

La Madre Foothills

Special Area Plan



25-0002-DIR1 / R-63-2025

Adopted by Planning Commission 7-8-2025

Adopted by City Council 8-20-2025

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APPLYING THE 2050 PLAN

PLAN PURPOSE AND VISION

The 2050 Master Plan for the city of Las Vegas was completed in 2021 and identified 16 planning areas - including La Madre Foothills - to further implement the citywide vision at the neighborhood-level. The La Madre Foothills Area Plan uses the 2050 Master Plan guiding principles to inform the development of a cohesive community that provides resilient infrastructure, resource management, and serves as a gateway to Mount Charleston and the city of Las Vegas. As the gateway to the northern portion of the Red Rock Conservation Area, the La Madre Foothills area is poised to take full advantage of Las Vegas' outdoor resources while providing a vibrant, resilient community for the valley's adventure minded residents.



2050 PLAN OUTCOME

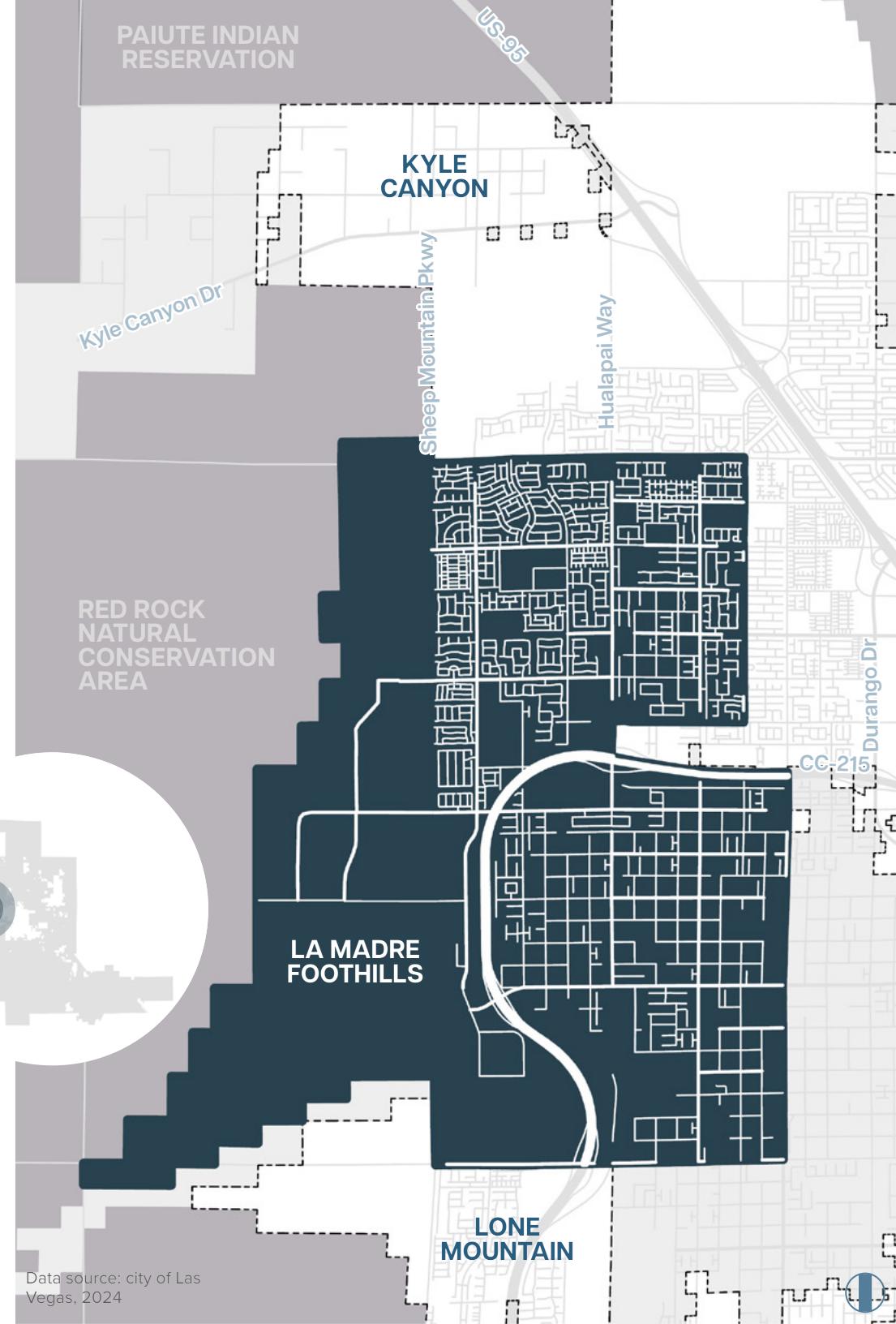
The 2050 Master Plan identified target outcomes to be achieved by 2050, striving for a more resilient and livable Las Vegas. Throughout the Area Plan, target outcomes will be referenced using the icon to the left.

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

City of Las Vegas 2050 Master Plan

La Madre Foothills Area Plan

A. Introduction



THE GUIDING PRINCIPLES

GUIDING PLAN ICONS

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



La Madre Foothills Area Plan

A. Introduction



Innovative

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



Equitable

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



Resilient

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



Healthy

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



Livable

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

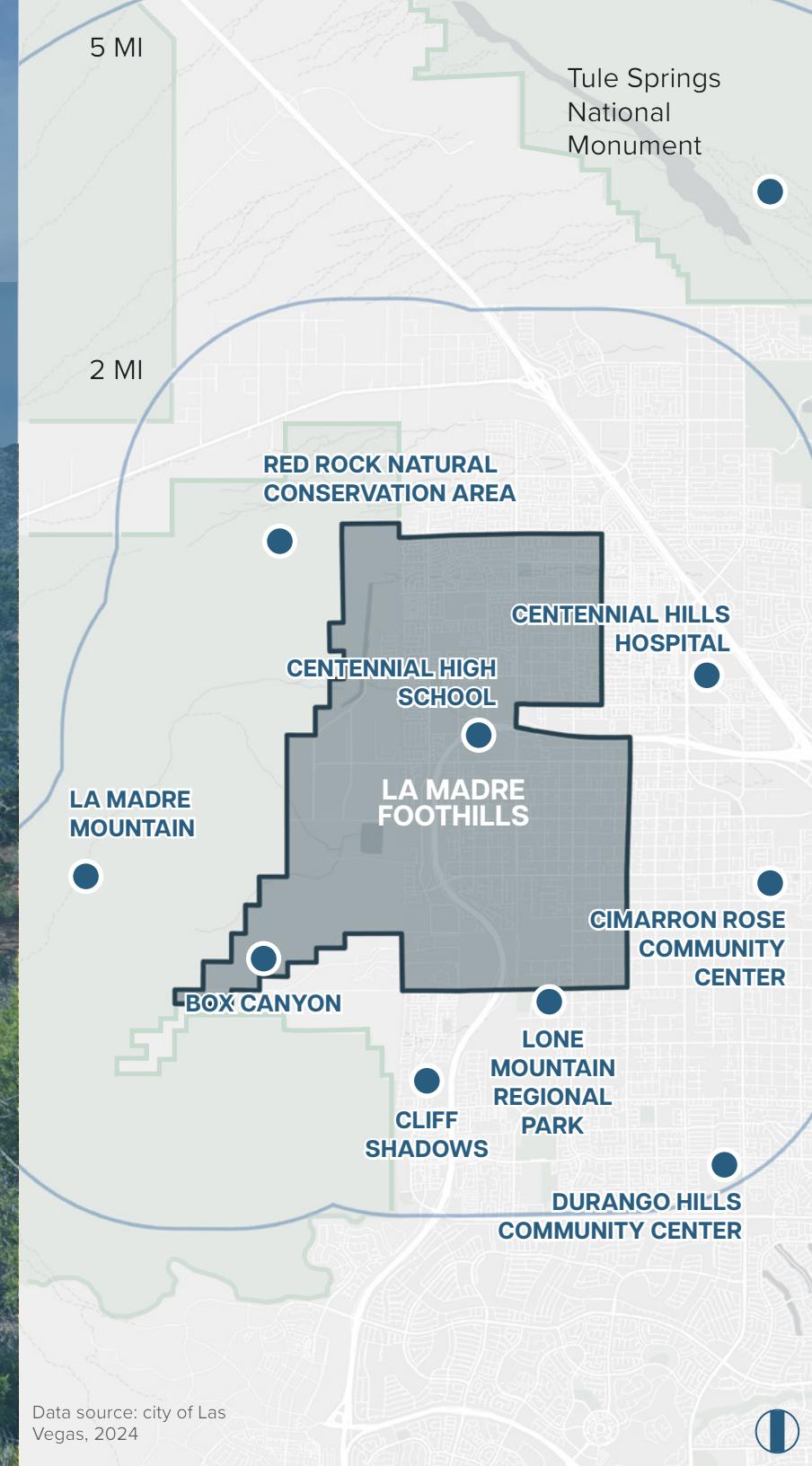
REGIONAL CONTEXT

ASSETS & OPPORTUNITIES

The La Madre Foothills Special Plan will guide development of a cohesive connected community that serves as a gateway to the northern portion of the Red Rock National Conservation Area and the foothills west of the City of Las Vegas. The La Madre Foothills area, where the valley sees the sun set and rise, is poised to take full advantage of Las Vegas' outdoor resources while providing a vibrant, resilient community for the valley's adventure minded residents.



FOR MORE INFORMATION VISIT:
Chapter 2: Quality of Place



LOCAL CONTEXT

ASSETS AND OPPORTUNITIES

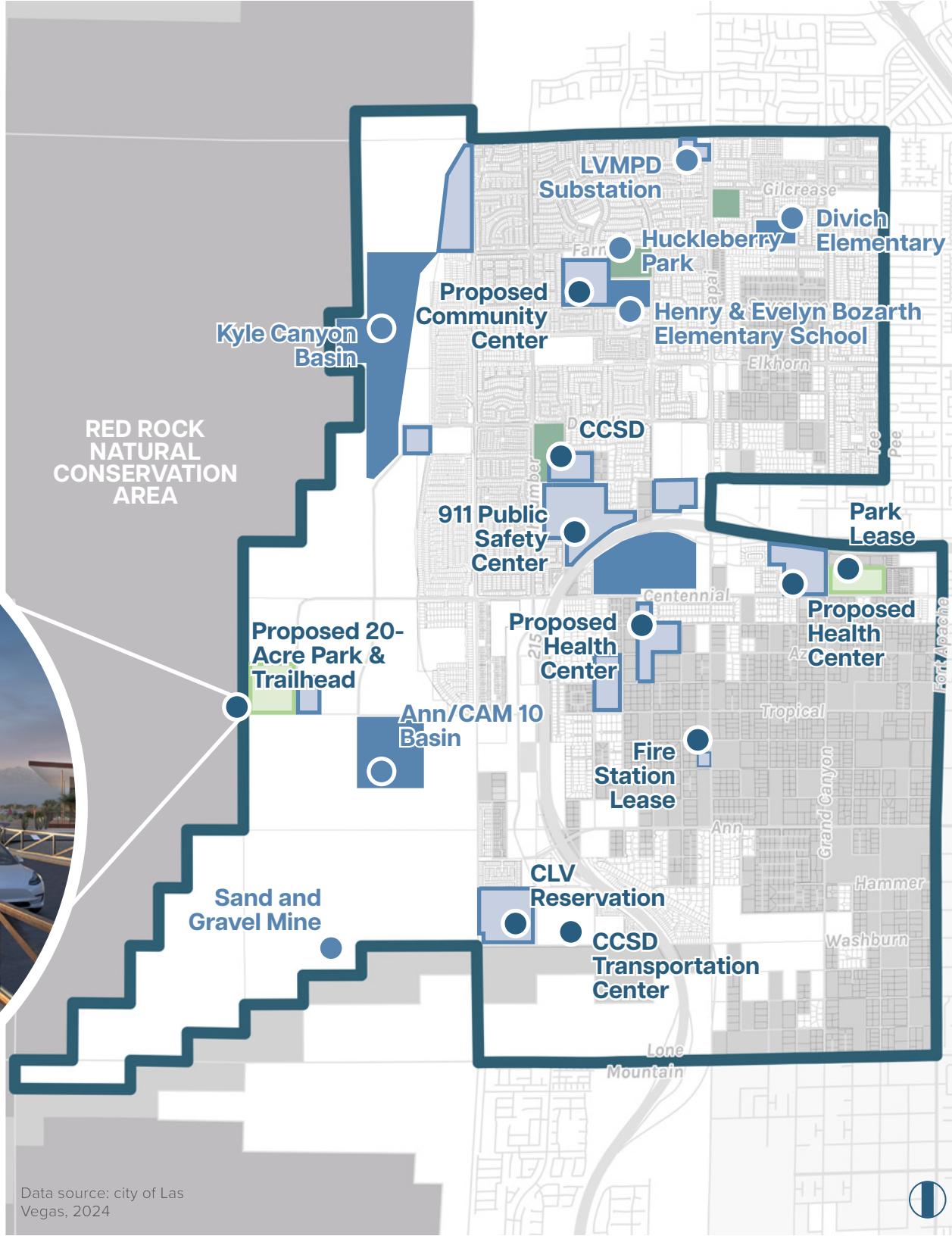
- Existing parks
- Proposed parks
- Existing city facilities
- Proposed city facilities
- Clark County

* Proposed Civic Sites are opportunities for school siting, libraries and LVMPD substations



La Madre Foothills Area Plan

A. Introduction



Data source: city of Las Vegas, 2024



EXISTING ZONING

Today, the majority of La Madre Foothills is zoned as *PD, Planned Development* and *U, Undeveloped*. A significant portion of both *Planned Development* and *Undeveloped* designated land has been bought and reserved for development within recent decades. Providence communities, built in the early twenty-first century, exists north of CC-215 and Centennial, and Skye Hills is currently partially under development west of CC-215.

In 2023, a Bureau of Land Management (BLM) land sale auctioned 505 acres of land west of CC-215, zoned *U, Undeveloped* to Olympia Developers. This land sits directly adjacent to Red Rock Natural Conservation Area to the west, and is within close proximity to mining and flooding infrastructure to the north and south.



FOR MORE INFORMATION ON LAND USE, ZONING AND DENSITY VISIT:
Chapter 2: Quality of Place

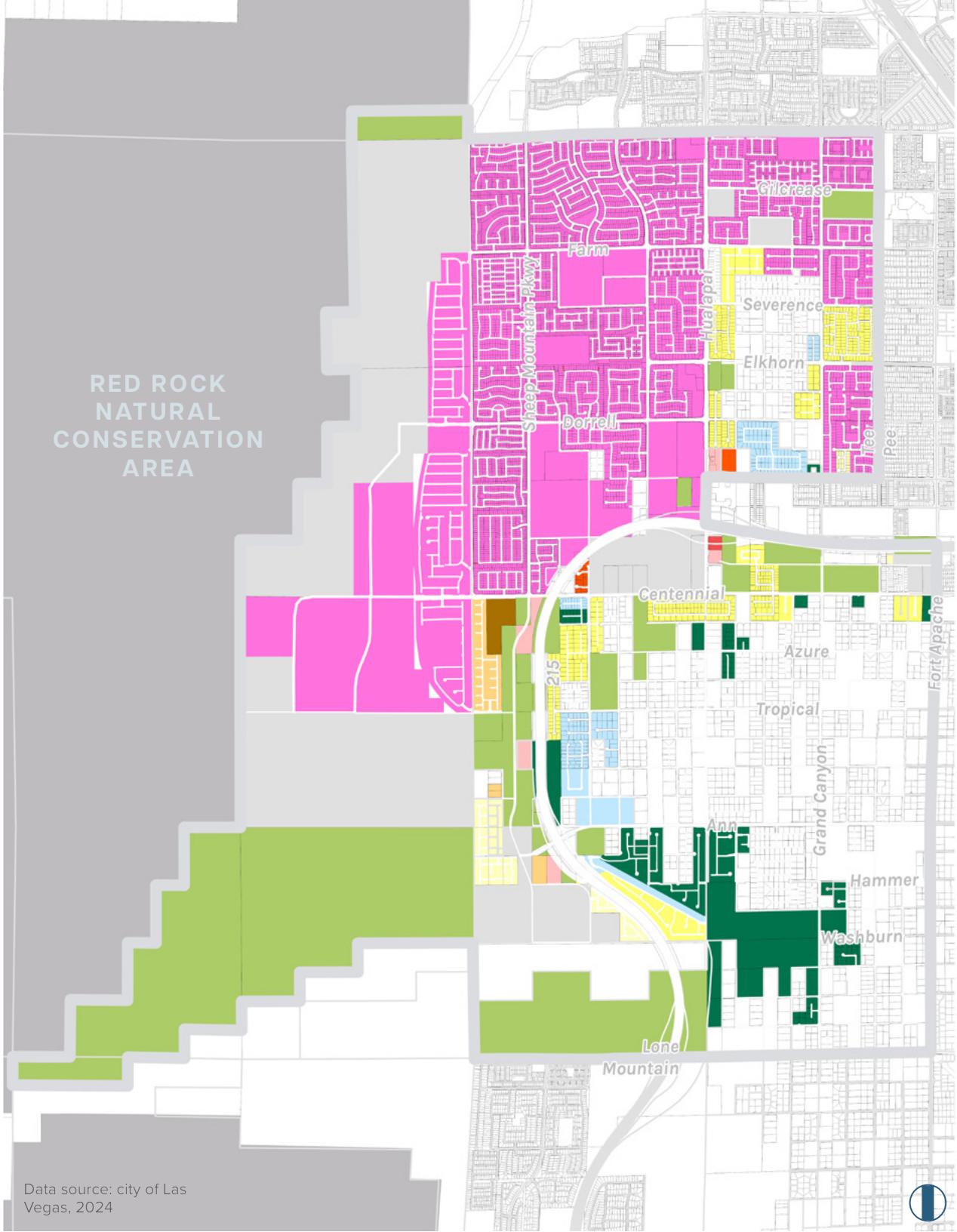
C-1, Limited Commercial	R-E, Res Estates
C-V, Civic	PD, Planned Development
R-1, SF Res	R-SL, Res Small Lot
R-4, High Density Res	R-TH, SF Attached
R-CL, SF Compact-Lot	U, Undeveloped
R-D, SF Res-Restricted	Neighborhood Mixed-Use Node

Data source: city of Las Vegas, 2024

La Madre Foothills Area Plan

A. Introduction

RED ROCK NATURAL CONSERVATION AREA

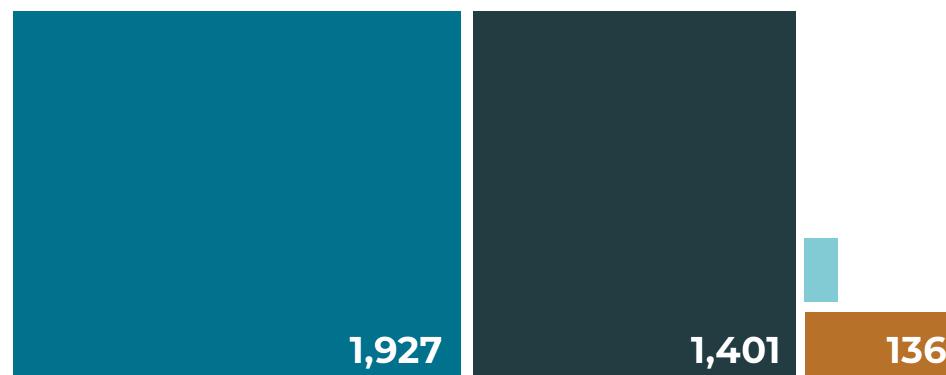


PROJECTIONS

In 2021, the 2050 Master Plan set the stage for the future of each area. The plan identifies land use and community facility needs based on 2050 Master Plan population projections, 2050 access outcomes, goals, and existing conditions. The following projected needs are estimated for the year 2050, for the entire special area of La Madre Foothills based on population growth in 2020.

PROJECTED LAND USE NEEDS FOR LA MADRE FOOTHILLS

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



Acreage projections based on 2050 Master Plan

Service	Acres Needed
 PARKS	1,141
 SCHOOLS	2
 FIRE	1
 COMMUNITY CENTER	1
 LIBRARY	1
 HOUSING (UNITS)	18,500
 MIXED-USE	136

Siting needs based on 2050 projections identified in 2050 Master Plan

ENGAGEMENT SUMMARY

3

ADVISORY COMMITTEE MEETINGS

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

12

FOCUS GROUPS

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

1

PUBLIC VISIONING WORKSHOP

The workshop envisioned development scenarios for the west corner of La Madre Foothills and identified opportunities and challenges for La Madre Foothills as a whole.

3

ONLINE PUBLIC SURVEYS

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





Prioritize **OUTDOOR RECREATION & ACTIVE LIFESTYLES**



Design neighborhoods, parks, and open space with the **FOOTHILLS**



Design **QUALITY NEIGHBORHOODS** for convenience



Design **COMPLETE STREETS** that enhance the sense of place and create a network of multi-modal travel options



Provide resilient **INFRASTRUCTURE & SERVICES** for the future of La Madre Foothills

WHAT ARE THE BIG IDEAS?

