

LA MADRE FOOTHILLS

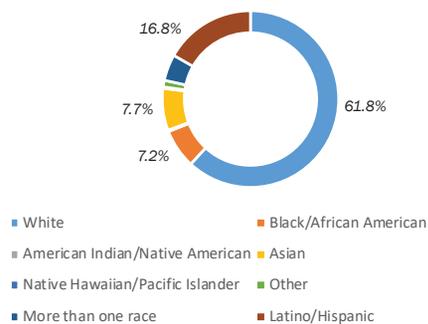


Along the northwestern edge of the valley is La Madre Foothills, an area comprised of a unique mix of master-planned communities, large-lot residential estates, and traditional suburban single-family development. Potential opportunities exist to develop further along the foothills and create new recreational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

DEMOGRAPHICS

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

Race & Ethnicity



KEY IMPLEMENTATION STRATEGIES

LAND USE AND DEVELOPMENT



- Need for planned mixed-use/commercial centers

SERVICES AND FACILITIES



- Many additional services needed in this area

PARKS AND OPEN SPACE



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

WORKFORCE AND EDUCATION



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

TRANSPORTATION



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



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

LAND USE AND DEVELOPMENT

TODAY

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

IN THE FUTURE

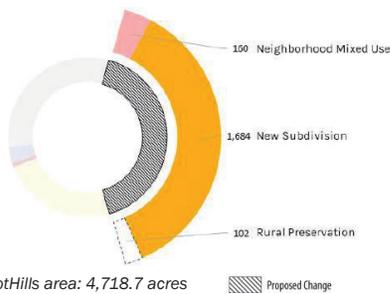
For areas west of the beltway, new subdivisions can be developed, but as there are few major neighborhood centers and an overall lack of a commercial areas, an opportunity exists for the development of a new suburban neighborhood center for the entire district.

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

Click each Place Type to read more.

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

PROPOSED AREAS OF CHANGE (IN ACRES)



La madre foothills area: 4,718.7 acres

2050 PROJECTIONS

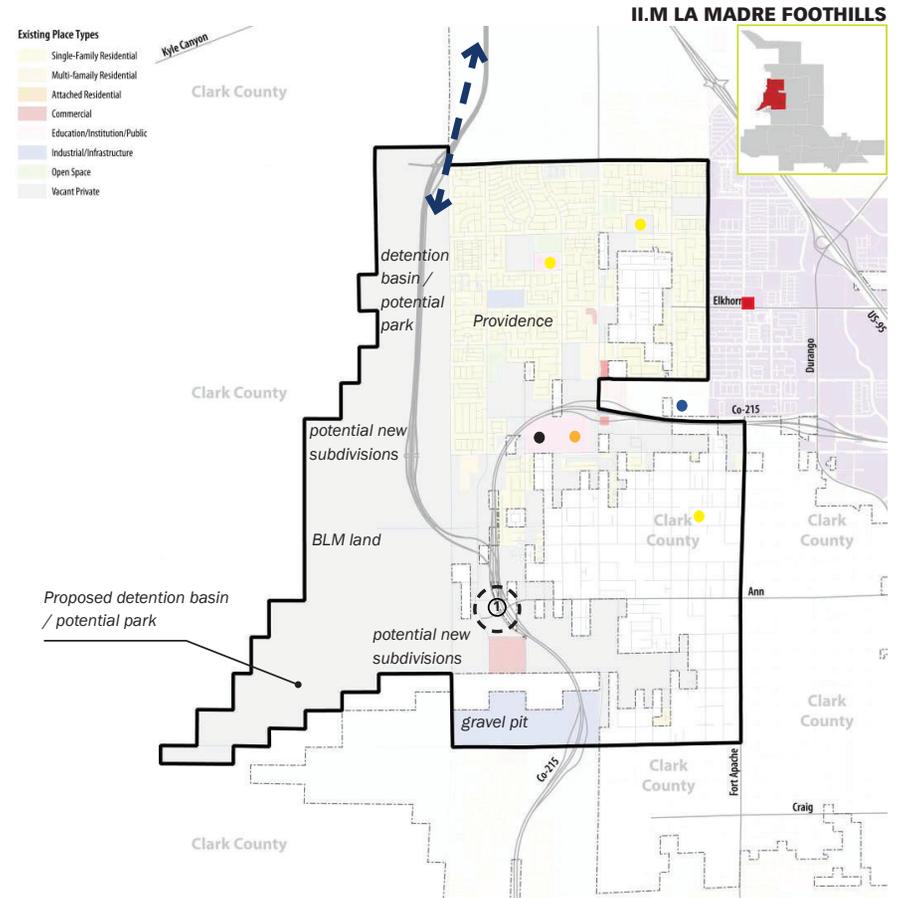
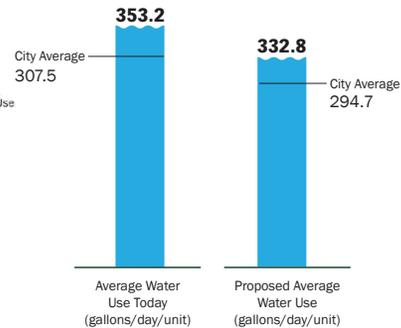
- Population: 48,227
- Total New Housing Units: 8,240 (5,995 Single family / 2,246 Multi family)
- New Commercial (1,000 GSF): 1,970,803
- Housing Density: 3.96 dwelling units / acre
- Population Density: 6,541 residents / square mile

