

CLARK COUNTY

STADIUM DISTRICT

DEVELOPMENT PLAN // 2021



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CLARK COUNTY

STADIUM DISTRICT

DEVELOPMENT PLAN 2021

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A special thanks to Glenn Nowak's 2019 Spring Hospitality Design Studio students, Trevor Dotson, Jairo Garcia, and Amanda McGurk, at the University of Nevada, Las Vegas. The students' creativity and contributions helped shape this plan both through photographic documentation of the district, as well as through visioning alternatives for the future.

The Stadium District Plan was prepared from 2018- 2021 for Clark County Comprehensive Planning, by a consultant team comprised of Atkins North America, RAFI Architecture and Planning, Kimley-Horn, and Paceline Consulting. This planning document will help guide future development in the area surrounding Allegiant Stadium. The plan focuses on the Stadium District's current and future circumstances and provides a sensitive assessment of the best tools and recommended standards to consider. It is not prescriptive; rather, the document offers a collection of potential policies and programs including design guidelines. The County and the local development community can choose to incorporate a sampling of insights from this plan, as it deems appropriate over time. Given the Stadium District's history and context, it is likely that planning for short-term and long-term changes might differ, requiring implementation of specific aspects of the plan based on future events that could unfold in the redevelopment of the district. Additionally, as the stadium continues its early operations and the County learns more about the surrounding traffic, pedestrian activity and land use patterns, new information and needs may arise. For this reason, the Stadium District Plan is flexible, intended to anticipate needs, and be of value as the future unfolds.

A review of the current conditions in the Stadium District area helped the study team understand the land use and transportation gaps between existing conditions and public aspirations for the area. To accomplish the vision developed by public stakeholders, a set of design guidelines was developed by the team. These guidelines offer design options for traveled-way and pedestrian access for each street typology. To improve grid connectivity and create a more pedestrian friendly district, new configuration ideas for blocks are provided.

The network principles are intended to enable improved connectivity and mobility. Because the district is historically industrial, new considerations are required to shift toward new activity including retail, commercial, restaurant, and a general entertainment focus. At the same time, the district is intended to allow existing industrial operations to continue, so some areas of the study area are designated for continued industrial and manufacturing operations.

The following sections present Clark County's community-driven land use and transportation vision for the district around Allegiant Stadium. As a policy document, it will guide development in the area and help shape future planning decisions. This plan involved extensive public outreach and stakeholder engagement from September, 2018 through June, 2021.

Date of Completion: June 2021

ADA	Americans with Disabilities Act
AHA	American Heart Association
BRT	Bus Rapid Transit
CPTED	Crime Prevention Through Environmental Design
CDC	Center for Disease Control
CCTV	Closed Circuit Television
FAST	Freeway and Arterial System of Transportation
FHWA	Federal Highway Administration
FRA	Federal Railroad Administration
GIS	Geographic Information System
HCM	Highway Capacity Manual
HOV	High Occupancy Vehicle
ITS	Intelligent Transportation Systems
LOS	Level of Service
LTS	Level of Traffic Stress
NDOT	Nevada Department of Transportation
RBPP	Regional Bicycle and Pedestrian Plan for Southern Nevada
RTC	Regional Transportation Commission of Southern Nevada
TNC	Transportation Network Company
TRB	Transportation Research Board
TWLT	Two-Way Left Turn Lane
UPRR	Union Pacific Railroad

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introduction to the location and focus of the plan

Purpose

overview of the history and context of the plan

Planning Process

timeline of the overall process from beginning to 'end', the public engagement events, stakeholder meetings, internal meetings and what to expect moving forward

Organization of the Report

how the plan is organized and what to expect in each section

INTRODUCTION

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1.1 plan area

This Stadium District Plan is the result of a multiple-year collaborative process that engaged citizens, property and business owners, land developers, and local and regional agencies to articulate a vision, strategies, guidelines, and recommendations that would support potential changes in development patterns within the area surrounding the new Allegiant Stadium. This effort was initiated and led by Clark County, Nevada, with the support of the Regional Transportation Commission of Southern Nevada.

