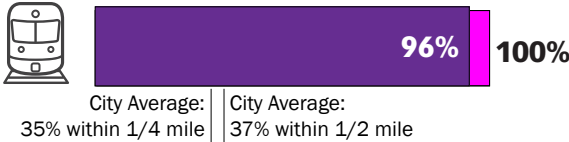


TRANSPORTATION ACCESS & EQUITY

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



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



II.D DOWNTOWN SOUTH

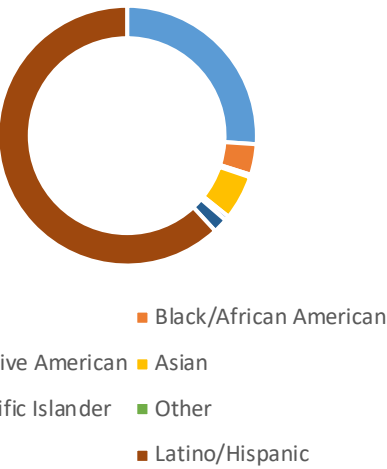


Downtown South is comprised of the City’s earliest inner-ring traditional neighborhoods, including John S. Park, Huntridge, Beverly Green, Southridge, Mayfair, Hillside Heights, and Crestwood. Given its close proximity to Downtown Las Vegas and several major transportation corridors on its periphery, including Charleston Blvd, Maryland Pkwy, Sahara Ave, and Las Vegas Blvd, these historic areas are in flux and must be carefully balanced with preservation efforts with the increasing pressure and demand for transit-oriented development.

DEMOGRAPHICS

- Current population: 16,883 ▼
- Largest Age Group: 25 - 34 years (2,345) ▼
- Persons per household: 3.06 ▲
- Single Family Dwellings: 4,083 ▼
- Multi-Family Dwellings: 1,814 ▼
- Median Household income: \$38,561 ▼
- Median rent / mortgage: \$936 / \$1,189 ▼ ▲
- Housing tenure: 50.7% rent / 49.3% own ▲ ▲
- Attained High School Diploma: 70.4% ▲
- Attained Bachelor’s Degree: 16.2% ▼
- Unemployment rate: 10.5% ▲
- Housing Density: 5.70 dwelling units / acre ▲
- Population Density: 10,451 residents / square mile ▲
- ▲ ▼ Above / Below citywide average

Race & Ethnicity

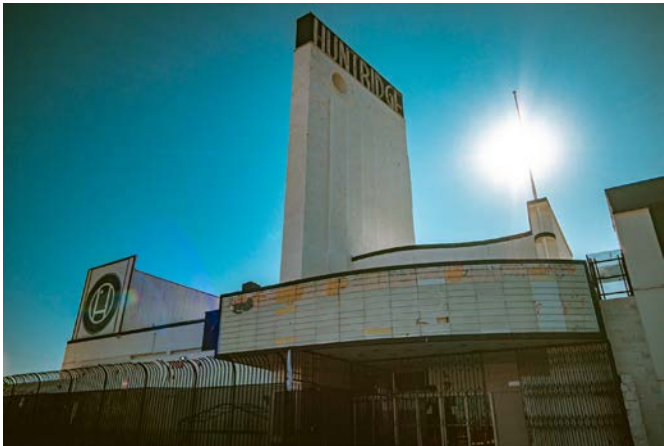


KEY IMPLEMENTATION STRATEGIES

- LAND USE AND DEVELOPMENT**
 - Balance historic neighborhood preservation with development pressures along corridors
- SERVICES AND FACILITIES**
 - Consider locating additional facilities to complete service offerings
- PARKS AND OPEN SPACE**
 - Develop more accessible parks and open space
- WORKFORCE AND EDUCATION**
 - Build a new specialized school at the former Bishop Gorman High School site along Maryland Pkwy to alleviate overcrowding
- TRANSPORTATION**
 - Upgrade aging infrastructure over time
 - Construct Spencer Greenway trail for additional multi-modal access to regional desinations
 - Develop Maryland Pkwy, Eastern Ave, Charleston Blvd, and Las Vegas Blvd high capacity transit, and upgrade service along Sahara Ave

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

SEE ALSO:
Beverly Green/Southridge Neighborhood Plan
John S. Park Neighborhood Plan
Maryland Parkway TOD



LAND USE AND DEVELOPMENT

TODAY

Comprised of traditional historic neighborhoods, Downtown South will focus on preservation of existing housing. However, as opportunities present themselves, higher density transit-oriented development and developing new place and housing types along the periphery will be thoughtfully done to ensure housing remains affordable and gentrification is minimized.

IN THE FUTURE

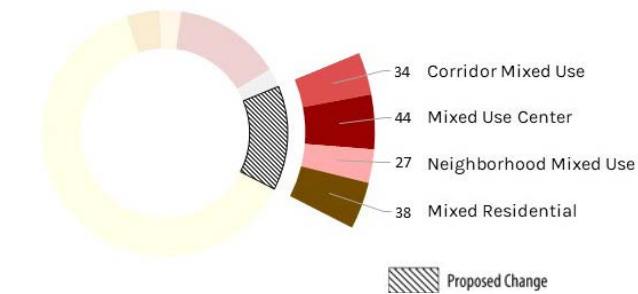
While the neighborhoods around Downtown South are well established, some areas along the edges of the planning area may require enhancements and transformations in an effort to redevelop and remove blighting conditions. Historic shopping centers and mixed-use corridors may potentially need to be redeveloped over time, especially at key nodes.

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

Click each Place Type to read more.

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

PROPOSED AREAS OF CHANGE (IN ACRES)



Downtown South area: 1,033.9 acres

2050 PROJECTIONS

- Population: 27,434
- Total New Housing Units: 3,448 (136 Single family / 3,312 Multi family)
- New Commercial (1,000 GSF): 3,705,302
- Housing Density: 9.04 dwelling units / acre
- Population Density: 16,983 residents / square mile

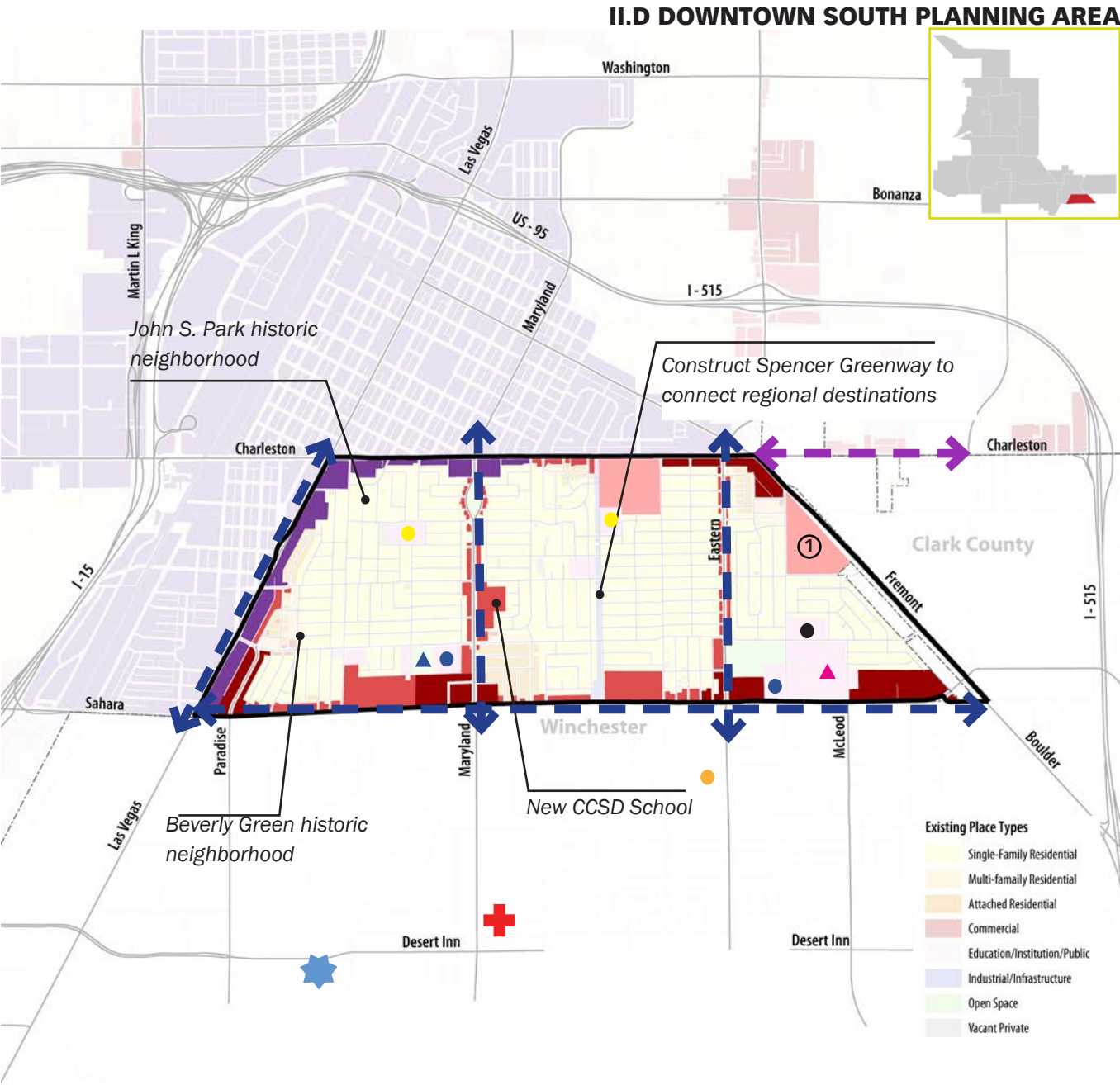
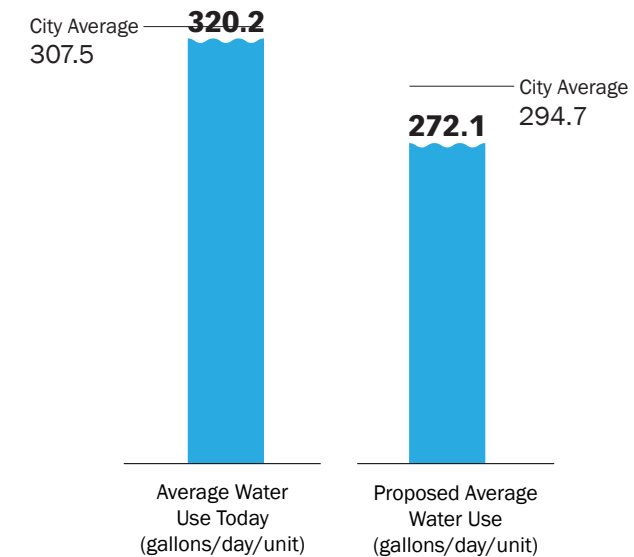
KEY LAND USE TOOLS

- Diverse Housing Options
- Infill housing
- Neighborhood Character
- Mixed-Use
- Transit-Oriented Development
- Placemaking through arts and culture
- Historic Preservation

Click each tool to read more.

WATER USAGE

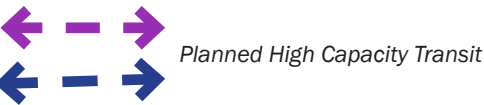
Water consumption of residents in the planning area will be reduced with the new planned place types.



DOWNTOWN SOUTH PLACE TYPE FRAMEWORK

KEY REDEVELOPMENT OPPORTUNITIES

- ① Key redevelopment site (former Castaways site)



COMMUNITY FACILITIES

- ★ LVMPD Substation
- ✚ Hospital
- CCSD School (elementary/middle/high/alternative or special)
- ▲ City or other public facility

SERVICES



Because Downtown South’s close proximity to Downtown Las Vegas, major city and regional facilities located there serve this area, or may be located in Clark County; however, Downtown South does lack some facilities and services that would provide more complete offerings and public safety protections.

PROXIMITY OF DWELLING UNITS TO SERVICES

Percentage of total units within 1/2 mile walk:

	Parks	46%	City 56%
	Schools	60%	31%
	Grocery and retail services	24%	19%

Percentage of total units within 2 mile drive:

	Community Centers	100%	45%
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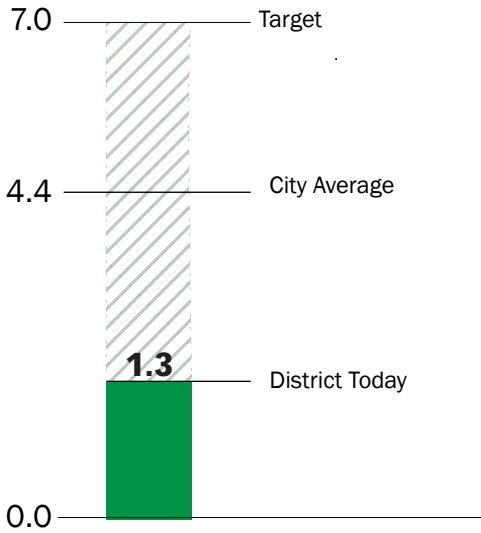
PARKS AND OPEN SPACE



Downtown South has several historic parks with mature trees and denser tree canopy, but more open space amenities are needed throughout the area. Several parks, including Leavitt Park and Baker Park are small, but well-used neighborhood parks that have recently been upgraded. An opportunity for a unique civic space exists at Huntridge Circle Park, as well as constructing a multi-use trail along the Spencer Greenway.

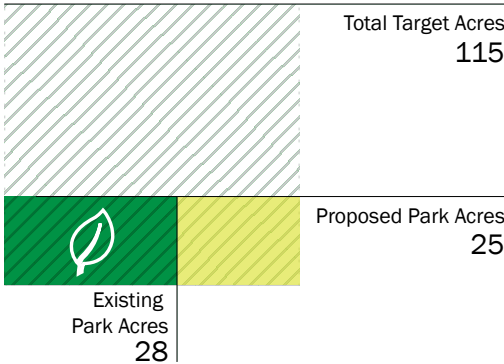
PARK ACCESS

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



PARK ACRES NEEDED TO ACHIEVE TARGET

Even with the place type model assumption of additional potential park acres, Downtown South still falls short of the target.



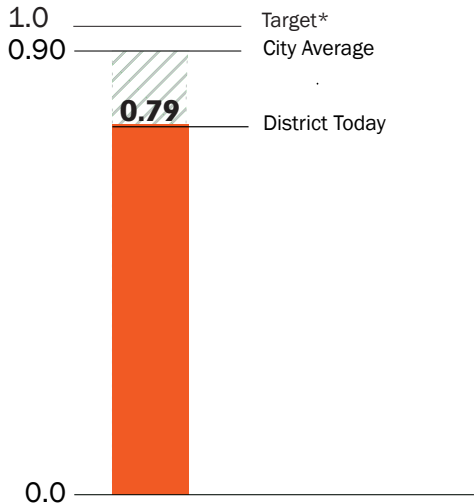
WORKFORCE



Some CCSD schools, especially high schools, are overcrowded, but an opportunity exists to build a new specialized school at the former Bishop Gorman High School site along Maryland Pkwy to serve the community.

JOB SUPPLY IN DISTRICT

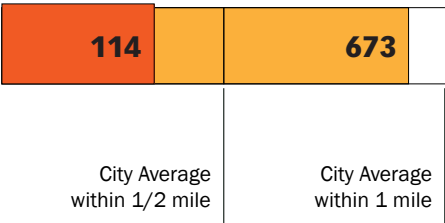
Average job opportunity per residential unit in the planning district



*equivalent of one full-time worker per unit

JOB PROXIMITY

Average job opportunity in proximity to the planning district



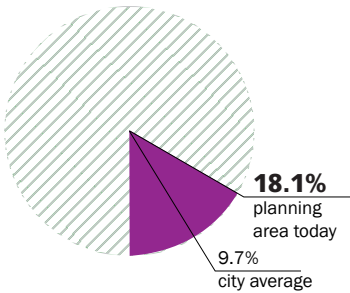
TRANSPORTATION



Downtown South is bordered by major transit corridors that will continue to transition from auto-oriented arterials toward transit-based complete streets. A number of important bike-friendly corridors, including St Louis Ave and the proposed Spencer Greenway, provide multi-modal options. As an older part of town, aging infrastructure will need to be upgraded over time.

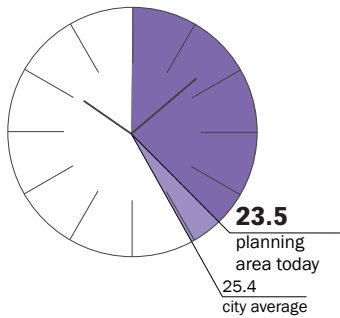
VEHICLE OWNERSHIP

Percentage of households without cars within the district



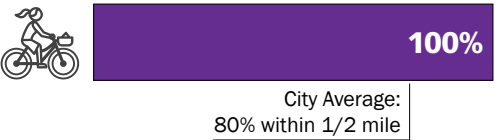
COMMUTE TIME TO WORK

Average commute time (in minutes) within the City

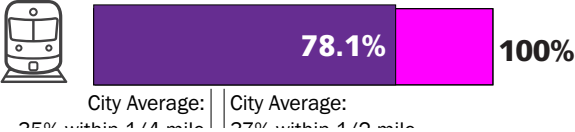


TRANSPORTATION ACCESS & EQUITY

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



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



II.E CHARLESTON



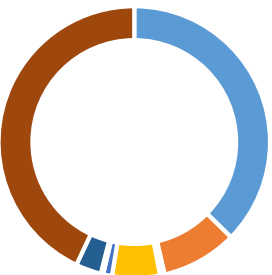
The Charleston Blvd corridor is the City’s major east-west link and commercial corridor between Downtown Las Vegas and its western suburbs. Comprised of both the City’s earliest inner-ring suburbs and new suburban neighborhoods, this area has high potential for transit-oriented development and new place types along multiple corridors with the introduction of high capacity transit over the next thirty years.

DEMOGRAPHICS

- Current population: 75,146 ▲
- Largest Age Group: 25 - 34 years (10,326) ▼
- Persons per household: 2.74 ▼
- Single Family Dwellings: 14,693 ▼
- Multi-Family Dwellings: 14,422 ▲
- Median Household income: \$41,172 ▼
- Median rent / mortgage: \$864 / \$1,298 ▼
- Housing tenure: 59.7% rent / 40.3% own ▲
- Attained High School Diploma: 78.7% ▼
- Attained Bachelor's Degree: 16.8% ▼
- Unemployment rate: 9.0% ▲
- Housing Density: 5.65 dwelling units / acre ▲
- Population Density: 9,340 residents / square mile ▲

▲ ▼ Above / Below citywide average

Race & Ethnicity



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

KEY IMPLEMENTATION STRATEGIES

LAND USE AND DEVELOPMENT

- Balance historic neighborhood preservation with development pressures along corridors
- Support transit-oriented development along corridors

SERVICES AND FACILITIES

- Explore additional city facilities in the southern area

PARKS AND OPEN SPACE

- More civic and green spaces are needed district-wide

WORKFORCE AND EDUCATION

- Address school overcrowding, expected to increase with the addition of high capacity transit

TRANSPORTATION

- Improve aging infrastructure and make complete streets improvements.
- Develop high capacity transit along Charleston and Decatur Boulevard corridors, as well as Rapid bus along Jones Boulevard and Sahara Ave corridors
- Construct improvements along I-15 corridor

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

SEE ALSO:
Meadows Neighborhood Plan



LAND USE AND DEVELOPMENT

TODAY

Comprised of traditional historic neighborhoods on its eastern end, Charleston must balance the preservation of its existing housing and businesses with new development. The transition from older neighborhoods to newer suburbs can will be carefully done to ensure housing remains affordable and gentrification is minimized. Areas with traditional shopping centers may have opportunities for future infill development.

IN THE FUTURE

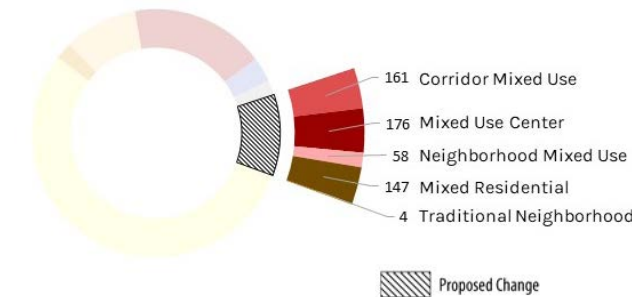
The Charleston area will focus on more intense, higher density transit-oriented development and developing new place and housing types at specific locations and strips along Charleston Blvd, Sahara Ave, and Decatur Blvd with the redevelopment of select opportunity sites.

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

Click each Place Type to read more.

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

PROPOSED AREAS OF CHANGE (IN ACRES)



Charleston area: 5,149.3 acres

2050 PROJECTIONS

- Population: 103,384
- Total New Housing Units: 10,306 (877 Single family / 9,429 Multi family)
- New Commercial (1,000 GSF): 4,082,409
- Housing Density: 7.66 dwelling units / acre
- Population Density: 12,850 residents / square mile

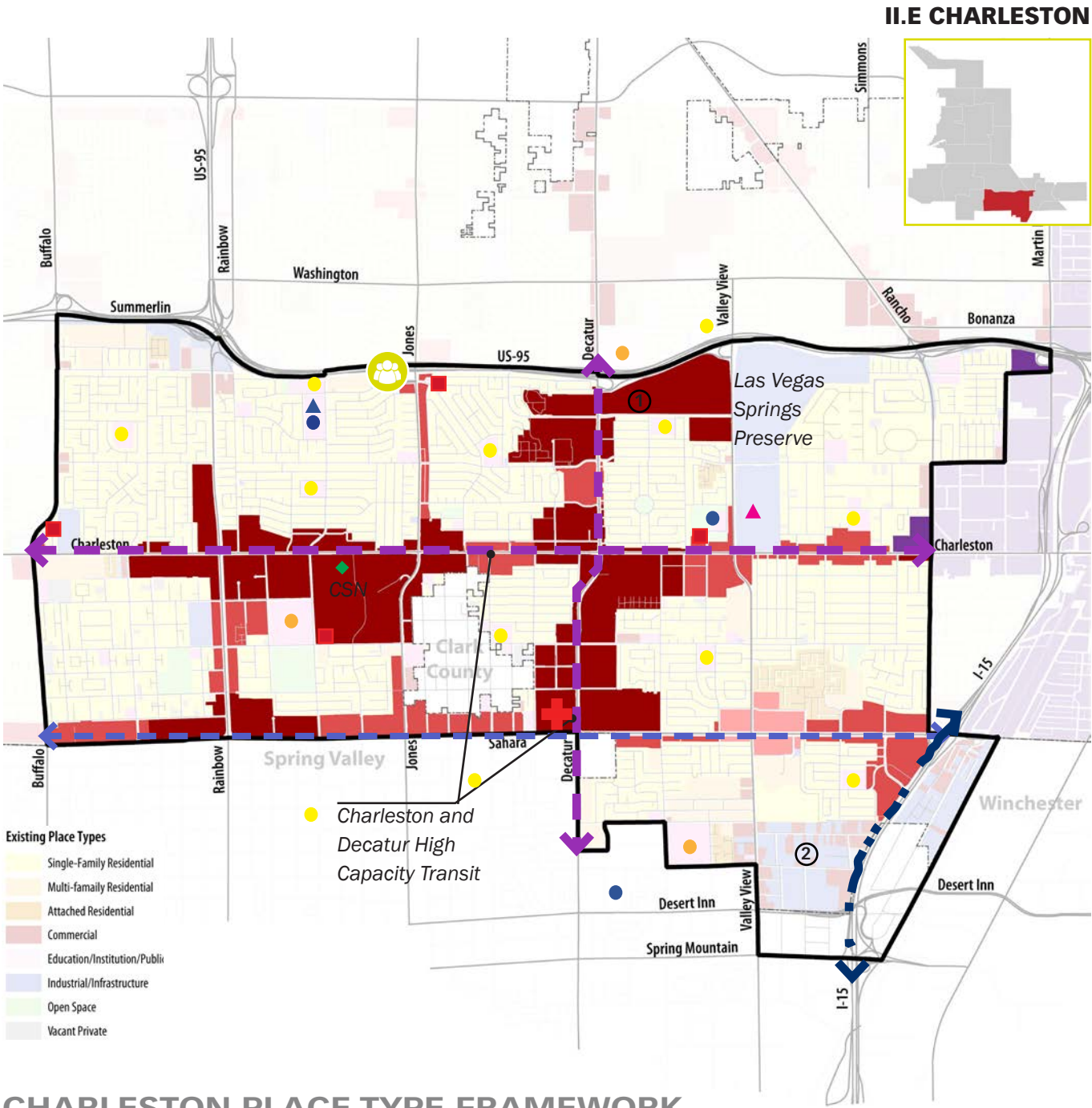
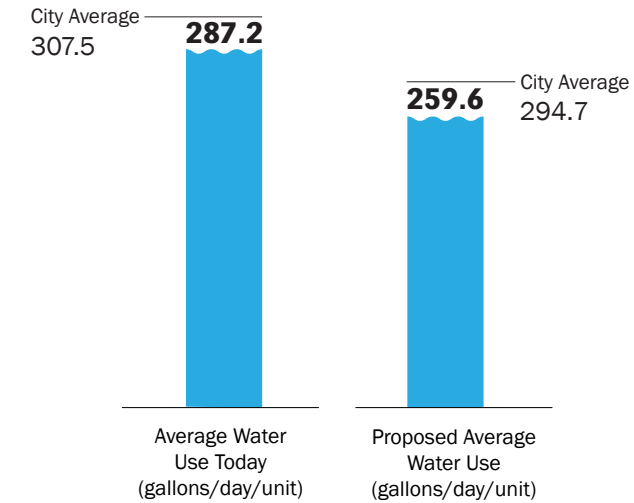
KEY LAND USE TOOLS

- Diverse Housing Options
- Neighborhood Character
- Mixed-Use
- Transit-Oriented Development
- Placemaking through arts and culture
- Adaptive reuse

Click each tool to read more.