LAND USE TOOLS

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

WATER USAGE

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



LA MADRE FOOTHILLS PLACE TYPE FRAMEWORK

KEY REDEVELOPMENT OPPORTUNITIES

- ① Future Neighborhood Mixed-Use Opportunity

COMMUNITY FACILITIES

- CLV Fire Station
- CCSD School (elementary/middle/high/alternative or special)

Overall lack of schools, LVMPD, community centers



II.M LA MADRE FOOTHILLS



SERVICES



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

PARKS AND OPEN SPACE



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

WORKFORCE



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

TRANSPORTATION



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

PROXIMITY OF DWELLING UNITS TO SERVICES

Percentage of total units within 1/2 mile walk:

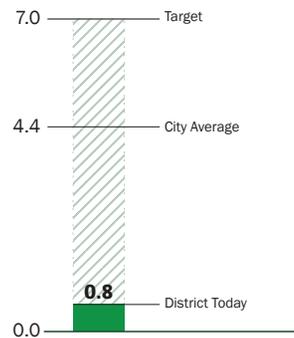
Service	City	Planning Area
Parks	75%	56%
Schools	18%	31%
Grocery and retail services	2%	19%

Percentage of total units within 2 mile drive:

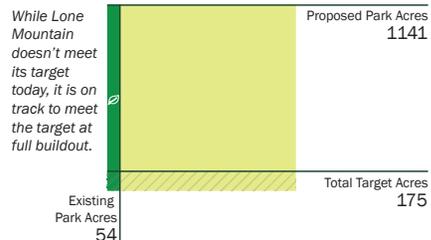
Service	City	Planning Area
Community Centers	0%	45%

PARK ACCESS

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

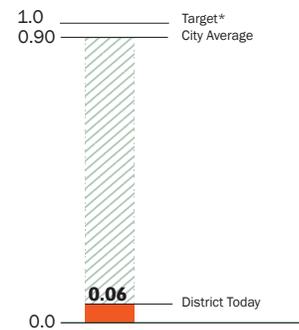


PARK ACRES NEEDED TO ACHIEVE TARGET



JOB SUPPLY IN DISTRICT

Average job opportunity per residential unit in the planning district



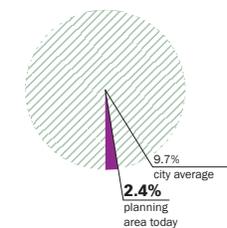
JOB PROXIMITY

Average job opportunity in proximity to the planning district



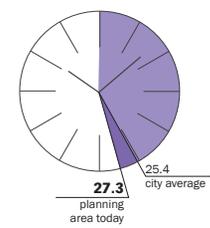
VEHICLE OWNERSHIP

Percentage of households without cars within the district



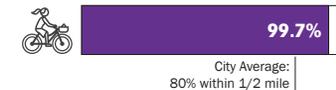
COMMUTE TIME TO WORK

Average commute time (in minutes) within the City



TRANSPORTATION ACCESS & EQUITY

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



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