Allegiant Stadium opened in July 2020, located west of the Las Vegas Strip and across Interstate 15 from the Mandalay Bay Resort Hotel. The initial opening was complicated by the COVID-19 global pandemic, which forced the stadium to operate at reduced capacity for the safety and welfare of the public. Ultimately, as a sports and entertainment venue with a 65,000-seat capacity, Allegiant Stadium will be a global events destination that will impact tourism substantially throughout the Las Vegas Valley. In 2019, Las Vegas received an estimated 42.5 million visitors annually; the estimated visitor spending was \$34.5 billion, with a total economic impact of \$57.6 billion in 2018¹. **In 2019, the local McCarran International Airport set its third straight annual record with 51.5 million travelers².** The combined significance of the stadium's attraction and the area's tourism economy present an opportunity to consider how the surrounding district could evolve and thrive.

Where is the District?

The Stadium District is a 1.25 square-mile area around Allegiant Stadium, located west of Interstate 15, south of Tropicana Avenue, and north and east of the Union Pacific Railroad. This study and plan considers both the district and the surrounding areas in Clark County. Current land use throughout the district is primarily Industrial/Manufacturing, with some Commercial Tourist uses as well. The area has historically been industrial due to its proximity and concentration of businesses that support Resort Hotel operations on the Strip, the adjacent railroad line, and its location near the flight path of McCarran International Airport. East of the stadium, across Interstate 15, the Las Vegas Strip and the Stadium District are linked by Hacienda Avenue with other connections occurring through Tropicana Avenue and Russell Road.

The following pages provide aerial images of the district and the surrounding area. Additionally, in Section 2, a series of photos communicate the sense of place, including land use, urban design, and building features in the district. These images serve to give a visual feel of the area between the years 2020 and 2021.