WATER USAGE

Water consumption of residents in the planning area will be reduced with the new planned place types.



CHARLESTON PLACE TYPE FRAMEWORK

KEY REDEVELOPMENT OPPORTUNITIES

- ① Meadows Mall Redevelopment Opportunity
- ② Business Park Redevelopment Opportunity

COMMUNITY FACILITIES

- CLV Fire Station
- Hospital
- CCSD School (elementary/middle/high/alternative or special)
- Library
- City or other public facility
- Mirabelli Community Center

- Transportation improvement
- Planned High Capacity Rapid Transit
- Upgraded Bus Rapid Transit

SERVICES



The Charleston planning area has several major city and regional facilities, including Mirabelli Community Center, and the Las Vegas Valley Water District. It lacks city facilities in the southern area and has higher crime rates in the central and eastern portion of the district. With the addition of high capacity transit, already overcrowded school facilities will face increased pressure

PROXIMITY OF DWELLING UNITS TO SERVICES

Percentage of total units within 1/2 mile walk:

	Parks	20%	City 56%
	Schools	36%	31%
	Grocery and retail services	23%	19%

Percentage of total units within 2 mile drive:

	Community Centers	51%	45%
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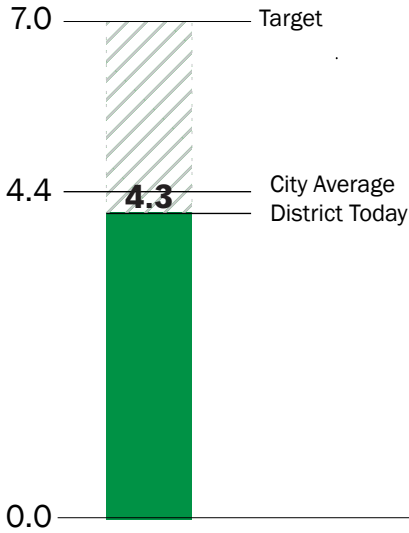
PARKS AND OPEN SPACE



The Charleston area's most notable open space asset is the Las Vegas Springs Preserve, a central park signifying the historical development of resilience of this Mojave Desert metropolis. Several large traditional parks have been constructed, including Rainbow Family Park and Firefighters Memorial Park. While other smaller neighborhood parks have been recently upgraded, more civic and green spaces are needed throughout the area.

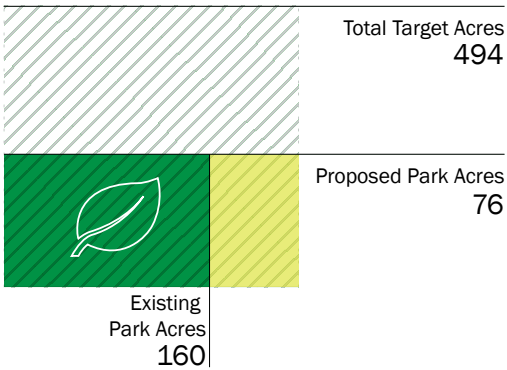
PARK ACCESS

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



PARK ACRES NEEDED TO ACHIEVE TARGET

Even with the place type model assumption of additional potential park acres, Charleston still falls short of the target.



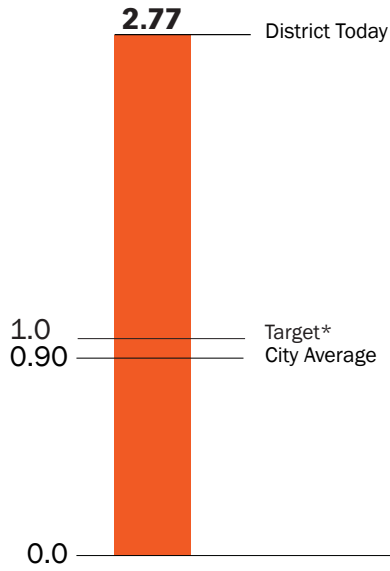
WORKFORCE



Over time, blighting conditions have led to the establishment of expanded redevelopment areas and new economic development initiatives. Several large neighborhood casinos are located within the district. The large regional mall and shopping center currently serve as the major commercial anchor; however, the area is prime for future redevelopment. The College of Southern Nevada serves as a major institutional and employment anchor. Many CCSD schools are overcrowded and at least one new high school and middle school are needed.

JOB SUPPLY IN DISTRICT

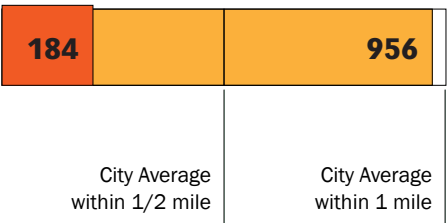
Average job opportunity per residential unit in the planning district



*equivalent of one full-time worker per unit

JOB PROXIMITY

Average job opportunity in proximity to the planning district



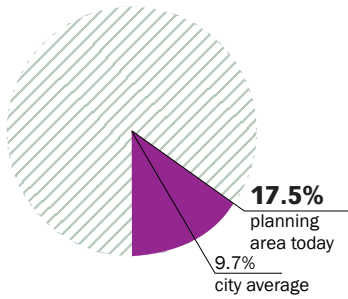
TRANSPORTATION



The Charleston planning area is bordered on the east and north by I-15 and US-95 (Future I-11). Each of the corridors will continue to transition from auto-oriented arterials toward transit-based complete streets. Similarly, the area also contains important bicycle-friendly corridors, including the Downtown to Red Rock Trail along Alta Dr. However, as an older part of town, it also has aging infrastructure of all types and needs upgrades and complete street improvements in several neighborhoods.

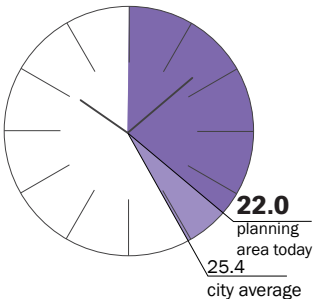
VEHICLE OWNERSHIP

Percentage of households without cars within the district



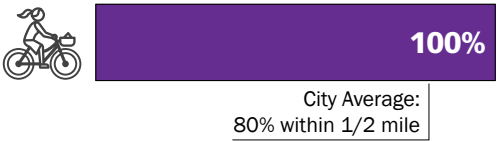
COMMUTE TIME TO WORK

Average commute time (in minutes) within the City

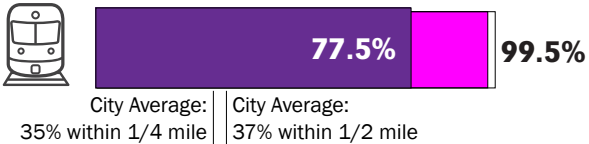


TRANSPORTATION ACCESS & EQUITY

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



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



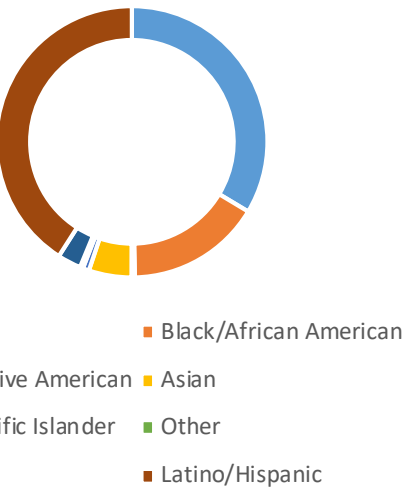


Twin Lakes contains a collection of inner-ring traditional suburban neighborhoods, including Golf Ridge, Charleston Heights, and Pittman, as well as some small and large traditional planned communities, like Desert Shores. So named for the springs of Lorenzi Park and waters at Desert Shores, the Las Vegas Tech Center serves as a regional employment center with medical offices and business park. The Decatur Blvd corridor will serve as a new spine for redevelopment and affordable housing choices.

DEMOGRAPHICS

- Current population: 105,220 ▲
 - Largest Age Group: 25 - 34 years (16,254) ▼
 - Persons per household: 2.93 ▲
 - Single Family Dwellings: 19,932 ▲
 - Multi-Family Dwellings: 17,343 ▲
 - Median Household income: \$46,152 ▼
 - Median rent / mortgage: \$957 / \$1,241 ▼ ▼
 - Housing tenure: 57.1% rent / 42.9% own ▲ ▼
 - Attained High School Diploma: 80.8% ▼
 - Attained Bachelor's Degree: 16.7% ▼
 - Unemployment rate: 10.4% ▲
 - Housing Density: 7.59 dwelling units / acre ▲
 - Population Density: 13,712 residents / square mile: ▲
- ▲ ▼ Above / Below citywide average

Race & Ethnicity



KEY IMPLEMENTATION STRATEGIES

LAND USE AND DEVELOPMENT

- Balance historic neighborhood preservation with development pressures along corridors
- Add visual improvements throughout planning area

SERVICES AND FACILITIES

- Increase services, especially near county islands

PARKS AND OPEN SPACE

- Develop more accessible parks and open space

WORKFORCE AND EDUCATION

- Increase employment opportunities
- Improve school performance
- Build upon Tech Center as economic engine

TRANSPORTATION

- Improve walkability
- Improve aging infrastructure
- Develop high capacity transit along Decatur Blvd and rapid bus along Jones Blvd and Rancho Dr

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

SEE ALSO:
Desert Shores Planned Unit Development



LAND USE AND DEVELOPMENT

TODAY

The traditional neighborhoods of Twin Lakes include a range of mid-century housing, as well as a variety of multi-family housing types. Numerous apartment complexes and other multi-family housing types exist, although the quality varies. Several unincorporated county islands containing single-family residential and ranch estates present opportunities for annexation.

IN THE FUTURE

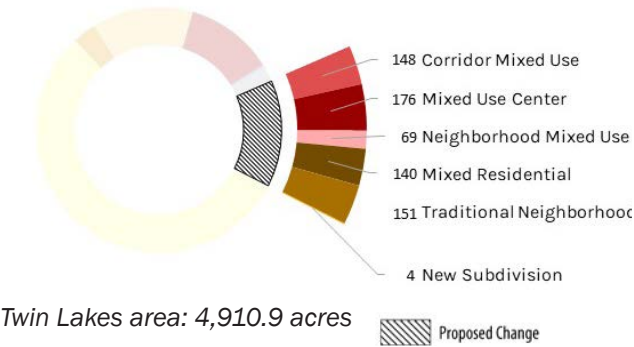
Redevelopment opportunities for transit-oriented development at older, vacant shopping centers exist along many of the major north-south arterial corridors including Rancho Drive, Decatur Blvd, Jones Blvd, and Rainbow Blvd.

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

Click each Place Type to read more.

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

PROPOSED AREAS OF CHANGE (IN ACRES)



2050 PROJECTIONS

- Population: 103,384
- Total New Housing Units: 8,506 (266 Single family / 8,241 Multi family)
- New Commercial (1,000 GSF): 4,995,693
- Housing Density: 9.32 dwelling units / acre
- Population Density: 16,961 residents / square mile

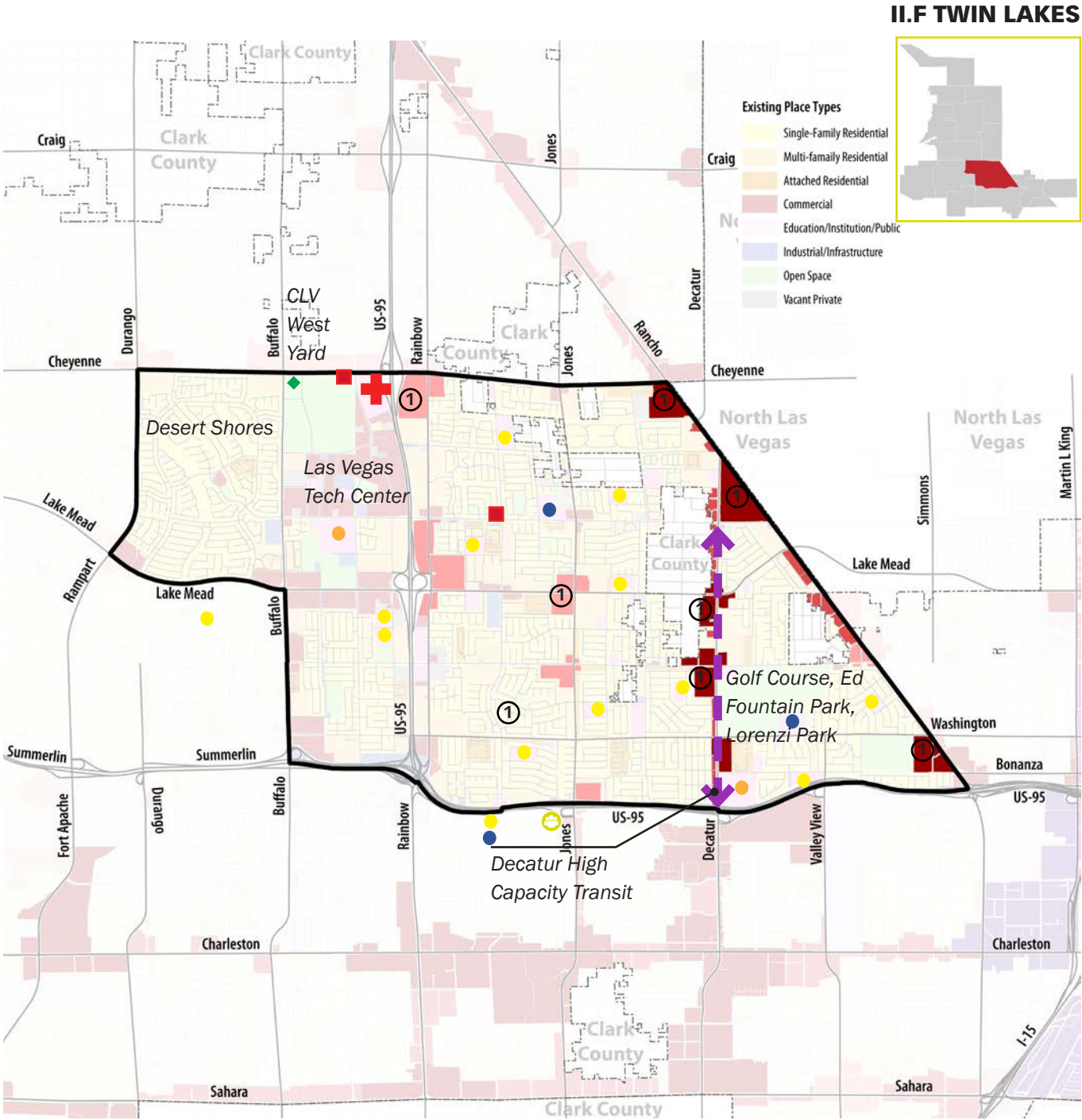
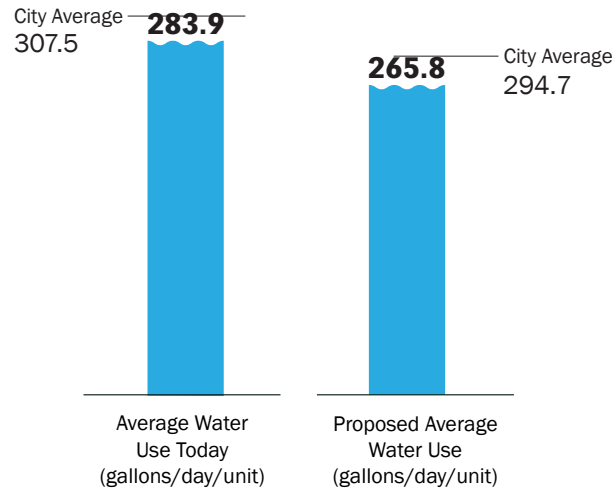
KEY LAND USE TOOLS

- Diverse Housing Options
- Neighborhood Character
- Mixed-Use
- Walkable Site Design
- Transit-Oriented Development
- Placemaking through arts and culture
- Adaptive reuse

Click each tool to read more.

WATER USAGE

Water consumption of residents in the planning area will be reduced with the new planned place types.



TWIN LAKES PLACE TYPE FRAMEWORK

KEY REDEVELOPMENT OPPORTUNITIES

- ① Redevelopment Opportunities

COMMUNITY FACILITIES

- CLV Fire Station
- Hospital
- CCSD School (elementary/middle/high/alternative or special)
- Library
- City or other public facility
- Mirabelli Community Center

← — → Planned High Capacity Transit

SERVICES



Twin Lakes has a number of city services, including the City’s West Service Center; Mirabelli Community Center is also located in this area, but pockets of Twin Lakes are underserved, especially around the unincorporated county islands. The addition of a new community center would help connect residents with City services in an area that is underserved.

PROXIMITY OF DWELLING UNITS TO SERVICES

Percentage of total units within 1/2 mile walk:

	Parks	44%	City 56%
	Schools	33%	31%
	Grocery and retail services	26%	19%

Percentage of total units within 2 mile drive:

	Community Centers	40%	45%
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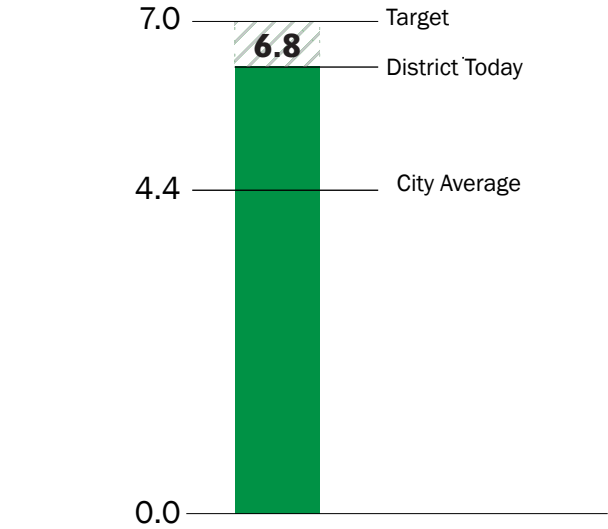
PARKS AND OPEN SPACE



Several major regional parks are in Twin Lakes including Lorenzi Park, Kellogg Zaher Park, Ed Fountain Park, and Doc Romeo Park; these are connected by the Lone Mountain and Bonanza Trails. Las Vegas Municipal Golf Course, the City’s first golf course, can also be found within the. While there are several smaller neighborhood parks, a few notable areas lack an accessible park or green space.

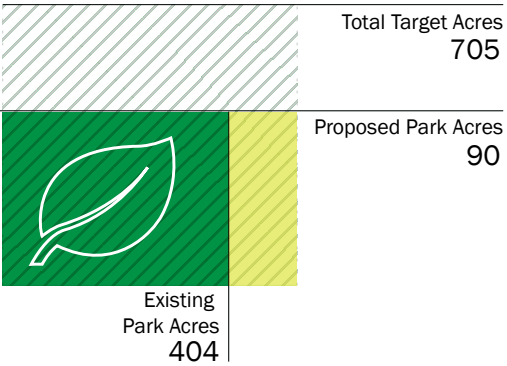
PARK ACCESS

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



PARK ACRES NEEDED TO ACHIEVE TARGET

Even with the place type model assumption of additional potential park acres, Twin Lakes still falls short of the target.



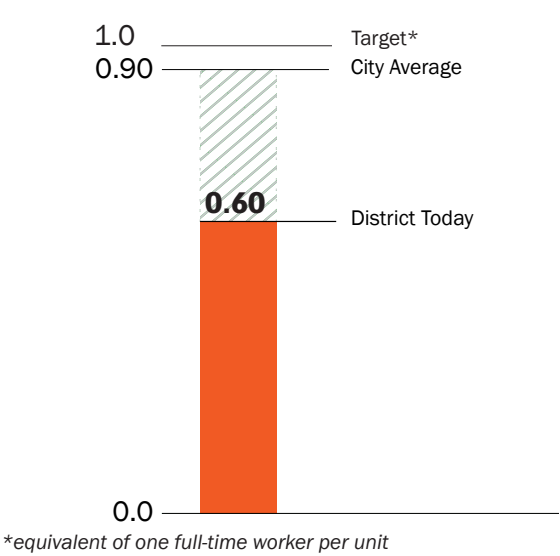
WORKFORCE



Twin Lakes includes a mix of business and economic development opportunities. Older arterial corridors contain strip retail and neighborhood shopping centers; the ones east and north of US-95 have higher rates of tenant vacancies. The Las Vegas Tech Center is a major planned business park containing the Mountain View Hospital. In newer suburban areas abutting Summerlin along the US-95 corridor, many shopping centers are stable and contain a wide range of national retail chains catering to an upscale market. There is a good distribution of public schools in Twin Lakes; however, the middle and high schools tend to suffer in academic performance. Western High School is located in Twin Lakes along with the College of Southern Nevada: Western Center.

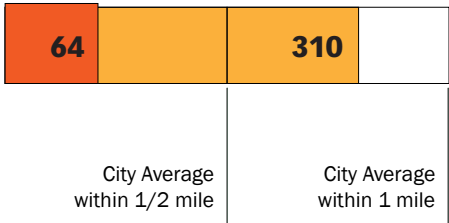
JOB SUPPLY IN DISTRICT

Average job opportunity per residential unit in the planning district



JOB PROXIMITY

Average job opportunity in proximity to the planning district



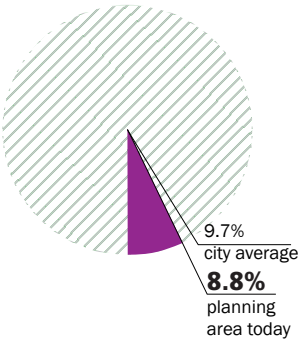
TRANSPORTATION



Rancho Dr and US-95 (future I-11), as it transitions from east-west to north-south around the Rainbow Curve, make up the primary western, southern and eastern edges of the district. Twin Lakes will be served by several RTC’s high capacity transit services; BRT and Rapid bus service will service most north-south arterial corridors. Infrastructure throughout the district varies; newer developed areas provide adequate capacity, while older areas will require new infrastructure investment.

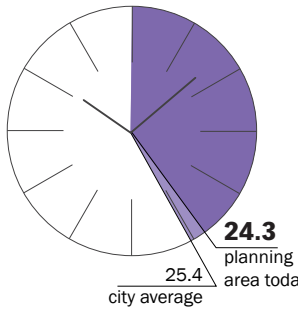
VEHICLE OWNERSHIP

Percentage of households without cars within the district



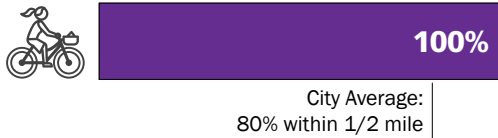
COMMUTE TIME TO WORK

Average commute time (in minutes) within the City

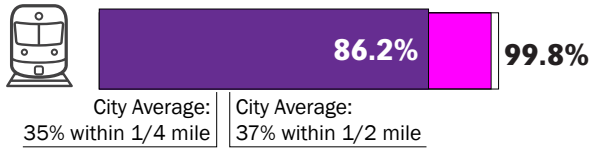


TRANSPORTATION ACCESS & EQUITY

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



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



II.G ANGEL PARK

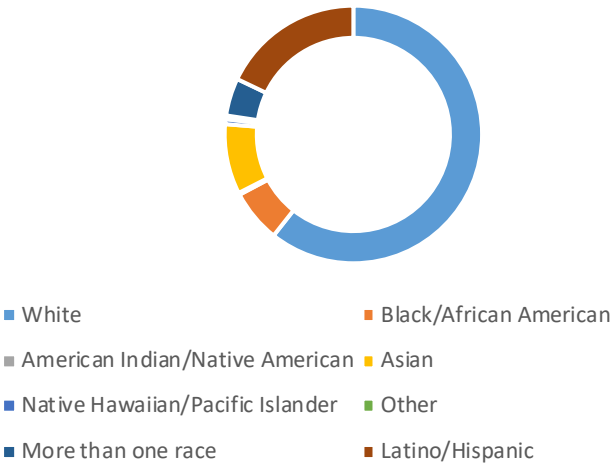


Located along the West Charleston Blvd corridor, the Angel Park neighborhoods serve as a transition from the older established areas to the east to the gateway of Summerlin development and Red Rock Canyon. With a mix of large lot homes, new residential and commercial subdivisions, and master planned communities, including Canyon Gate, The Lakes, Peccole Ranch, and Queensridge, the Angel Park area serves both existing residences with new development occurring to the west.

DEMOGRAPHICS

- Current population: 53,320 ▲
 - Largest Age Group: 35 - 44 years (7,469) ▲
 - Persons per household: 2.41 ▼
 - Single Family Dwellings: 12,772 ▲
 - Multi-Family Dwellings: 10,185 ▲
 - Median Household income: \$59,029 ▼
 - Median rent / mortgage: \$1,184 / \$1,481 ▲ ▲
 - Housing tenure: 48.2% rent / 51.8% own ▲ ▼
 - Attained High School Diploma: 91.8% ▲
 - Attained Bachelor's Degree: 30.9% ▲
 - Unemployment rate: 6.2% ▼
 - Housing Density: 6.85 dwelling units / acre ▲
 - Population Density: 10,187 residents / square mile ▲
- ▲ ▼ Above / Below citywide average

Race & Ethnicity



KEY IMPLEMENTATION STRATEGIES

LAND USE AND DEVELOPMENT



- Ensure transition of high quality mixed-use development that's compatible with established residential neighborhoods

SERVICES AND FACILITIES



- Add city facilities and services

PARKS AND OPEN SPACE



- Maintain and strengthen open space and connections between developments

WORKFORCE AND EDUCATION



- Recruit employers and professional offices
- Address school overcrowding - consider a high school for the area

TRANSPORTATION



- Transition corridors from auto-oriented to complete streets
-
- Make improvements to Summerlin Pkwy

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



LAND USE AND DEVELOPMENT

TODAY

Angel Park is characterized by significant open space amenities and master planned communities with an overall higher potential for transit-oriented development. There are several well-established shopping centers such as Boca Park, Tivoli Village, and Village Square along the major corridors. Existing large-lot estates and master planned communities, such as The Lakes, Queensridge, Canyon Gate, and Peccole Ranch are stable.