5 Big Ideas

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

The following pages celebrate not only what La Madre Foothills is today, but what it can become tomorrow.

PROPOSED GENERAL PLAN

The BLM land sale location provides opportunity for the community of La Madre Foothills to forge a complementary existence with the natural land - preserving vistas, arroyos, and buffers and creating intensity gradients within development plans.

In addition, the 2050 Plan identified opportunity for mixed-use nodes at the intersection of CC-215 and Hualapai Way and CC-215 and Ann Road. These locations are opportunities to address needs in housing, community amenities, employment centers, and commercial uses.

South of Tropical and west of CC-215 serves industrial/commercial uses including mining, which may be subject to expansion in the future. Open space setback and buffering is necessary around higher intensity uses.



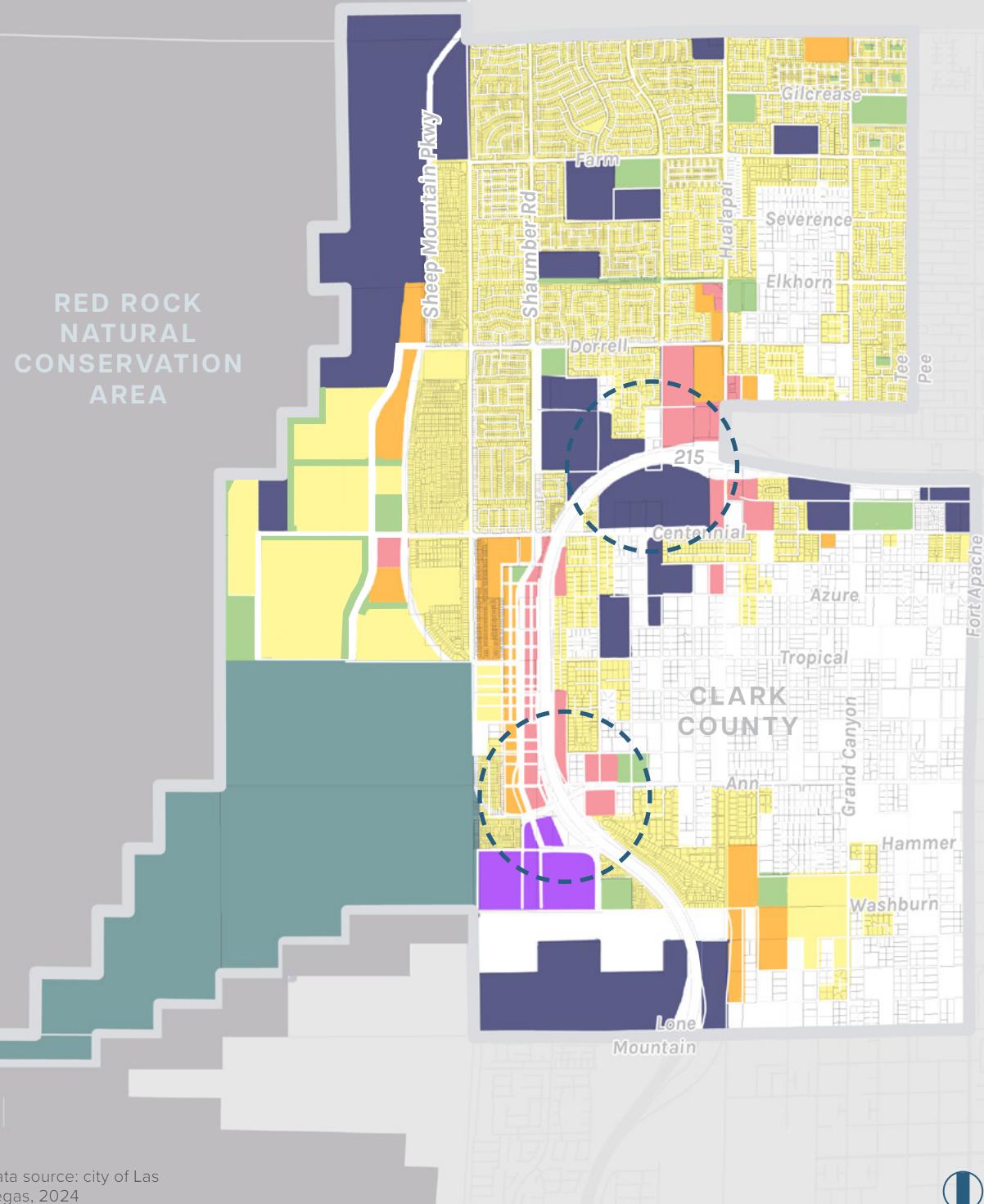
FOR MORE INFORMATION VISIT:
Chapter 2: Quality of Place

Use Type	Dwelling Unit per Acre
Neighborhood Mixed-Use	10-25
Medium Density Residential	8-12.5
Low Density Residential	4-8.5
Public Facilities	N/A
Industrial	N/A
Parks and Open Space	N/A
Desert Rural*	N/A
Mixed-Use Nodes (2050 Plan)	

*Desert Rural is currently mining & open space

La Madre Foothills Area Plan

A. Introduction



1

Recreation & Active Lifestyles





A. APPLYING THE GOALS

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

PROXIMITY TO RED ROCK CONSERVATION AREA IS AN OPPORTUNITY TO BUILD COMMUNITY CULTURE AND IDENTITY IN LA MADRE Foothills”

Advisory Meeting #1

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

Strengthen recreation and cultural opportunities for residents and visitors across the City

Improve access and connectivity of open spaces for ecological, social, health, and quality of life benefits



Community Perspectives



TRAIL CONNECTIONS



DEFINE LOCAL CULTURE



OUTDOOR RECREATION

1

PRIORITIZE OUTDOOR RECREATION & ACTIVE LIFESTYLES

Parks and recreational activity should complement and preserve the desert edge. Where possible, public and private parks and trails should embrace outdoor recreation opportunities and connections to Red Rock Canyon National Conservation Area, La Madre Foothills, and adjacent areas of the city.

1.1 PARK EXPERIENCE

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

1.2 ACCESSIBLE OPEN SPACE

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



B. STRATEGY SUMMARY

1.1 PARK EXPERIENCE

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

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

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

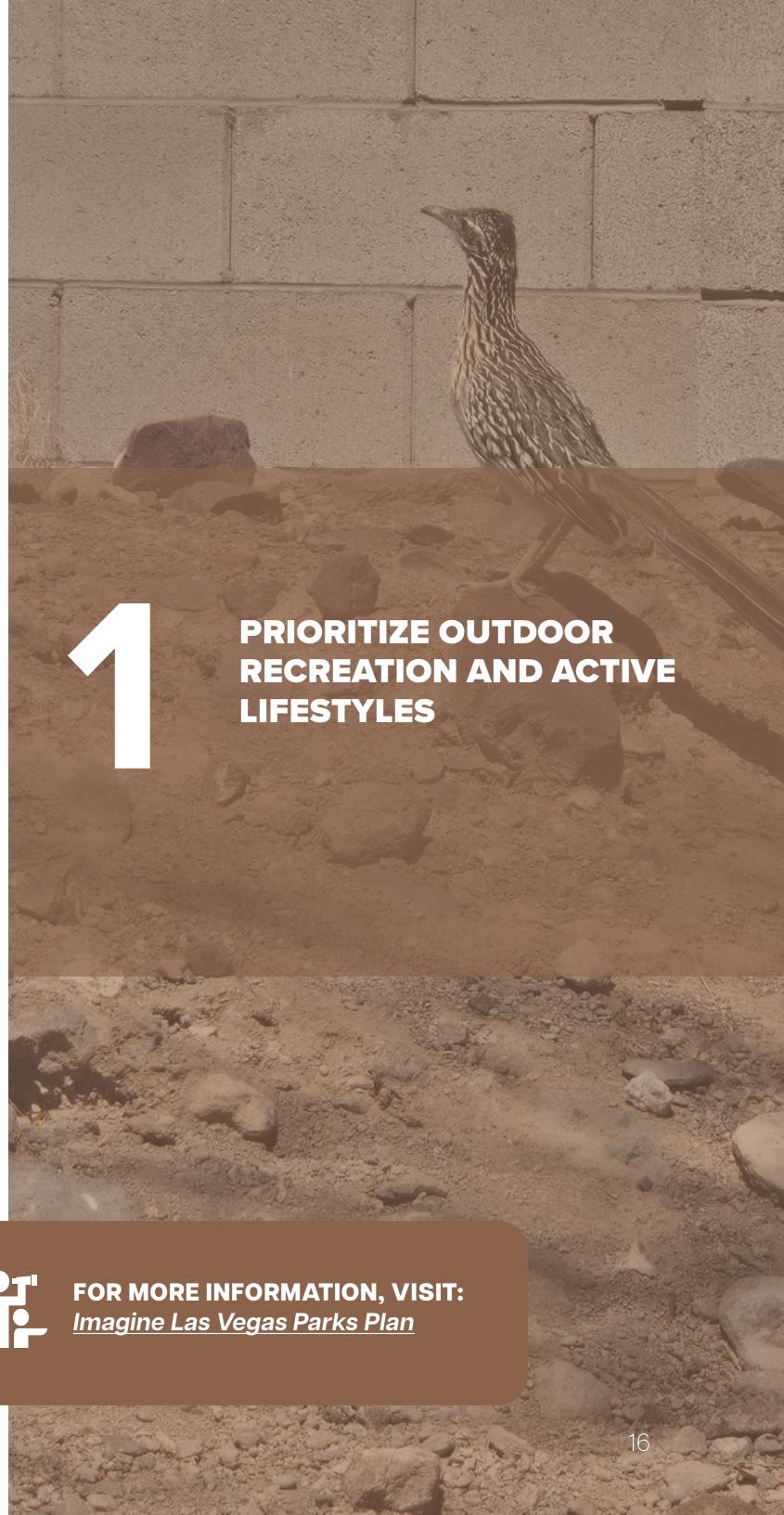
While western portions are mostly undeveloped, the La Madre Foothills community has a variety of mostly new parks and open spaces, including Huckleberry Park.

Much of the park space is in the form of private or homeowners association pocket and neighborhood parks, but new parks, including the BLM park at the western edge of Tropical Parkway will be constructed near-term.

As Skye Hills and Providence continue to develop, new parks, arroyo trails, and linear open spaces will be constructed as required by the respective agreements. Park and community facilities should continue to be prioritized within new development, considering the programming and recreational needs of the unique neighborhood of La Madre Foothills.

La Madre Foothills Area Plan

1. Recreation and Active Lifestyles



1

PRIORITIZE OUTDOOR RECREATION AND ACTIVE LIFESTYLES



FOR MORE INFORMATION, VISIT:
Imagine Las Vegas Parks Plan



La Madre Foothills Area Plan
1. Recreation and Active Lifestyles

1.2 ACCESSIBLE OPEN SPACE

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

The Bureau of Land Management developed a Recreation Area Management Plan (RAMP) in 2024 for La Madre Foothills to create a long-term vision for improving and conserving this space for public recreational use and resource protection. La Madre Foothills can be part of the mindful development of this natural attraction, ensuring the land is managed respectfully, economically, equitably, and safely, while also creating a valuable community asset.



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

C. PLAN IN ACTION

PRIORITIZING PARK SPACE

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

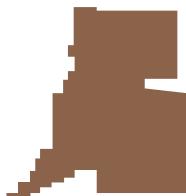
Within new development, park space should be organized thoughtfully and prioritized. Park space allocations should ensure that all residents are within a 5-10 minute walking distance to a public plaza, park, green space, or conservation areas. Parks should be designed around the natural environment,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

City of Las Vegas: 2050 Plan Target Outcome



7 acres

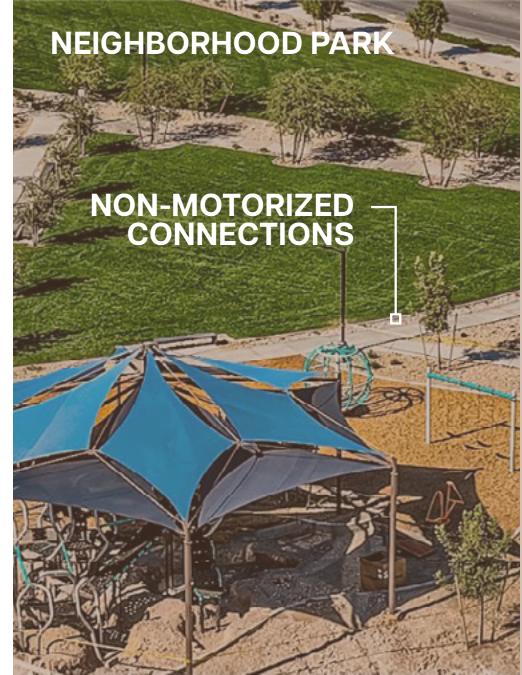
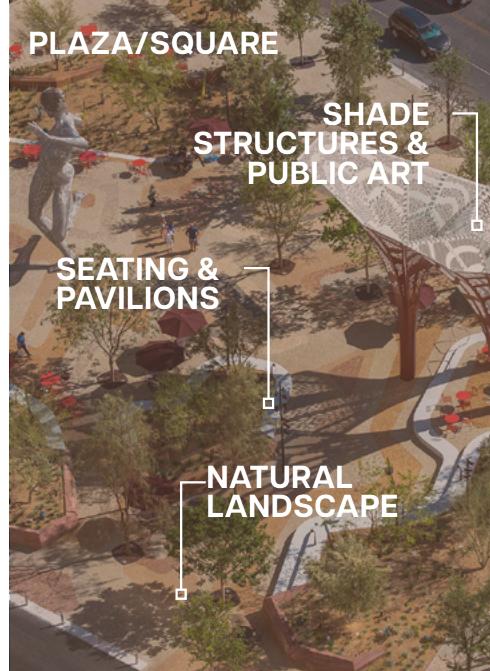
of parks per 1,000 residents
within a 10-minute walk by 2050



equates to

1,100 acres
needed in La Madre
Foothills by 2050

*Based on 2050 population projections. In 2021, La Madre Foothills had 0.8 acres of parks per 1,000 residents within a 10-minute walk.



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

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

1.1 Park Experience

PROVIDENCE LVMPD SUBSTATION AND PARK

Within the Providence (Cliff's Edge) master-planned community, a Las Vegas Metro Police Department substation and park is planned on southern and northwestern parcels of the intersection of Grand Teton Drive and Hualapai Way. The site development includes a single-story police station building with offices and parking. The park features a freestanding restroom, turf space, picnic shelters, playgrounds, a skate park, and a fitness/obstacle course.

 **City of Las Vegas:**
2050 Plan Target Outcome
 **85%** of housing units
are within 1/2 mi
of public parks
by 2050
*(Based on 2050 population projections)



Data source: city of Las Vegas, 2024

La Madre Foothills Area Plan

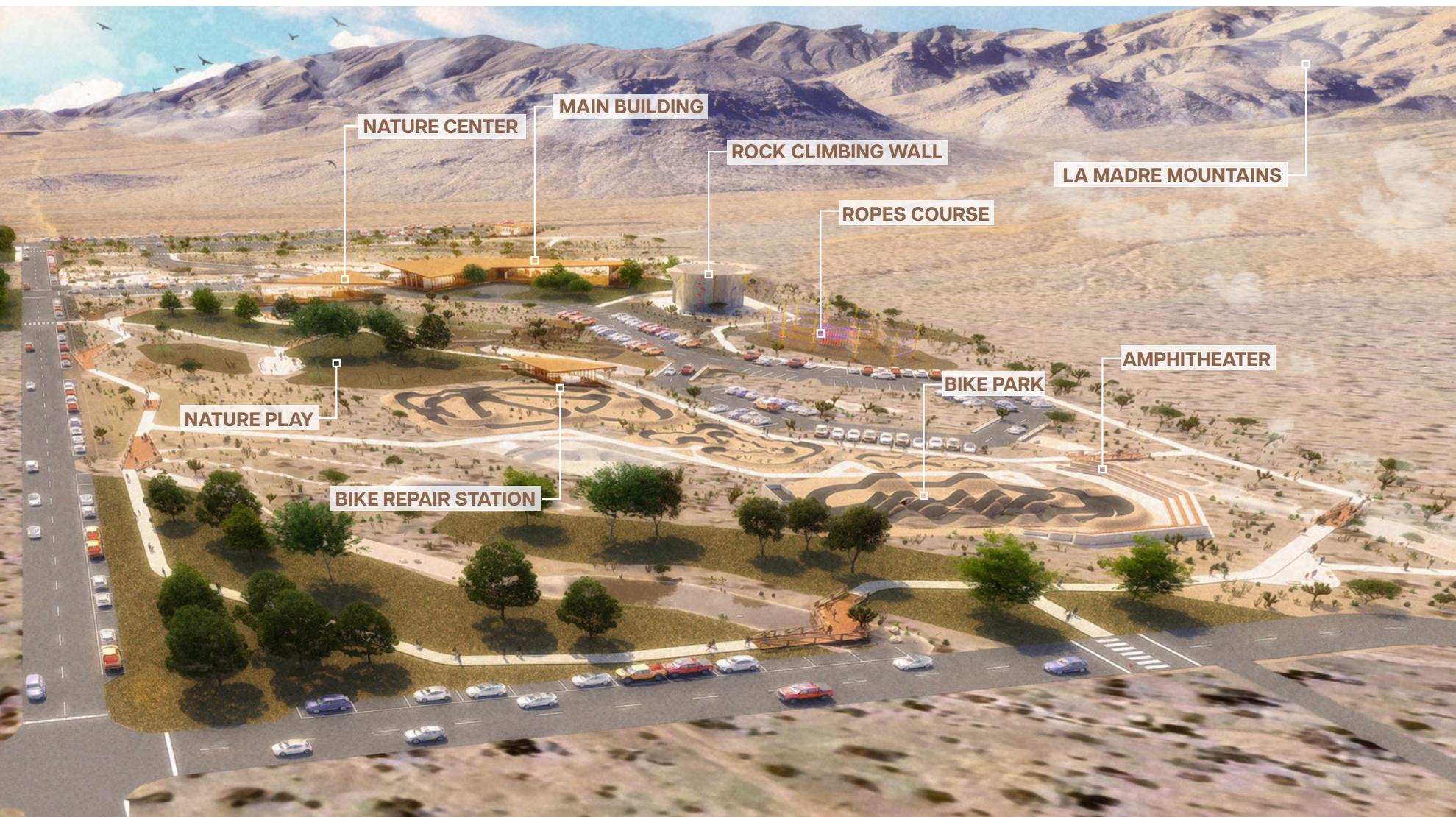
1. Recreation and Active Lifestyles

1.1 Park Experience

LA MADRE FOOTHILLS PARK

The proposed La Madre Foothills Park may sit on 20 acres directly east of Red Rock Natural Conservation Area on the border of the city of Las Vegas

within the La Madre Foothills Special Area. The park may provide facilities like a nature and educational center, amphitheater and Community Wellness and Recreation Hub (CWRH), as well as recreation and programming like a bike park, play areas, shaded picnic areas, trailhead access, and more.