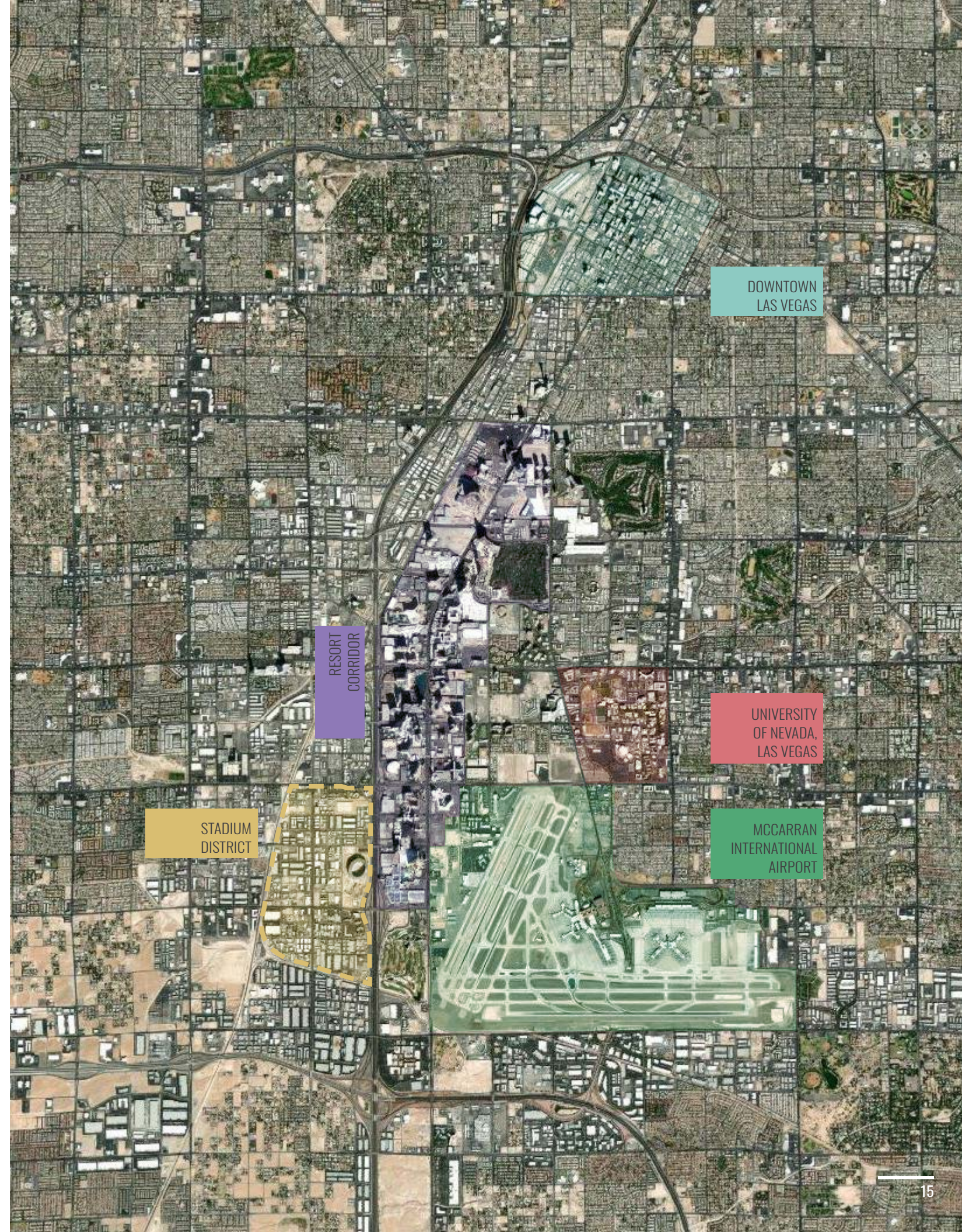


Fig. 1 - Context Map



Fig. 2 - Allegiant Stadium³



Fig. 3 - Allegiant Stadium⁵



Fig. 4 - Allegiant Stadium⁴



Fig. 5 - Base Map

1.2 purpose

The \$2 billion investment in the stadium is expected to generate an economic benefit of \$620 million annually while creating 6,000 permanent jobs in Southern Nevada⁶. Allegiant Stadium provides an immense opportunity for economic prosperity for Clark County residents and businesses: it serves as a catalyst that will drive changes in land use and travel patterns within the Stadium District and the area surrounding the stadium. While the area around the stadium currently supports primarily industrial land uses, there is increased interest in developing vacant land, repurposing or redeveloping existing properties, or sponsoring events near the stadium. The possibilities for future investment and development will be met with challenges. Transformations might occur more quickly on vacant land or sold parcels, while existing properties may undergo a more gradual transformation, or no transformation at all, as investors and business owners choose how to respond and adapt to the changes.

Clark County's mission is to guide the process of developing a vision for the area, to support the change in the Stadium District, and to provide tools that support this transformation and unleash potential.

Plan Objectives

develop an overall vision for the district

provide a toolbox of solutions that will guide the implementation of the vision

create an action plan

identify potential investments

Creating a Pedestrian-Friendly, Walkable Environment



Residents living in urban environments should have the ability to walk, bike, and ride transit to employment, amenities, and entertainment, which improves public health and wellness. Mixed-use environments help reduce sedentary behaviors, such as sitting in a car, and increase physical activity, such as walking to work. In addition, a vibrant urban environment could provide access to healthy food options, education, and recreation. This plan will help create an area with access to all of these amenities through improved pedestrian and multi-modal transportation options, which could improve access to adjacent jobs, entertainment, and amenities found throughout the Stadium District.

Enhancing Quality of Life



Embracing changes and integrating them in the way we plan and develop the Stadium District is an opportunity that should not be wasted. Through supporting housing and a mix of uses and activities within close proximity to each other, both vertically and horizontally, the intent of the plan is to create and support solutions that will reduce commuting times for future residents of the area and enhance livability and quality of life in the area.