IN THE FUTURE

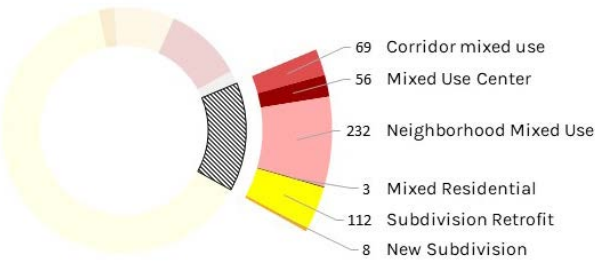
Along Charleston Blvd and Sahara Ave, the Angel Park district will focus corridor directed higher density transit-oriented development to support existing commercial nodes. Existing large-lot estates and master planned communities will remain.

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

Click each Place Type to read more.

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

PROPOSED AREAS OF CHANGE (IN ACRES)



Angel Park area: 3,349.0 acres

Proposed Change

2050 PROJECTIONS

- Population: 62,529
- Total New Housing Units: 3,821 (531 Single family / 3,290 Multi family)
- New Commercial (1,000 GSF): 1,389,882
- Housing Density: 7.99 dwelling units / acre
- Population Density: 11,946 residents / square mile

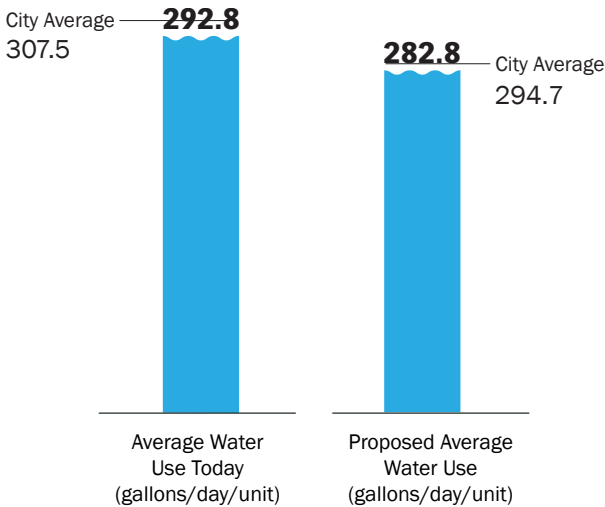
KEY LAND USE TOOLS

- Neighborhood Character
- Mixed-Use
- Walkable Site Design
- Placemaking through arts and culture

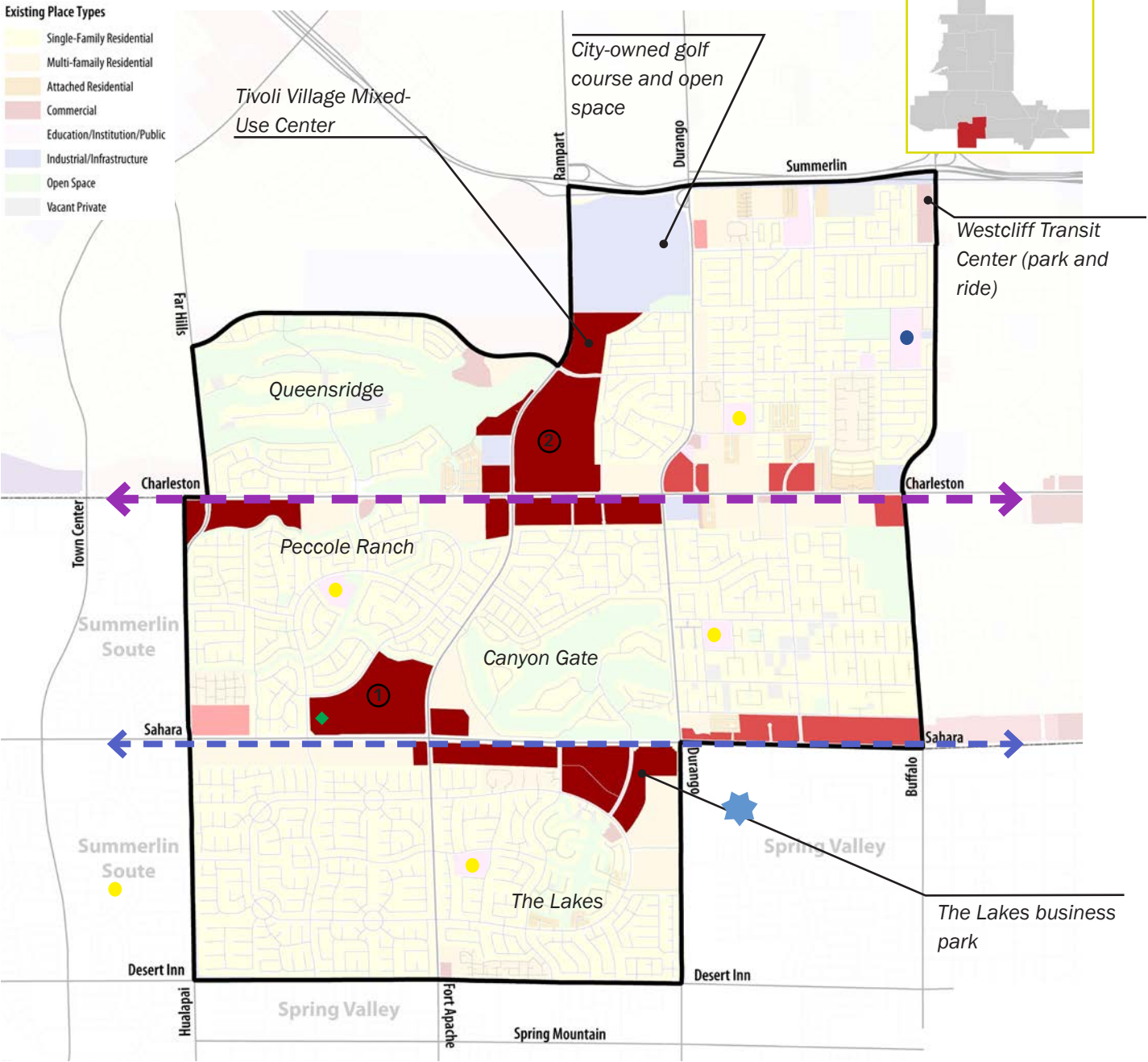
Click each tool to read more.

WATER USAGE

Water consumption of residents in the planning area will be reduced with the new planned place types.



II.G ANGEL PARK



ANGEL PARK PLACE TYPE FRAMEWORK
KEY REDEVELOPMENT OPPORTUNITIES

- ① Village Square Mixed-Use Center Infill Potential
- ② Boca Park Mixed-Use Center Infill Potential

COMMUNITY FACILITIES

- LVMPD Substation
- CCSD School (elementary/middle/high/alternative or special)
- Library
- City or other public facility

- Planned High Capacity Transit
- Upgraded Bus Rapid Transit

SERVICES



Aside from parks and open spaces and the West Sahara Library branch, Angel Park generally lacks major city and regional facilities. Because the built environment transitions from urban to suburban, there is a need for a greater balance and presence of city services and community resources.

PROXIMITY OF DWELLING UNITS TO SERVICES

Percentage of total units within 1/2 mile walk:

	Parks	69%	City 56%
	Schools	23%	31%
	Grocery and retail services	12%	19%

Percentage of total units within 2 mile drive:

	Community Centers	5%	45%
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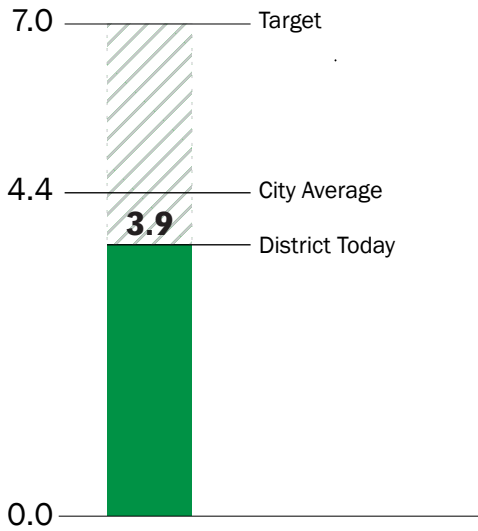
PARKS AND OPEN SPACE



Angel Park’s most notable open spaces include the park and golf course for which the district is named. Other parks and open spaces, including those within the master planned communities, are well connected by trails and greenbelts. The area is served by several large parks, including All American Park and the Badlands development, a defunct golf course, provides an opportunity for new open space.

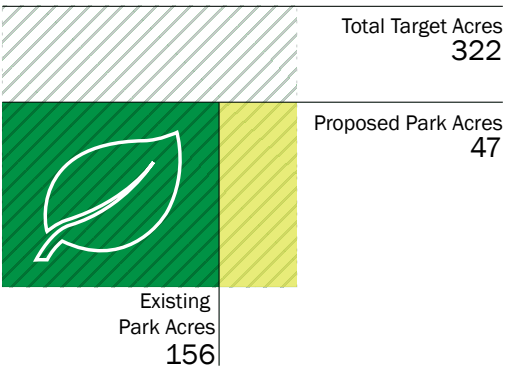
PARK ACCESS

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



PARK ACRES NEEDED TO ACHIEVE TARGET

Even with the place type model assumption of additional potential park acres, Angel Park still falls short of the target.



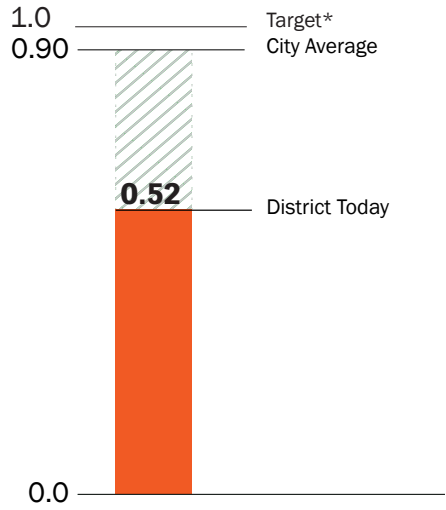
WORKFORCE



The shopping centers within Angel Park are generally auto-oriented and contain large general commercial uses. Long term, opportunities exist to improve their character and make them more walkable. One major employer (Sutherland Global) anchors Angel Park. No major high schools or higher education sites exist within Angel Park; to alleviate overcrowding additional space may be required.

JOB SUPPLY IN DISTRICT

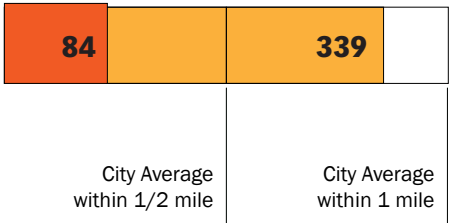
Average job opportunity per residential unit in the planning district



*equivalent of one full-time worker per unit

JOB PROXIMITY

Average job opportunity in proximity to the planning district



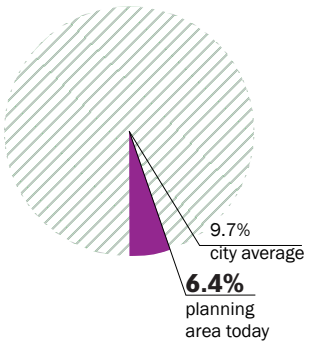
TRANSPORTATION



Angel Park is bordered on the north by Summerlin Parkway and is bisected by Charleston Blvd and Sahara Ave. Each corridors will continue to transition from suburban auto-oriented arterials toward transit-based complete streets. Express transit service from Downtown Las Vegas and the Strip serves Angel Park and Summerlin. Angel Park contains the transition point of bicycle-friendly corridors, including the Bonanza Trail and Downtown to Red Rock Trail along Alta Dr. Because of the relatively new infrastructure of all types, upgrades may eventually be needed long-term.

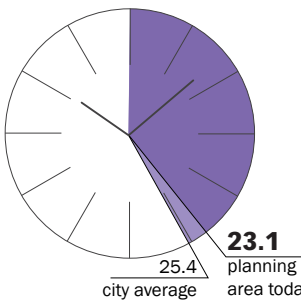
VEHICLE OWNERSHIP

Percentage of households without cars within the district



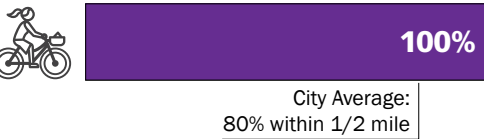
COMMUTE TIME TO WORK

Average commute time (in minutes) within the City

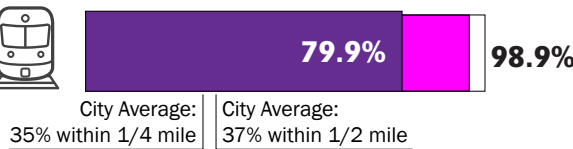


TRANSPORTATION ACCESS & EQUITY

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



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



SUMMERLIN NORTH

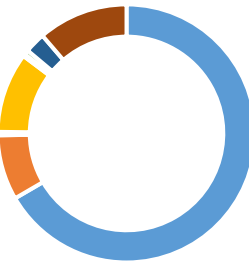


Originally intended for aerospace development, the development of the 25,000-acre master planned community of Summerlin began in the 1990s through a Planned Community development agreement. The first developments began in Summerlin North and included an age-restricted Sun City Summerlin. Today, Summerlin Corporation retains control of the area’s open space and residential land through a master community association, divided into individual villages with additional HOAs. This northern portion of the community is now fully developed and mature with numerous neighborhood and village parks, more than 150 miles of trails, nine golf courses, shopping centers, medical and cultural facilities, Red Rock Resort, the Suncoast, and JW Marriott hotels-casinos, business parks and more than 30 public and private schools.

DEMOGRAPHICS

- Current population: 60,748 ▲
 - Largest Age Group: 65 - 74 years (9,276) ▲
 - Persons per household: 2.27 ▼
 - Single Family Dwellings: 18,873 ▲
 - Multi-Family Dwellings: 8,737 ▲
 - Median Household income: \$68,329 ▲
 - Median rent / mortgage: \$1,360 / \$1,558 ▲▲
 - Housing tenure: 31.8% rent / 68.2% own ▼▲
 - Attained High School Diploma: 94.2% ▲
 - Attained Bachelor’s Degree: 40.3% ▲
 - Unemployment rate: 8.6% ▼
 - Housing Density: 5.79 dwelling units / acre ▲
 - Population Density: 8,148 residents / square mile ▲
- ▲ ▼ Above / Below citywide average

Race & Ethnicity



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

KEY IMPLEMENTATION STRATEGIES

LAND USE AND DEVELOPMENT

- Consider mixed-use infill long-term

SERVICES AND FACILITIES

- Add city facilities and services

PARKS AND OPEN SPACE

- Regional trail connections

WORKFORCE AND EDUCATION

- Alleviate school overcrowding

TRANSPORTATION

- As the area ages, improve infrastructure
- Construct high capacity transit along Charleston Blvd, linking to Summerlin Transit Center
- Complete Summerlin Pkwy improvements

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



SEE ALSO:
Summerlin North Development Agreement

LAND USE AND DEVELOPMENT

TODAY

Summerlin North is characterized by a range of stable, upscale single-family detached and multi-family developments, many of which are auto-oriented, gated, and exclusive.

IN THE FUTURE

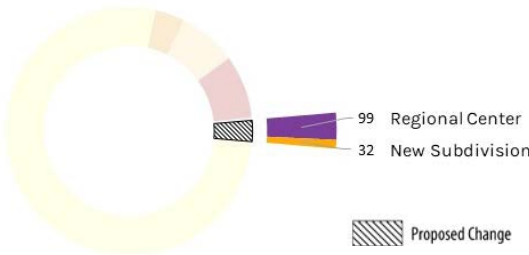
Much of the land within Summerlin North will remain in place as-is pursuant to the development agreement; however, there may be opportunities to replace aging development with higher intensity uses.

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

Click each Place Type to read more.

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

PROPOSED AREAS OF CHANGE (IN ACRES)



Summerlin North area: 4,771.3 acres

2050 PROJECTIONS

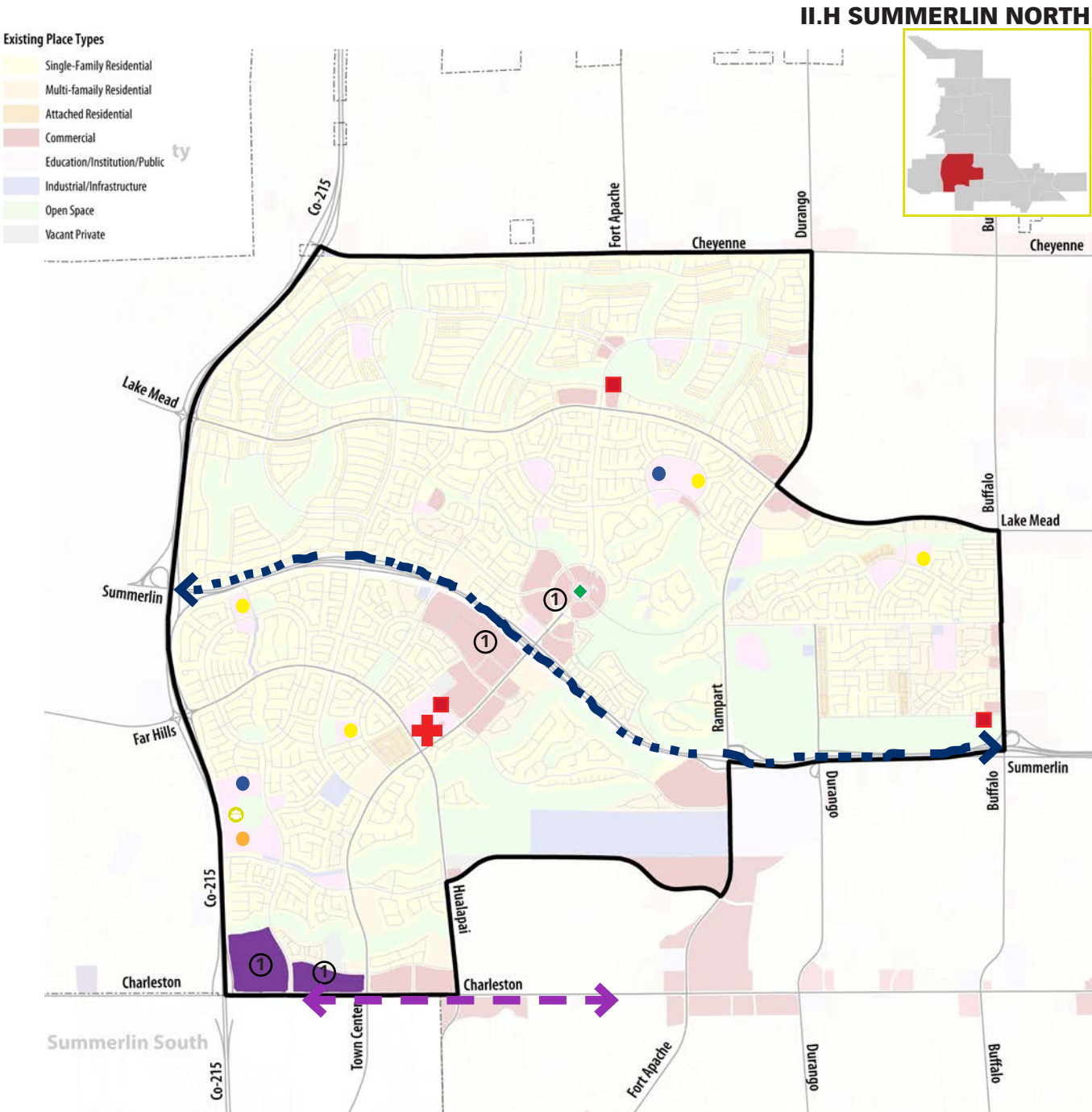
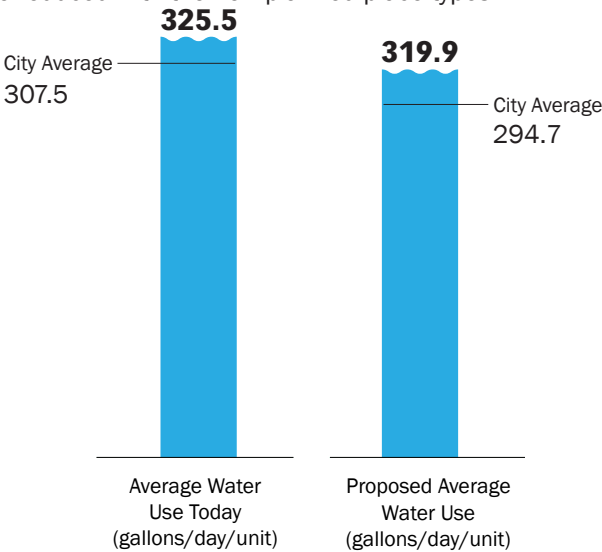
- Population: 63,903
- Total New Housing Units: 1,390 (0 Single family / 1,390 Multi family)
- New Commercial (1,000 GSF): 600,203
- Housing Density: 6.08 dwelling units / acre
- Population Density: 8,572 residents / square mile

KEY IMPLEMENTATION STRATEGIES & TOOLS

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

WATER USAGE

Water consumption of residents in the planning area will be reduced with the new planned place types.



SUMMERLIN NORTH PLACE TYPE FRAMEWORK

KEY REDEVELOPMENT OPPORTUNITIES

- ① Should the opportunity for infill be desired in Summerlin North, these areas are appropriate

- ← — → Transportation improvement
- ← - - - → Planned High Capacity Rapid Transit

COMMUNITY FACILITIES

- F CLV Fire Station
- ⊕ Hospital
- CCSD School (elementary/middle/high/alternative or special)
- ◆ Library
- ▲ City or other public facility
- 👥 Veteran's Memorial Community Center

SERVICES



Many City of Las Vegas services are supplemental in this area to those amenities provided through the Summerlin Association; Veteran's-Memorial Community Center anchors a portion of Summerlin North, and many medical services are easily accessed at Summerlin Hospital. Police and fire protection in this area are adequate.

PARKS AND OPEN SPACE



The area contains abundant parks, open spaces, and well-preserved washes and arroyos. Several public and private golf courses and county clubs, including Angel Park, TPC Summerlin, TPC Canyons, Palm Valley, Highland Falls, and Eagle Crest courses wind through Summerlin North and are well utilized amenities of the area.

WORKFORCE



Summerlin North is served by upscale retail and business establishments, primarily along the Charleston Blvd corridor near Summerlin Centre and along Town Center. Major office and professional service-oriented jobs are in business parks near the hospital; two major casino-resorts mark the entryway to Summerlin. Many high-quality public and private schools are found throughout Summerlin North.

TRANSPORTATION



Summerlin North is bisected by Summerlin Parkway and is bounded on the west by the 215 Beltway. Generally, the infrastructure is newer and well-maintained, but as the area continues to age, infrastructure should be programmed for upgrades and/or replacement. Summerlin North also has an extensive trail, bicycle, and shared-use path system. Improvements to Summerlin Parkway will help improve traffic flow and safety, especially as neighborhoods are developed in Summerlin West.

PROXIMITY OF DWELLING UNITS TO SERVICES

Percentage of total units within 1/2 mile walk:

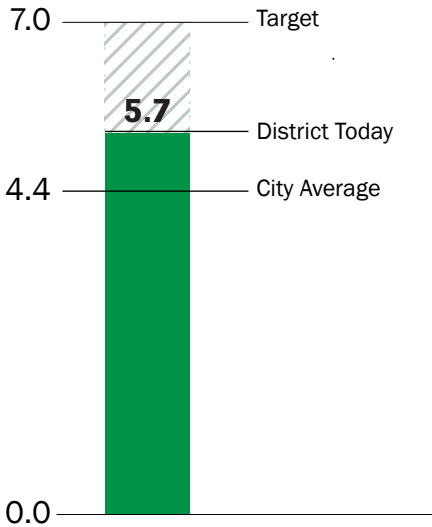
			City
	Parks	73%	56%
	Schools	17%	31%
	Grocery and retail services	10%	19%

Percentage of total units within 2 mile drive:

	Community Centers	63%	45%
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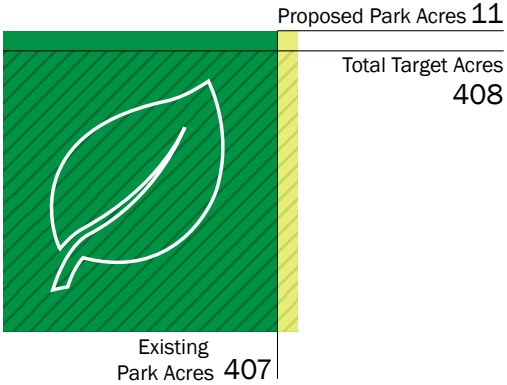
PARK ACCESS

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



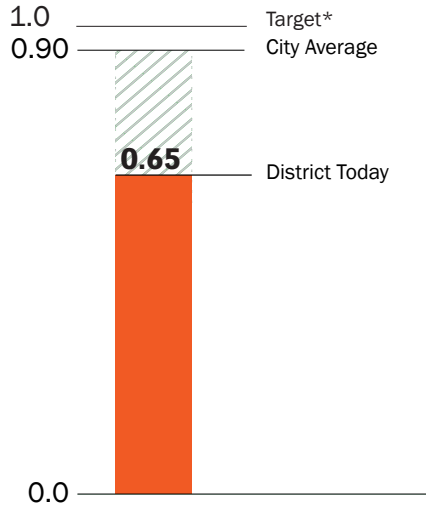
PARK ACRES NEEDED TO ACHIEVE TARGET

Summerlin North meets the target acreage at full build out.