La Madre Foothills Area Plan

1. Recreation and Active Lifestyles





La Madre Foothills Area Plan
1. Recreation and Active Lifestyles

1.2 Accessible Open Space

PROPOSED REGIONAL TRAIL CONNECTIONS

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

DESIGN CONSIDERATIONS:

Native drought-resilient landscaping

Connected neighborhoods

Use established utility corridors

Access to trailheads & Recreation

“TRAIL ACCESS TO MIXED-USE NODES COULD MAKE PARKING MORE EFFICIENT”

Advisory Meeting #2

 **City of Las Vegas:**
2050 Plan Target Outcome

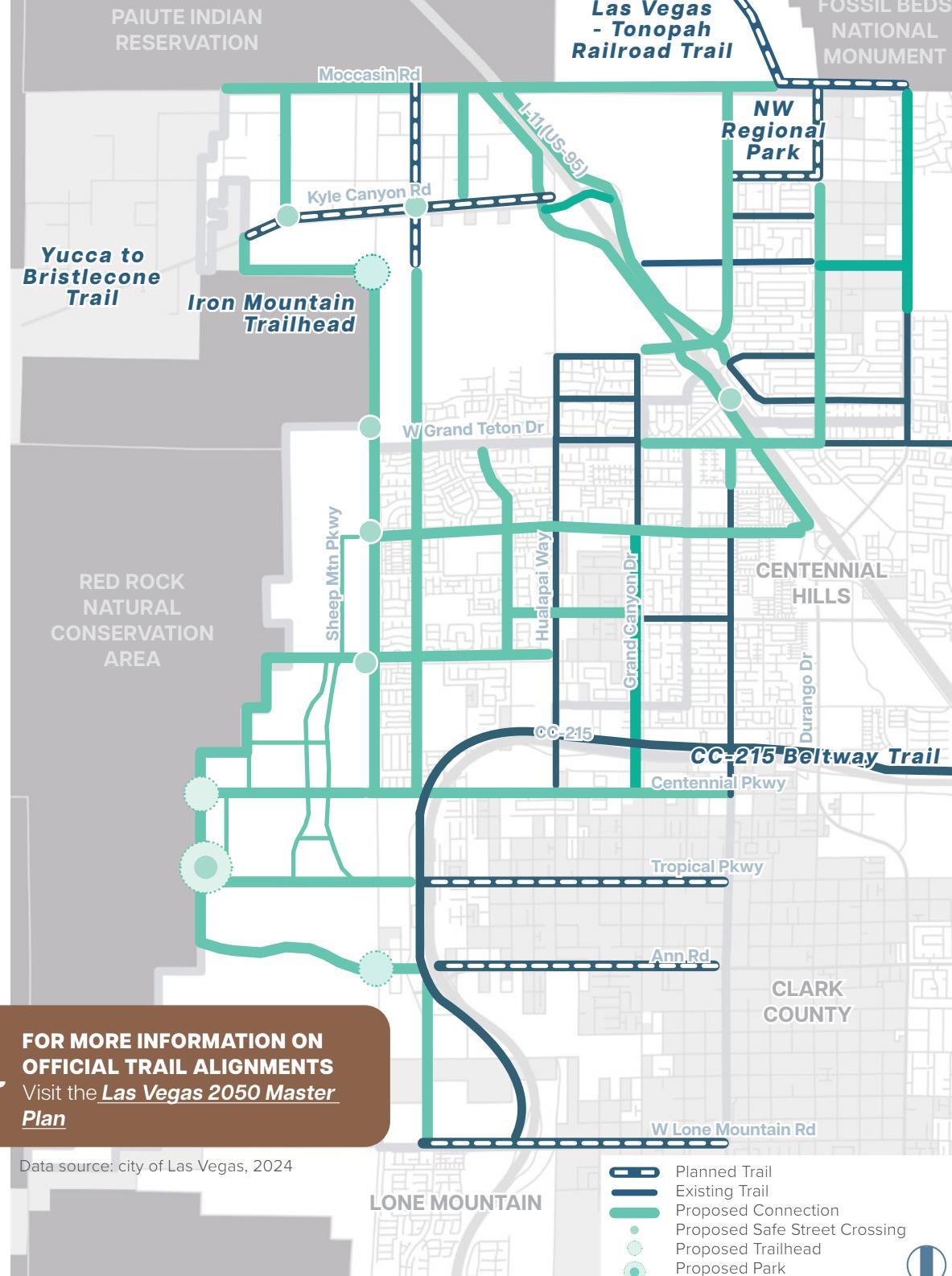
 **90%**

of housing units
are within 3 mi
of trail by 2050

(Based on 2050 population projections)

La Madre Foothills Area Plan

1. Recreation and Active Lifestyles



1.2 Accessible Open Space

TRAILHEADS

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

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

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

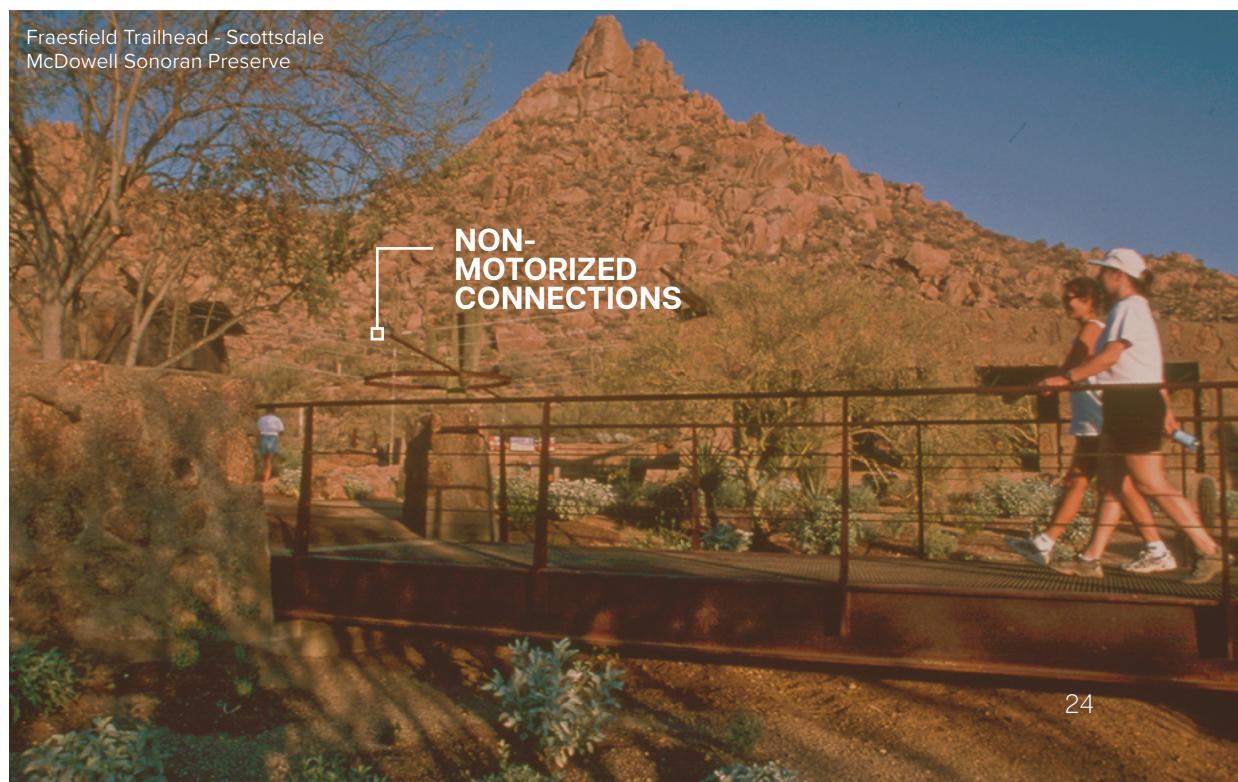
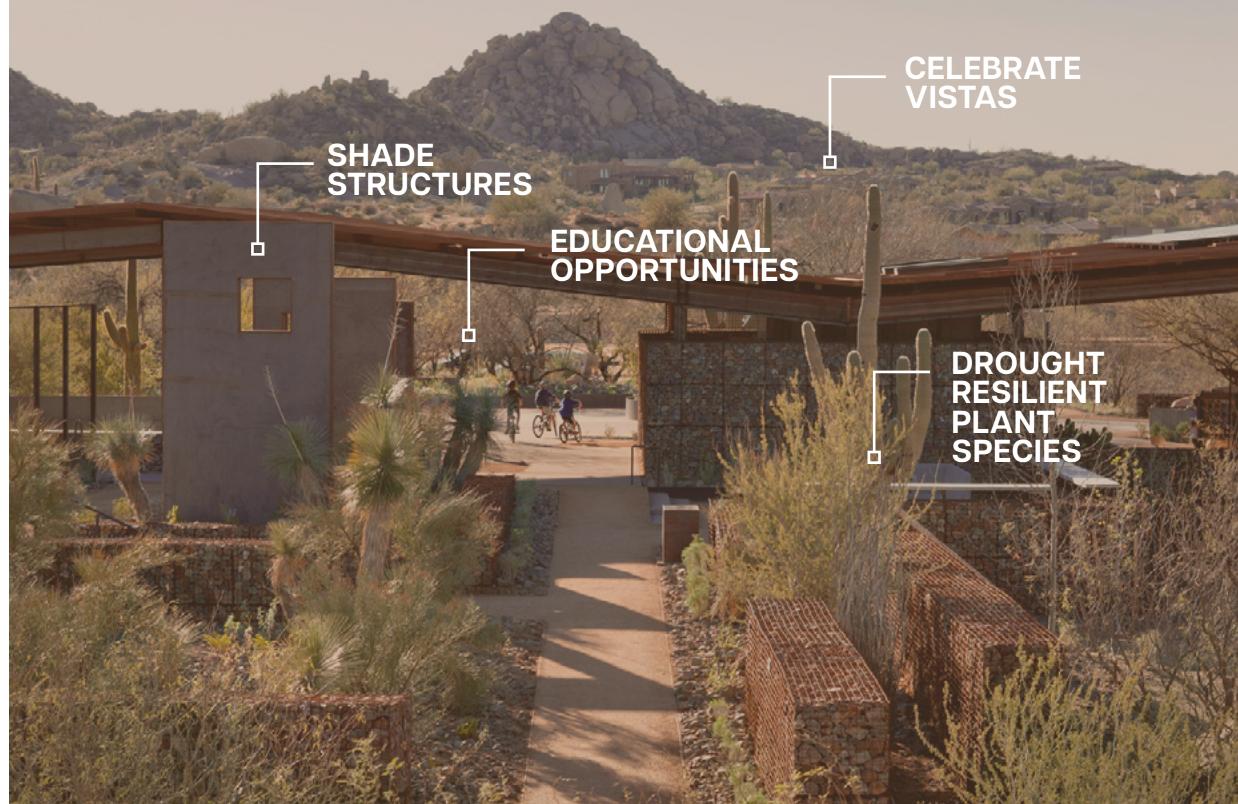


FOR MORE INFORMATION VISIT:

The Proposed Regional Trail Connections map on the previous page.

La Madre Foothills Area Plan

1. Recreation and Active Lifestyles



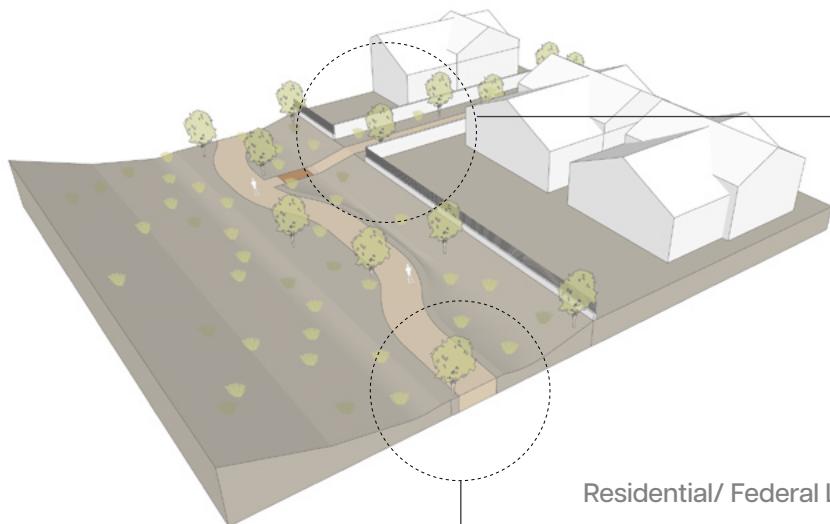
1.2 Accessible Open Space

TRAIL TYPOLOGIES

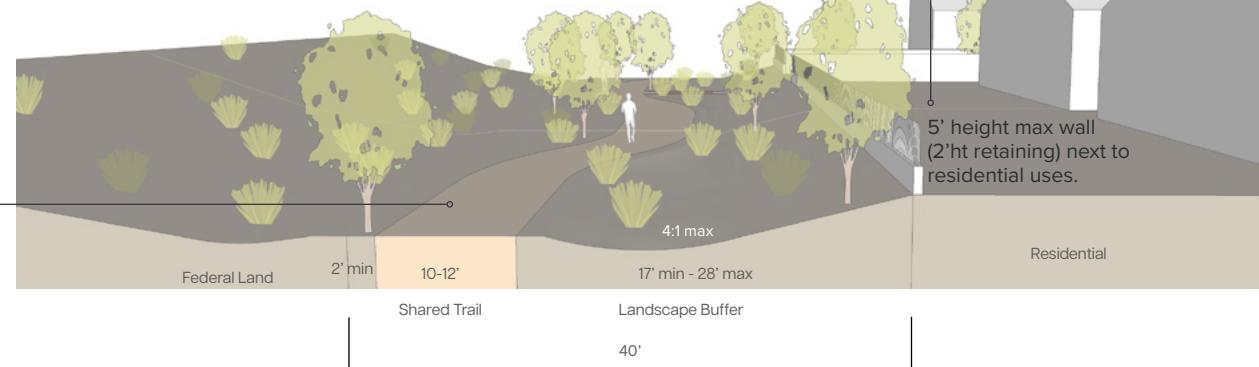
Option 1, Desert Edge: Rear-Access

A trail easement should run parallel to the residential properties adjacent to federal land. The trail is an amenity to the neighborhood via access points and connects people to the greater BLM network of trails. The trail should meander to enhance user experience and landscape buffers are to provide privacy, enhance biodiversity, and mitigate rising temperatures.

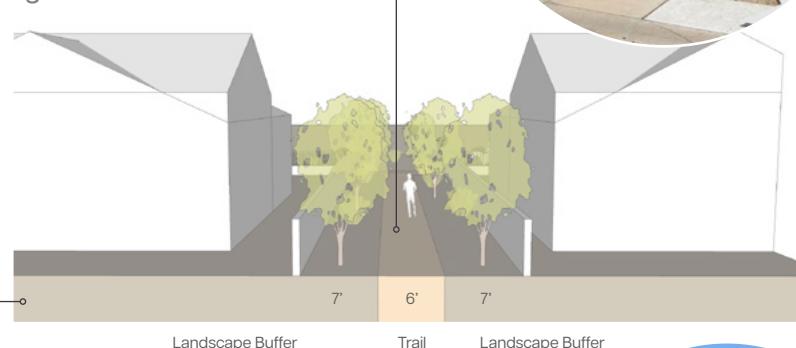
In *Option 1*, the backyards of residential properties face federal land. Semi-transparent property fencing preserves vistas out to conserved area.



Residential/ Federal Land Trail



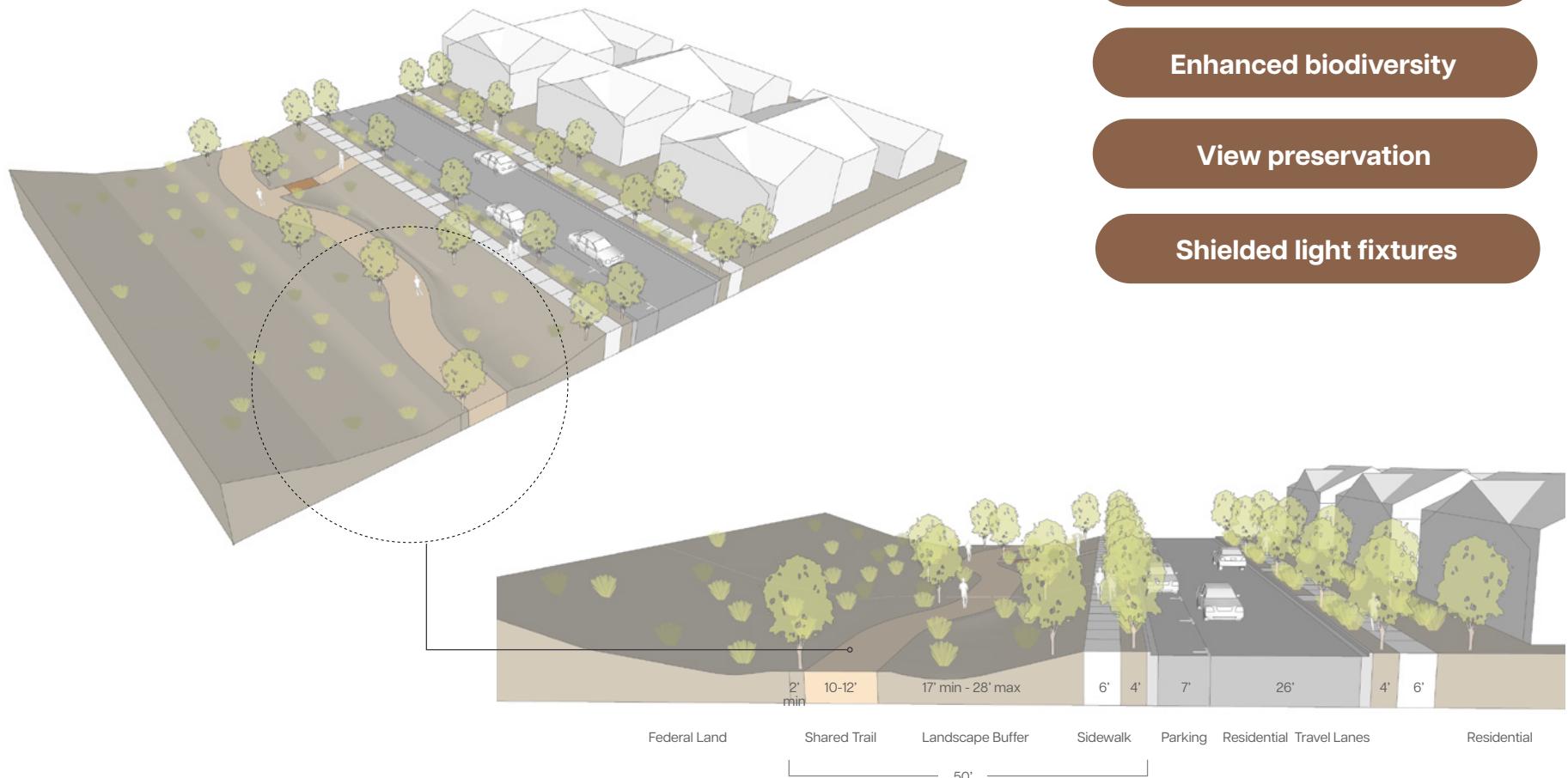
Neighborhood Access



1.2 Accessible Open Space

Option 2, Desert Edge: Frontage

In the second concept shown, front yards of residential properties face a street adjacent to federal land, providing access to public land, Red Rock NCA and surrounding conservation areas.



DESIGN CONSIDERATIONS

Native drought-resilient planting

12' shared trail

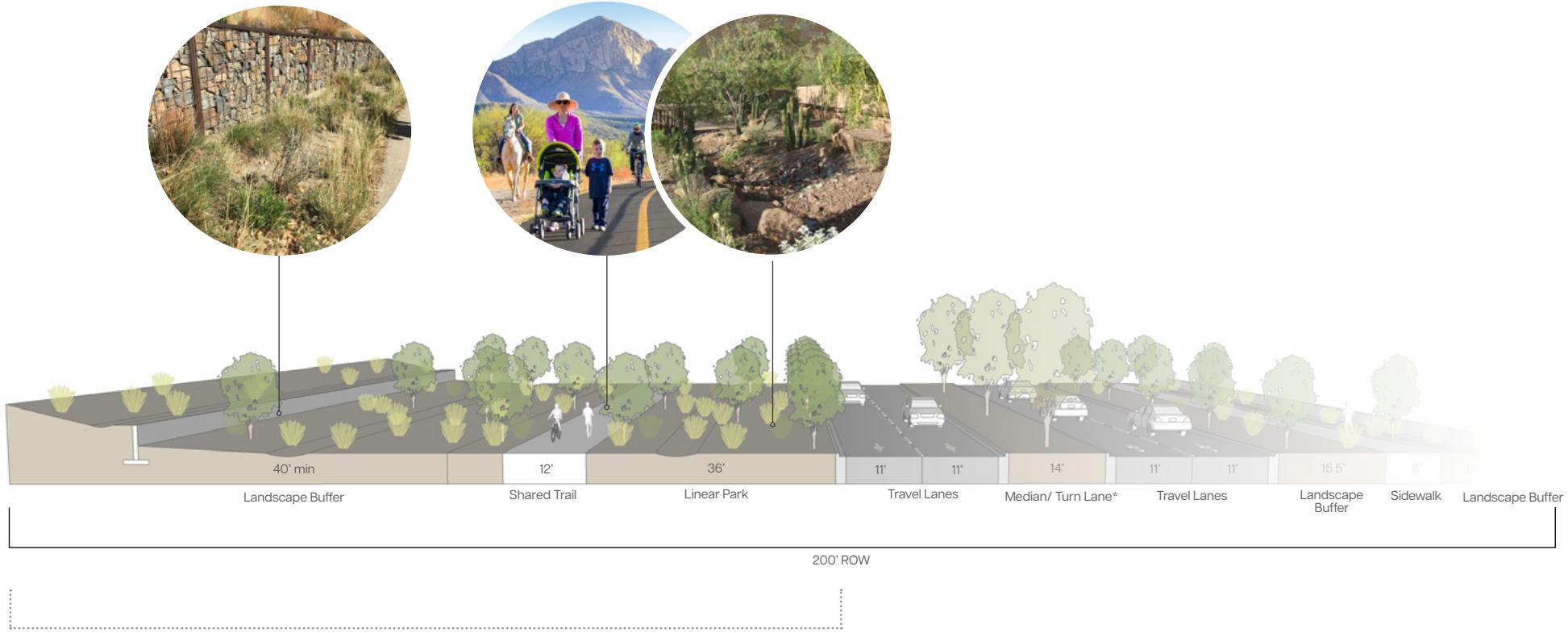
Linear park space

Removal of non-functional walls

Trail Typologies

Sheep Mountain Parkway: Roadway Adjacent

A multi-use, shared trail should run parallel to Sheep Mountain Parkway (proposed *La Madre Foothills Parkway*). A linear park wide enough to accommodate potential future road expansion will create safety buffer between trail users and vehicular traffic. Retaining walls are to be used only as needed to not obstruct vistas to Red Rock Canyon National Conservation Area.