Promoting a Strong and Vibrant Economy



The Stadium District sits in close proximity to the Las Vegas Strip, an entertainment and tourism corridor that is the economic engine of Southern Nevada. Creating a Stadium District in which people live, work, and play will help diversify the regional economy, improve the economic development potential of the area, and serve as a regional economic catalyst. This plan will identify strategies to improve connectivity, both within the area and to adjacent areas, such as the Las Vegas Strip; provide access to the area for both event and non-event days; and develop street design guidelines that will help create a vibrant, mixed-use, walkable community. Redevelopment in the area can rejuvenate existing infrastructure and services, which is encouraged by the Clark County Comprehensive Master Plan which states, "...where infrastructure is available and transit is accessible, maximize the use of infill and redevelopment in existing urban/suburban areas."

Improving Environmental Quality



Enhancing the variety of transportation options to reach the activity centers around the stadium will improve air quality by supporting accessibility via multi-modal travel. This will include not only personal vehicles, but also mass transit, ride-sharing, connections to the Las Vegas monorail, biking, and walking. The plan will encourage a "park once" behavior, in which the vehicle is parked and then other amenities, such as dining out, attending a football game, and exploring the Strip, can be accessed by foot or mass transit. The Clark County Comprehensive Master Plan supports improved environmental quality by providing, "... opportunities for transit-oriented development in areas with increased densities and intensities to reduce automobile dependence and air pollution."

Creating Multimodal Travel Choices



With thousands of local residents and visitors headed to stadium events in the near future, the area surrounding the stadium and the existing transportation network must welcome the crowds and their before and after activities. Creating a transportation plan to address pedestrian, bicycle, and multi-modal access in the area will help ensure safe and accessible connectivity. Multi-modal transportation also will enhance access to existing jobs in the area and will create the foundation for future development as the area transitions to different uses. Potential changes in land use within the Stadium District are expected to impact the travel patterns in the area. Integrating current plans with future investments in the district is critical to the neighborhood and regional mobility.



1.3 planning process

Outreach

This plan represents a community-driven vision and a roadmap for creating a Stadium District. The Stadium District Plan was initiated in September 2018, and the preparation of the plan went through five phases as depicted on the opposite page.

The development of this plan benefited from extensive public and stakeholder engagement. A variety of tools and methods were used throughout this process to generate and gather input and feedback from hundreds of stakeholders and the public, including hands-on activities, interactive polling activities, surveys, face-to-face meetings, interviews, and an online presence.

Technical Advisory Committee

A Technical Advisory Committee (TAC) was created at the initiation of the plan development process to guide and assist in the effort. This committee comprised a diverse group of stakeholders representing Clark County, the Regional Transportation Commission of Southern Nevada, property and business owners, the Las Vegas Raiders organization, and area non-profit and professional associations. In total, 55 stakeholders participated in these planning meetings. The TAC helped to articulate a vision and goals for the district, developing a land use vision and guiding the process to create a framework and design guidelines. Four TAC meetings were conducted during the course of the study.