JOB SUPPLY IN DISTRICT

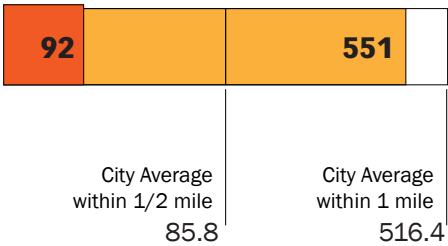
Average job opportunity per residential unit in the planning district



*equivalent of one full-time worker per unit

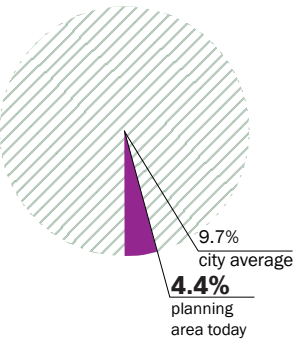
JOB PROXIMITY

Average job opportunity in proximity to the planning district



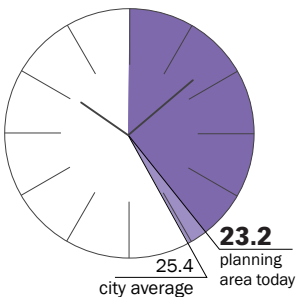
VEHICLE OWNERSHIP

Percentage of households without cars within the district



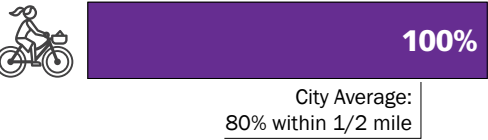
COMMUTE TIME TO WORK

Average commute time (in minutes) within the City

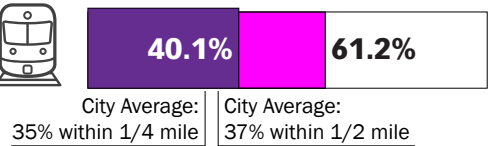


TRANSPORTATION ACCESS & EQUITY

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



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



SUMMERLIN WEST



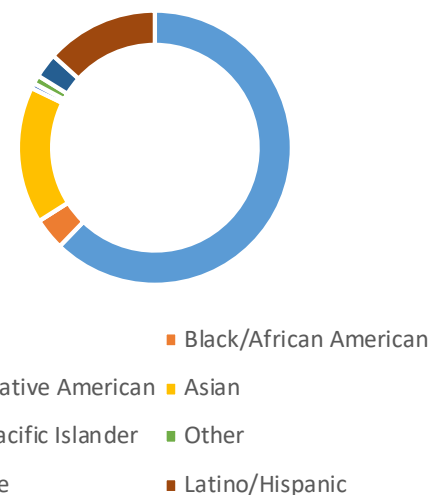
As a part of the Summerlin master planned community, Summerlin West is the gateway to Red Rock Canyon and will be home to approximately one third of Summerlin's 250,000 residents upon full build-out. As a part of the master development agreement, development will gradually progress west as more neighborhoods and villages are built out. The addition of a new neighborhood mixed use village center and new resorts will bring new commercial activities that are currently lacking in the area.

DEMOGRAPHICS

- Current population: 18,748 ▼
- Largest Age Group: 35 - 44 years (3,587) ▲
- Persons per household: 2.88 ▲
- Single Family Dwellings: 6,167 ▼
- Multi-Family Dwellings: 538 ▼
- Median Household income: \$112,605 ▲
- Median rent / mortgage: \$1,754 / \$2,295 ▲
- Housing tenure: 33.6% rent / 66.4% own ▲
- Attained High School Diploma: 97.3% ▲
- Attained Bachelor's Degree: 55.8% ▲
- Unemployment rate: 5.7% ▼
- Housing Density: 0.83 dwelling units / acre ▼
- Population Density: 1,490 residents / square mile ▼

▲ ▼ Above / Below citywide average

Race & Ethnicity



KEY IMPLEMENTATION STRATEGIES

LAND USE AND DEVELOPMENT



- Creation of new mixed-use center
- Affordable housing options

SERVICES AND FACILITIES



- Continue expansion of facilities as development occurs.

PARKS AND OPEN SPACE



- Preserve natural features

WORKFORCE AND EDUCATION



- Support new schools as development occurs.

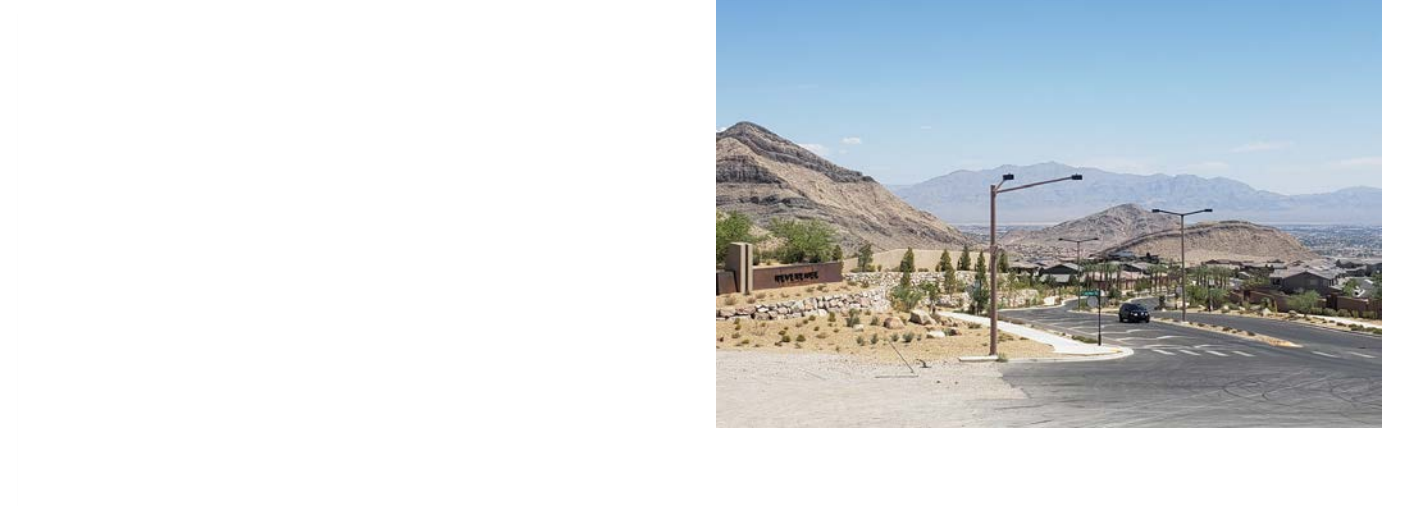
TRANSPORTATION



- Ensure non-motorized connections between neighborhoods.
- Complete Summerlin Pkwy interchange



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



LAND USE AND DEVELOPMENT

TODAY

Summerlin West is mostly undeveloped at present, with only the Vistas, Paseos, Reverance, and Crossbridge villages under development.

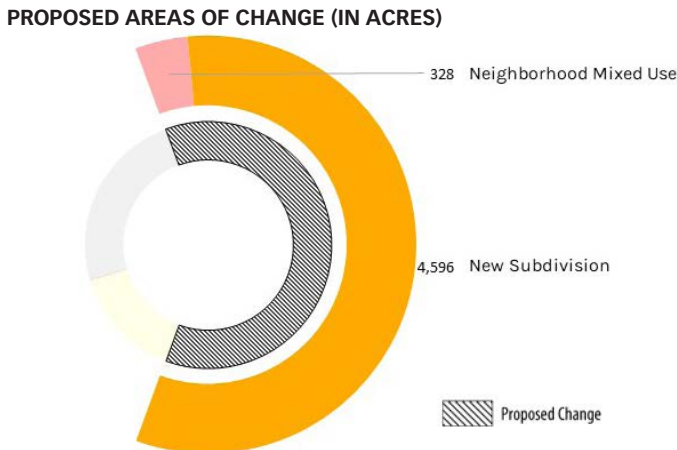
IN THE FUTURE

Summerlin West will continue to develop a range of upscale auto-oriented, gated, and exclusive single-family and multi-family developments. At build out, Summerlin West will have approximately six more villages with 20,250 homes, including a new mixed-use town and employment center near Summerlin Pkwy and I-215. As new subdivisions are built, nearly all the land west of the beltway will remain in place as-is pursuant to the Summerlin West Development Agreement.

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

Click each Place Type to read more.

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



Summerlin West area: 8,050.5 acres

2050 PROJECTIONS

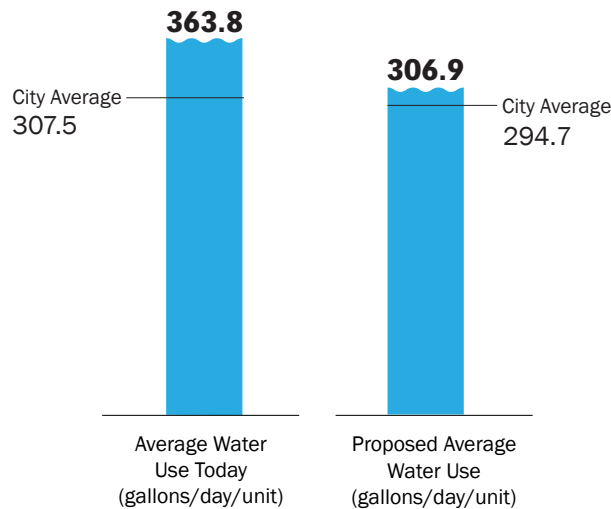
- Population: 74,788
- Total New Housing Units: 20,231 (13,255 Single family / 6,976 Multi family)
- New Commercial (1,000 GSF): 5,317,228
- Housing Density: 3.35 dwelling units / acre
- Population Density: 5,945 residents / square mile

KEY IMPLEMENTATION STRATEGIES & TOOLS

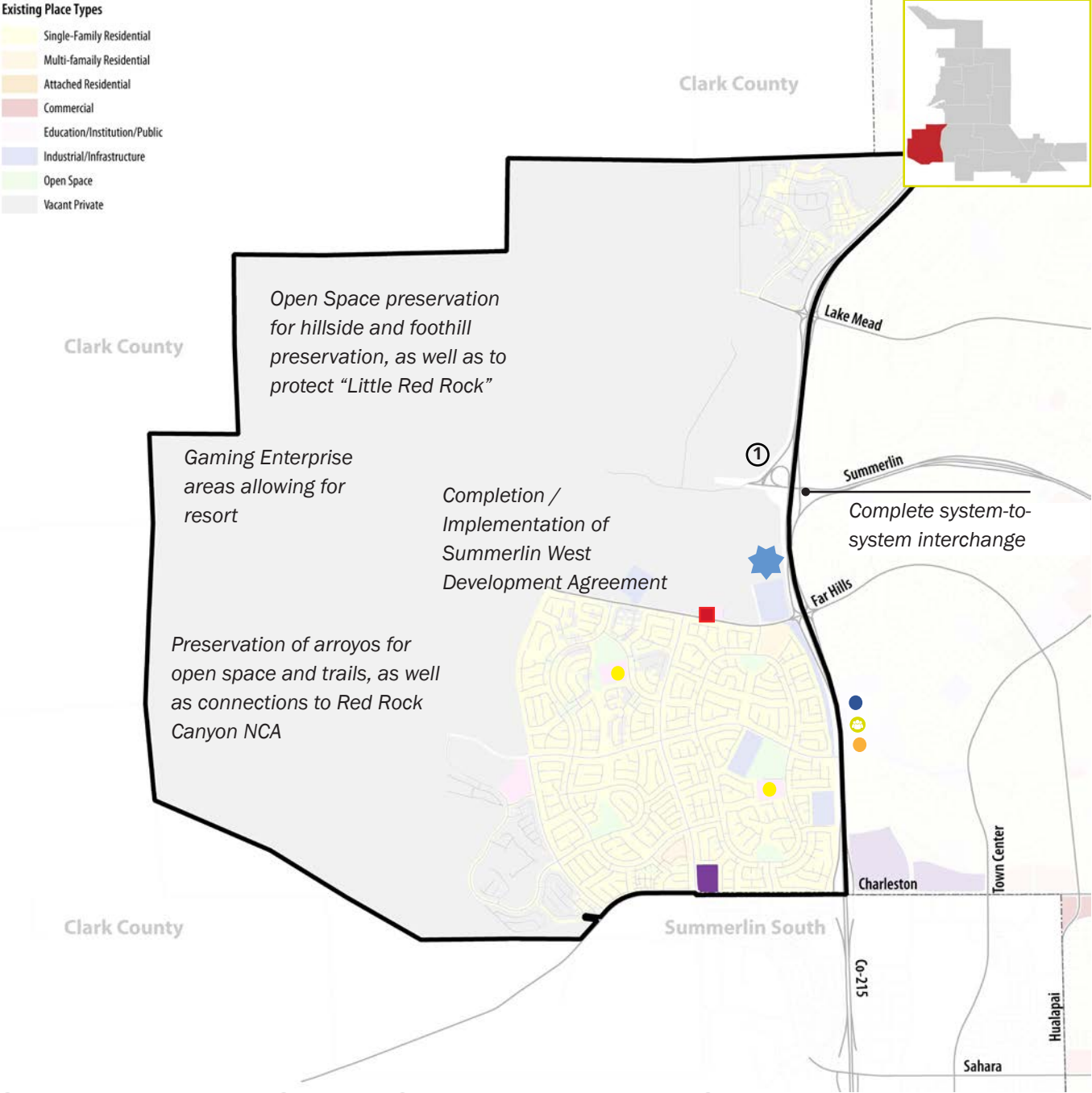
- Traditional Neighborhood Design
- Neighborhood Character
- Mixed-use
- Walkable site design
- Placemaking through arts and culture

WATER USAGE

Water consumption of residents in the planning area will be reduced with the new planned place types.



II.I SUMMERLIN WEST PLANNING AREA



SUMMERLIN WEST PLACE TYPE FRAMEWORK

KEY REDEVELOPMENT OPPORTUNITIES

- ① Future higher density mixed-use center

COMMUNITY FACILITIES

- CLV Fire Station
- LVMPD Substation
- CCSD School (elementary/middle/high/alternative or special)
- Library
- City or other public facility
- Veteran's Memorial Community Center

SERVICES



As with Summerlin North, while many City of Las Vegas services are likely supplemental in this area to those amenities provided through the Summerlin Association; Veteran’s-Memorial Community Center is close, and many medical services are easily accessed at Summerlin Hospital. A new LVMPD substation will be complete in 2020 and fire protection in this is adequate, with two new stations to be added as development progresses.

PROXIMITY OF DWELLING UNITS TO SERVICES

Percentage of total units within 1/2 mile walk:

	Parks	95%	City 56%
	Schools	18%	31%
	Grocery and retail services	4%	19%

Percentage of total units within 2 mile drive:

	Community Centers	47%	45%
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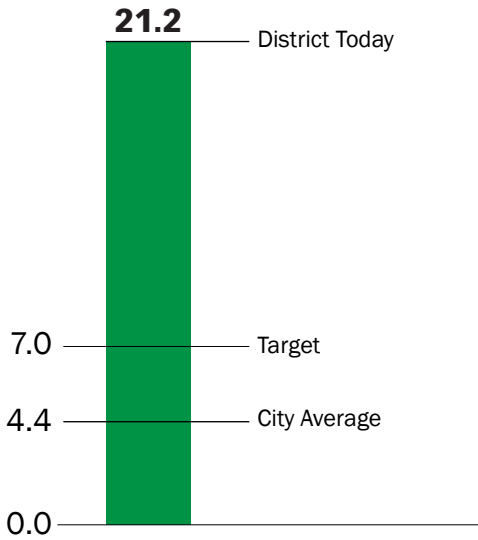
PARKS AND OPEN SPACE



Red Rock Canyon’s natural beauty and proximity to Summerlin West provide excellent opportunities for additional open spaces. The district contains abundant open spaces, and well-preserved washes and arroyos; adjacent foothills and Little Red Rock will continue to be protected. While up to 90 holes of golf are permitted, such courses may only be developed if conditions allow for their construction.

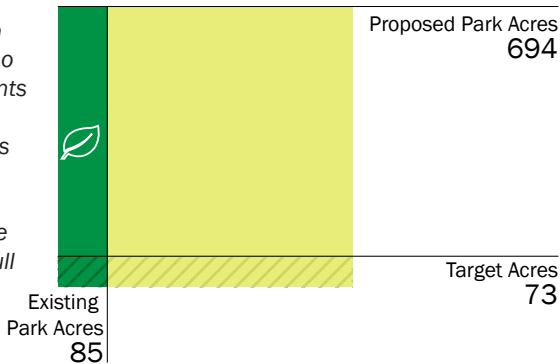
PARK ACCESS

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



PARK ACRES NEEDED TO ACHIEVE TARGET

Because Summerlin West has so few residents today, it’s meeting it’s target and is on track to meet the target at full buildout.



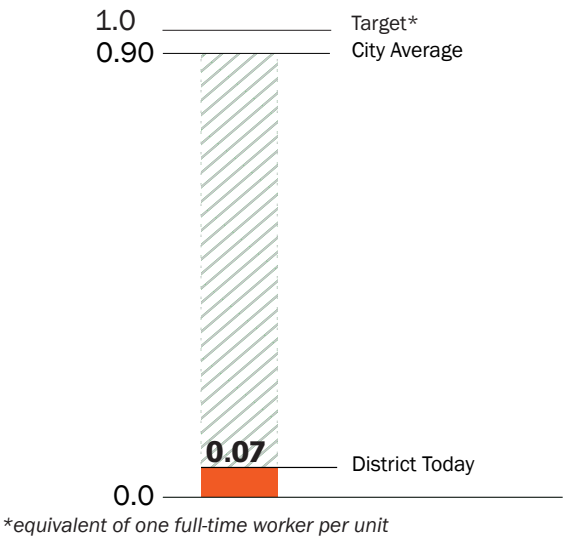
WORKFORCE



Currently, Summerlin West has only one area with limited neighborhood commercial at Summerlin Centre and along Town Center. Future plans include a new village and employment center and up to 5.85 million square feet of commercial, along with office and professional service uses, as well as a possible resort area with up to two resort casinos adjacent to Red Rock Canyon. Several new public and private schools have recently been constructed with more to be built over time as demand warrants and to avoid overcrowding at current elementary schools, Rogich MS, and Palo Verde HS.

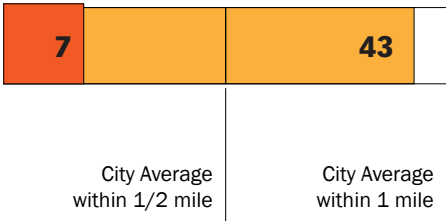
JOB SUPPLY IN DISTRICT

Average job opportunity per residential unit in the planning district



JOB PROXIMITY

Average job opportunity in proximity to the planning district



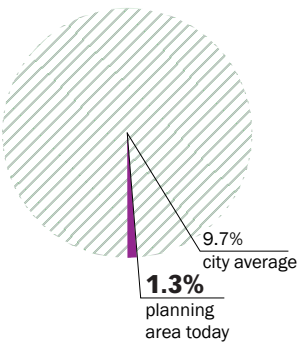
TRANSPORTATION



Summerlin West is bounded to the east by the 215 Beltway. Much of the roads and infrastructure will be new. Summerlin West is adding to its extensive trail, bicycle, and shared-use path system with several opportunities for linear parks and trails along natural arroyos, as well as along the regional Beltway Trail. No transit service is available, but opportunities exist for micro transit and several transit centers with direct connections for express service to Downtown Las Vegas, the Strip, and the airport.

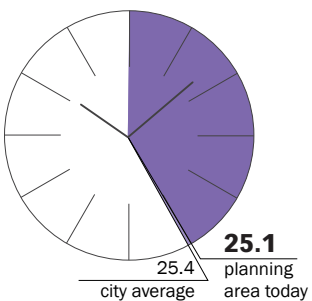
VEHICLE OWNERSHIP

Percentage of households without cars within the district



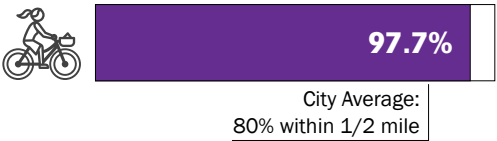
COMMUTE TIME TO WORK

Average commute time (in minutes) within the City

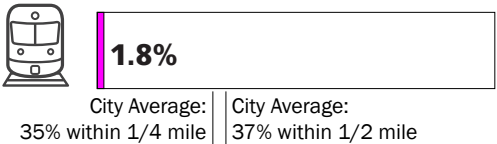


TRANSPORTATION ACCESS & EQUITY

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



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





Lone Mountain, so named for the isolated mountain standing apart from the La Madre Mountains at the districts western edge, represents a transitional area between established and new suburban neighborhoods to lower-density areas. Due to its lower densities and array of neighborhood types, most of Lone Mountain has potential for subdivision retrofits and preservation of ranch-style neighborhoods.

DEMOGRAPHICS

- Current population: 56,848 ▲
 - Largest Age Group: 25 - 34 years (7,071) ▲
 - Persons per household: 2.86 ▲
 - Single Family Dwellings: 15,924 ▲
 - Multi-Family Dwellings: 4,559 ▼
 - Median Household income: \$68,989 ▲
 - Median rent / mortgage: \$1,264 / \$1,465 ▲▼
 - Housing tenure: 35.7% rent / 64.3% own ▼▲
 - Attained High School Diploma: 92.7% ▲
 - Attained Bachelor's Degree: 29.5% ▲
 - Unemployment rate: 6.4% ▼
 - Housing Density: 6.01 dwelling units / acre ▲
 - Population Density: 10,682 residents / square mile ▲
- ▲▲ ▼▼ Above / Below citywide average

Race & Ethnicity



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

KEY IMPLEMENTATION STRATEGIES

LAND USE AND DEVELOPMENT



- New neighborhoods west of the beltway should consider traditional neighborhood design for highest efficiency of services
- Mixed-use opportunities along Cheyenne

SERVICES AND FACILITIES



- Consider fire station in western sector

PARKS AND OPEN SPACE



- Improve open space connections

WORKFORCE AND EDUCATION



- Ensure jobs-housing balance

TRANSPORTATION



- Reduce barriers to walkability
- Look for opportunities to improve connectivity

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



SEE ALSO:
Cliff Shadows Special Area Plan

LAND USE AND DEVELOPMENT

TODAY

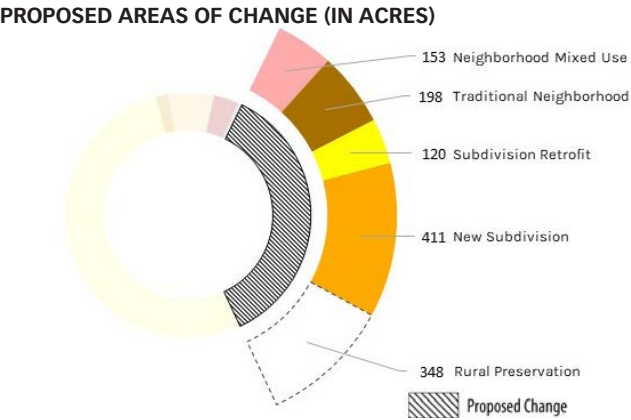
Lone Mountain has an established low-density suburban character. The Lone Mountain, Lone Mountain West, and Cliffs Edge master planned communities have diverse but separated neighborhoods.

IN THE FUTURE

Increased density will take the form of several neighborhood mixed-use centers along the Cheyenne corridor and near freeway interchanges. The areas around Mountain View Hospital north of the Las Vegas Technology Center and at Craig Rd-US-95 (future I-11) have potential to further develop as a transit-oriented development. Some areas of unincorporated Clark County may be annexed into the City. New neighborhoods may be developed in undeveloped areas within the district, as well as west of the 215 Beltway.