Landscape buffer and linear park affords space for roadway expansion in the future if needed. With additional lanes, space is still provided to maintain landscape buffer and linear park.

D. IMPLEMENTATION



FOR MORE INFORMATION:

City facilities like schools, community centers and trailheads are addressed in **Chapter 5, Infrastructure and Services**

ACTION STRATEGY

IMPLEMENTATION

1.1 PARK EXPERIENCE

- Construct new parks and facilities that offer unique, specialized designs and amenities not typically found in the region like a velodrome, a children's "exploration park", demonstration or botanical gardens, miniature railroad park, mini golf/pitch-and-putt, mazes, archery range, cricket oval, field for rugby, field hockey, and lacrosse.
- Parks and recreational activity to embrace the desert edge and outdoor recreational activities, trails, public and private parks, and other amenities connect with the La Madre Foothills, Red Rock Canyon National Conservation Area and adjacent areas of the city.
- Intentionally designate land to neighborhood parks within development phases, and utilize left over and underutilized right-of-way spaces for private and public mini-parks, urban plazas, and/or linear parks. Park space allocations should ensure that all residents are within a 5-10 minute walking distance to a public plaza, park, green space, or conservation areas.

1.2 ACCESSIBLE OPEN SPACE

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

2

Land & Natural Surroundings





A. APPLYING THE GOALS

When discussing opportunities for development, current residents expressed concern regarding the impact of development on natural land. Residents prioritized the preservation of scenic vistas, protection of local resources, and reduction of light pollution as key aspects of maintaining the cherished natural character of La Madre Foothills. In addition, expansion of water infrastructure, natural conservation, and stormwater conveyance are challenges facing this area, making growth an understandable concern; ignoring these factors can exacerbate problems in an already vulnerable area. Thoughtful site design elements can lessen environmental disruption for future development.

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

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

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



FOR MORE INFORMATION:

Visit **Chapter 2: Quality of Place** for more information on preferred site design

Protect, enhance, and restore natural features and resources of the Mojave Desert

Support efficient water management, reduce water consumption, and enact stronger water conservation strategies to minimize consumptive use



Community Perspectives



BALANCE OF NATURAL + DEVELOPED LAND



DESERT BUFFERS



LIGHT REDUCTION

2

DESIGN NEIGHBORHOODS, PARKS, AND OPEN SPACE WITH THE FOOTHILLS

All development, rights-of-way, parks, and neighborhoods in La Madre Foothills should minimize the spillover effects of nighttime lighting, incorporate appropriate use of signage that blends with the landscape, use ornamental fencing or native landscape in lieu of solid-block walls, and incorporate drought tolerant native or adaptive landscaping to increase tree canopy coverage as approved under the city's Urban Forestry Program and SNWA Regional Plant standards.



2.1 NATIVE & ADAPTIVE PLANTS

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

2.2 DESIGN WITH THE LAND

- Within new and existing development, preserve arroyos, topography, and vistas to celebrate and protect the natural landscape.
- Preserve and integrate natural vistas and viewsheds of the Las Vegas Valley, Downtown Las Vegas, the Las Vegas Strip, and Red Rock Canyon NCA into new development.
- Integrate non-motorized routes in an environmentally-conscious manner on and off the roadway, utilizing natural routes like arroyos and previously cleared utility lines for connected trails.

2

DESIGN NEIGHBORHOODS, PARKS, AND OPEN SPACE WITH THE FOOTHILLS



FOR MORE INFORMATION:

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

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

B. STRATEGY SUMMARY

2.1 USE NATIVE AND ADAPTIVE PLANTS

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

2.2 DESIGN WITH THE LAND

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

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

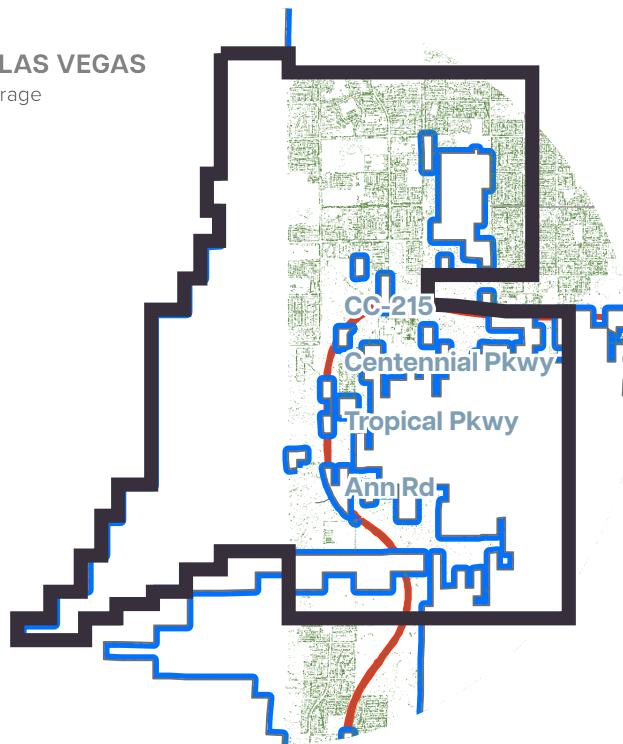
C. PLAN IN ACTION

RESILIENT LANDSCAPING

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

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

NORTHWEST LAS VEGAS
Tree Canopy Coverage



2050 Plan Target Outcome

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



Mesquite - *Wikimedia*

NATIVE DESERT SPECIES:

Joshua Tree

Creosote

Mojave Yucca

Prickly Pear

Mesquite

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



Prickly Pear - *Wikimedia*

2.2 Design with the Land

CELEBRATING VISTAS

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

OBSERVING ENVIRONMENTAL FACTORS

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

The following environmentally-responsive site design elements should be considered in La Madre Foothills:

- East/west 600x200' blocks, 100x30' lots with rear access drives/alleys and minimal front-yard setback
- Prioritize glazing on north/east side of buildings to minimize exposure to intense sunlight and thermal heating on the south/west sides during the summer and winter months
- Provide large canopy overhangs/sun shade devices for windows on south/west sides of facades to shade from intense sunlight
- Cross ventilation utilizing prevailing winds through optimal window position
- Cool materials (roofs, facades)
- Tapered density moving west to provide complementary development to natural, conserved land

La Madre Foothills Area Plan

2. Land & Natural Surroundings



FOR MORE INFORMATION:
visit **Chapter 2: Quality of Place** for more information on preferred site design

DRAFT DENSITY TRANSITION DIAGRAM

From the Public Visioning Workshop

2.2 Design with the Land

PRESERVE ARROYOS

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

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



Existing non-motorized connections in La Madre Foothills



DESIGN CONSIDERATIONS:

Landscape buffers

10' paths

Preserve views

Natural materials

Accessible destinations



LIGHT REDUCTION STANDARDS

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

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

DEFINITION



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



Photo Sources - Wikimedia

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

D. IMPLEMENTATION

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

ACTION STRATEGY

IMPLEMENTATION

2.2 DESIGN WITH THE LAND

- Work with Clark County Regional Flood Control District and developers to conserve, and protect arroyos and washes as recreational amenities within private development, working as a system with existing flood infrastructure to protect the public and property from flash flooding. Utilize the Clark County Regional Flood Control District and city of Las Vegas drainage facilities to remove majority of the flow from natural arroyos. Utilize the proposed conveyance infrastructure locations identified in the Clark County Regional Flood Control District Master Plan (2023), and comply with city of Las Vegas Title 20.10 regarding natural drainage. (Chapter 4: IV.C, 2050 Master Plan)
- Work with Clark County Regional Flood Control District to establish metrics for determining significant washes/ arroyos in regards to water capacity/channelization, depth, width, and overall ecosystem contribution. Amend city of Las Vegas Title 19 to require preservation and protection of significant arroyos during development negotiations.
- Establish zoning and design guidelines within city of Las Vegas Title 19 and Title 20 that preserve the surrounding environment, regulating development patterns and roadway configuration to ensure vista preservation, blocks of east/west development, shaded south/west facing glazing, solar-conscious building configuration, natural ventilation, cool materials, height restrictions and density tapering close to preserved land. For more information, see *Chapter 2. Quality of Place*
- Develop city of Las Vegas urban design standards like preferred pavement materials, shade, and street tree requirements that mitigate the urban heat island effect. (Chapter 4: IV.B, 2050 Master Plan)

3

Quality of Place





A. APPLYING THE GOALS

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

"WE NEED A BALANCE OF LAND USES - WITH COMMUNITY ASSETS, MISSING MIDDLE HOUSING, LOCAL BUSINESSES AT A MIXTURE OF DENSITIES"

Community Meeting

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

Develop compact and mixed-use neighborhoods with walkable access to jobs, amenities, education, services, & transit

Strengthen recreation and cultural opportunities for residents and visitors across the city

Improve the quality of districts and neighborhoods to promote an authentic, vibrant sense of place

Community Perspectives



**BUSINESS +
INNOVATION
HUBS**



**PROXIMITY TO
AMENITIES**



**ENTERTAINMENT
OPPORTUNITIES**

3

DESIGN QUALITY NEIGHBORHOODS FOR CONVENIENCE

All proposed land use types and recommended transitional densities west of CC-215 between Dorrell Lane and Ann Road will generally align with the proposed La Madre Foothills Proposed General Plan map, with a focus on scaled mixed-use commercial activities at CC-215 and Ann Rd and CC-215 and Hualapai Way interchanges. Proposed land use and entitlement applications, including General Plan Amendments and Rezoning applications, should be considered and be recommended for approval or denial based on an application's consistency with this policy.



3.1 LAND USE

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

3.2 NEIGHBORHOOD MIXED-USE & ECONOMY

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

3.3 NEIGHBORHOODS

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

3

DESIGN QUALITY NEIGHBORHOODS FOR CONVENIENCE

ARTS DISTRICT

185

B. STRATEGY SUMMARY

3.1 LAND USE

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

3.2 NEIGHBORHOODS

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



La Madre Foothills Area Plan
3. Quality of Place

3.3 NEIGHBORHOOD MIXED-USE

Currently, La Madre Foothills lacks neighborhood mixed-use destinations that provide community members access to food, entertainment, retail, multi-family housing and employment opportunities. The 2050 Master Plan identified the intersection of Ann Road and CC-215, as well as Hualapai Way and CC-215 as potential neighborhood mixed-use node locations. These locations were chosen based on proximity to neighborhoods and regional transportation options like CC-215, which connect La Madre Foothills to the rest of the city.

The development of well-designed spaces with diverse housing and walkable neighborhoods can present a variety of benefits for La Madre Foothills. Creating a tight-knit community hub with access to grocery, retail, multi-family housing, employment opportunities, and community space can build culture, reduce commute times, and increase resident health and happiness. Due to lack of transit in the area, it is integral to ensure job creation and access to co-working space within La Madre Foothills, so residents have the option to work close to home, reducing commute time, cars on the road, and overall greenhouse gas emissions. Providing excellent places for residents to “live, play, and work” is inherent to the concept of retaining valuable development dollars in the area. Establishing community destinations will help La Madre Foothills become a place unique in and of itself, establishing a sense of community pride.

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

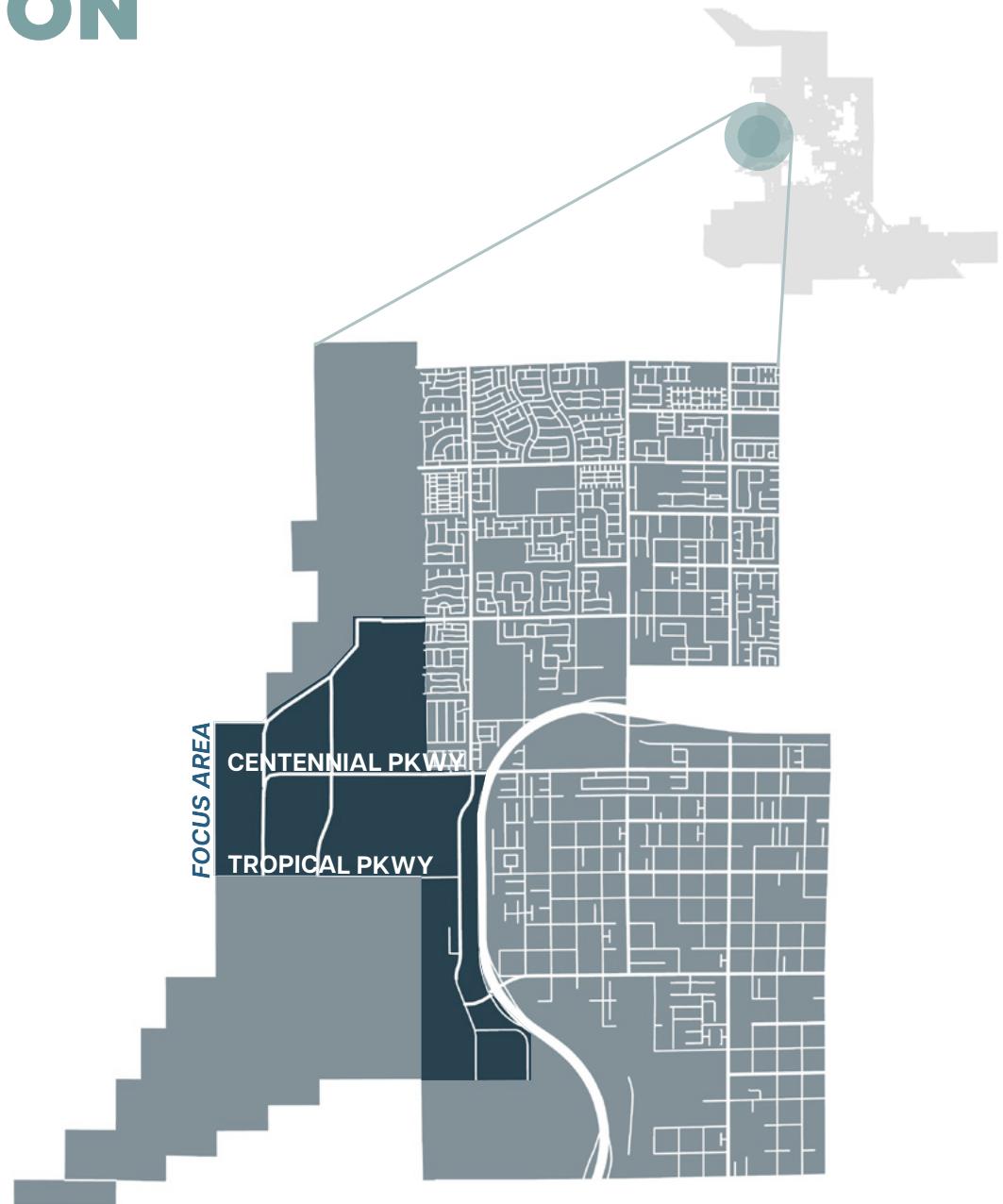
C. PLAN IN ACTION

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

The Focus Area was designated to support in creating a strong development vision for vacant land west of Sheep Mountain Parkway (proposed *La Madre Foothills Parkway*).



Focus Area, La Madre Foothills



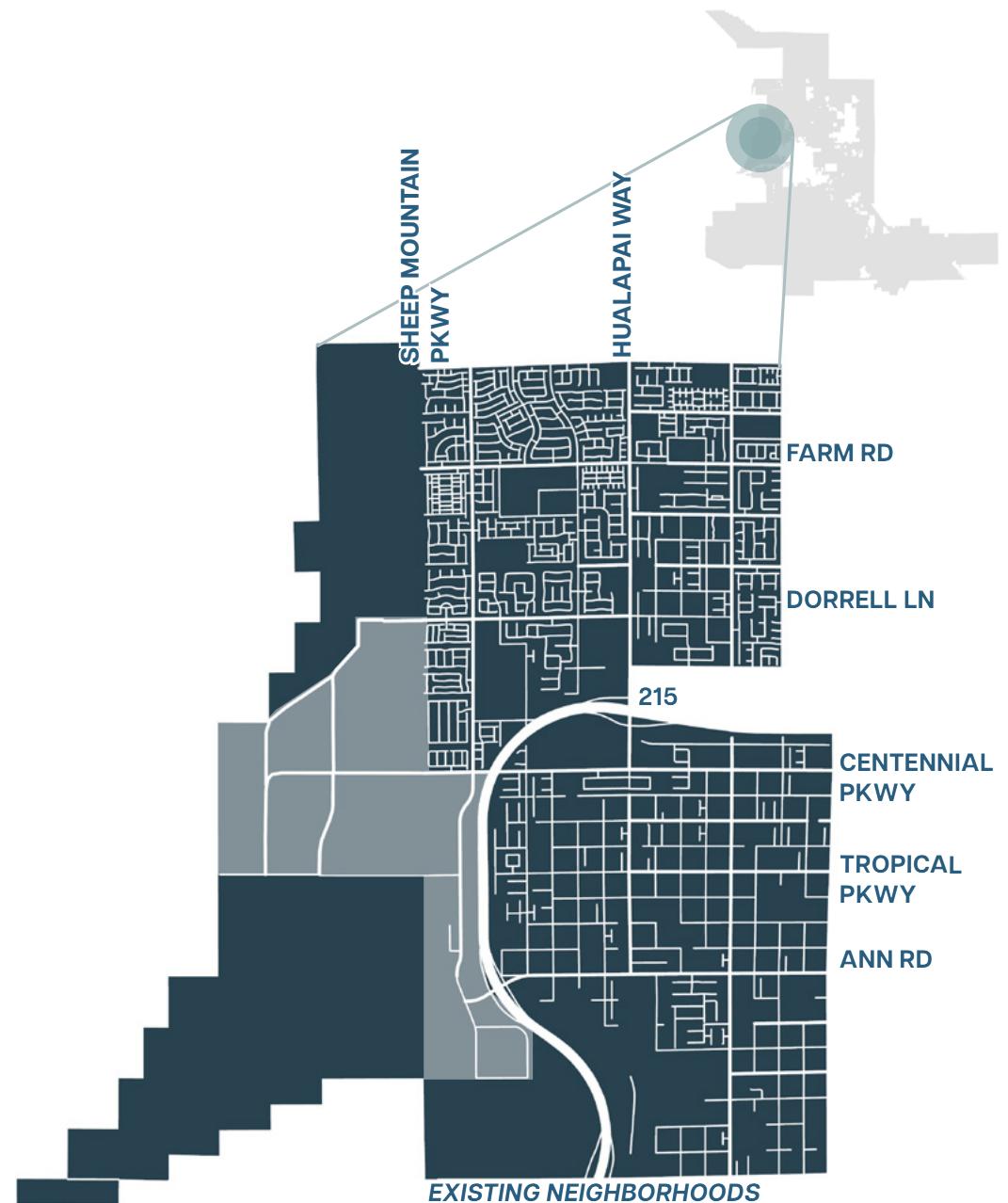
3.1 Land Use

While the Special Area Plan sets the stage for responsible growth in west La Madre Foothills, the plan's principles and recommendations should also be applied to existing neighborhoods and planned developments like Skye Summit. Providence Master Planned Communities, among other neighborhoods, provide homes for Las Vegans who want to be close to both the city and the desert edge.