Methods

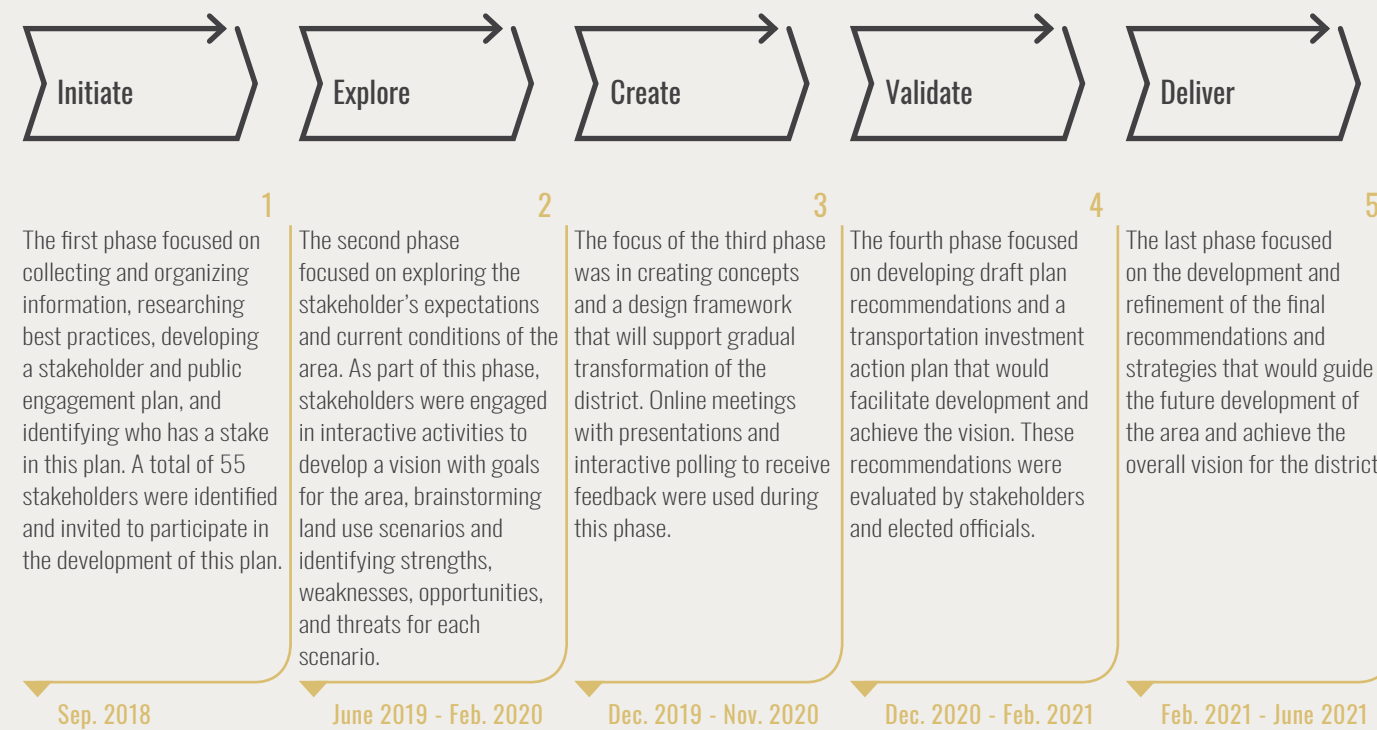
- | Open House
- | Presentations to Business Associations
- | Presentations to Professional Associations
- | Stakeholder Survey
- | Stakeholder Workshop
- | Public Pop-Up Meeting
- | Public Survey
- | Commission District "A" Newsletter
- | Email Blast
- | Website and Social Media Posts
- | Public Hearings

Performance Benchmarks

- captured 764 surveys
- collected 1,000 emails
- held 4 stakeholder meetings / workshops
- 1 pop-up meeting
- 4 professional business association meetings

The outcome of these activities, along with the findings of existing conditions and best practices, created the basis for the development of the key framework components outlined in this document.

The planning process is organized into five phases and relies on inclusive stakeholder and public engagement to generate input and guide the development of this plan.





public engagement timeline

Public Outreach Highlights

Summaries of all public engagement and stakeholder events are included in [Appendix A, Public Engagement Summaries](#).



Fig. 6 - Public Engagement Timeline

»» review of relevant studies

Related Plans and Studies

To create this plan, the team reviewed multiple existing district studies, plans, and organizational documents both from local agencies and across the country. The following list contains examples of key resources that were reviewed to prepare this land use and transportation plan.

Regional Bicycle and Pedestrian Plan for Southern Nevada (RBPP) (April 2017)

Southern Nevada Strong – Regional Plan (January 2015)

Access 2040 Regional Transportation Plan for Southern Nevada (February 2017)

Transportation Investment Business Plan (April 2016)

Regional Schools Multimodal Transportation Access Study (June 2015)

On Board – State of the System (December 2017)

Modeling and Analysis of Walkability in Suburban Neighborhoods in Las Vegas (May 2017)

Regional Bicycle Network Gap Analysis (May 2014)

Las Vegas NFL Stadium Sites Traffic Assessment (October 2016)

Southern Nevada HOV Plan Update (July 2015 – includes 2018 Addendum)