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

Click each Place Type to read more. In order to capture the above projected land uses and densities, the following place types are planned for future change:



Lone Mountain area: 3,406.1 acres

2050 PROJECTIONS

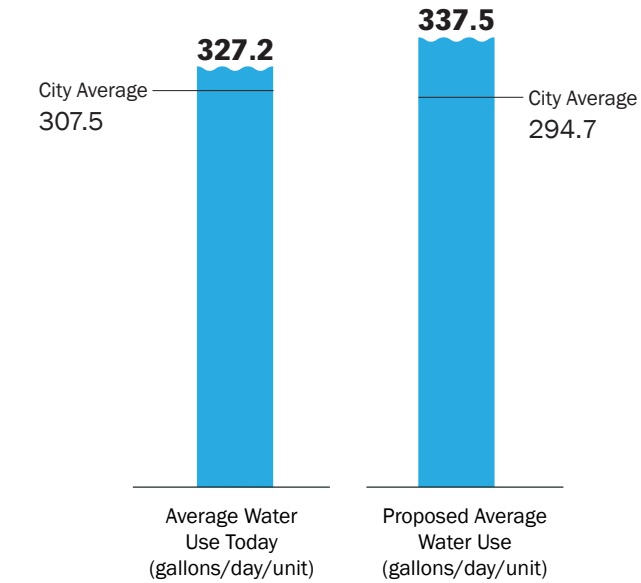
- Population: 71,136
- Total New Housing Units: 4,996 (4,851 Single family / 6,067 Multi family)
- New Commercial (1,000 GSF): 832,619
- Housing Density: 7.48 dwelling units / acre
- Population Density: 13,367 residents / square mile

KEY IMPLEMENTATION STRATEGIES & TOOLS

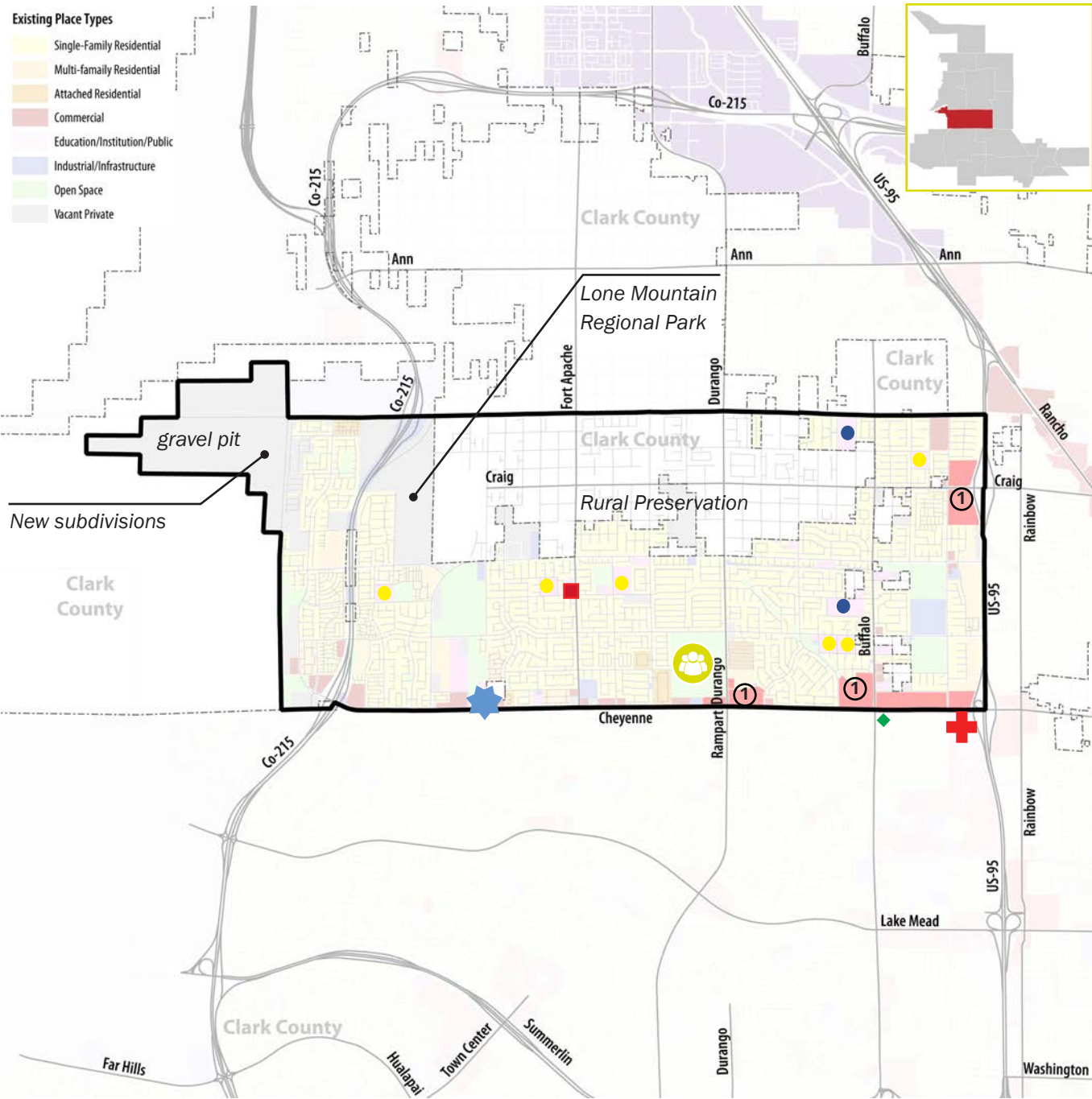
- Traditional Neighborhood Design
- Neighborhood Character
- Mixed-use
- Walkable site design
- Placemaking through arts and culture

WATER USAGE

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



II.J LONE MOUNTAIN



LONE MOUNTAIN PLACE TYPE FRAMEWORK

KEY REDEVELOPMENT OPPORTUNITIES

- ① Mixed-use centers

COMMUNITY FACILITIES

- CLV Fire Station
- LVMPD Substation
- Hospital
- CCSD School (elementary/middle/high/alternative or special)
- City or other public facility
- Durango Hills Community Center and golf course

SERVICES



Lone Mountain has several major city and regional public community facilities, including Durango Hills Community Center and Golf Course. However, it lacks fire stations in the western quarter of the district and near unincorporated areas. Lone Mountain is home to the LVMPD’s Northwestern Area Command and training center and has low crime rates.

PROXIMITY OF DWELLING UNITS TO SERVICES

Percentage of total units within 1/2 mile walk:

	Parks	77%	City
			56%
	Schools	21%	City
			31%
	Grocery and retail services	13%	City
			19%

Percentage of total units within 2 mile drive:

	Community Centers	52%	City
			45%

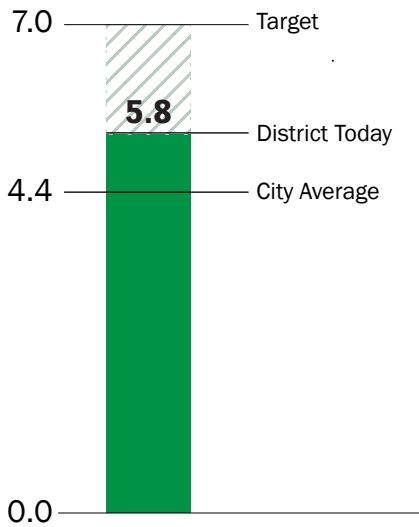
PARKS AND OPEN SPACE



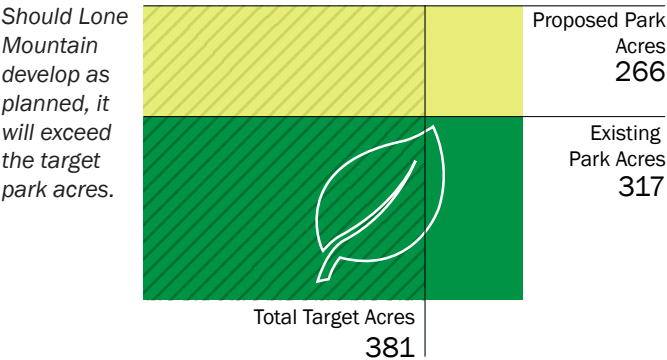
Lone Mountain has several large regional open spaces and parks, including Lone Mountain Regional Park, Majestic Park, Durango Hills Park and Community Center and parks and sports fields built within detention basins near the eastern edge of the district. The area would benefit from smaller neighborhood park along the Cheyenne corridor. Existing trails and bike lanes, including the Lone Mountain Trail, 215 Trail, and the Alexander Rd corridor provide connections to other areas. The adjacent mountains and foothills provide additional opportunities for new open spaces, but require increased connectivity between urban trails and natural areas.

PARK ACCESS

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



PARK ACRES NEEDED TO ACHIEVE TARGET



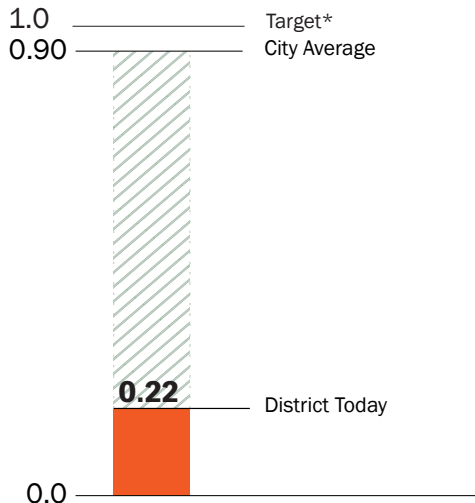
WORKFORCE



Employment areas are congregated along Cheyenne Avenue adjacent to the residential neighborhoods, and generally take the form of professional offices, services, and general retail located in strip malls and office parks. The closest major employment center is the Las Vegas Tech Center in Twin Lakes. A general increase in jobs and services will improve the jobs-housing balance. CCSD schools are interspersed throughout Lone Mountain. The area would benefit from a new high school and middle school on the western edge of the district.

JOB SUPPLY IN DISTRICT

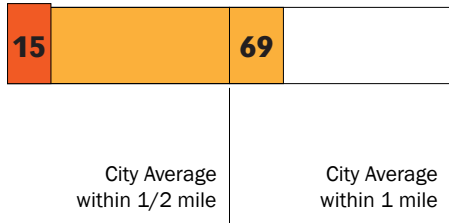
Average job opportunity per residential unit in the planning district



*equivalent of one full-time worker per unit

JOB PROXIMITY

Average job opportunity in proximity to the planning district



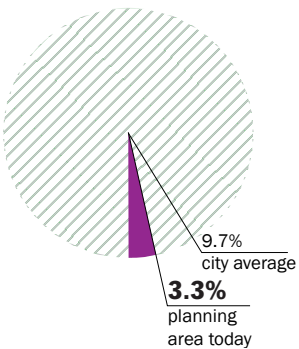
TRANSPORTATION



Cheyenne Avenue and Lone Mountain Rd define the edges of the Lone Mountain district and serve as primary east-west corridors. Lone Mountain is disconnected from Summerlin North, and that lack of any form of connection has created a hard edge spanning 2.5 miles. Except for the area serving Mountain View Hospital, Lone Mountain’s low-density limits fixed-route transit; however, this area may be a candidate for both fixed-route express transit and microtransit circulators. Lone Mountain’s existing infrastructure of all types is fairly adequate, but system capacity and capital improvements must be considered in planning future development. A wastewater treatment facility was shut down to reduce operational costs.

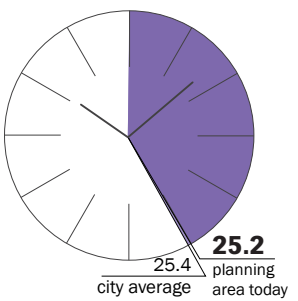
VEHICLE OWNERSHIP

Percentage of households without cars within the district



COMMUTE TIME TO WORK

Average commute time (in minutes) within the City

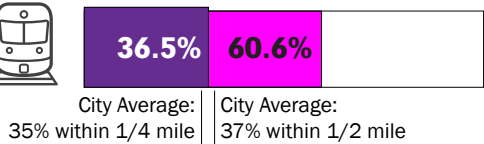


TRANSPORTATION ACCESS & EQUITY

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



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



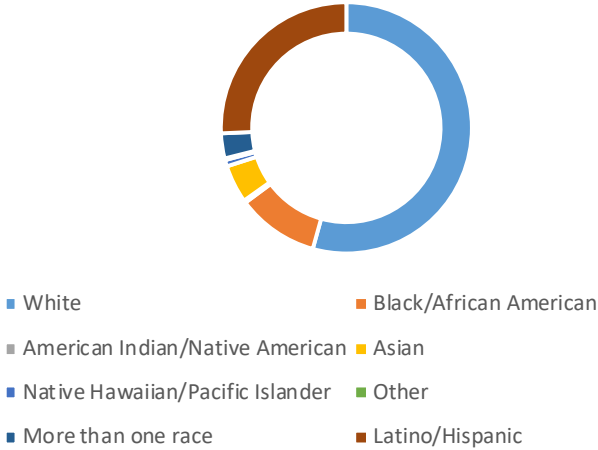


The suburbs and neighborhoods along the Rancho Dr corridor transition from older inner-ring suburbs to new subdivisions and “ranchos” moving northwest toward Centennial Hills. The area currently lacks cohesion, largely because of the lack of major city and community services. However, with a reimagination of Rancho Dr, and the addition of high capacity transit routes along it, Decatur Blvd, and Craig Rd, the area can develop a new identity that balances transit-oriented mixed-use and existing developments.

DEMOGRAPHICS

- Current population: 44,362 ▼
 - Largest Age Group: 45 - 54 years (6,469) ▲
 - Persons per household: 2.85 ▲
 - Single Family Dwellings: 12,868 ▲
 - Multi-Family Dwellings: 3,235 ▼
 - Median Household income: \$63,766 ▲
 - Median rent / mortgage: \$1,183 / \$1,374 ▲▲
 - Housing tenure: 31.1% rent / 68.9% own ▼▲
 - Attained High School Diploma: 88.9% ▲
 - Attained Bachelor’s Degree: 20.2% ▼
 - Unemployment rate: 9.4% ▲
 - Housing Density: 4.63 dwelling units / acre ▼
 - Population Density: 8,155 residents / square mile ▲
- ▲ ▼ Above / Below citywide average

Race & Ethnicity



KEY IMPLEMENTATION STRATEGIES

LAND USE AND DEVELOPMENT



- Balance rural preservation with increased services and access to transportation options

SERVICES AND FACILITIES



- Consider locating additional facilities in this area

PARKS AND OPEN SPACE



- Develop more accessible parks and open space

WORKFORCE AND EDUCATION



- Redevelop strip centers with more diverse employment opportunities
- Consider middle and high schools in this area to alleviate overcrowding elsewhere

TRANSPORTATION



- Emphasize complete streets to support transit
- Upgrade infrastructure, particularly in annexed areas
- Develop high capacity transit along Decatur Blvd and Craig Rd corridors, as well as rapid bus along Rancho Dr and North Rainbow Blvd

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



LAND USE AND DEVELOPMENT

TODAY

While this district is predominantly residential in character, several major commercial corridors extend north-south or east-west, providing a major node along Rancho Dr. A variety of rural preservation areas are intermixed throughout the area.

IN THE FUTURE

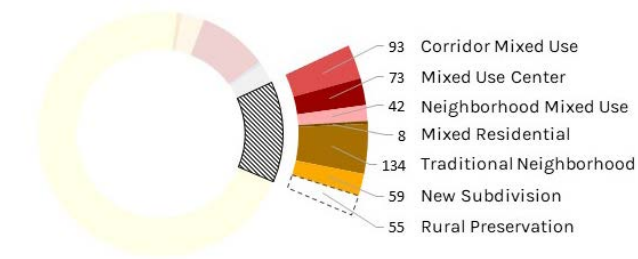
Along Rancho Dr, the Rancho area will see directed medium- to higher-density, suburban-oriented transit-oriented development to support existing well-established, yet older, shopping centers at key nodes that have potential to become neighborhood mixed-use centers. Existing large-lot “rancho” estates and older master planned communities, such as Los Prados and Rancho Alta Mira are stable.

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

Click each Place Type to read more.

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

PROPOSED AREAS OF CHANGE (IN ACRES)



Rancho area: 3,481.7 acres

Proposed Change

2050 PROJECTIONS

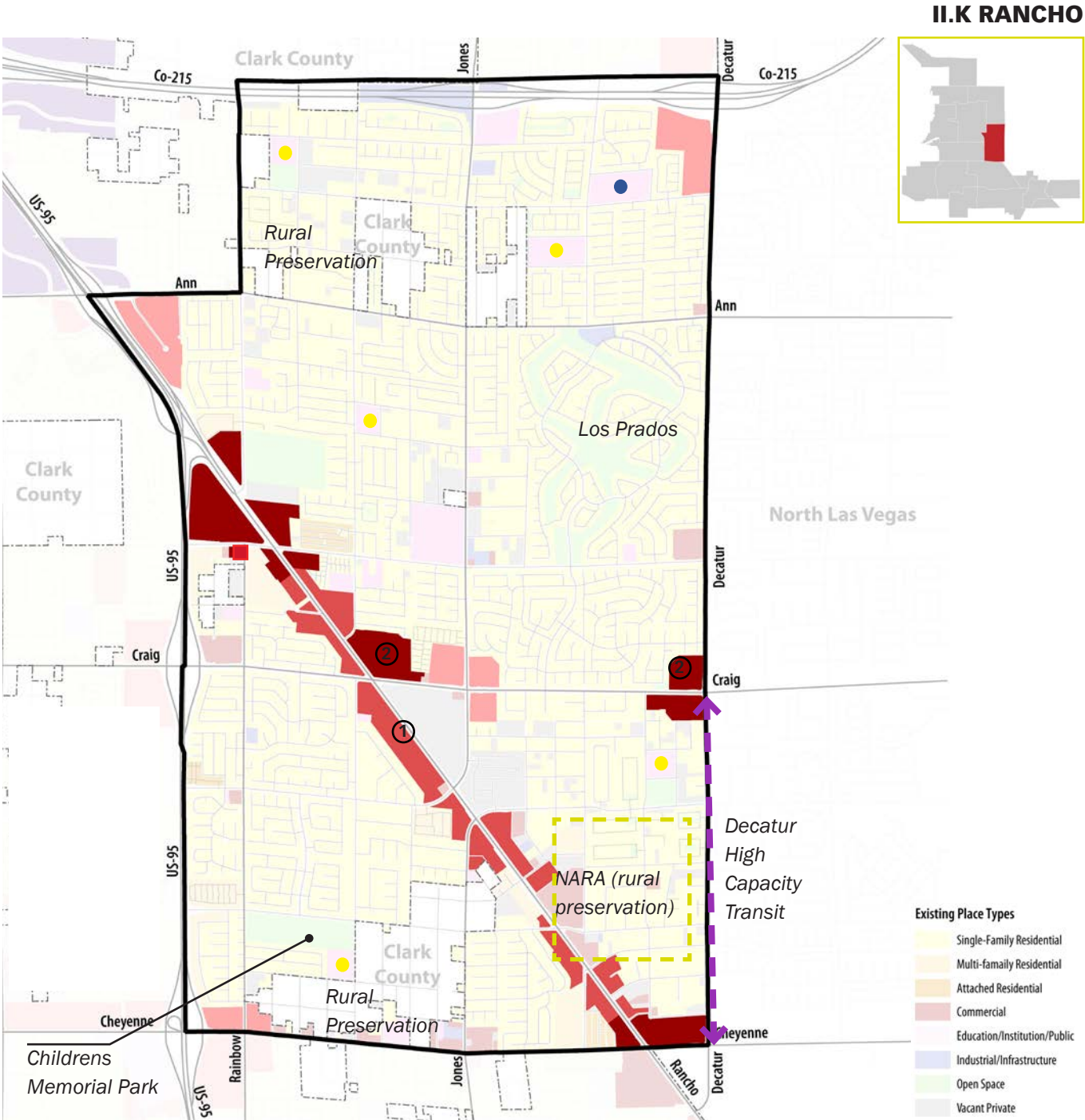
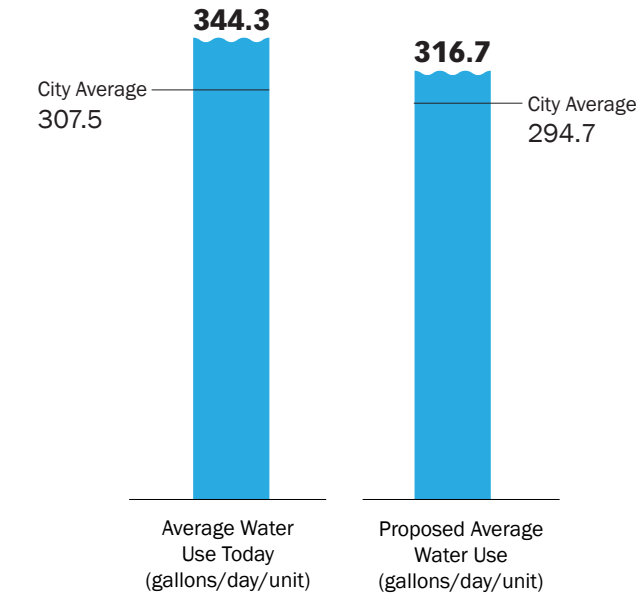
- Population: 56,468
- Total New Housing Units: 4,248 (376 Single family / 3,872 Multi family)
- New Commercial (1,000 GSF): 2,103,429
- Housing Density: 5.85 dwelling units / acre
- Population Density: 10,380 residents / square mile

KEY IMPLEMENTATION STRATEGIES & TOOLS

- Diverse Housing Options
- Infill housing
- Traditional Neighborhood Design
- Neighborhood Character
- Mixed-use
- Walkable site design
- Transit-oriented Development
- Placemaking through arts and culture

WATER USAGE

Water consumption of residents in the planning area will be reduced with the new planned place types.



RANCHO PLACE TYPE FRAMEWORK

KEY REDEVELOPMENT OPPORTUNITIES

- Rancho Dr corridor improvements and upgrades from linear suburban strip malls to mixed-use corridor scaled for rapid bus
- Redevelopment opportunities

COMMUNITY FACILITIES

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

Planned High Capacity Rapid Transit

SERVICES



Aside from the need for more parks and open spaces, Rancho similarly lacks major city and regional facilities. No City or community facilities exist. The low-density environment of the district highlights a need for a greater presence of city services and community resources.

PARKS AND OPEN SPACE



The Rancho area lacks significant amounts of parks and open space; while some neighborhood parks, such as Children’s Memorial Park and a few smaller parks can be found, there are noticeable voids and parks that are not easily accessible. Los Prados Golf Course can also be found within the northern edge of the district.

PROXIMITY OF DWELLING UNITS TO SERVICES

Percentage of total units within 1/2 mile walk:

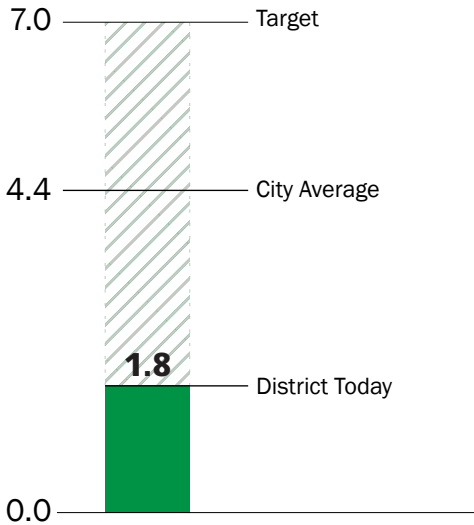
	Parks	48%	City
	Schools	17%	31%
	Grocery and retail services	20%	19%

Percentage of total units within 2 mile drive:

	Community Centers	3%	45%
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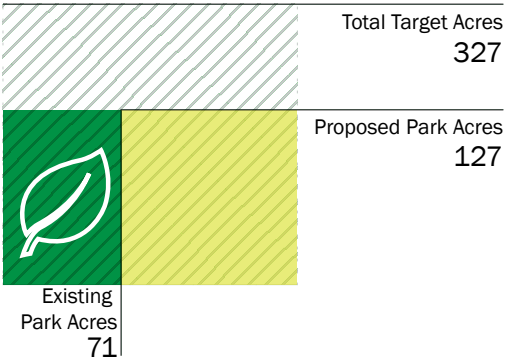
PARK ACCESS

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



PARK ACRES NEEDED TO ACHIEVE TARGET

Even with the place type model assumption of additional potential park acres, Rancho still falls short of the target.



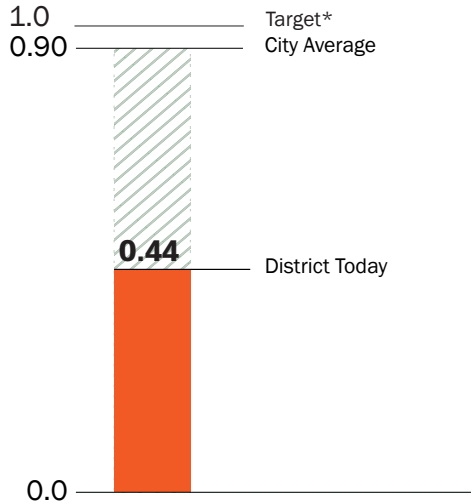
WORKFORCE



Economic centers consist predominantly of auto-oriented commercial corridors. Santa Fe Station Hotel-Casino is one of the few major or significant employers in the area. Most jobs and commercial activity consist of both small and large general retail; several shopping centers can actively be redeveloped now or in the near-term, with a number of other opportunities to improve their character and make them more walkable could exist long-term. Rancho also lacks public middle and high schools. While school overcrowding is not a major issue in this area, home-to-school distance and the ability to alleviate school overcrowding at other locations could benefit the area overall.

JOB SUPPLY IN DISTRICT

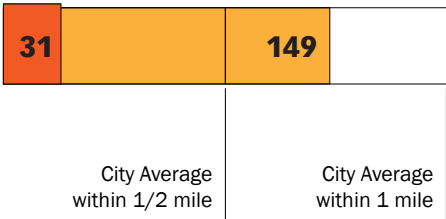
Average job opportunity per residential unit in the planning district



*equivalent of one full-time worker per unit

JOB PROXIMITY

Average job opportunity in proximity to the planning district



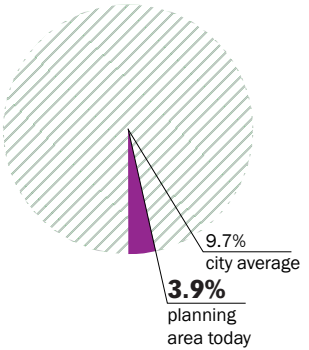
TRANSPORTATION



Rancho is bounded by Cheyenne Avenue the 215 Beltway and US-95 (future I-11) freeways, while the City of North Las Vegas is bordered on the east at Decatur Blvd. Rancho Dr itself serves as main street through the area; each of the corridors will continue to transition from suburban auto-oriented arterials toward transit-based complete streets, while rapid bus service and BRT will eventually serve Rancho Dr and Decatur Blvd respectively. While a few bicycle-friendly corridors exist, improvements are needed to help connect to areas to the north and northwest and with North Las Vegas. Because many areas were annexed, sewer improvements may be needed, and while the northern half of the district has relatively new infrastructure of all types, upgrades will eventually be needed long-term.