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



Providence - Las Vegas Real Estate



3.1 Land Use

PROPOSED GENERAL PLAN

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

2050 Plan Use Type	General Plan Category	Compatible Title 19 Zoning	Description	Dwelling Unit/Acre	Total Units
INDUSTRIAL	LI-R (Light Industrial and Research)	P-O, O, C-1, C-2, C-PB, C-M, M	Medium to low intensity industrial activities, light assembly, commercial, business parks	N/A	N/A
NEIGHBORHOOD MIXED-USE	NMXU (Neighborhood Mixed-Use Center)	C-1, C-2, R-3, R-4, C-V	Moderate intensity neighborhood-oriented mixed use	10-25	1,400-3,500
MEDIUM DENSITY RESIDENTIAL	ML (Medium Low), M (Medium), MLA (Medium-Low Attached)	R-TH, R-2, R-3, R-4	Multi-family housing, attached single family housing, and small lot detached single family housing. Site and building design complementary to surrounding context	8-12.5	1,100-1,800
LOW DENSITY RESIDENTIAL	ML (Medium Low), L (Low)	R-E, R-1, R-SL, R-CL, R-2,	Single family housing, attached and detached homes, compact to small lots	4-8.5	2,000-4,300
PUBLIC FACILITIES	PF (Public Facilities)	C-V	Public and semi-public buildings and facilities, civic uses and spaces, infrastructure, and utilities	N/A	N/A
PARKS & OPEN SPACE	PR-OS (Open Space)	C-V	Parks, recreational facilities, golf courses, open spaces, trails, and civic spaces	N/A	N/A
TOTAL					4,500-9,600

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

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

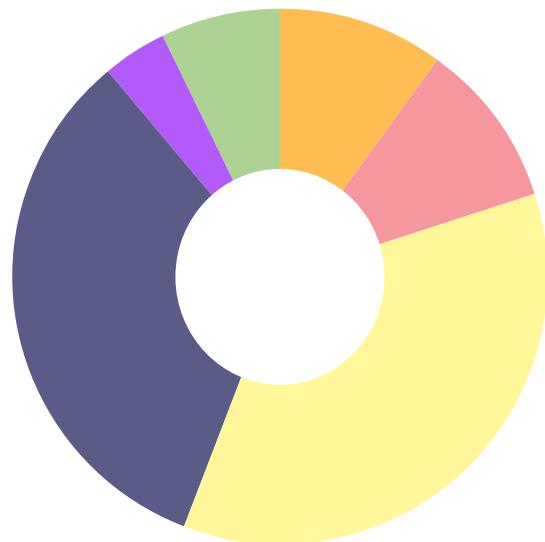
From top to bottom: San Diego CA (source: *bnim*); Henderson, NV (source: *The District at Green Valley Ranch*); Henderson, NV (source: *Inspirada*); Las Vegas, NV (source: *Somerset at Providence*); Henderson, NV (source: *Inspirada*); George 'Doc' Cavalliere Park, Scottsdale, AZ (source: *SmithGroup*);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

3.1 Land Use

PROPOSED GENERAL PLAN

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

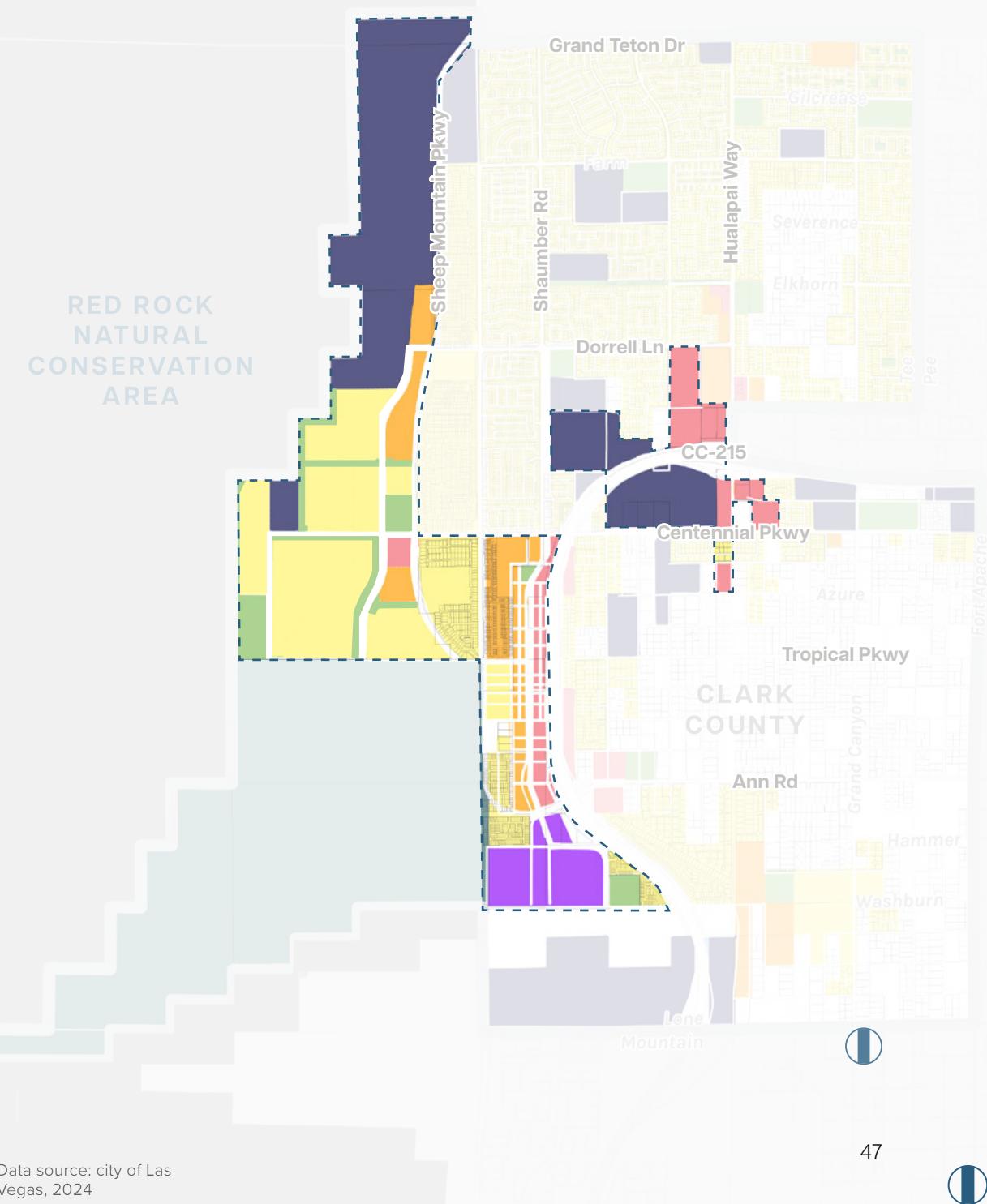
Use Type	Percentage
Neighborhood Mixed-Use	10%
Medium Density Residential	10%
Low Density Residential	36%
Public Facilities	33%
Industrial	4%
Parks and Open Space	7%



La Madre Foothills Area Plan

3. Quality of Place

Data source: city of Las Vegas, 2024



DIVERSE HOUSING TYPES

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

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

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



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

DEFINITION



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

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

Advisory Meeting #1



3.2 Neighborhoods

Use Type

Medium Density Residential
Low Density Residential

SINGLE-FAMILY

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

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



Inspirada, Henderson, NV - Las Vegas Review

DUPLEX-TRIPLEX

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

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



Duplex - South Summerlin

3.2 Neighborhoods

Use Type

Medium Density Residential
Low Density Residential

TOWNHOMES

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

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

TOWNHOME DESIGN CONSIDERATIONS



Somerset at Providence, NV

3.2 Neighborhoods

Use Type
Medium Density Residential
Low Density Residential

FLEX SPACE HOUSING/LOFTS

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

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



Flex Space Housing/Lofts - Vin Sante + N House, Architect Magazine

FLATS

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

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



Flats - Rosemary Senior, San Jose, CA

RESIDENTIAL MATERIALS

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

- Refer to [Development Standards \(19.06.040\)](#) in the Zoning Ordinance for allowable and prohibited materials.
- Windows can have divided lights, but avoid snap-in grids
- Articulation on side facades is encouraged
- Because repetition is important to the composition of townhouses or flat type units, sufficient articulation of architectural elements on the primary facade of each unit is essential.

- Large windows on the front facade and the front door should be the dominant feature or point of emphasis on the street
- The use of materials should match the scale of the massing and the other architectural details. Fewer high quality materials with a cohesive appearance are preferred over a large range of contrasting materials
- Do not use vinyl siding as a primary building material. It may be used as a secondary or accent material
- Limit exterior finish materials for the first floor on all sides of townhouses,/condos to primarily glass, brick (but not paneled brick), cut stone or cast stone



Henderson NV - Redfin



Henderson NV - Redfin



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

3.3 Neighborhood Mixed-Use

NEIGHBORHOOD MIXED-USE

CONNECTION TO 2050 PLAN

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

“WE NEED MORE
COMMUNITY-CENTRIC
DESIGN, WITH SHARED USES”

Advisory Meeting #2



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

NEIGHBORHOOD MIXED-USE OFFERS:

Cultural/recreation opportunities

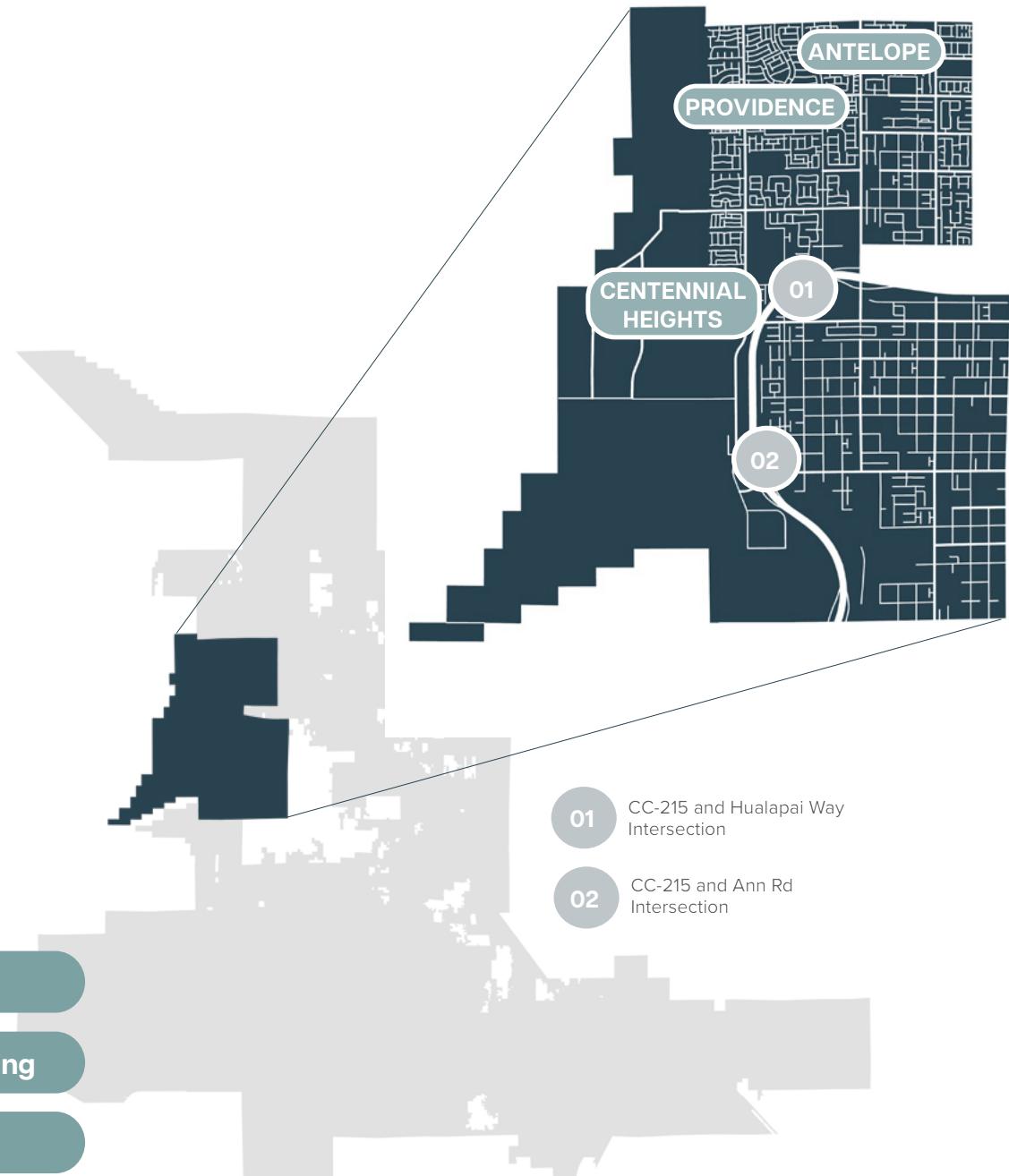
Entertainment

Employment centers

Multi-family housing

Neighborhood retail

Multi-modal transportation



3.3 Neighborhood Mixed-Use

DESIGN PRINCIPLES

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



3.3 Neighborhood Mixed-Use

FACADE & BUILDING COMPOSITION

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

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



Walkable Mixed-Use - Knox Street Dallas

Min transparency (50% of facade on first floor commercial, 20% for upper floors)



3.3 Neighborhood Mixed-Use

Design the Base

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



Design the base - *Wikimedia*



La Madre Foothills Area Plan

3. Quality of Place

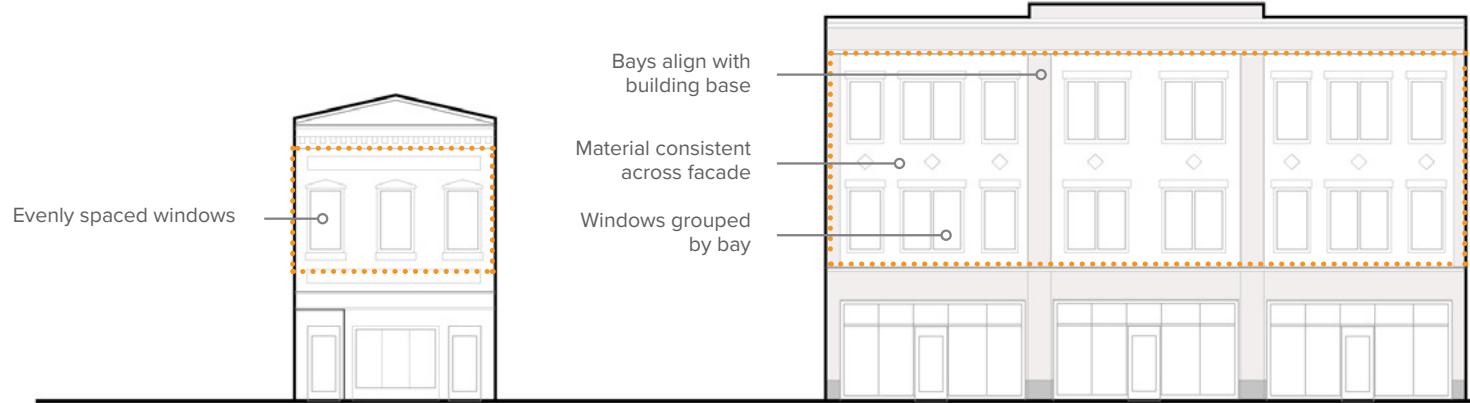
3.3 Neighborhood Mixed-Use

Design the Middle

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



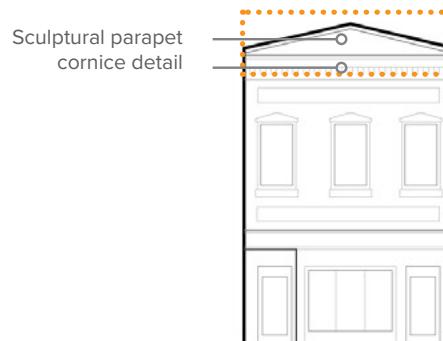
Design the middle - Dallas, TX, *The Plaza at Edgemere*



3.3 Neighborhood Mixed-Use

Design the Cap

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



Design the cap - CertaPro Painters, San Antonio, TX



3.3 Neighborhood Mixed-Use

NEIGHBORHOOD MIXED-USE MATERIALS

Exterior building material selection determines the durability and architectural language and compatibility of a building. Building materials reflect the quality of architecture designed to withstand time, and attract and inspire residents and visitors. Material selection also reflects the style of building and traditional methods of building that generate a unique sense of place. Materials should be compatible with the La Madre Foothills scenery, landscape, and desert edge. Materials should be thermally conscious and should promote passive design within a desert climate.

- Refer to [Development Standards \(19.08.040\)](#) in the Zoning Ordinance for allowable and prohibited materials.
- Place materials that convey strength at the base of the building.
- Coordinate colors on the building wall, trim and moldings, cornice and parapet, signs, and primary entrance.
- Attention to detail and easily maintained, desert-appropriate materials.
- Use durable, high-quality building materials that have an appearance of permanence and substance, consistent with surrounding buildings.
- Design new building construction and renovations to have consistent massing and color with the desired scale and proportion of the business corridor or area.
- Use harmonious colors such as earth tones that reflect the natural desert environment.



Torrey Pines - San Diego, CA



FOR MORE INFORMATION, VISIT:
[City of Las Vegas Municipal Code, Title 19.08.040](#) for allowable materials

3.3 Neighborhood Mixed-Use

Masonry

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

Siding

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

Architectural Metal Panel

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

Stucco

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

Architectural Detail, Accent & Trim

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

RECOMMENDED MATERIALS:

Stone

Brick

Terra cotta

Siding/stucco - accent and residential uses only



Durango - Stations Casino

The District - Green Valley Ranch

3.3 Neighborhood Mixed-Use

CC-215 CONCEPT

Land west of CC-215 between Dorrell Lane and Ann Road is identified as a mixed-use node opportunity within the 2050 Master Plan. Neighborhood mixed-use and community services should be considered to serve recent and projected neighborhood development west of CC-215 in La Madre Foothills. The strategic location provides non-motorized access to the surrounding neighborhoods and Red Rock Conservation Area, as well as vehicular access to CC-215 and other regional destinations.

Design considerations include:

- Provide local art and placemaking
- Provide rear parking



- Preserve natural vistas and arroyos
- Avoid non-functional walls that prohibit circulation and transparency
- Incorporate green space and drought-tolerant, SNWA approved streetscape and native landscaping
- Promote safe, non-motorized access between neighborhoods
- Feather density west of Shaumber Rd
- Maintain mixed-use frontage along trails, activating groundfloor uses and enhancing walkability



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

3.3 Neighborhood Mixed-Use

PLACEMAKING & WAYFINDING

As La Madre Foothills grows, wayfinding and signage should be integrated into the community to establish a sense of place and link the area to surrounding regional destinations. Signage typologies for public and private development should be in accordance with [Sign Standards 19.08.120](#).

WAYFINDING DESTINATIONS

- Parks and Recreation (Red Rock NCA, Lone Mountain Regional Park, Cliff Shadows Open Desert Park, Floyd Lamb Park)
- Future Neighborhood Mixed-Use Centers (west of CC-215 between Centennial Parkway and Ann Road)
- Cultural Destinations (existing/future schools, community centers and libraries)
- Regional Destinations (Downtown Las Vegas, The Strip, Kyle Canyon and Lone Mountain Special Areas)



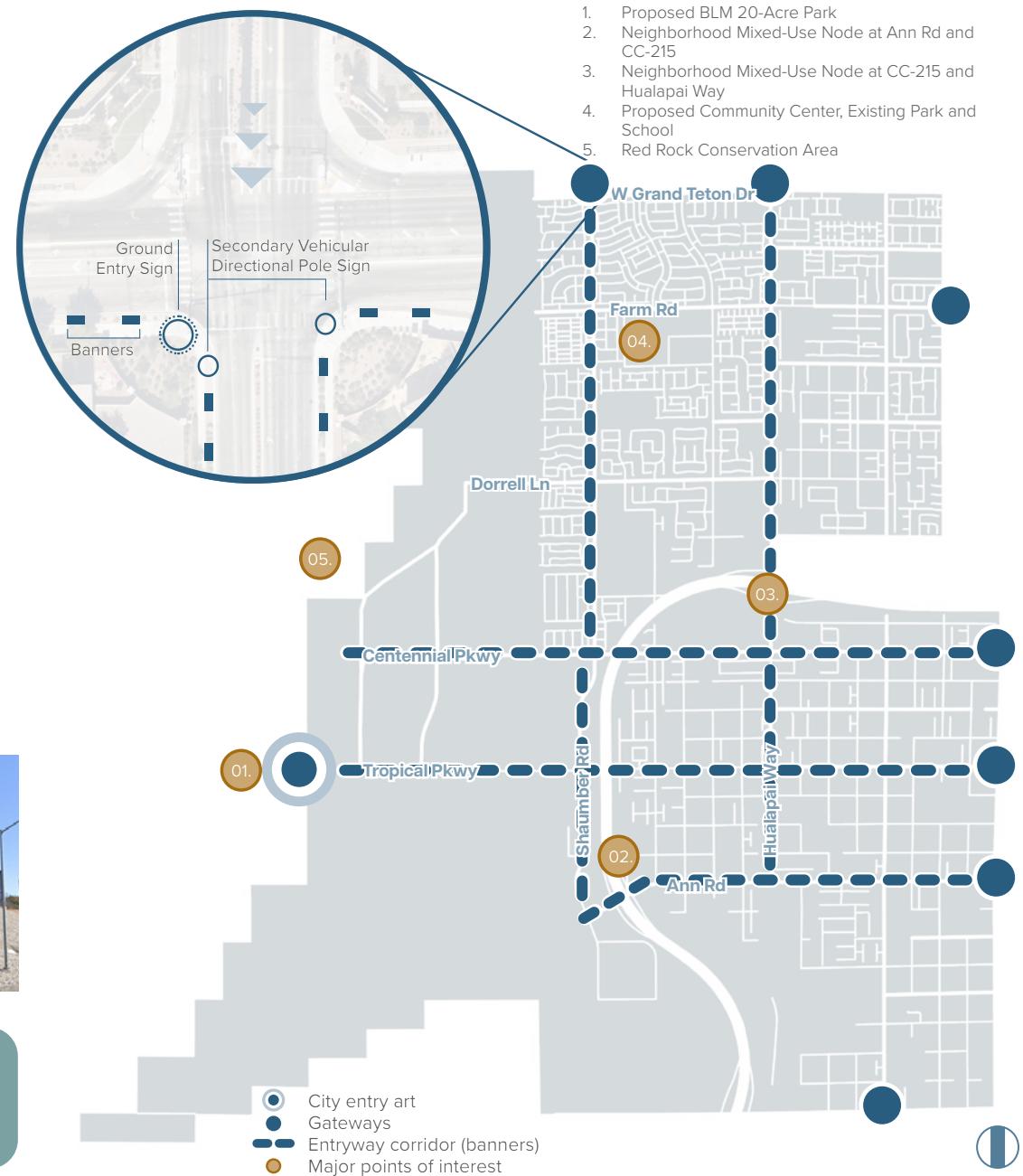
Monument Sign - Ivins, UT



Freestanding Signs



FOR SIGN DESIGN STANDARDS, VISIT:
[City of Las Vegas Municipal Code, Title 19.08.120](#)



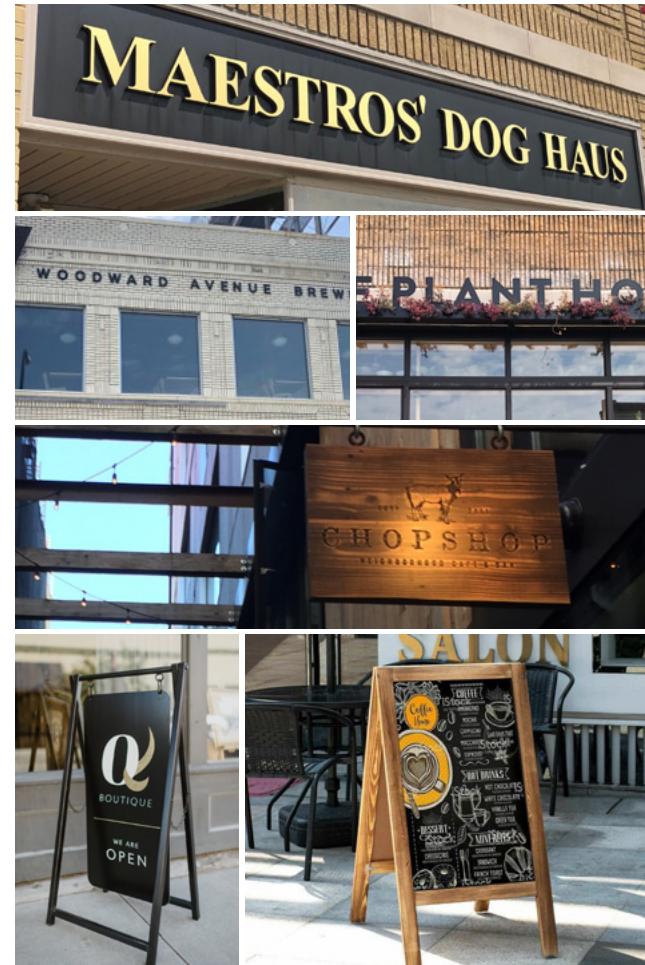
BUILDING SIGNAGE

Signage should match the area's aesthetics and integrate seamlessly with the landscape to reduce visual impacts. Signs should be scaled for the pedestrian and mounted on the building in the sign band area of the facade. Signs should relate to the architecture in material, shape, and color. All signs must meet the standards of the City of Las Vegas Municipal Code (Title 19.08.120).