I-15 Tropicana Project (2018-Ongoing)

Site Access and Circulation Event and Non-Event Day Operations Traffic Impact Study Addendum #1 (December 2017)

2020 NFL Season Initial Event Management and Transportation Summary (January 2020)

Seattle Create Community Through Common Goals – Stadium District Concept Plan (December 2012)

Downtown Atlanta Transportation Plan (May 2018)

Seattle Integrated Alley Handbook (2011)

City of Las Vegas Downtown Alley Design Guidebook (2016)

Clark County Comprehensive Master Plan (May 2018)

Title 30 Development Code (May 2018)

Each study provides guidance, direction, and a multitude of takeaways that are relevant for future transportation planning within and surrounding the Stadium District. A summary of each study and its relevant goals, objects, and recommendations in relation to the Stadium District are included in **Appendix B. Existing Conditions.**

The review of the existing plans shows that bicycle, roadway, transit improvements, and transportation facilities are planned in the future or are underway within the Stadium District.

1.4 organization of the report

1

Introduction

The Introduction provides an overview of the public process, as well as the history, context, vision, and goals.



2

Where We are Today

Where We are Today is a summary of existing conditions, including both opportunities and challenges.



3

Framework for the Future

Framework for the Future is an in-depth exploration of the framework of the plan, including recommended design guidelines for street typologies and pedestrian realms; a review of land use considerations; suggested standards for building massing; an analysis of network principles with suggested ways to reimagine the block types as the area redevelops; guidance to consider for wayfinding throughout the district; and suggested policies and programs to implement for the plan's recommendations.



4

Appendix

The Appendix includes documents to help elaborate on and provide context to the topics discussed in this plan.



Regional + Neighborhood Context

provides context for the location and circumstances surrounding this plan

Land Use Patterns

a review of the current land uses and zoning in the district

Walkability

a summary of key factors and influences that shape walkability

Multimodal Network Evaluation

a consideration of relationships among streets and other spaces in and around the district

Event Day Transportation Plan

how game day, events, and Allegiant Stadium itself may interact with the district

Opportunities + Challenges

stakeholder perspectives about the opportunities and challenges in the district

WHERE WE ARE TODAY

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2.1 regional + neighborhood context

About the Region

Clark County is the 22nd largest county in the country at 7,891 square miles. Within the County lies the Las Vegas Strip, one of the largest assets in an unincorporated area in the United States. Allegiant Stadium only increases the attraction of this already exceptional and thriving area. Demographic data reflects 2019 figures, reflect the conditions before the Covid-19 pandemic. This section reviews a few statistics to provide local data that help situate the district within its region of Southern Nevada, in the Las Vegas-Henderson-Paradise Nevada Metropolitan Statistical Area (MSA).

Allegiant Stadium is a global events destination that will substantially influence tourism in the surrounding region. The combined effect of the stadium's attraction and the surrounding tourism economy presents an opportunity to consider the influences that shape how the surrounding district will change over time.