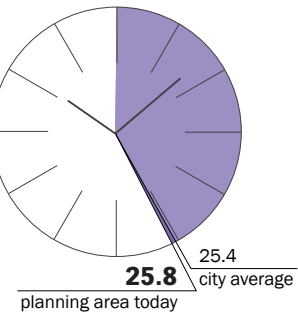
VEHICLE OWNERSHIP

Percentage of households without cars within the district



COMMUTE TIME TO WORK

Average commute time (in minutes) within the City

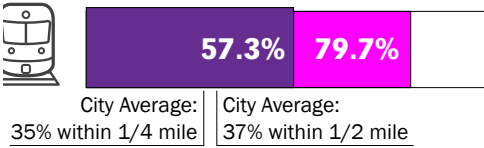


TRANSPORTATION ACCESS & EQUITY

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



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



CENTENNIAL HILLS

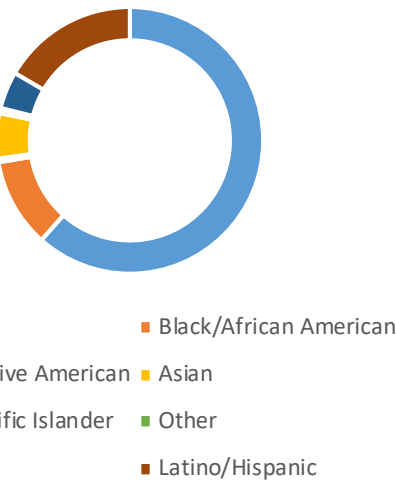


Centennial Hills is the major regional center for northwest Las Vegas. Centered at the Centennial Spaghetti Bowl (the intersection of the US-95 (future I-11) and I-215 Beltway), brings together northwestern neighborhoods. Previously envisioned as a northwestern “Town Center,” it has developed a commercial core, but largely as conventional suburban-style development, with some unique higher density neighborhoods and urban form. Because Centennial Hills has previously been identified as a location for more intense uses, this planning area will re-establish itself as a true regional center that’s adapted to existing development, while transforming key areas around its core.

DEMOGRAPHICS

- Current population: 62,126 ▼
 - Largest Age Group: 25 - 34 years (9,246) ▲
 - Persons per household: 2.77 ▼
 - Single Family Dwellings: 18,903 ▲
 - Multi-Family Dwellings: 4,783 ▼
 - Median Household income: \$71,074 ▲
 - Median rent / mortgage: \$1,257 / \$1,528 ▲
 - Housing tenure: 36.6% rent / 63.4% own ▼
 - Attained High School Diploma: 93.0% ▲
 - Attained Bachelor’s Degree: 27.9% ▲
 - Unemployment rate: 7.6% ▼
 - Housing Density: 6.21 dwelling units / acre ▲
 - Population Density: 10,422 residents / square mile ▲
- ▲ ▼ Above / Below citywide average

Race & Ethnicity



KEY IMPLEMENTATION STRATEGIES

- LAND USE AND DEVELOPMENT**
 - Embrace original vision to be a suburban town center
- SERVICES AND FACILITIES**
 - Consider new LVMPD command station at town center
- PARKS AND OPEN SPACE**
 - Celebrate natural settings of the area and access to places like Mount Charleston
- WORKFORCE AND EDUCATION**
 - Additional schools to alleviate overcrowding
- TRANSPORTATION**
 - Strengthen multi-modal and microtransit opportunities at the Centennial Hills Transit Center and rapid bus connection from Rancho Dr
 - Complete Centennial Bowl system-to-system interchange and I-11 improvements

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



SEE ALSO:
Centennial Hills Town Center Special Area Plan

LAND USE AND DEVELOPMENT

TODAY

Centennial Hills, and Town Center itself, is comprised of a large mix of higher density new subdivisions; however, major land uses are still auto-oriented, with several large surface parking lots and few major multi-story buildings. Peripheral areas also contain large-lot residential ranch estates surrounded by unincorporated county pockets that may eventually be annexed.

IN THE FUTURE

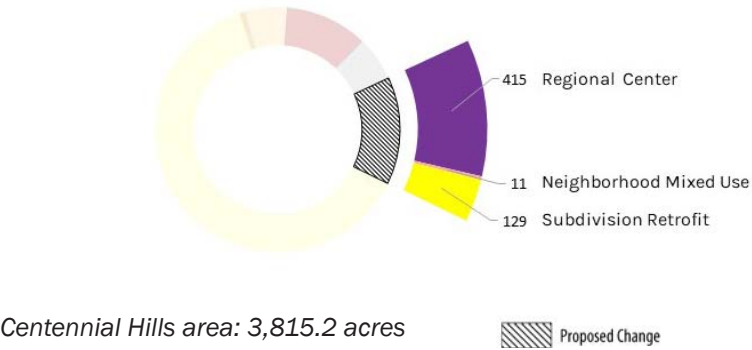
Centennial Hills will maintain its mix of traditional and suburban single-family development combined with large-lot residential estates. Unincorporated county pockets may eventually be annexed. Over time, the core part of the regional center will become more dense and intense as a suburban “Town Center.”

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

Click each Place Type to read more.

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

PROPOSED AREAS OF CHANGE (IN ACRES)



2050 PROJECTIONS

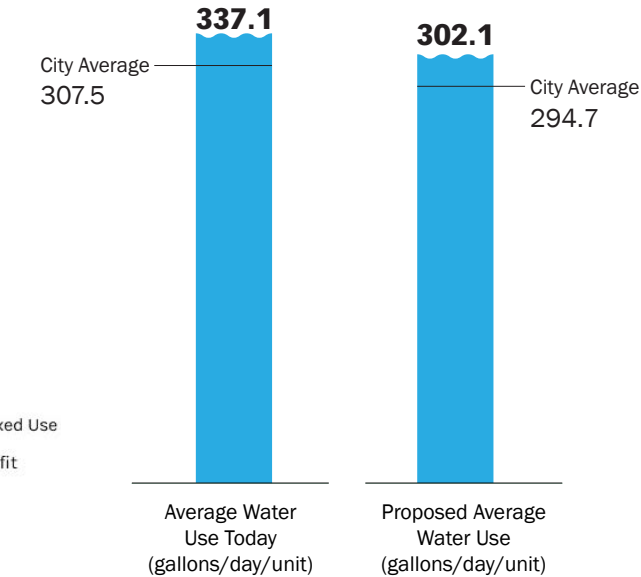
- Population: 82,915
- Total New Housing Units: 7,505 (438 Single family / 7,067 Multi family)
- New Commercial (1,000 GSF): 5,240,455
- Housing Density: 8.18 dwelling units / acre
- Population Density: 13,909 residents / square mile

LAND USE TOOLS

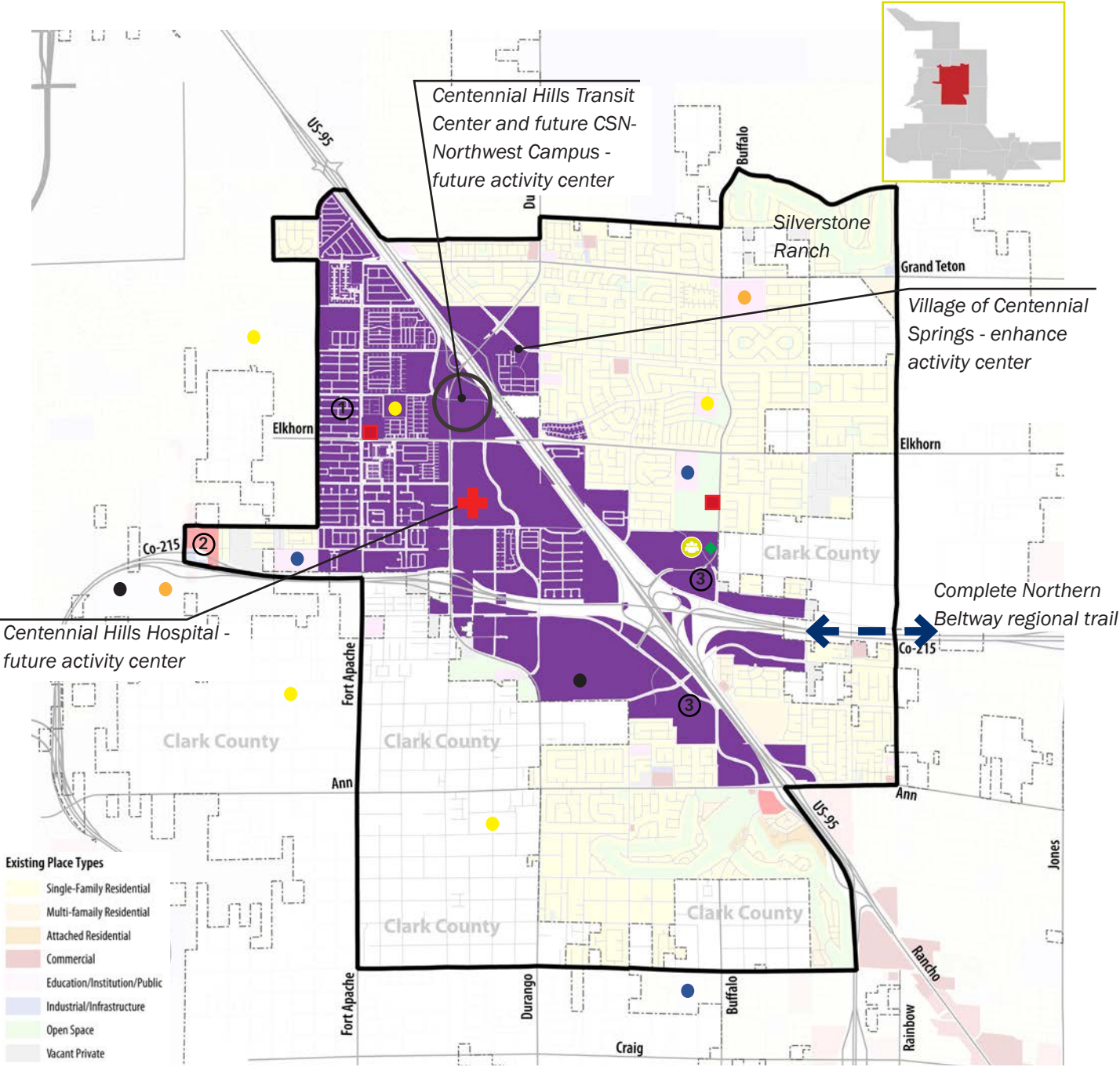
- Traditional Neighborhood Design
- Neighborhood Character
- Mixed-use
- Walkable site design
- Placemaking through arts and culture
- Diverse housing options

WATER USAGE

Water consumption of residents in the planning area will be reduced with the new planned place types.



II.I CENTENNIAL HILLS



CENTENNIAL HILLS PLACE TYPE FRAMEWORK
KEY REDEVELOPMENT OPPORTUNITIES

- ① Retrofit existing subdivisions to improve connectivity, ensure future subdivisions follow Centennial Hills Town Center design standards for better Traditional Neighborhood Design
- ② New mixed-use node
- ③ Long-term transformation of suburban-style commercial to mixed-use activity center

COMMUNITY FACILITIES

- CLV Fire Station
- Hospital
- CCSD School (elementary/middle/high/alternative or special)
- City or other public facility
- Centennial Hills Community Center, Library, Senior Center
- Transportation improvement

SERVICES



Centennial Hills is the major regional hub for northwestern districts and contains several city and regional facilities. Centennial Hills Park complex provides a number of community services and the area is anchored by Centennial Hills hospital. Although the area has low crime, it would be an ideal location for a new LVMPD area command. New fire stations may also be needed near the edges of the district, especially near low-density annexed areas.

PROXIMITY OF DWELLING UNITS TO SERVICES
Percentage of total units within 1/2 mile walk:



Percentage of total units within 2 mile drive:

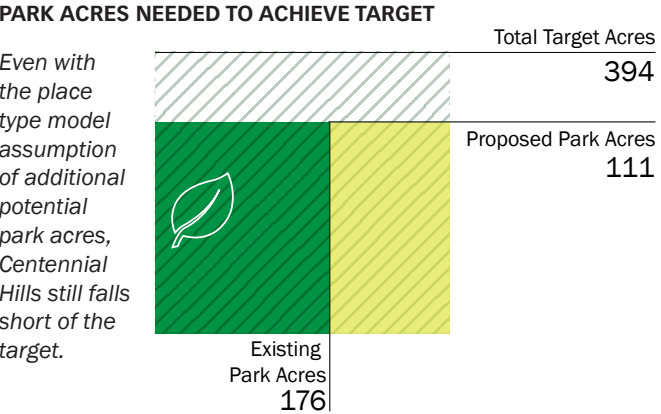
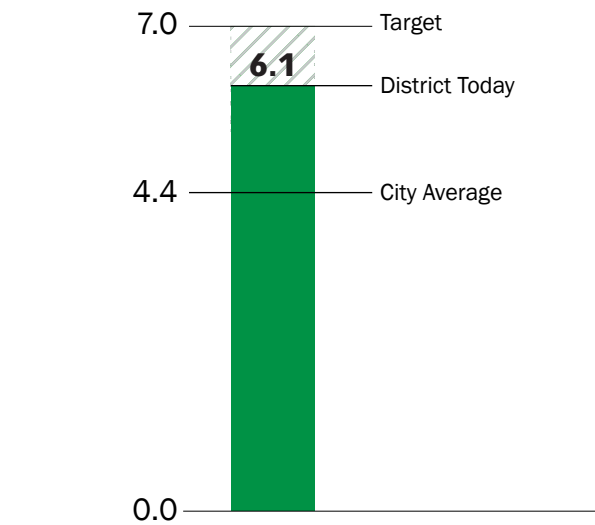


PARKS AND OPEN SPACE



Centennial Hills has a wide variety of new parks, equestrian space, and other open spaces, much in the form of private or HOA pocket and neighborhood parks. Several major parks are located within the district including Thunderbird Park and the Centennial Hills Park complex, which also has a YMCA community center, senior center, pools, and library; a smaller community center, Cimmaron Rose, provides some recreational space. Desert Rose Golf course is located at the southern edge of the district

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

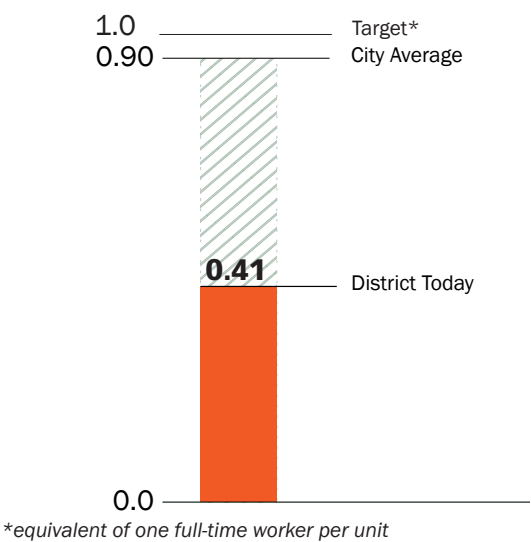


WORKFORCE

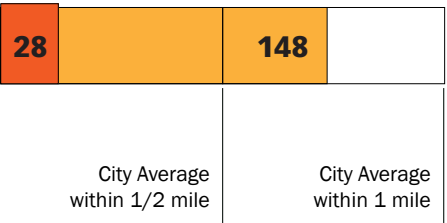


As a regional center, Town Center has a vast amount of new suburban commercial located around the major freeway interchanges between Ann Rd and Durango Dr. Major retail centers, auto-oriented uses, car dealerships, professional offices, and commercial activities located here. Centennial Hills has several public schools in close proximity to the new subdivisions; however, more new schools are needed to alleviate school overcrowding, specifically Arbor View and Shadow Ridge high schools. Centennial Hills will also be home to a branch campus of the College of Southern Nevada.

JOB SUPPLY IN DISTRICT
Average job opportunity per residential unit in the planning district



JOB PROXIMITY
Average job opportunity in proximity to the planning district

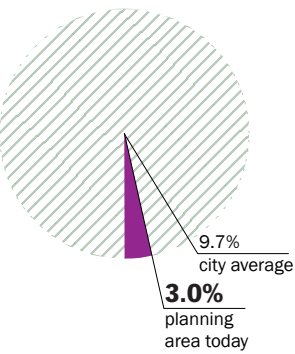


TRANSPORTATION

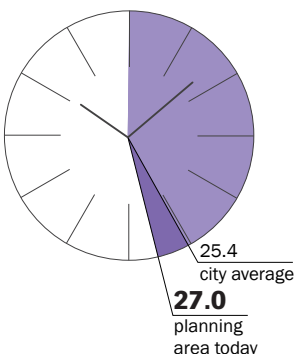


Town Center makes up most of the area, but several other small master planned communities are located throughout the district. Over time, the Centennial Spaghetti Bowl and the surrounding road network will be completed, as well as full-build out of the beltway. Centennial Hills Transit Center and park 'n' ride at the Elkhorn HOV interchange allows for express transit service to Downtown Las Vegas and the Strip, while it can be a base for local routes, circulators, carpoolers, microtransit or demand response service for the district. The 215 trail parallels the beltway and several other trails and bicycle-friendly complete streets can be found within the district. Most other infrastructure within Centennial Hills is relatively new.

VEHICLE OWNERSHIP
Percentage of households without cars within the district

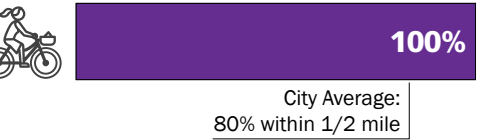


COMMUTE TIME TO WORK
Average commute time (in minutes) within the City

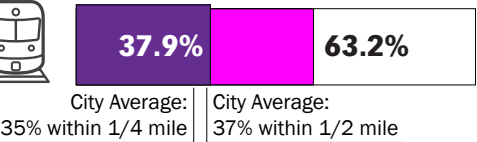


TRANSPORTATION ACCESS & EQUITY

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



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



LA MADRE FOOTHILLS

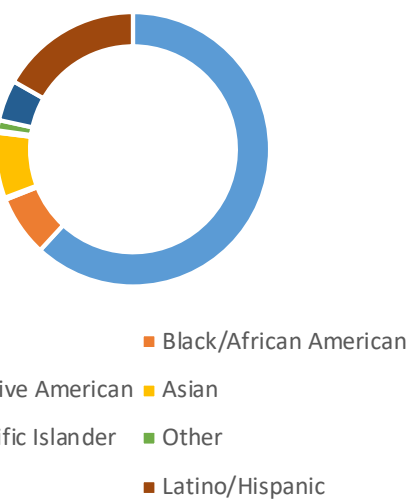


Along the northwestern edge of the valley is La Madre Foothills, an area comprised of a unique mix of master-planned communities, large-lot residential estates, and traditional suburban single-family development. Potential opportunities exist to develop further along the foothills and create new recreational opportunities along Box Canyon. Given its adjacency to Centennial Hills Town Center, rapid growth, and opportunity for future development, by 2050, La Madre Foothills will emerge as a cohesive suburban community.

DEMOGRAPHICS

- Current population: 25,401 ▼
 - Largest Age Group: 25 - 34 years (4,901) ▲
 - Persons per household: 2.77 ▼
 - Single Family Dwellings: 8,967 ▼
 - Multi-Family Dwellings: 1,484 ▼
 - Median Household income: \$78,359 ▲
 - Median rent / mortgage: \$1,259 / \$1,646 ▲▲
 - Housing tenure: 37.8% rent / 62.2% own ▼▲
 - Attained High School Diploma: 94.6% ▲
 - Attained Bachelor's Degree: 33.9% ▲
 - Unemployment rate: 4.7% ▼
 - Housing Density: 3.96 dwelling units / acre ▼
 - Population Density: 6,541 residents / square mile ▼
- ▲ ▼ Above / Below citywide average

Race & Ethnicity



KEY IMPLEMENTATION STRATEGIES

LAND USE AND DEVELOPMENT



- Need for planned mixed-use/commercial centers

SERVICES AND FACILITIES



- Many additional services needed in this area

PARKS AND OPEN SPACE



- Develop more park space west of the beltway to connect to natural features

WORKFORCE AND EDUCATION



- Increase employment opportunities
- Consider new schools to alleviate overcrowding nearby

TRANSPORTATION



- Complete area-wide complete streets network
- Construct Nah Gah Kaiv (Sheep Mountain) Pkwy
- Implement microtransit and develop park and ride facilities to facilitate express transit.



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

LAND USE AND DEVELOPMENT

TODAY

Linked together by the northwestern leg of the I-215 beltway, La Madre Foothills contains several new subdivisions developed over the last fifteen years, the largest being the Cliff Shadows and Providence master planned communities. Peripheral areas also contain large-lot residential ranch estates surrounded by county pockets that may eventually be annexed.

IN THE FUTURE

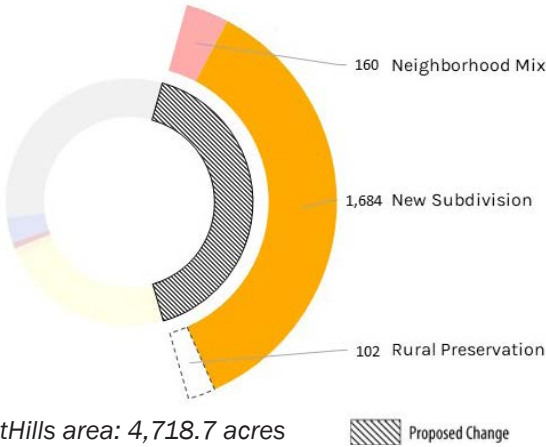
For areas west of the beltway, new subdivisions can be developed, but as there are few major neighborhood centers and an overall lack of a commercial areas, an opportunity exists for the development of a new suburban neighborhood center for the entire district.

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

Click each Place Type to read more.

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

PROPOSED AREAS OF CHANGE (IN ACRES)



La madre foothills area: 4,718.7 acres

2050 PROJECTIONS

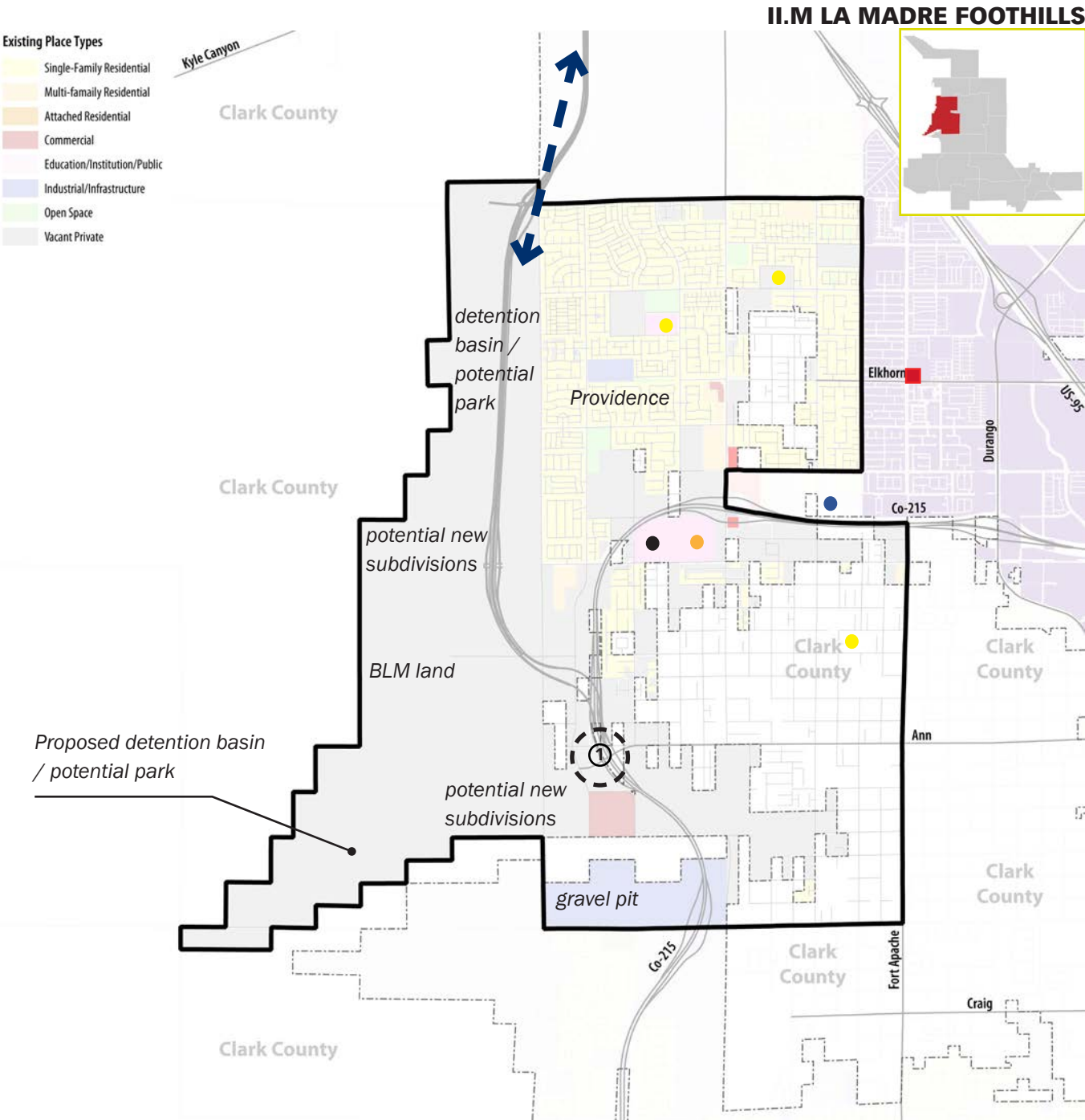
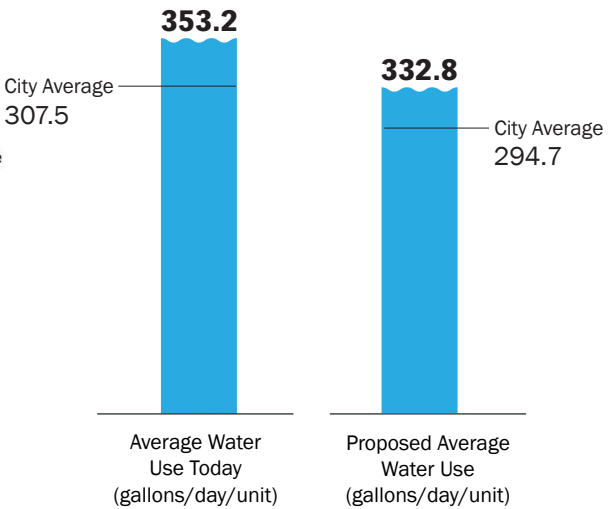
- Population: 48,227
- Total New Housing Units: 8,240 (5,995 Single family / 2,246 Multi family)
- New Commercial (1,000 GSF): 1,970,803
- Housing Density: 3.96 dwelling units / acre
- Population Density: 6,541 residents / square mile

LAND USE TOOLS

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

WATER USAGE

Water consumption of residents in the planning area will be reduced with the new planned place types.