- Restrict signage to the name of the business located on the site. Buildings with multiple tenants on the secondary floors shall be limited to one sign per main floor tenant and one multi-tenant business directory listing
- Signs should not obstruct windows, views of the architectural details of the building, or pedestrian circulation
- Signs with flashing lights, digital displays, and other repetitive illumination should be avoided. Electronic signs are only permitted as secondary signage to serve a message board function



FOR SIGN DESIGN STANDARDS, VISIT:
City of Las Vegas Municipal Code, Title 19.08.120



CATEGORY	DESCRIPTION
BOARD SIGNS	Individual letters mounted to a board framed with a finished edge and mounted to a sign band area between the first and second floors above awnings.
LETTER SIGNS	Individually mounted letters of metal, acrylic, or individually illuminated letters.
PROJECTING SIGNS	Blade signs hung 90 degrees perpendicular to the facade from ornamental brackets.
GROUND SIGNS	Free standing, often temporary signs that can be adapted to specific sales or events. Materials should coincide with building facade, using wood or metal frames with dark slate stone for chalk writing

D. IMPLEMENTATION

ACTION STRATEGY	IMPLEMENTATION
3.1 LAND USE	<ul style="list-style-type: none">■ All proposed land use types and recommended densities will generally align with the proposed La Madre Foothills Proposed General Plan map, with a focus on scaled neighborhood mixed-use centers and commercial amenities at CC-215-Ann Rd and CC-215-Hualapai Way interchanges. Proposed land use and entitlement applications, including General Plan Amendments and Rezoning applications, should be considered and be recommended for approval or denial based on an application's consistency with this policy.
3.2 NEIGHBORHOODS	<ul style="list-style-type: none">■ Diversify and improve housing stock to include a range of building types and “missing middle” housing appropriate for transit-oriented developments. (Chapter 3: III.A, 2050 Master Plan)■ Integrate affordable housing into neighborhood mixed-use place types through the use of zoning regulations and other enabled policies. (Chapter 3: III.A, 2050 Master Plan)■ Amend LVMC Title 19 to remove affordability barriers and to allow more mixed residential dwelling unit types in areas of transformation and enhancement, including accessory dwelling units, garage conversions, casitas, or granny flats, with selective applications in areas of preservation. (Chapter 3: III.A, 2050 Master Plan)■ During development negotiations, ensure neighborhood site plans include non-motorized circulation, vehicular connectivity, tree canopy coverage, designated park and public gathering space, arroyo preservation where possible and the removal of walls lining the roadway.■ All development, right-of-way, parks and neighborhoods in La Madre Foothills should use wrought iron or ornamental fencing in-lieu of solid-block walls. Amend Title 19 to avoid the use of solid-block walls.■ Utilize Design Guidelines recommended in Chapter 2 to guide development negotiation conversations and set a cohesive vision for site design, building facade composition, materials, signage and wayfinding.

ACTION STRATEGY

IMPLEMENTATION

3.3 NEIGHBORHOOD MIXED-USE

- Design flexible use spaces, such as parks and plazas, that can be transformed into temporary markets and festival spaces to create opportunities for small business to hold pop-up shops. (Adapted from Chapter 3: II.A, 2050 Master Plan)
- Utilize the general land use plan set forth in this document to approve or deny proposed land use and entitlement applications, with a focus on scaled mixed-use commercial activities and recommended transitional densities that mitigate urban sprawl, cluster community resources, and preserve the natural ecosystem.
- During development negotiations, ensure neighborhood mixed-use site plans include non-motorized circulation, native streetscape, designated park and public gathering space, arroyo preservation where possible and the removal of walls lining the roadway.
- Achieve a jobs-housing balance through the application of neighborhood-mixed use nodes, specifically at the intersections of CC-215 and Ann Road, and CC-215 and Hualapai Way (Chapter 4: 1.A, 2050 Master Plan)
- Create and implement a La Madre Foothills Branding Plan through banners, gateway installations, signage, monuments, and public art on existing walls along major roadways like Tropical Parkway and Sheep Mountain Parkway (*proposed La Madre Foothills Parkway*). Signage design should be in accordance with the city of Las Vegas Municipal Code Title 19.08.120.
- Evaluate and designate space within public/private facilities as a job training and workforce development zone and partner with CCSD, Workforce Development organizations, and NSHE to offer classes in those spaces.
- Promote private/public partnerships to create shared co-working space for remote workers.

4

Complete Streets





A. APPLYING THE GOALS

With the existing CC-215 freeway and future Sheep Mountain Parkway (proposed *La Madre Foothills Parkway*) as major corridors, La Madre Foothills is configured for suburban auto-oriented development. Bicycle-friendly layered complete streets and separate non-motorized trails line some arterials. No transit service is available to La Madre Foothills, but a park and ride at each major interchange may allow for future express transit service to Downtown Las Vegas and the Strip. Microtransit or demand response service could be made available to other low-density portions of the district to service residents along CC-215.

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

DEFINITION



Vision Zero Action Plan: A strategy to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all. Adopted in 2022, the [Las Vegas Vision Zero Action Plan](#) contains strategies to eliminate all traffic fatalities and serious injuries by 2050.

Connect and enhance accessible bike and pedestrian facilities as part of a safe, efficient complete street and highway network that moves people and goods

Make transit options more convenient and better integrated with vibrant neighborhood and employment centers, better connecting people to their destinations

Community Perspectives



TRANSIT EXPANSION



BIKE SHARE



MOBILITY HUB

4

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

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



4.1 STREETS FOR PEOPLE

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

4.2 TRANSIT

- To advocate for express transit and microtransit coverage in the northwest, construct park and ride facilities in close proximity to major roadways to ensure future connectivity to employment centers and regional resources.

4.3 SMART TRANSPORTATION

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

4

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



FOR MORE INFORMATION VISIT:
[Title 19.04, Complete Streets Standards](#)
and the [Las Vegas Vision Zero Action Plan](#)

La Madre Foothills Area Plan

4. Complete Streets

B. STRATEGY SUMMARY

4.1 STREETS FOR PEOPLE

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

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

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



TITLE 19.04 REQUIREMENT

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



La Madre Foothills Area Plan

4. Complete Streets



FOR MORE INFORMATION VISIT:
The Smart Vegas Plan

4.2 TRANSIT

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

RTC responds to need-based demand when planning for transit extensions. As population grows in the northwest, transit extension conversations are necessary to plan for transit in gap service areas like La Madre Foothills. As La Madre Foothills continues to grow, park and ride, microtransit and express transit service should be established at key locations like CC-215 and Ann Road, in close proximity to the highway and other regional routes. These facilities can work in tandem with potential future full-service transit extensions to ensure regional circulation for the community of La Madre Foothills.

4.3 SMART TRANSPORTATION

Transportation must effectively, reliably, and safely move people and freight, and its performance has a direct impact on the city's overall health. More than 90% of the regional workforce travels in a car. While average commute times in La Madre Foothills are a little over 27 minutes, congestion in the region has increased more than 35 percent since 2000 and is likely to continue to worsen as the population grows.

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

C. PLAN IN ACTION

DESIGN FOR SAFETY

The nation is facing an ongoing pedestrian safety crisis, with sharp increases in fatalities over the last several years.¹ Many factors contribute to this trend, including vehicle size and distracted driving,² but street design plays an important role.³

In the previous decades of auto-oriented development, a focus on unimpeded traffic flow has led to wide roads with few non-motorized facilities. High auto speeds lead to more serious crashes⁴ and negative impacts on the fabric of neighborhoods. Safe streets are slow streets.

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

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

DESIGN CONSIDERATIONS:

Protected bike and pedestrian facilities

Roundabouts

Pedestrian crossing & hybrid beacons

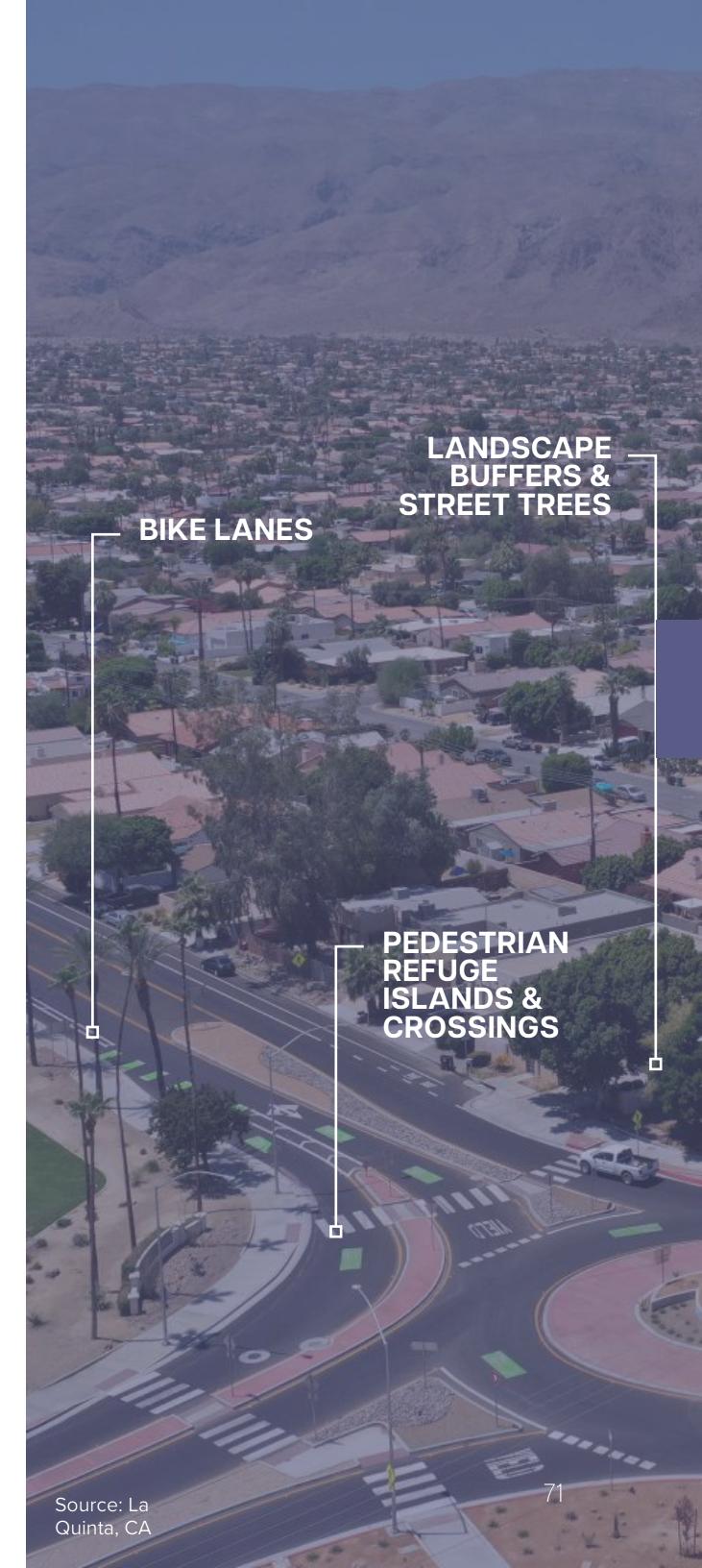
8-10' sidewalks & buffers

¹ GHSA - Pedestrian Traffic Fatalities by State, 2022
²

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



FOR MORE INFORMATION VISIT:
[Las Vegas Vision Zero Action Plan](#)



LEVEL OF SERVICE (LOS)

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

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

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

THESE GUIDELINES SHOULD BE CONSIDERED:

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



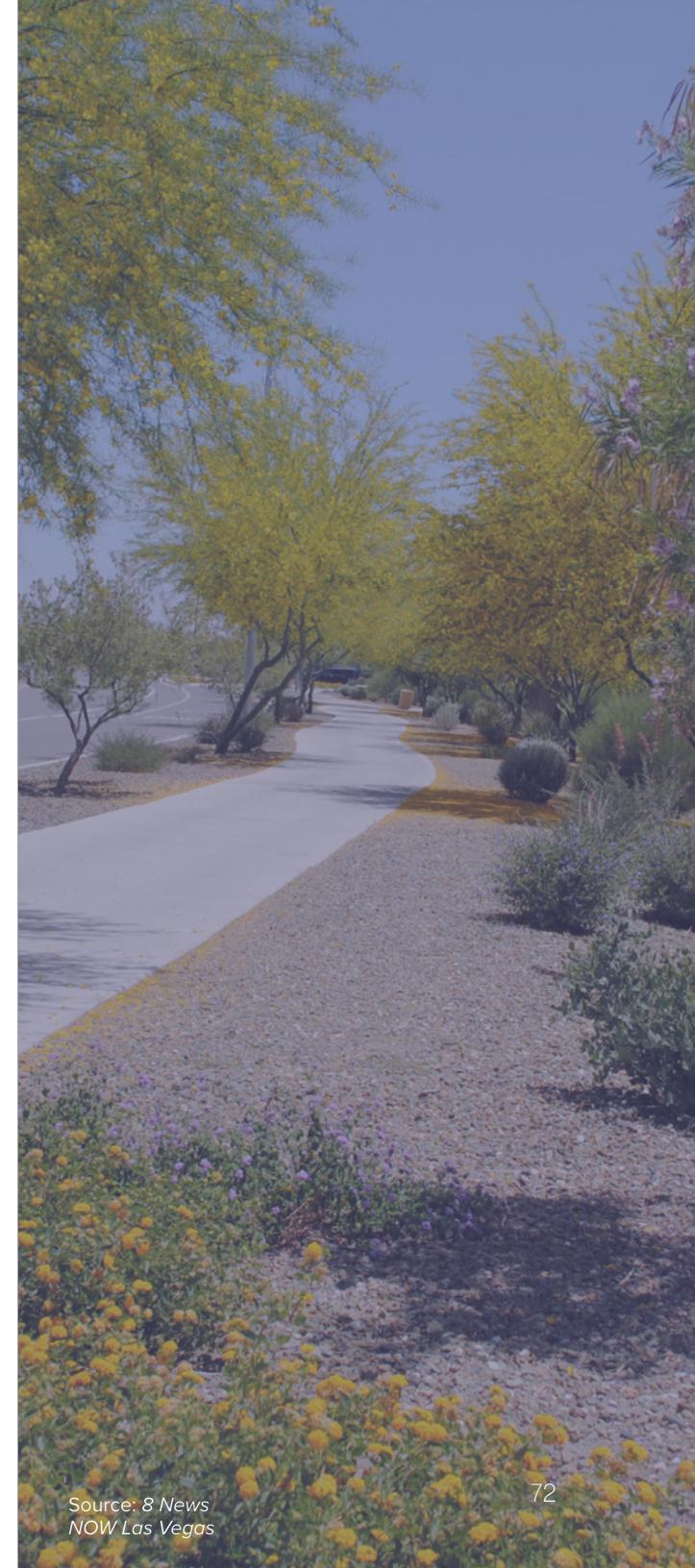
2050 PLAN OUTCOME

Greenhouse gas emissions is reduced by 28% in 2025.

9 Las Vegas | ACEEE

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

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



4.1 Streets for People

TITLE 19 STREET DESIGN MODIFICATION

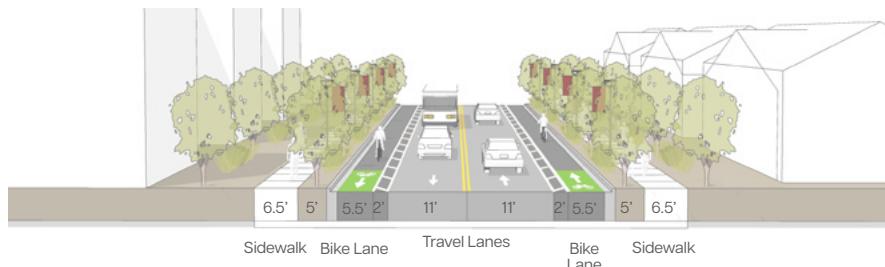
Street designs in Title 19 provide a standardized framework for circulation within the city of Las Vegas. As the region continues to face climate challenges, it is integral to provide safe, non-motorized mobility networks to improve accessibility, quality of life, and decrease carbon emissions through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

60' Minor Collector

Option 1: Bike Lanes

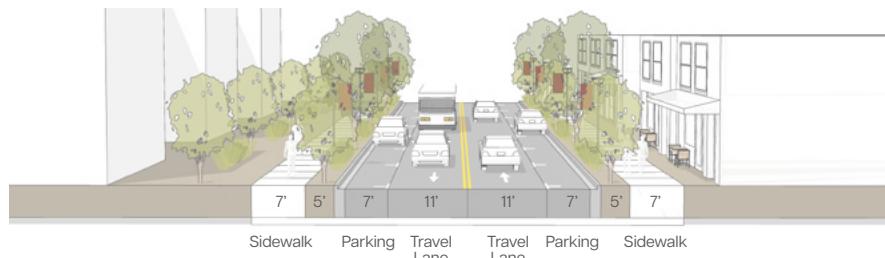
(2) 5.5' bike lanes are added on either side. Center turn lane transition at intersection of major streets

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

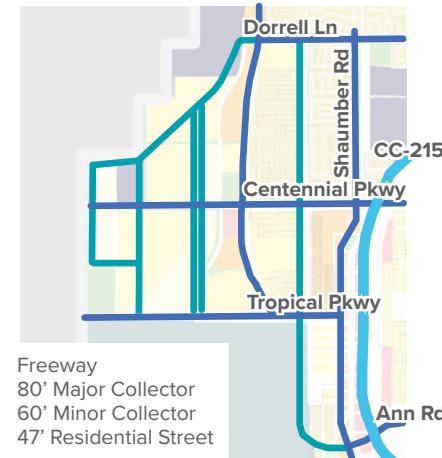


Option 2: Parking

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



Roadway typologies should consider the following roadway designs to deploy in La Madre Foothills in order to decrease speeds, increase safety, and promote multi-modal circulation. During implementation and site-specific design discussions, street widths and streetscapes should accommodate utility corridor and buffer requirements.



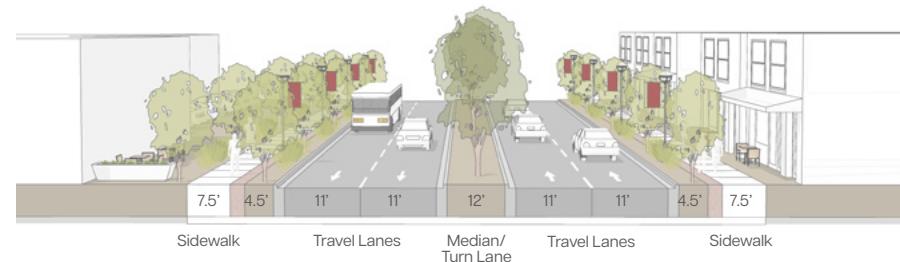
CLV Master Plan of Streets and Highway Classifications

80' Major Collector

Option 1: Median

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

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



*All street design must adhere to NDOT Access Management System and Standards, or receive entitlement. All dimensions include estimated curb and gutter



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

4.1 Streets for People

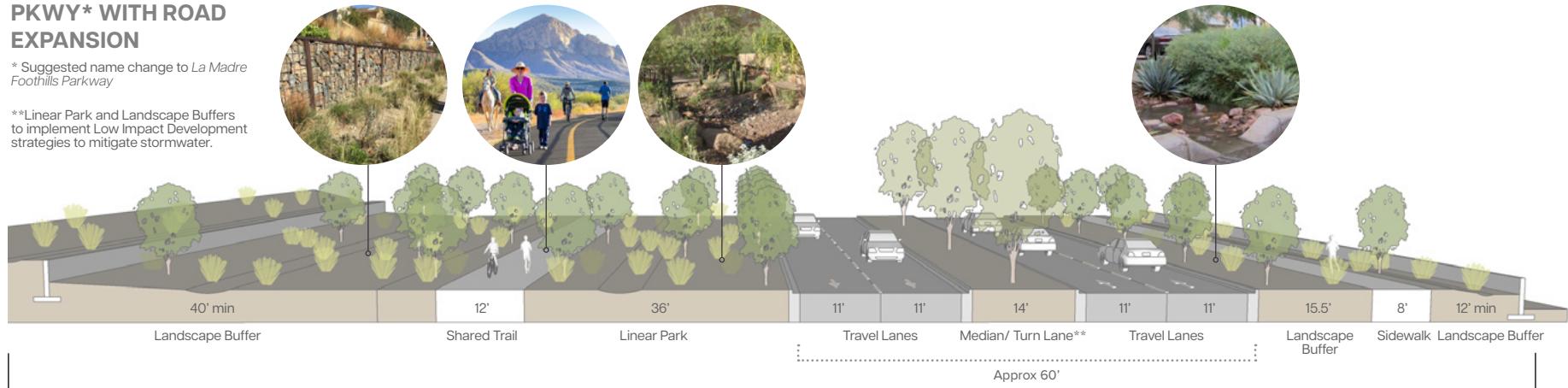
SHEEP MOUNTAIN PKWY FRAMEWORK

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

SHEEP MOUNTAIN PKWY* WITH ROAD EXPANSION

* Suggested name change to *La Madre Foothills Parkway*

**Linear Park and Landscape Buffers to implement Low Impact Development strategies to mitigate stormwater.



6'ht max wall next to residential uses.

Where only necessary, 3'ht max. wall next to non-residential uses.



La Madre Foothills Area Plan

4. Complete Streets

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

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

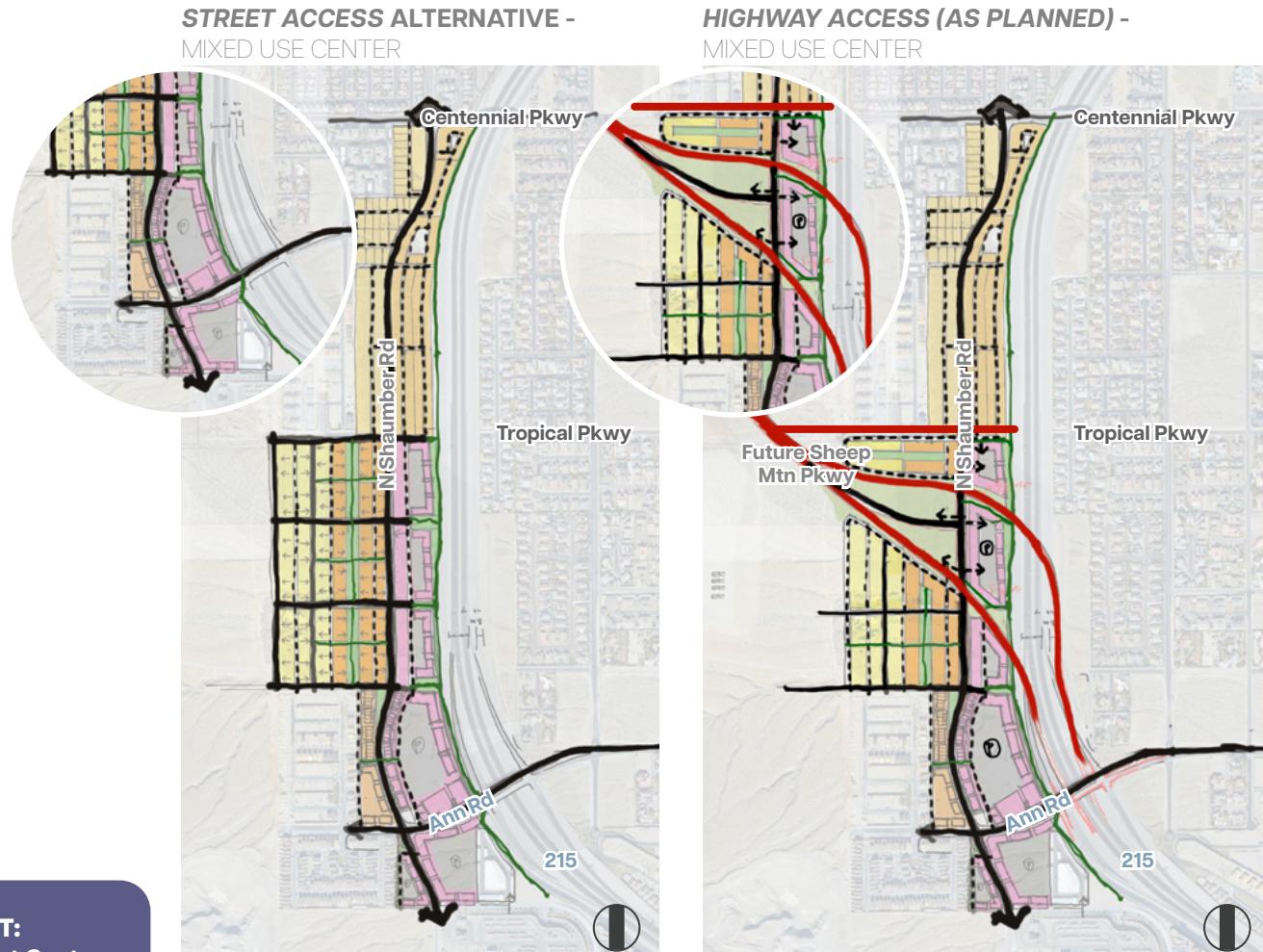


INTERCHANGE ALTERNATIVES: CC-215 AND ANN RD

Street and highway interchange design can have a significant impact on land use, connectivity, and overall community cohesiveness. Historically, highway design has disrupted community fabric and provided a barrier between neighborhoods.

A re-imagined interchange prioritizes community connectivity, and lessens the impact of highways on development by consolidating high-speed traffic to existing right-of-way. In addition to avoiding disruption and preserving community cohesiveness, available land acreage is optimized for development and economic benefit within the community.

The proposed alternative utilizes Sheep Mountain Parkway (proposed *La Madre Foothills Parkway*) and Ann Road as key connections to CC-215, while preserving adjacent land for neighborhood mixed-use development.



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

Limited access to the highway optimizes development opportunity

Highway access (as planned) utilizes land for right-of-way instead of development

D. IMPLEMENTATION

ACTION STRATEGY	IMPLEMENTATION
<h2>4.1 STREETS FOR PEOPLE</h2>	<ul style="list-style-type: none">■ To reduce vehicle miles traveled (VMT), provide services and employment near residential uses. Adopt the city's "Layered Complete Street Network" as part of the Master Plan for Streets and Highways, in accordance with the city's <u>2050 Master Plan</u> and <u>Vision Zero Action Plan</u>. Construct the recommended improvements essential for traffic management, safety, and regional economic development.■ All streets and trails within the La Madre Foothills area depicted in the Master Plan of Streets and Highways should incorporate multi-modal standards required pursuant to LVMC <u>Title 19.04</u> that provide an orderly flow of traffic, protect pedestrians and cyclists, and ensure high levels of connectivity.■ Conduct a traffic study in order to design for reduced speed limits on specific corridors like Sheep Mountain Parkway (proposed <i>La Madre Foothills Parkway</i>). Use design solutions like narrower lanes, streetscape, and pedestrian medians.■ Enforce <u>Title 19.04.40</u> connectivity standards to increase the overall connectedness of the layered complete street network and include appropriate cross sections for streets and trails.■ Avoid cul-de-sacs in new development where possible, in accordance with <u>Title 19.04 Connectivity Ratio standards</u>. To better incentivize connectivity standards, remove waiver or variances required to build streets other than cul-de-sacs within community development agreements.■ Transportation engineers and professionals should assess pedestrian/bicyclist Level of Service (LOS) when designing roadways and conducting traffic assessments.■ Continue working with CCSD on Safe Routes to School to ensure individual school plans can be implemented and provide necessary infrastructure to ensure existing and future schools all have Safe Routes. <u>(Chapter 3: I.B, 2050 Master Plan)</u>■ Revise residential zoning to require a greenway along parkways and limit the use of walls along roadways.■ Consider adopting the name <i>La Madre Foothills Parkway</i> in replacement of <i>Sheep Mountain Parkway</i> to help strengthen the area's identity.

ACTION STRATEGY	IMPLEMENTATION
<h2 data-bbox="164 616 439 660">4.2 TRANSIT</h2>	<ul style="list-style-type: none"> ■ In conjunction with RTC, work to fund and develop new microtransit and express routes that provide additional coverage and paratransit service to areas that currently lack connections like La Madre Foothills. (Chapter 4: I.B, 2050 Master Plan) ■ Make efficient connections by constructing a park and ride facility at the intersection of CC-215 and Ann Road. ■ Encourage transit usage by ensuring park and ride locations have benches and shade structures. (Adapted from Chapter 2: III.C, 2050 Master Plan) ■ Work with RTC to identify appropriate neighborhood routes for expansion of the Silver Star program for accessible microtransit services in La Madre Foothills. ■ Further reduce VMT, congestion, wasted time, and emissions by working with regional partners to embrace transit, TDM, TSM, carpooling, ridesharing, and other transportation solutions. (Chapter 4: I.A, 2050 Master Plan) <ul style="list-style-type: none"> ■ Adopt electrical vehicle charging ordinance to encourage the implementation of electric vehicle charging stations near development at CC-215 and Ann Road (Adapted from Chapter 4: I.C, 2050 Master Plan) ■ Instill best management practices of installing future-ready conduit lines to reduce need and cost of installing additional charging stations as the use of electrical vehicles becomes more mainstream. (Adapted from Chapter 4: I.C, 2050 Master Plan) ■ When tracking population growth and daily traffic demand for infrastructure expansion, explore enhanced corridor planning and roadway maintenance systems using real-time data and predictive analytics. ■ Promote “solar ready” and “electric vehicle charging ready” units or units that include personal or shared solar systems or electric vehicle charging.

5

Infrastructure & Services





A. APPLYING THE GOALS

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

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

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

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

Community Perspectives



LACK OF UTILITIES



COMMUNITY + EDUCATIONAL FACILITIES



UPDATED TECHNOLOGY

5

PROVIDE RESILIENT INFRASTRUCTURE & SERVICES FOR THE FUTURE

Development within the La Madre Foothills area should generally be phased to prevent leapfrog development to ensure necessary infrastructure, including LVVWD water facilities, sewer lines, regional flood control facilities, energy, telecommunications, police and fire services, and other services provided by the city of Las Vegas or regional entities, is adequately provided. All development sharing a property line with utility facilities should provide additional landscaping, buffering, or mitigating measures to reduce aesthetic impact.

DEFINITION



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



5.1 RISKS & HAZARDS

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

5.2 SAFETY & HEALTH

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

5.3 FACILITIES & SERVICES

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

5.4 FUTURE-READY INFRASTRUCTURE

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

5

PROVIDE RESILIENT INFRASTRUCTURE & SERVICES FOR THE FUTURE

B. STRATEGY SUMMARY

5.1 RISKS & HAZARDS

The Las Vegas Valley is at risk of natural disasters due to its desert environment, and community resilience is priority. To ensure the community is equipped to recover after a disaster, it is important to understand the types of threats to which the area is most exposed. According to the Federal Emergency Management Agency (FEMA), the natural hazards La Madre Foothills should prepare for are heat waves, wildfires, earthquakes, and flooding.

5.2 SAFETY & HEALTH

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

While Centennial Hills Hospital and Mountain View Hospital provide nearby specialty and emergency care, La Madre Foothills is in need of additional medical facilities. Urgent care facilities provide a community with a place to go for less critical injuries or illnesses and often provide a shorter wait than emergency rooms. Having a nearby urgent care facility, especially in an area that is close to trails, can help to provide treatment for insect and animal bites, sprains and broken bones, allergies and rashes, and other conditions that might affect people who have had an incident while enjoying the outdoors.



FOR MORE INFORMATION VISIT:
[Clark County Nevada Multi-Jurisdictional Hazard Mitigation Plan](#)



5.3 FACILITIES & SERVICES

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

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

5.4 FUTURE-READY INFRASTRUCTURE

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

C. PLAN IN ACTION

EXTREME HEAT

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

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

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

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

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

DESIGN CONSIDERATIONS

Emergency call stations

Cooling centers

Shade structures

Public restrooms

Drinking fountains

Urban forestry



5.1 Risks and Hazards

FLOODING

Though the threat of flooding seems low in a place that gets an average of 4.18 inches of rain per year, when it does rain, it tends to make headlines due to the impact it has on the community. Rain events are often a result of two storm types: long duration, low-intensity winter events, and short-duration, high-intensity summer thunderstorms. Areas that are extremely hot and dry have very low moisture content in the soil; this causes the ground to become hardened, leading even undeveloped land to act much like concrete in a rain event. Rain can accumulate very quickly, creating dangerous conditions.

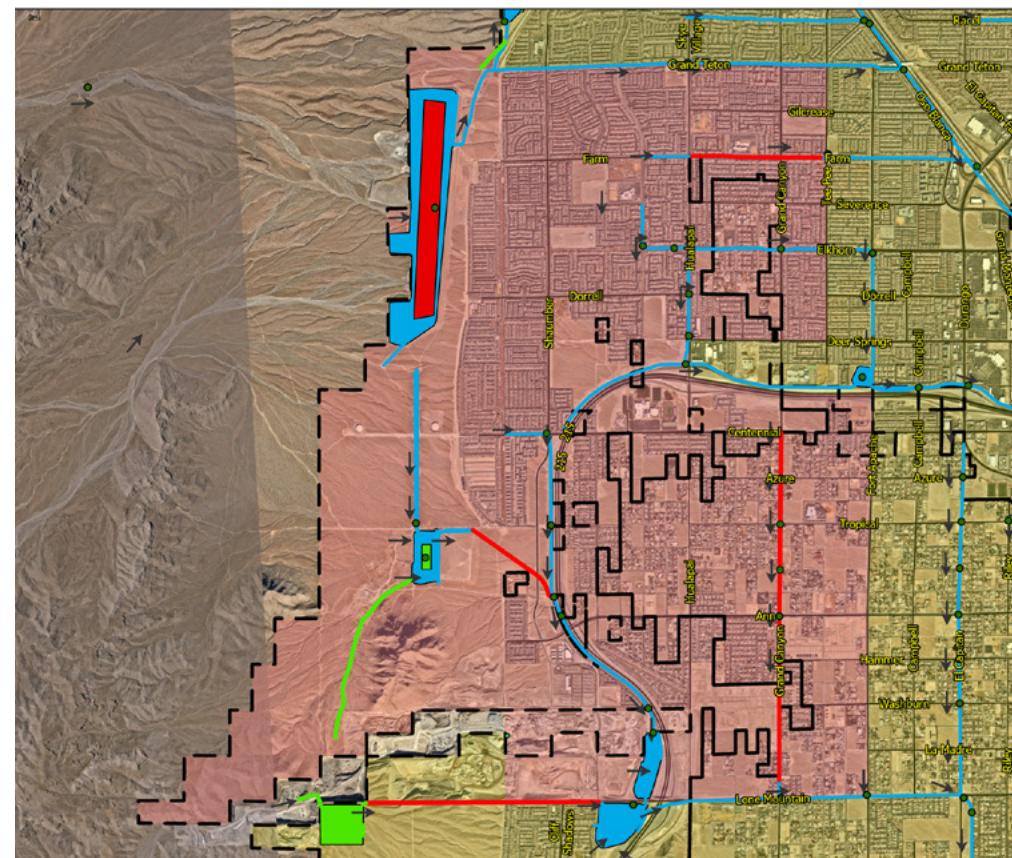
Locally, water courses flow down from Mt. Charleston to Box Canyon. Using nearby arroyos to convey water away from areas of development can help to manage rainwater where it falls and reduce the risk of flooding in La Madre Foothills. Low-water, native plantings can create landscaping along washes. These plants can be irrigated with a drip system to reduce water usage. Drip irrigation conserves water and provides more efficient watering than high-flow watering. Following the SNWA's watering tips can offer guidance for complying with seasonal water restrictions.

**“OUR BIGGEST PRIORITY IS
ENSURING RETURN FLOW BACK
TO LAKE MEAD”**

Advisory Meeting #2, SNWA Representative



**FOR MORE INFORMATION, VISIT:
Southern Nevada Water
Authority: Watering Tips**



City of Las Vegas

La Madre Foothills Infrastructure

Legend

- City Limits
- La Madre Foothills

Flood Control Facilities

- Existing
- Proposed Facilities, Category A
- Proposed Facilities, Category B
- Concentration Points
- Flow Arrows



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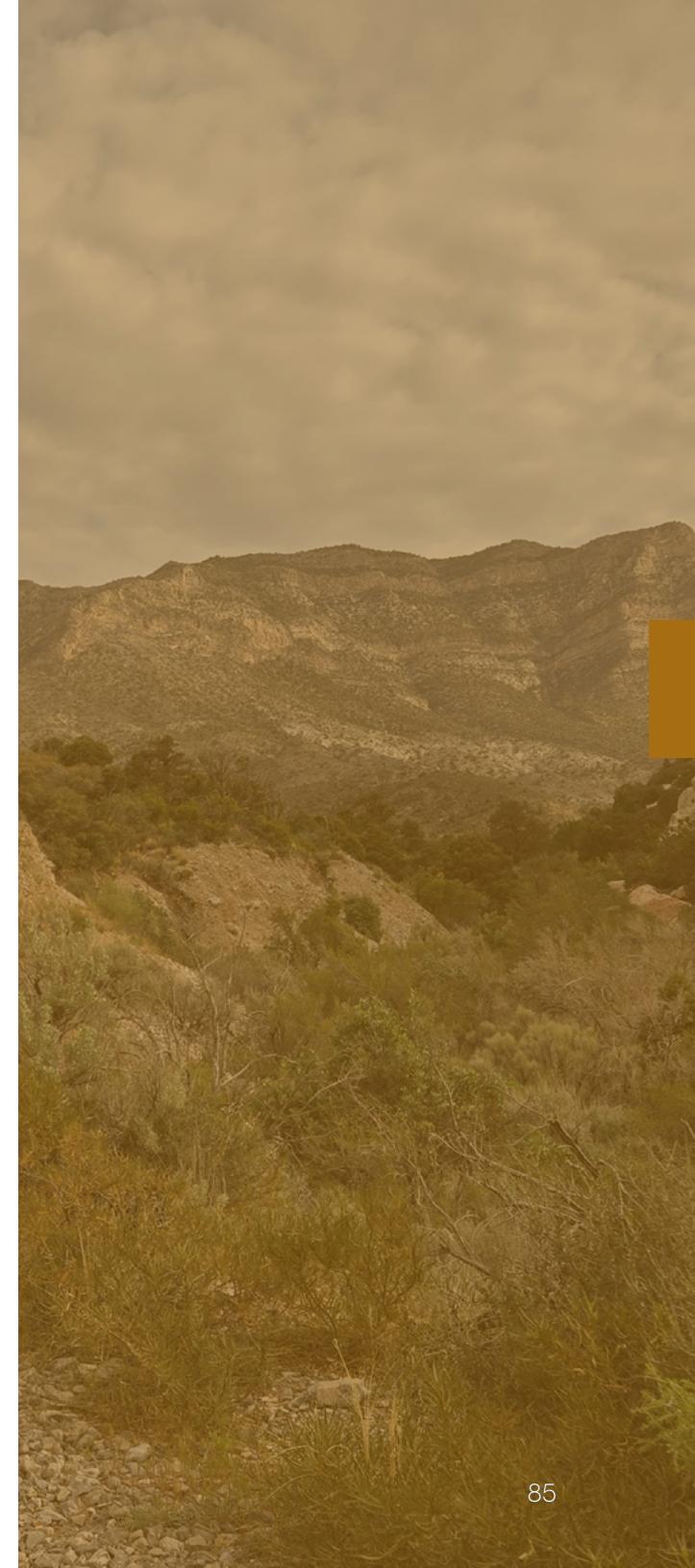
EARTHQUAKES

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

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

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

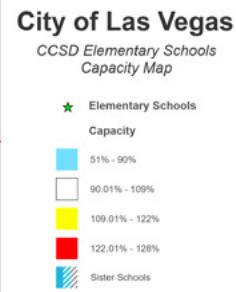
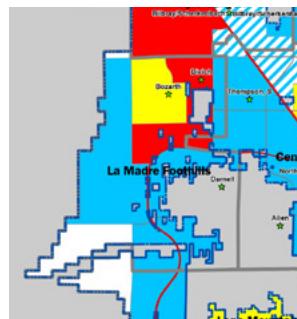
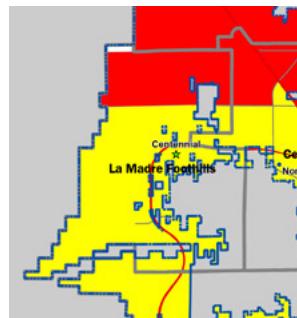
- Maintaining stored potable water;
- Solar power systems and battery for energy storage;
- Microgrids to maintain power stability, independent of the larger grid should an outage occur;
- Well-connected roadways and limited cul-de-sacs for multiple evacuation routes; and
- Urgent care facilities and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



5.3 Facilities and Services

EDUCATIONAL NEEDS

La Madre Foothills is experiencing lack of access to schools at the elementary and high school education level, as well as an overcrowding of schools in the broader region. An elementary school and high school are recommended to be sited within the La Madre Foothills neighborhood to help with access and overcrowding, in partnership with Clark County School District and other charter schools.