LA MADRE FOOTHILLS PLACE TYPE FRAMEWORK

KEY REDEVELOPMENT OPPORTUNITIES

- ① Future Neighborhood Mixed-Use Opportunity

COMMUNITY FACILITIES

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

← — → Transportation improvement

SERVICES



La Madre Foothills lacks major city and regional facilities, including community centers and other civic services. With respect to public safety, at least one new fire station will be needed, and while crime is low in this area, a new LVMPD substations may be needed to serve much of the growing northwest.

PROXIMITY OF DWELLING UNITS TO SERVICES
Percentage of total units within 1/2 mile walk:



Percentage of total units within 2 mile drive:

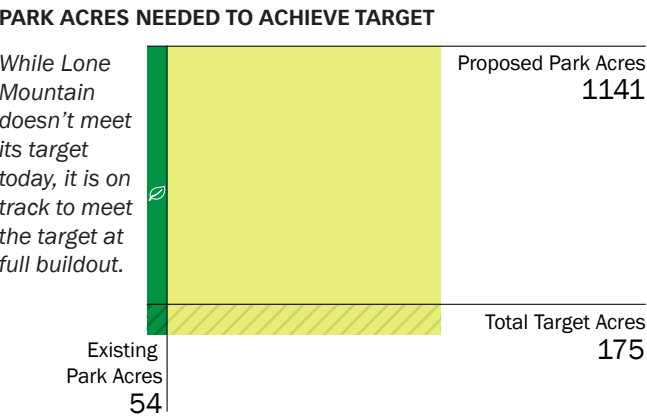
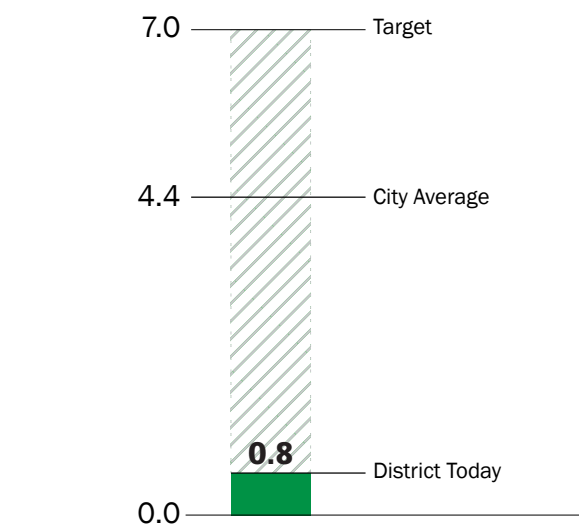


PARKS AND OPEN SPACE



Several turnkey parks have been constructed in conjunction with the development of Providence, including the Promenade and Huckleberry, Knickerbocker, and Gilcrease Brothers parks. A wide variety of new parks, equestrian space, and other open space could be developed in new subdivisions west of the beltway, with connections to Lone Mountain Regional Park and other parks along foothills.

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

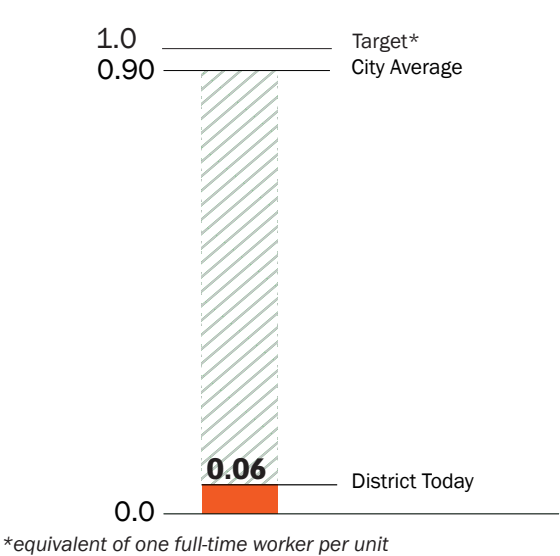


WORKFORCE

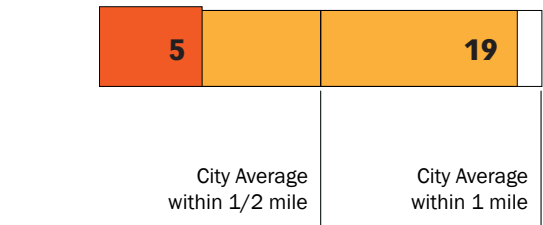


La Madre Foothills currently lacks commercial activity and job centers. Residents rely on businesses located in Centennial Hills Town Center. Several new public schools have been constructed near the new subdivisions; however, more new schools are needed to alleviate school overcrowding, especially for Centennial and Arbor View High Schools. A major gravel pit and mining operation exists at the southern edge of the district, and a new regional public safety facility has been planned for the area.

JOB SUPPLY IN DISTRICT
Average job opportunity per residential unit in the planning district



JOB PROXIMITY
Average job opportunity in proximity to the planning district

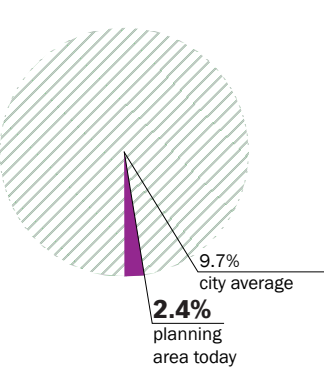


TRANSPORTATION

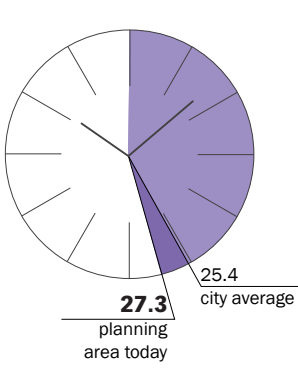


While most infrastructure is relatively new, development been somewhat haphazard, leaving some areas lacking from complete streets, flood control, and trails. A major regional flood control facility helps prevent flooding from stormwater coming from Kyle Canyon and Mount Charleston; other facilities have been constructed for Box Canyon. While Centennial Hills Transit Center and park and ride allows for express transit service to Downtown Las Vegas and the Strip, no transit service is available for local routes, circulators, carpoolers, micro transit or demand response service. Several equestrian trails link the foothills and mountains with parks, while the 215 trail parallels the beltway providing a major connection between the northern and western valley. Eventually, Nah Gah Kaiv Pkwy will be constructed to link the Beltway with future I-11 to the north.

VEHICLE OWNERSHIP
Percentage of households without cars within the district

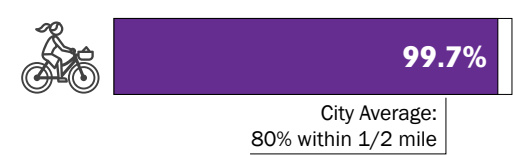


COMMUTE TIME TO WORK
Average commute time (in minutes) within the City

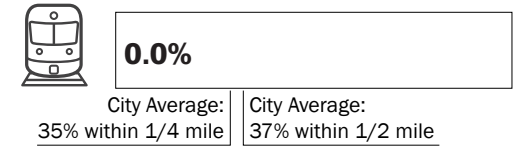


TRANSPORTATION ACCESS & EQUITY

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



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



KYLE CANYON

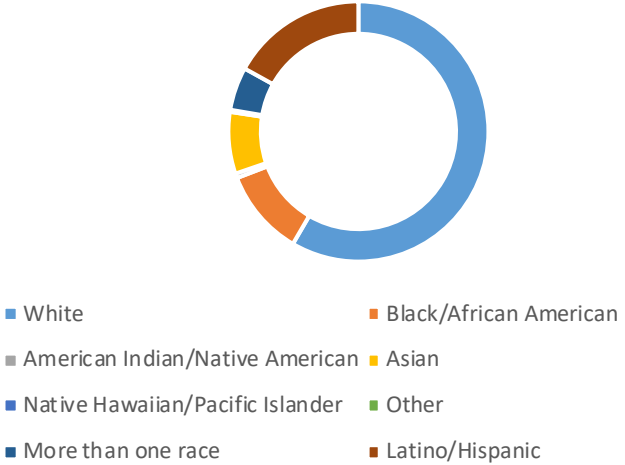


US-95 (future I-11) and Kyle Canyon Rd (NV-157) create major rural-urban transition point within the Kyle Canyon district. This is an area that is both the current northwestern gateway to the Las Vegas Valley from Northern Nevada and the Spring Mountains and is the home the city’s newest subdivisions.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

DEMOGRAPHICS

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

Race & Ethnicity



KEY IMPLEMENTATION STRATEGIES

LAND USE AND DEVELOPMENT



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

SERVICES AND FACILITIES



- Provide array of city services and facilities as population increases

PARKS AND OPEN SPACE



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

WORKFORCE AND EDUCATION



- Create employment centers
- Build new schools

TRANSPORTATION



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

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



LAND USE AND DEVELOPMENT

TODAY

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

IN THE FUTURE

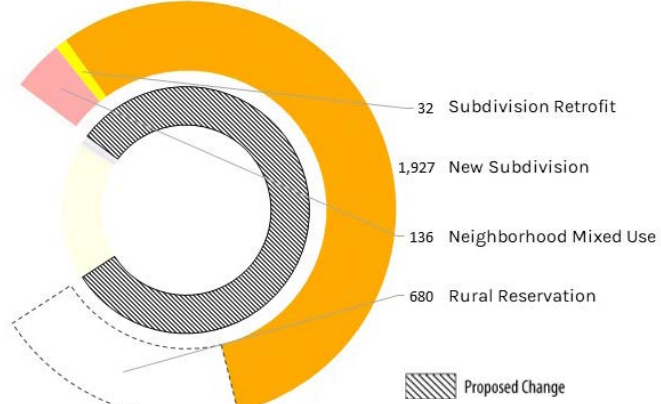
Much of Kyle Canyon will see the eventual build-out of medium-low density suburbs currently under development agreements utilizing traditional neighborhood development. New shopping centers will continue to be constructed at major interchanges and have potential to become neighborhood mixed-use centers,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

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

Click each Place Type to read more.

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

PROPOSED AREAS OF CHANGE (IN ACRES)



Kyle Canyon area: 3,442.9 acres

2050 PROJECTIONS

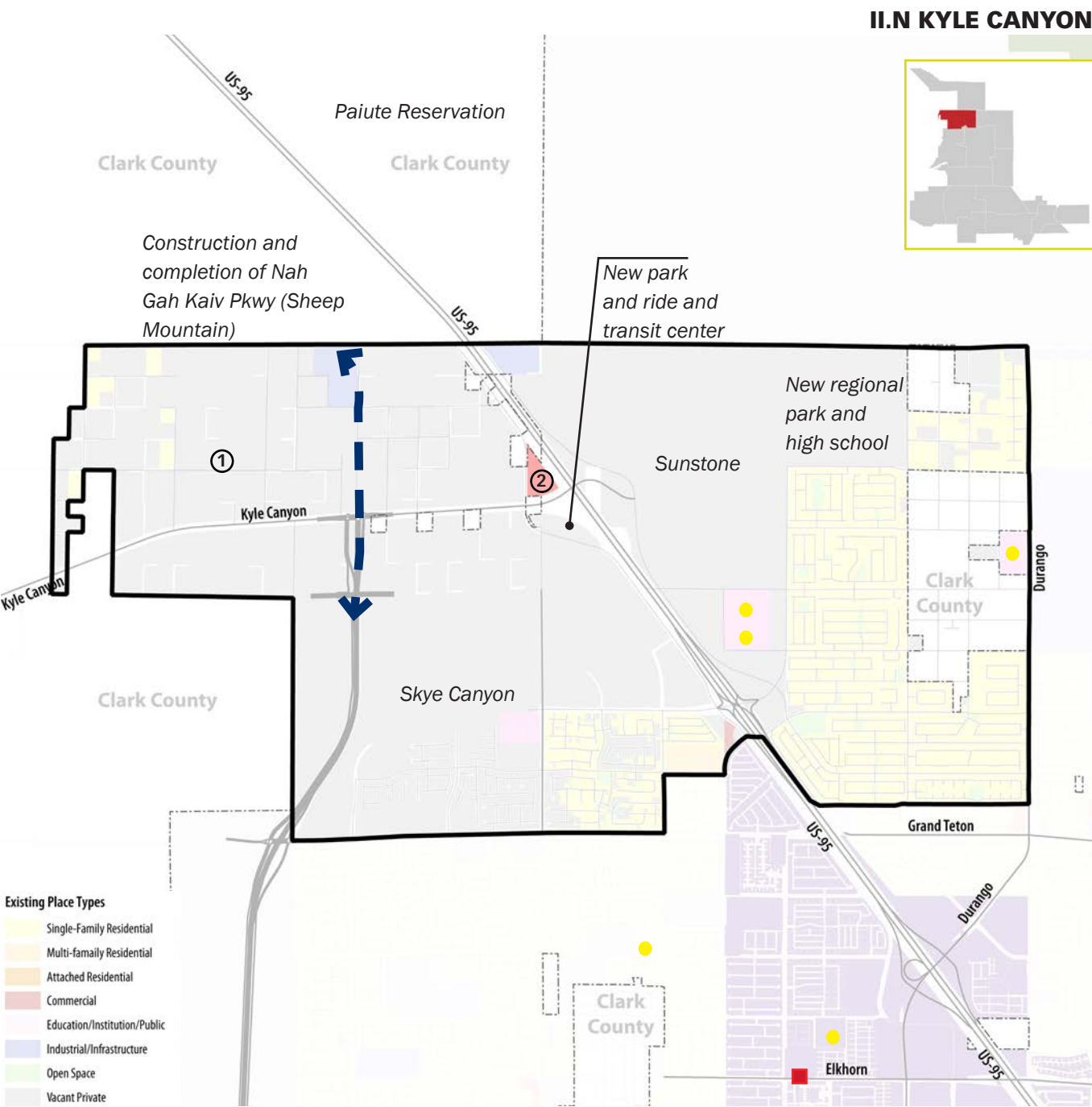
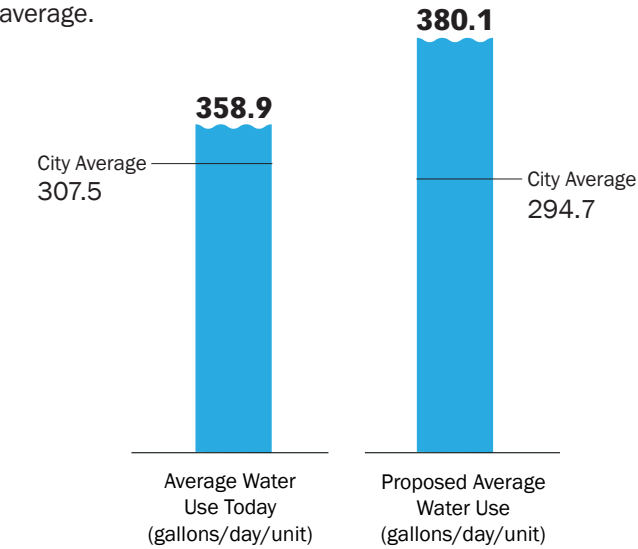
- Population: 47,063
- Total New Housing Units: 10,142 (8,238 Single family / 1,904 Multi family)
- New Commercial (1,000 GSF): 639,992
- Housing Density: 4.19 dwelling units / acre
- Population Density: 8,748 residents / square mile

LAND USE TOOLS

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

WATER USAGE

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



KYLE CANYON PLACE TYPE FRAMEWORK

KEY REDEVELOPMENT OPPORTUNITIES

- ① Future subdivisions
- ② New Mixed-Use node

← — → Transportation improvement

COMMUNITY FACILITIES

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

SERVICES



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

PROXIMITY OF DWELLING UNITS TO SERVICES

Percentage of total units within 1/2 mile walk:

	Parks	99%	56%
	Schools	5%	31%
	Grocery and retail services	6%	19%

Percentage of total units within 2 mile drive:

	Community Centers	0%	45%
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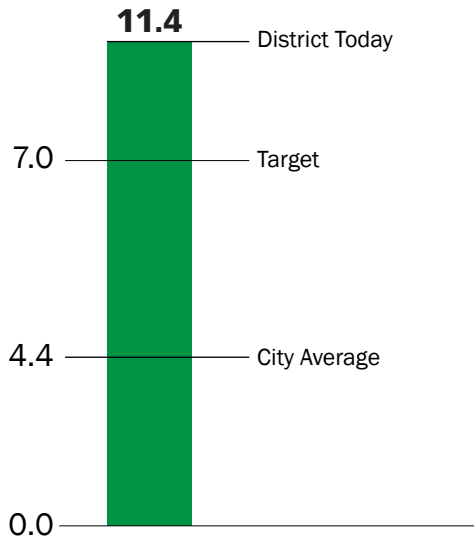
PARKS AND OPEN SPACE



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

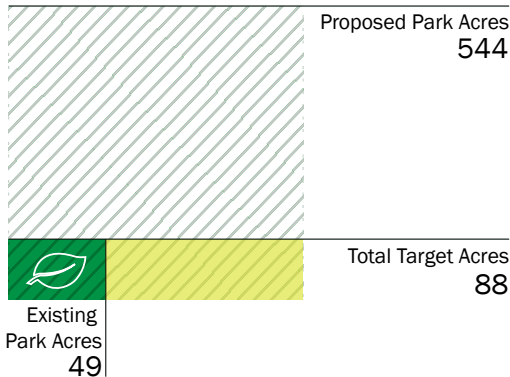
PARK ACCESS

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



PARK ACRES NEEDED TO ACHIEVE TARGET

Even with the place type model assumption of additional potential park acres, Kyle Canyon still falls short of the target.



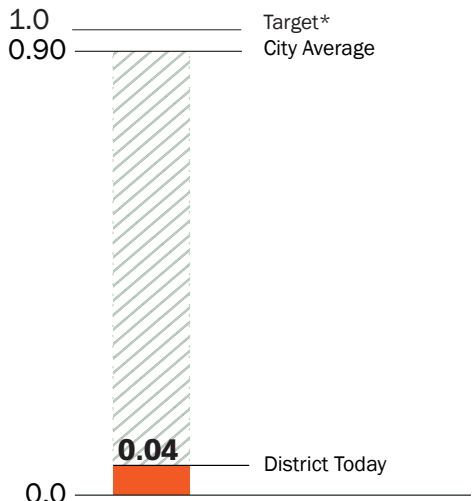
WORKFORCE



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

JOB SUPPLY IN DISTRICT

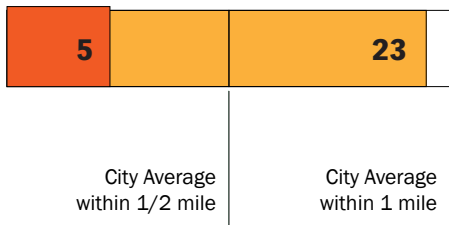
Average job opportunity per residential unit in the planning district



*equivalent of one full-time worker per unit

JOB PROXIMITY

Average job opportunity in proximity to the planning district



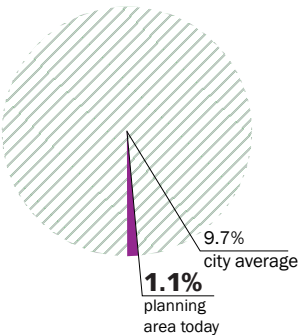
TRANSPORTATION



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

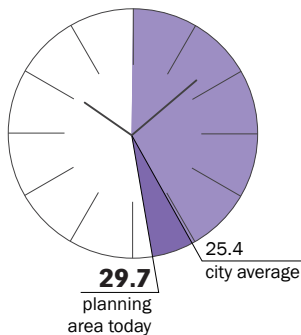
VEHICLE OWNERSHIP

Percentage of households without cars within the district



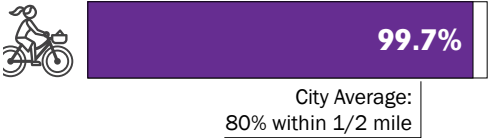
COMMUTE TIME TO WORK

Average commute time (in minutes) within the City

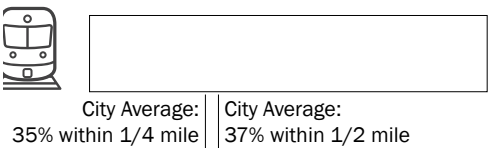


TRANSPORTATION ACCESS & EQUITY

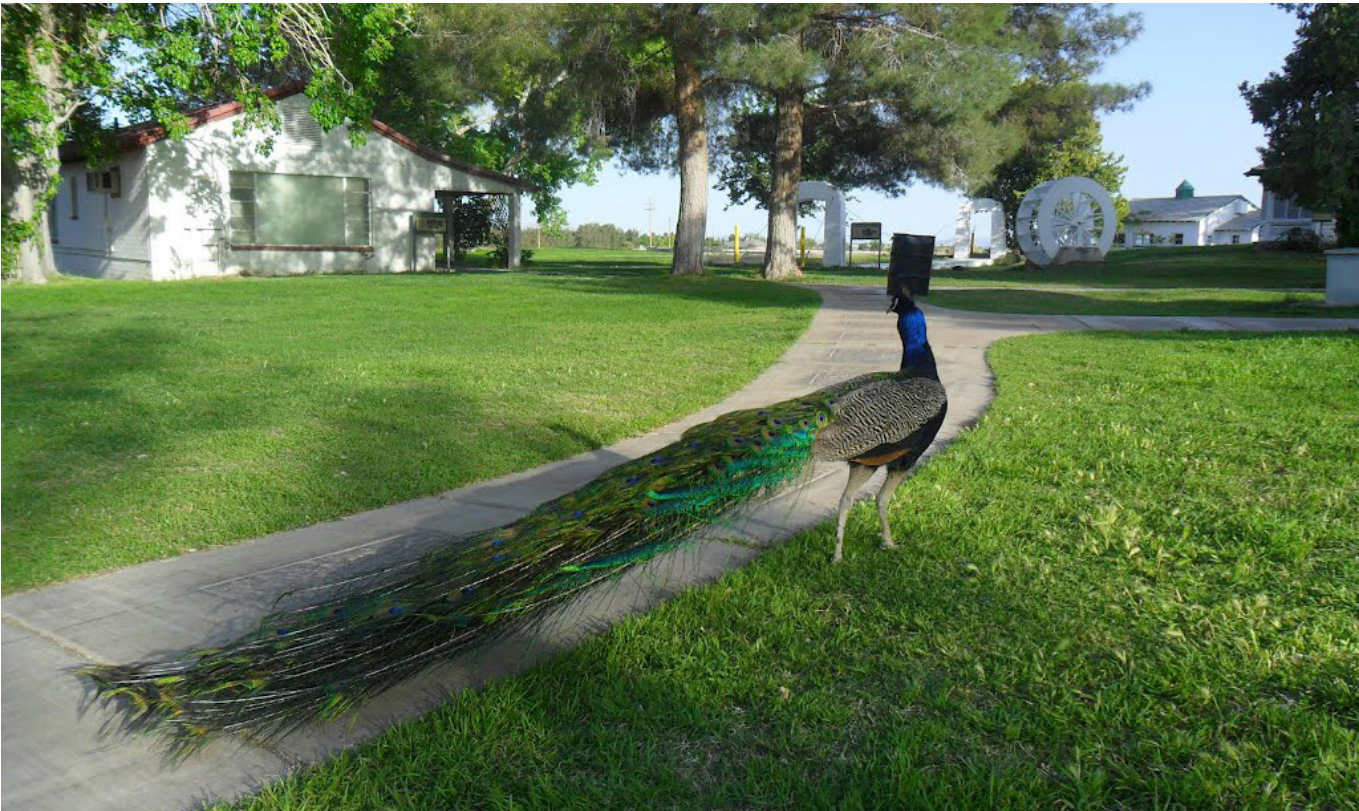
% of residents in planning area within 1/2 mile of bike facility



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



II.O TULE SPRINGS



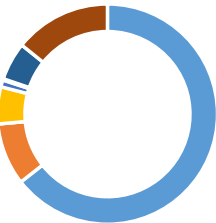
Tule Springs is bounded by the National Monument to the north and the I-215 beltway to the south, while county islands and scattered parcels make up the remaining edges. The City of North Las Vegas on the east at Decatur Blvd is the eastern boundary. North of the 215 Beltway is Tule Springs, an area bordering the Monument and with a mix of traditional and suburban single-family development and large-lot residential estates, many containing ranch or small agricultural functions. Tule Springs continues to develop, but it lacks major commercial and retail services, despite the accessibility to impressive open space and recreational amenities.