Data source: city of Las Vegas, 2024

SCHOOL DESIGN CONSIDERATIONS

Complementary materials

Parking lot landscaping

Transparent facades & windows

Massing variation



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

 **City of Las Vegas:**
2050 Plan **Target Outcome**



75%

of residents live within 2 mi from a community center, library, or cultural center by 2050

(Based on 2050 population projections)



Arcadia High School, Phoenix, AZ - Scottsdale Unified School District

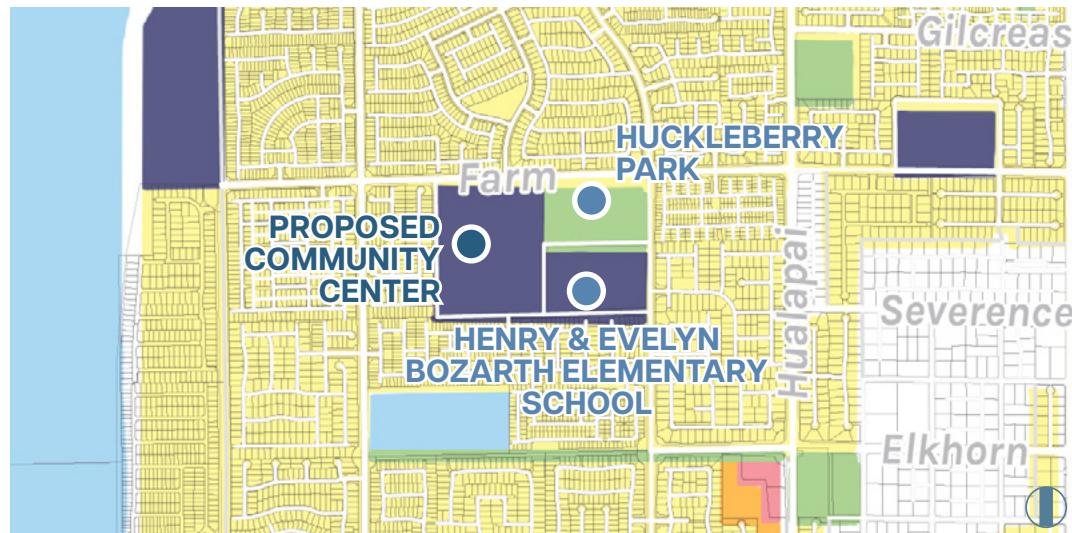
5.3 Facilities and Services

COMMUNITY WELLNESS & RECREATION HUBS (CWRH)

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

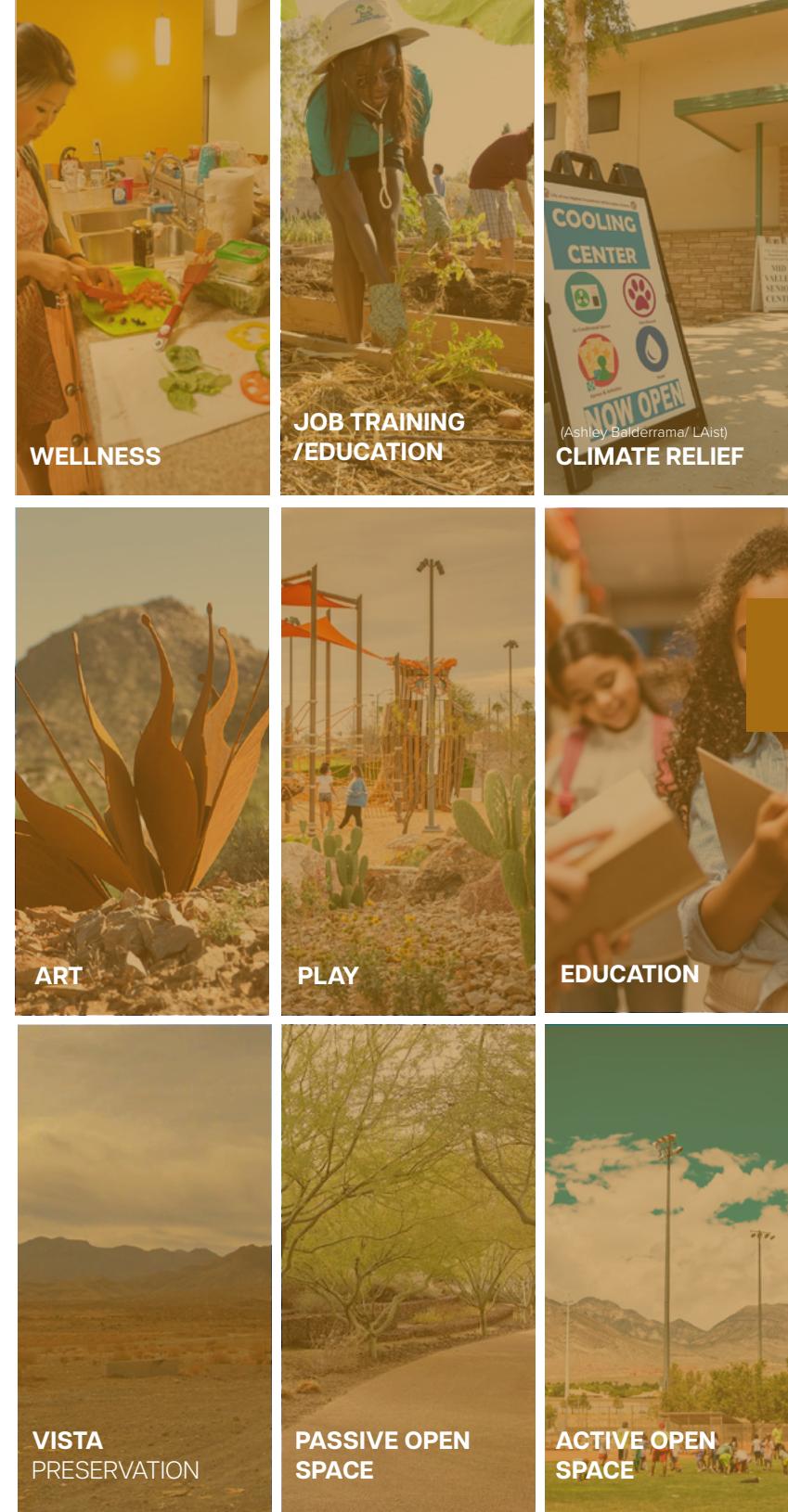
LA MADRE FOOTHILLS HAS A SIGNIFICANT NEED FOR A COMMUNITY CENTER, AS 0% OF DWELLING UNITS IN LA MADRE FOOTHILLS HAVE ACCESS TO COMMUNITY CENTERS WITHIN A 2-MILE DRIVE.

Proposed CWRH



La Madre Foothills Area Plan

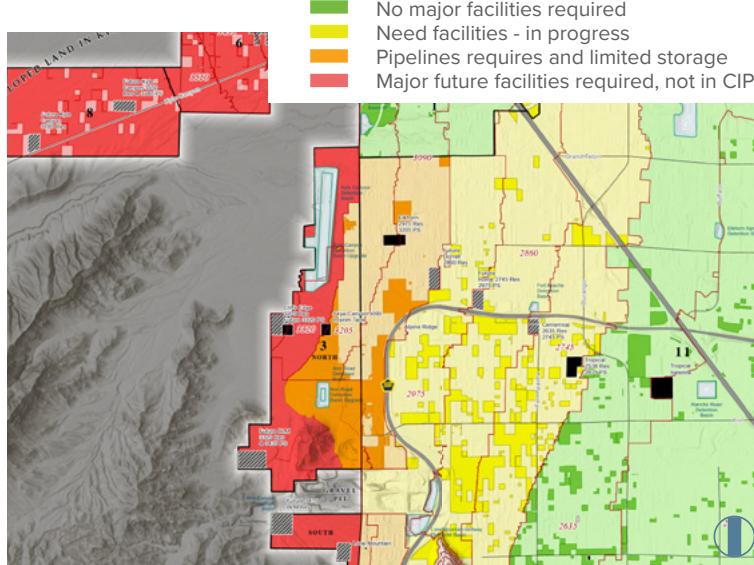
5. Infrastructure and Services



5.4 Future Ready Infrastructure

WATER NEEDS

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



Data source - city of Las Vegas, 2024

La Madre Foothills Area Plan

5. Infrastructure and Services

UTILITY SITE DESIGN

Utility sites that accommodate energy storage and related electricity transmission, water provision, channelization, and detention should be substantially buffered to provide quality of life for adjacent uses (specifically residential and commercial in nature). Prioritization should be given to landscape buffers where possible. If retention or significant sight/noise buffering is required, block walls may be utilized in accordance with the city of Las Vegas Municipal Zoning Code.

DESIGN CONSIDERATIONS

Sustainable irrigation

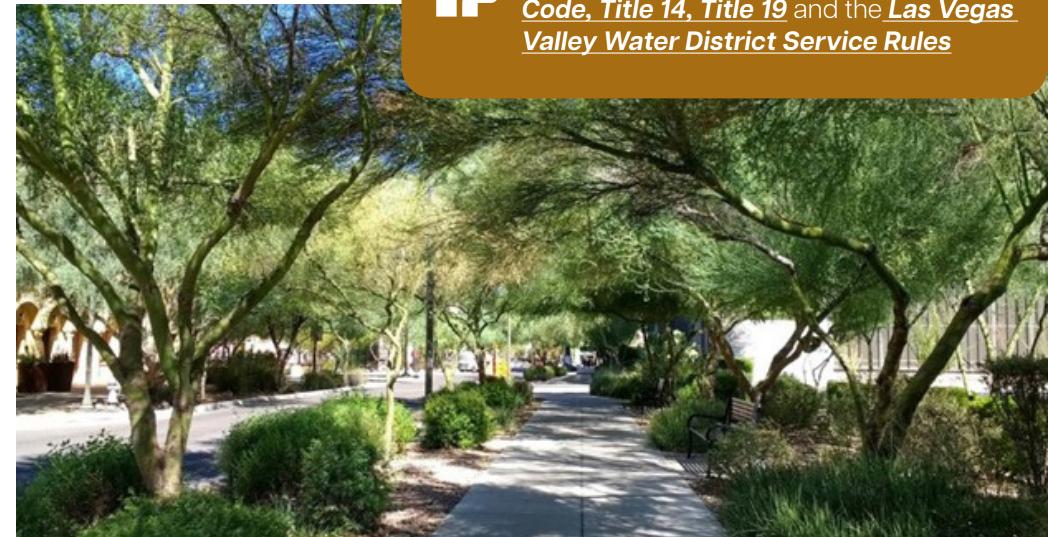
Xeriscaping/desert landscaping

Removal of non-functional turf

Landscape buffer around utilities



FOR MORE INFORMATION, VISIT:
[City of Las Vegas Municipal Zoning Code, Title 14, Title 19](#) and the [Las Vegas Valley Water District Service Rules](#)



Landscape buffer adjacent to utility infrastructure - City of Tucson

5.4 Future Ready Infrastructure

A PHASED APPROACH

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

SID boundaries should reflect a phased approach, moving from east to west. Special Improvement Districts may support regional improvements like major streets, stormwater systems, water, sewer and other applicable utilities allowed by law. All private development funded by the SID must be in compliance with the city's General Plan and Title 19 Zoning Code.

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

Additional significant CIP projects include:

- LVVWD reservoirs and transmission facilities (Skye Summit tank upgrades) for associated pressure zones, in connection with facilities in Centennial Hills and Kyle Canyon
- Regional Flood Control Facilities of the Upper Northern Watershed and the Gowan Watershed of the Las Vegas Wash, including, but not limited to:
 - Expansion of the Kyle Canyon Detention Basin
 - CAM10 Detention Basin improvements
 - Box Canyon Detention and Category B storm drain facilities
 - Category A storm drain facilities along Farm Rd and Tropical Pkwy
- City of Las Vegas sewer lines
- Completion of improvements along La Madre Foothills Pkwy (to be renamed from Sheep Mountain Pkwy)
- Construct complete street sidewalks and pedestrian and bicycle safety improvements along new and existing streets identified in the Master Plan of Streets and Highways
- Las Vegas Valley Rim Trail, including the La Madre Foothills Trail (Sheep Mountain Pkwy) and connections to the La Madre Foothills Trail System
- Fire Station G (within county island) and Regional Public Safety Complex
- Completion of La Madre Foothills Park
- Proposed community center, library, and other cultural amenities currently lacking in much of the northwestern areas of the City
- LVMPD police substation and area command
- New CCSD elementary schools located based on new housing development needs
- Potential medical facilities for medically underserved areas
- Wayfinding and gateway signage



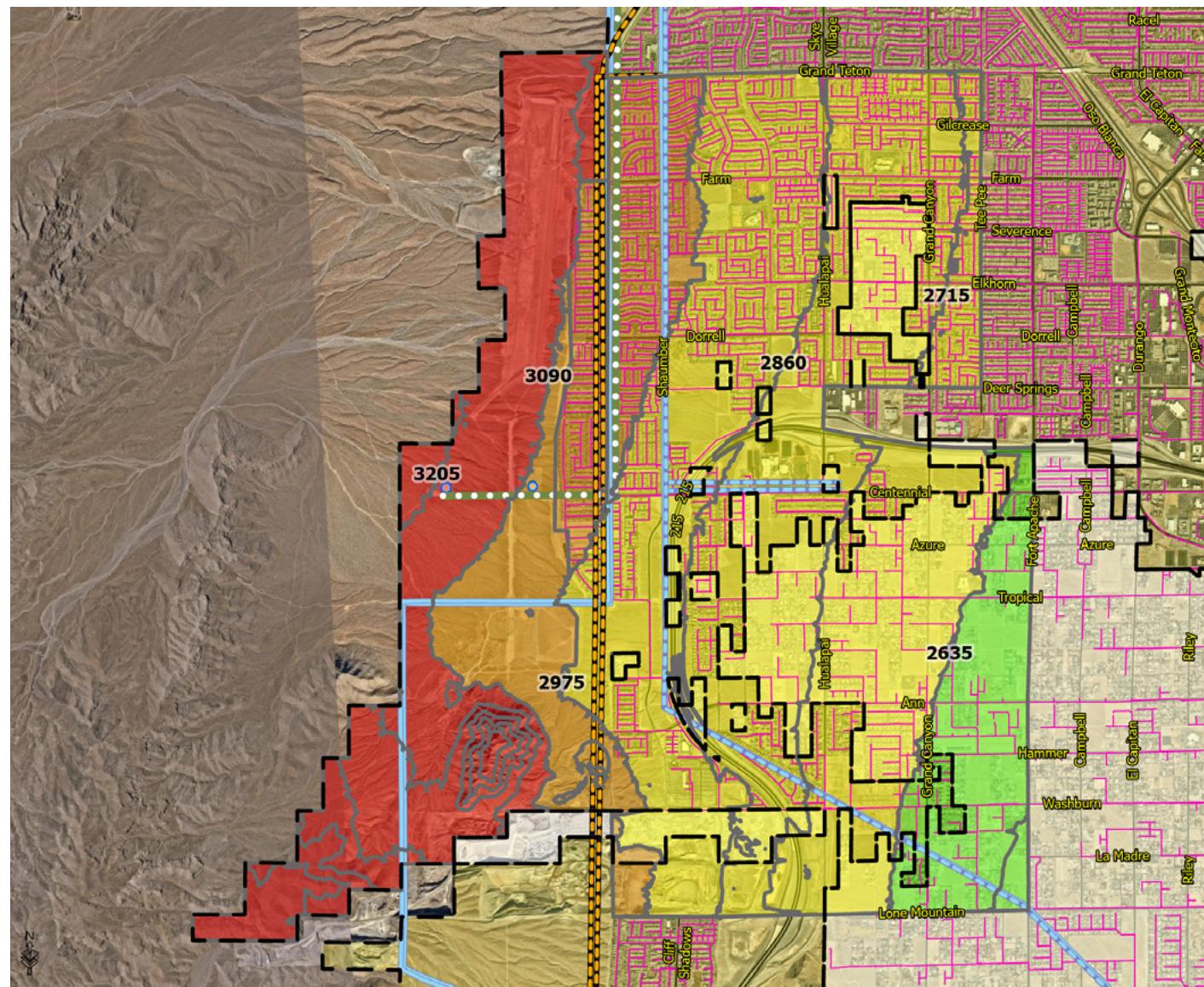
“WE NEED TO BUILD COST-EFFICIENT POWER, WATER & SEWER UTILITIES IN PARTNERSHIP WITH NEW DEVELOPMENT

Advisory Meeting #1



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

5.4 Future Ready Infrastructure



Data source - city of Las Vegas, 2024

City of Las Vegas

La Madre Foothills Utilities
Water, Sewer & Power

Legend

- City Limits
- Water
 - Major Facilities Required. Not in CIP
 - Pipelines Required and Limited Storage
 - Need facilities that are Under Construction/In Progress
 - Proposed Reservoirs
 - LVVWD 24 inch water main (proposed)
 - LVVWD 36 inch water main (proposed)

Sewer & Power

- CLV Sewerlines
- Existing High Voltage Lines
 - 230000 kV
 - 345000 kV
 - 500000 kV
- Proposed High Voltage Lines
 - 138000 kV
 - 230000 kV
 - 525000 kV



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La Madre Foothills Area Plan

5. Infrastructure and Services

D. IMPLEMENTATION

ACTION STRATEGY	IMPLEMENTATION
5.1 RISKS & HAZARDS	<ul style="list-style-type: none">■ Work with the CLV Public Works and land developers to partner on drainage facility expansions as impervious surfaces increase.■ Create an emergency response framework for new/existing development that has capacity for large populations, such as amphitheaters or community centers. (Adapted from Chapter 4: IV.B)■ Invest in public cooling centers to provide residents with relief from the heat, access to potable water storage, and a place to go during power outages. (Adapted from Chapter 4: IV.B, 2050 Master Plan)■ Install physical shade structures at parks, along heavily traveled complete streets, or at key mobility hubs.
5.2 SAFETY & HEALTH	<ul style="list-style-type: none">■ Construct new full-service hospitals and medical centers within La Madre Foothills. (Chapter 4: III.B, 2050 Master Plan)■ Construct one new fire station and 1 regional public safety complex in La Madre Foothills to meet the required safety response times based on density and growth.■ Support school siting through land use and transportation planning, siting an elementary school and a high school in La Madre Foothills.■ For future CCSD school additions and expansions, partner with CCSD to acquire land or property for schools where overcrowding exists, expedite permitting and construction, ensure optimal locations of schools, and integrate facility needs in capital improvement planning.
5.3 FACILITIES & SERVICES	<ul style="list-style-type: none">■ Actively work with public, non-profit organizations and private interests to develop art galleries, museums, performing arts centers, sports/entertainment arenas, and other cultural facilities.■ Address the gap in access to cultural facilities by locating a Community Wellness and Recreation Hub (CWRH) and library facility in La Madre Foothills.

ACTION STRATEGY

IMPLEMENTATION

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

5.4 FUTURE READY INFRASTRUCTURE