DEMOGRAPHICS

- Current population: 27,672 ▼
- Largest Age Group: 35 - 44 years (3,587) ▲
- Persons per household: 3.03 ▲
- Single Family Dwellings: 8,908 ▼
- Multi-Family Dwellings: 492 ▼
- Median Household income: \$95,954 ▲
- Median rent / mortgage: \$1,565 / \$1,858 ▲▲
- Housing tenure: 20.9% rent / 79.1% own ▲▲
- Attained High School Diploma: 94.2% ▲
- Attained Bachelor's Degree: 32.1% ▲
- Unemployment rate: 6.4%: ▼
- Housing density: 3.24 dwelling units / acre ▼
- Population density: 6,110 residents / sq. mile ▼

▲ ▼ Above / Below citywide average

Race & Ethnicity



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

KEY IMPLEMENTATION STRATEGIES

LAND USE AND DEVELOPMENT



- Opportunities for large-lot estates and rural preservation
- Create more local-serving business and employment opportunities

SERVICES AND FACILITIES



- New Fire / LVMPD area command; new CLV facilities, community centers, and infrastructure needed in the area

PARKS AND OPEN SPACE



- Increase park space in areas near county islands
- Convert Silverstone Ranch to accesible open space

WORKFORCE AND EDUCATION



- Create employment centers
- Build new schools

TRANSPORTATION



- Upgrade aging infrastructure
- Strengthen the trail network to improve access to significant natural resources
- Implement microtransit and develop park'n'ride facilities.

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



LAND USE AND DEVELOPMENT

TODAY

Tule Springs is comprised of a mix of new subdivisions and large-lot residential ranch estates surrounded by unincorporated county pockets that may eventually be annexed.

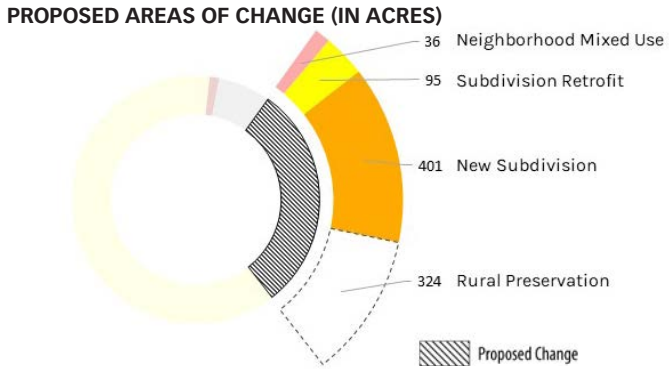
IN THE FUTURE

Significant land is available for medium-low density suburban development, while certain rural preservation areas should remain protected. Existing large-lot estates and newly master planned communities line Decatur Blvd on the district’s eastern edge, as well as northwestern edges.

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

Click each Place Type to read more.

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



Tule Springs area: 2,898.7 acres

2050 PROJECTIONS

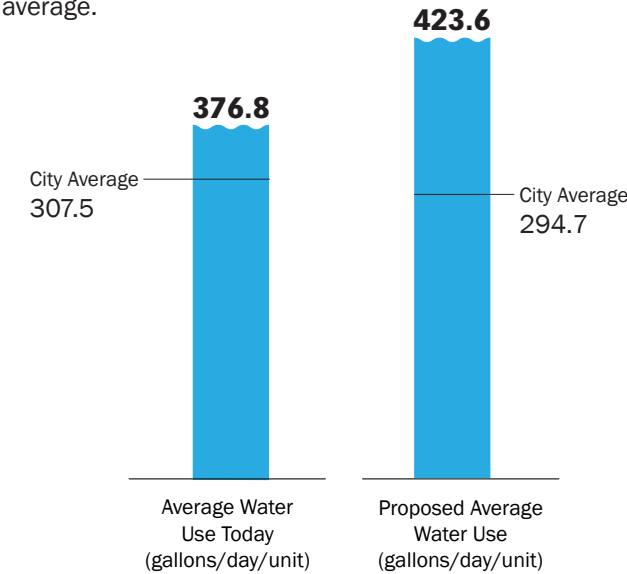
- Population: 36,097
- Total New Housing Units: 2,797 (2,290 Single family / 507 Multi family)
- New Commercial (1,000 GSF): 581,630
- Housing Density: 4.21 dwelling units / acre
- Population Density: 7,981 residents / square mile

LAND USE TOOLS

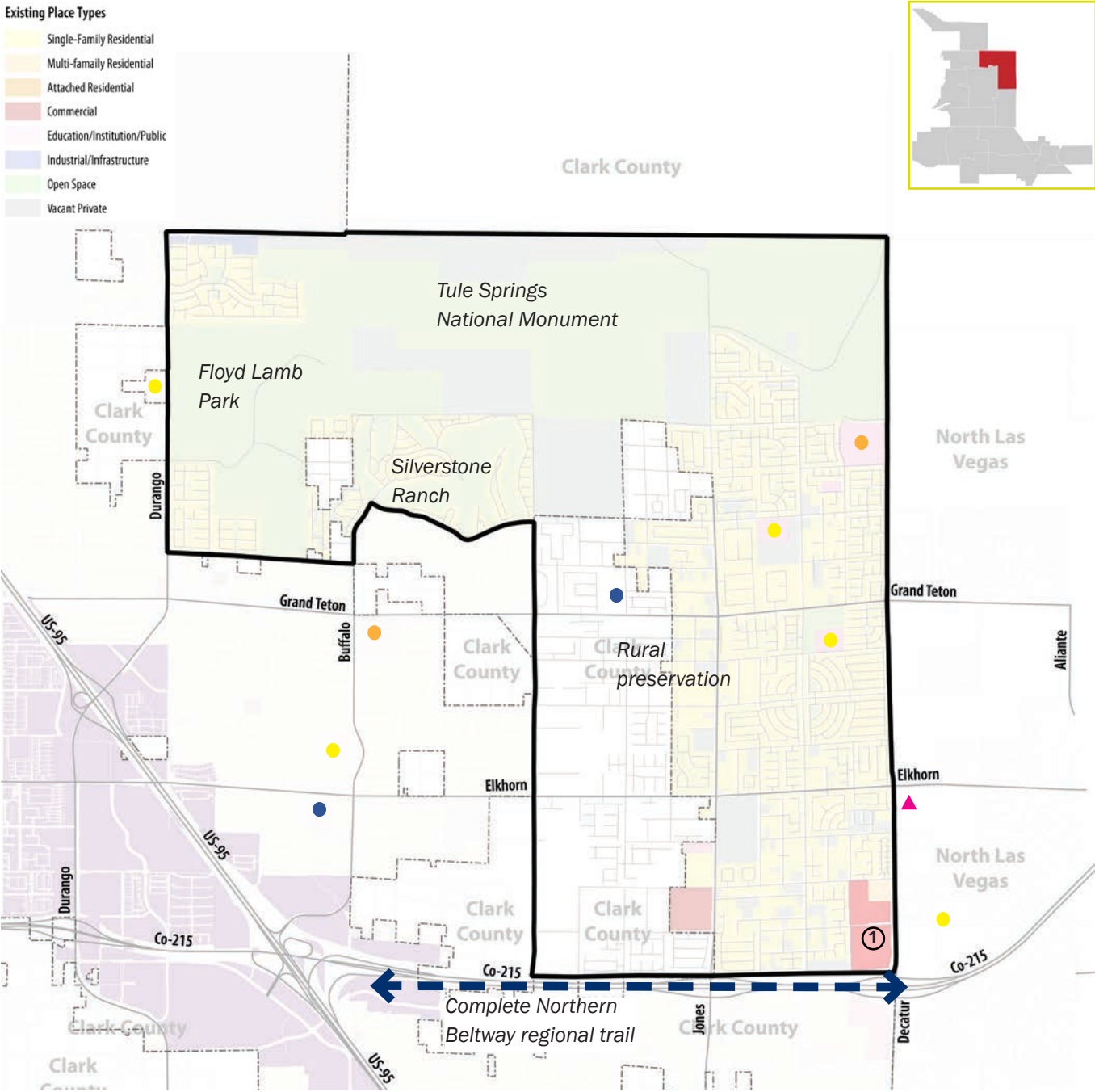
- Traditional Neighborhood Design
- Neighborhood Character
- Mixed-use
- Walkable site design
- Placemaking through arts and culture
- Diverse housing options

WATER USAGE

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



II.O TULE SPRINGS



TULE SPRINGS AREA PLACE TYPE FRAMEWORK

KEY REDEVELOPMENT OPPORTUNITIES

- ① Neighborhood mixed-Use node

COMMUNITY FACILITIES

● ● ● ● CCSD School (elementary/middle/high/alternative or special)

Overall lack of schools, city services

← — → Transportation improvement

SERVICES



Tule Springs lacks major city and regional facilities, although some do exist along Decatur Blvd and within the City of North Las Vegas as part of the Aliante Master Planned Community. The low-density environment and annexed territory within the district highlight a need for a greater presence of city services and community resources of all types.

PARKS AND OPEN SPACE



Tule Springs encompasses the historic Floyd Lamb Park at Tule Springs and the Tule Springs National Monument, which provide large expanses of open space and recreational opportunities. This area also has a wide variety of new parks, equestrian space, and other open spaces, including Teton Trails and Bradley Bridle Parks; much of the other park space is in the form of private or HOA pocket and neighborhood parks. Still, areas around unincorporated county islands lack parks and open space where noticeable voids exist and parks that are not easily accessible. The Silverstone Ranch development, a defunct golf course, may also be an opportunity for new open space.

PROXIMITY OF DWELLING UNITS TO SERVICES

Percentage of total units within 1/2 mile walk:

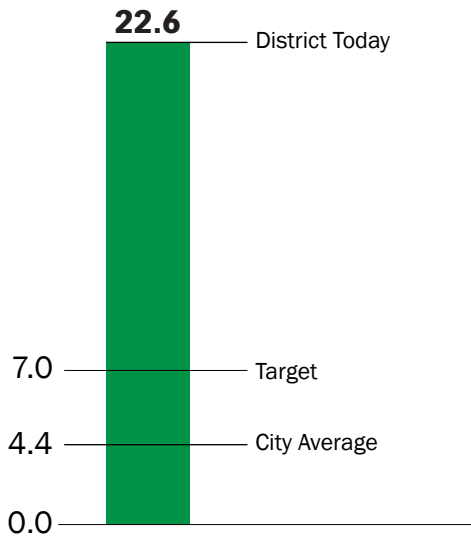
			City
	Parks	73%	56%
	Schools	17%	31%
	Grocery and retail services	3%	19%

Percentage of total units within 2 mile drive:

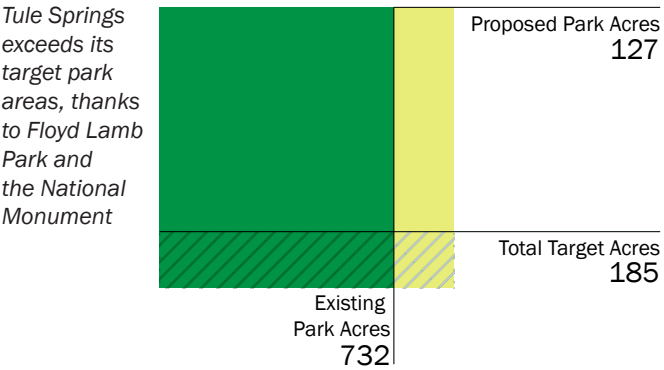
	Community Centers	0%	45%
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PARK ACCESS

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



PARK ACRES NEEDED TO ACHIEVE TARGET



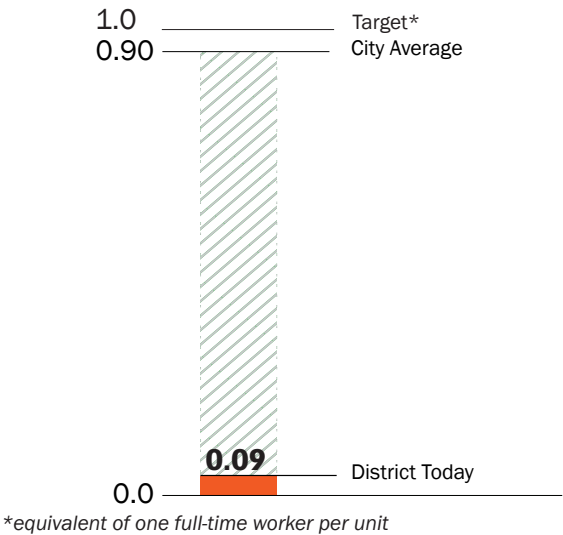
WORKFORCE



Few major or significant employers or commercial centers exist within Tule Springs. Limited new suburban commercial is located along Decatur Blvd, especially at its interchange with the beltway, but major jobs and commercial activity are needed. Tule Springs lack public schools near the new subdivisions; new schools will be constructed over time and several will be under construction near-term to alleviate school overcrowding, especially to alleviate the overcapacity at Arbor View and Shadow Ridge high schools.

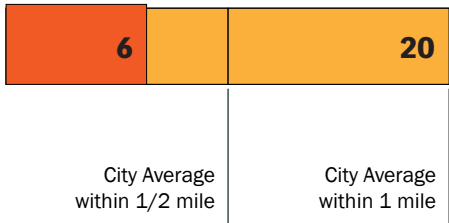
JOB SUPPLY IN DISTRICT

Average job opportunity per residential unit in the planning district



JOB PROXIMITY

Average job opportunity in proximity to the planning district



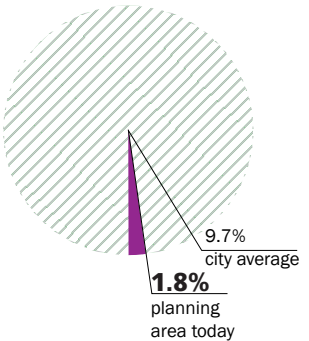
TRANSPORTATION



No transit service is provided in the area but a park and ride at the Decatur-215 interchange may allow for future express transit service to Downtown Las Vegas and the Strip, while microtransit or demand response service could be made available to other low-density portions of the district. A few bicycle-friendly corridors and trails do exist but could be greatly improved to help connect to the national monument and Floyd Lamb Park, as well as with North Las Vegas. Because many areas were annexed, some capital improvements may be needed over time, and while the northern and eastern half of the district has relatively new infrastructure of all types, upgrades may eventually be needed long-term.

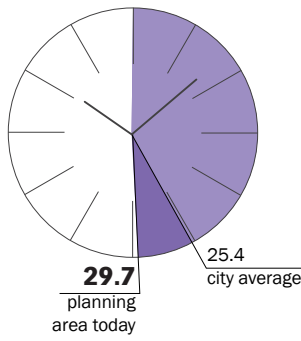
VEHICLE OWNERSHIP

Percentage of households without cars within the district



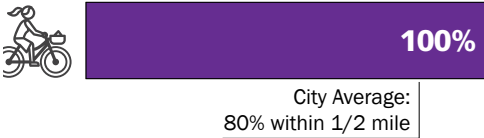
COMMUTE TIME TO WORK

Average commute time (in minutes) within the City

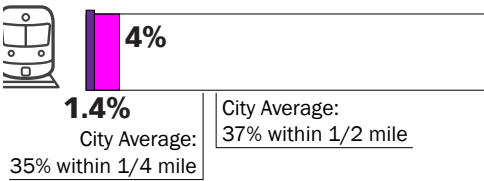


TRANSPORTATION ACCESS & EQUITY

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



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



II.P SNOW MOUNTAIN - NU WAV KAIV



The northern gateway to the City of Las Vegas spanning the future I-11 corridor is *Nu Wav Kaiv*, (“New Way a Ky”), a Southern Paiute name meaning “Snow Mountain” and reference to the snowcapped Mount Charleston (*Nivaganti*) in the Spring Mountains to the west. This area is currently undeveloped and characterized by several major features: the Upper Las Vegas Wash, which flows through this portion of the Upper Las Vegas Valley (*Tsoariuwav*); the Tule Springs National Monument (*Titsivasi*), a vast linear open space extending 15 miles northwest-southeast from Corn Creek (*Pakonapant*); mountains, foothills, and alluvial fans of the Spring Mountains, Sheep Range (*Tuhuti*), Gass Peak (*Kaiwiyiv*), Kyle Canyon (*Kunabi*), Lee Canyon (*Tinainab*) and Mount Charleston; and finally, the Snow Mountain Reservation, a unique tribal area of the Las Vegas Paiute Tribe. Because of these attributes, place names and locations within this gateway area will reflect the Southern Paiute tongue and heritage.

SERVICES



As no existing community resources or services exist, facilities and services will eventually be required and developed to serve this area; the closest such services are located to the southeast in the Kyle Canyon and Centennial Hills districts.

PARKS AND OPEN SPACE



Much of the open space in this area surrounds the Monument along the wash; other arroyos and washes will be protected from development and appropriate connections will be extended to the surrounding Federal lands and into the City, including along the former historic Las Vegas-Tonopah Railroad railbed. The Las Vegas Paiute Golf Resort is also located on the adjacent tribal land.

WORKFORCE



No current commercial or economic activity exists in Nu Wav Kaiv; however, the Tule Springs National Monument Act designates a job creation zone exclusively for commercial or light-industrial development. This area could develop as research and supportive business space for defense activities located at Creech Air Force Base and the Nevada National Security Site. Further opportunities also exist to work with the Las Vegas Paiute Tribe on economic development activities on their land. New schools will be required within this area as it develops.



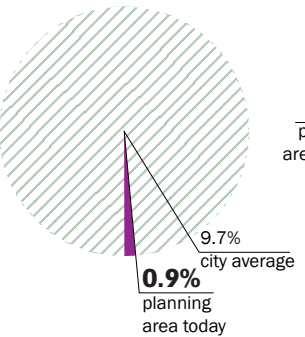
TRANSPORTATION



US-95 (future I-11) travels through Nu Wav Kaiv and extends northwest to Tonopah, Reno, and Carson City. While mostly upgraded for service to the Air Force bases and Nevada Test Site, it will eventually need to be upgraded to full interstate standards. A new north-south corridor, Nah Gah Kaiv Pkwy (Sheep Mountain) will connect the area with the 215 Beltway. For any development to occur, new infrastructure, especially new roads, water, sewer and utility service, must be extended into the area, and only along appropriate corridors or easements, at a time for which service can be extended cost-effectively.

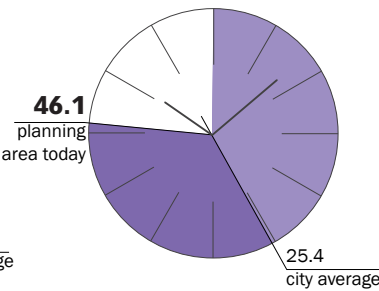
VEHICLE OWNERSHIP

Percentage of households without cars within the district



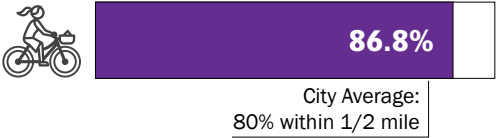
COMMUTE TIME TO WORK

Average commute time (in minutes) within the City

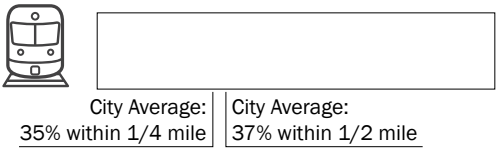


TRANSPORTATION ACCESS & EQUITY

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



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



LAND USE AND DEVELOPMENT

TODAY

This area is currently undeveloped and characterized by several major natural features, including desert alluvial fans and the Upper Las Vegas Wash.

IN THE FUTURE

Large areas of Nu Wav Kaiv will remain protected, leaving only a few areas of focused development: The Upper Las Vegas Wash Plan area on the southeastern portion of the district, the job creation zone north of the tribal land, and a new gateway area along I-11.

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

Click each Place Type to read more.

2050 PROJECTIONS

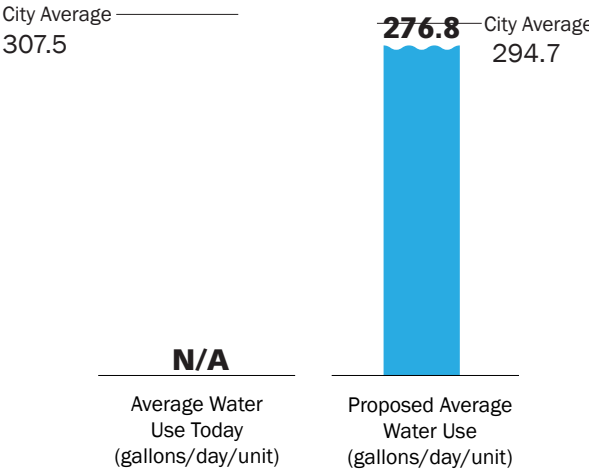
- Population: 18,032
- Total New Housing Units: 6,510 (3,616 Single family / 2,893 Multi family
- New Commercial (1,000 GSF): 15,323,164
- Housing Density: 0.69 dwelling units / acre
- Population Density: 1,217 residents / square mile

LAND USE TOOLS

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

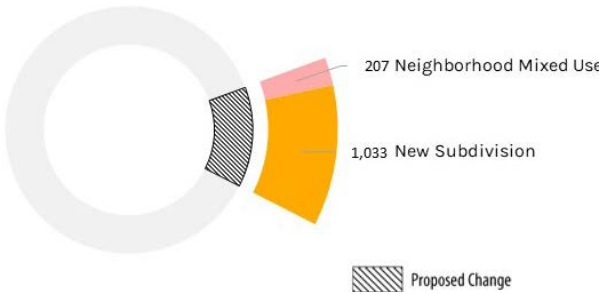
WATER USAGE

Projected water consumption of residents in the planning area with the new planned place types.



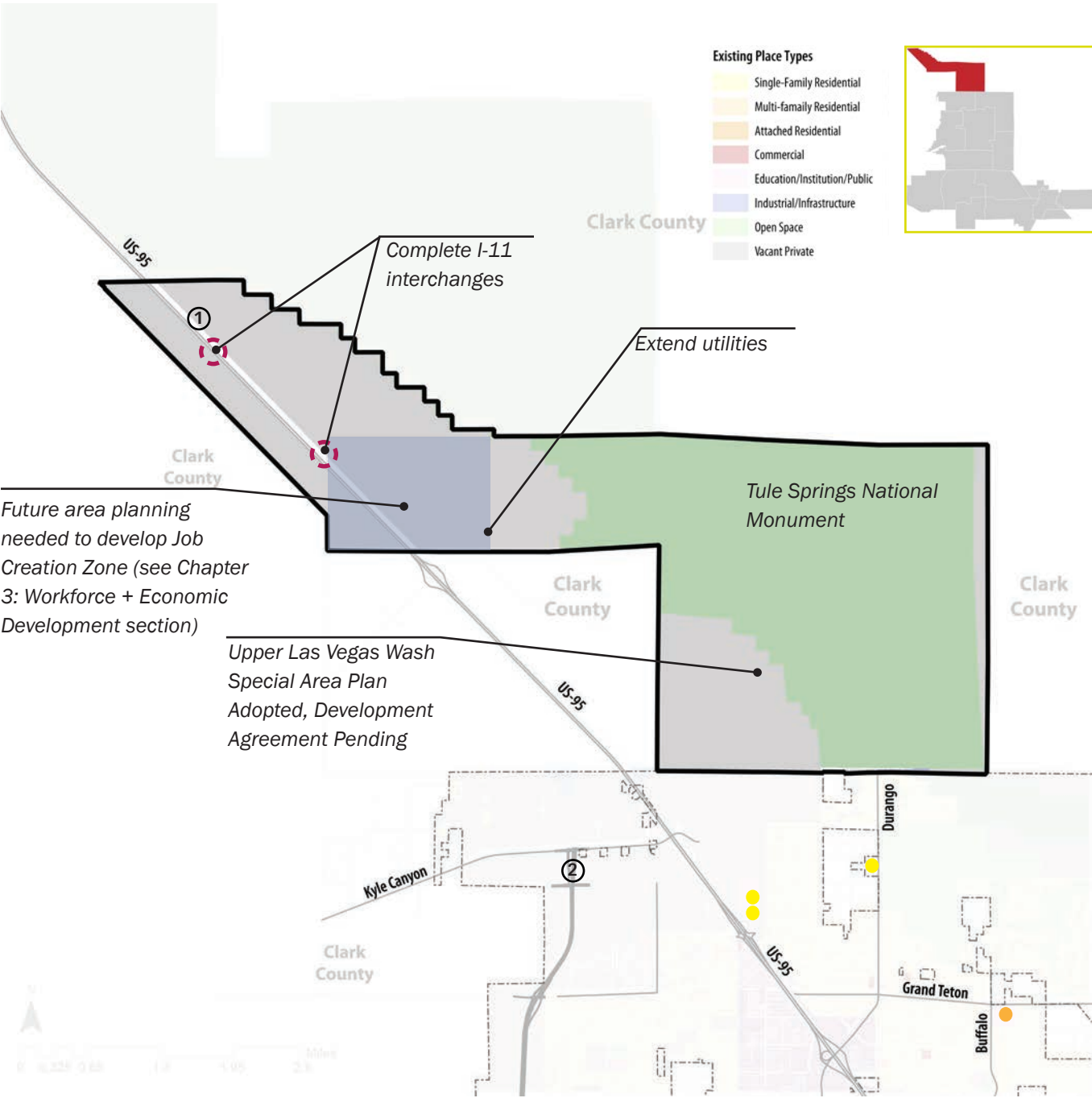
In order to capture the above projected land uses and densities, the following place types are planned for future change:

PROPOSED AREAS OF CHANGE (IN ACRES)



Nu Wav Kaiv area: 9,485.5 acres

II.P SNOW MOUNTAIN



NU WAV KAIV PLACE TYPE FRAMEWORK

KEY REDEVELOPMENT OPPORTUNITIES

- Future area planning needed to develop Neighborhood Mixed-Use Center
- Planned Nah Gah Kaiv Pkwy connection to future I-11

COMMUNITY FACILITIES

CCSD School (elementary/middle/high/alternative or special)

Overall lack of schools, city services, and infrastructure