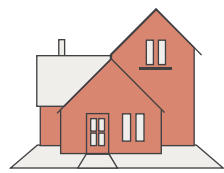


2.26 million residents¹⁵

7891.43 sq. miles¹⁴

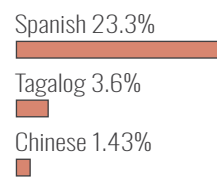
287.2 people/sq. mile¹⁶

median property value⁹
\$233,700



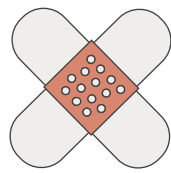
national avg: \$205,000

non-english speakers⁸
34.6%



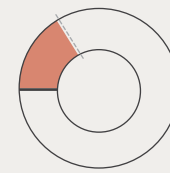
national avg: 21.9%

population with no health insurance⁷
13.7%



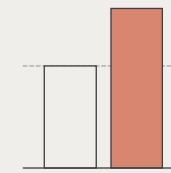
national avg: 10.6%

poverty rate¹¹
14.1%



national avg: 14.7%

unemployment rate¹⁰
4.7%



national avg: 3.9%

median income¹²
\$56,802



national avg: \$49,888

median age¹³
37.7 years

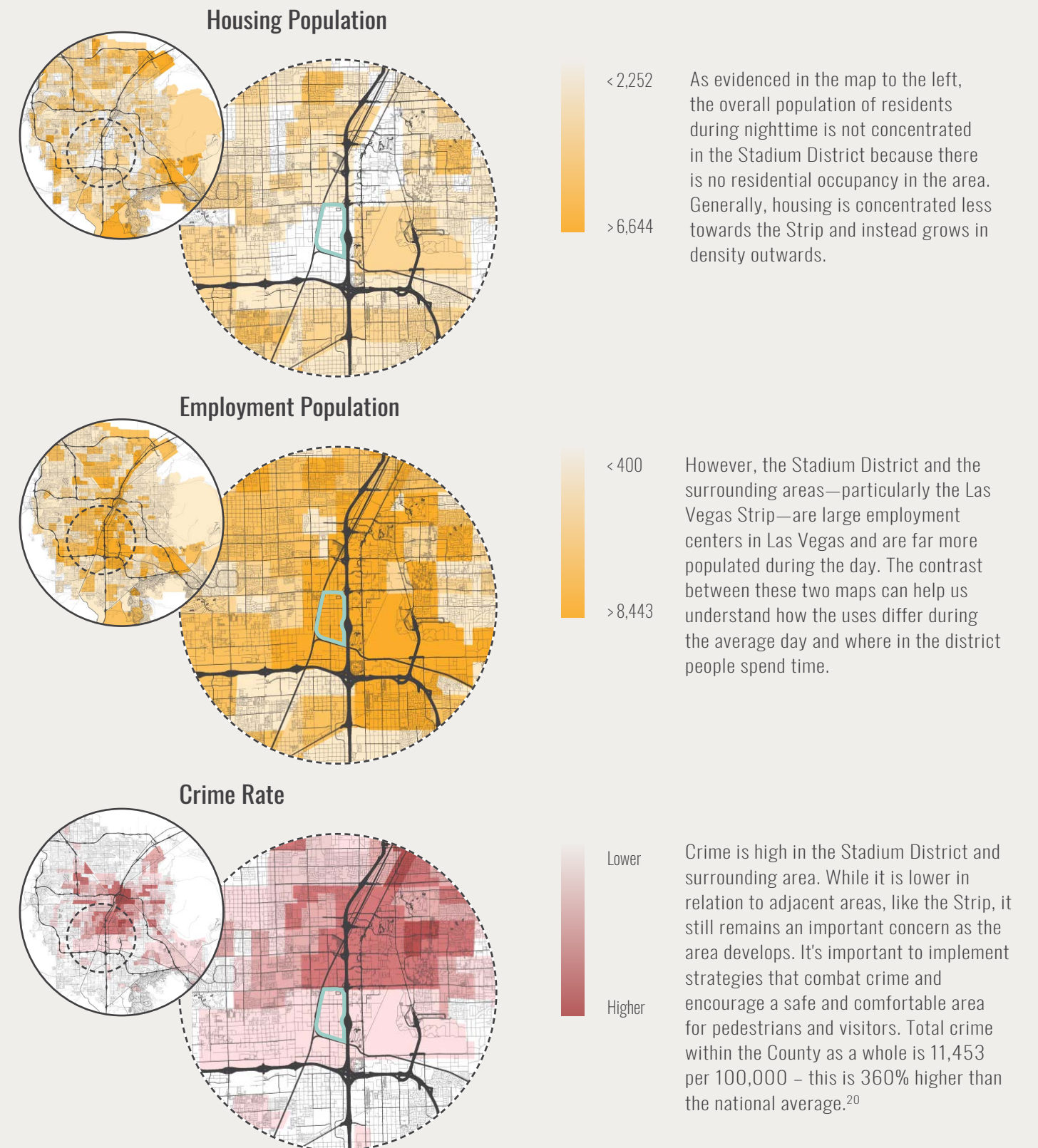


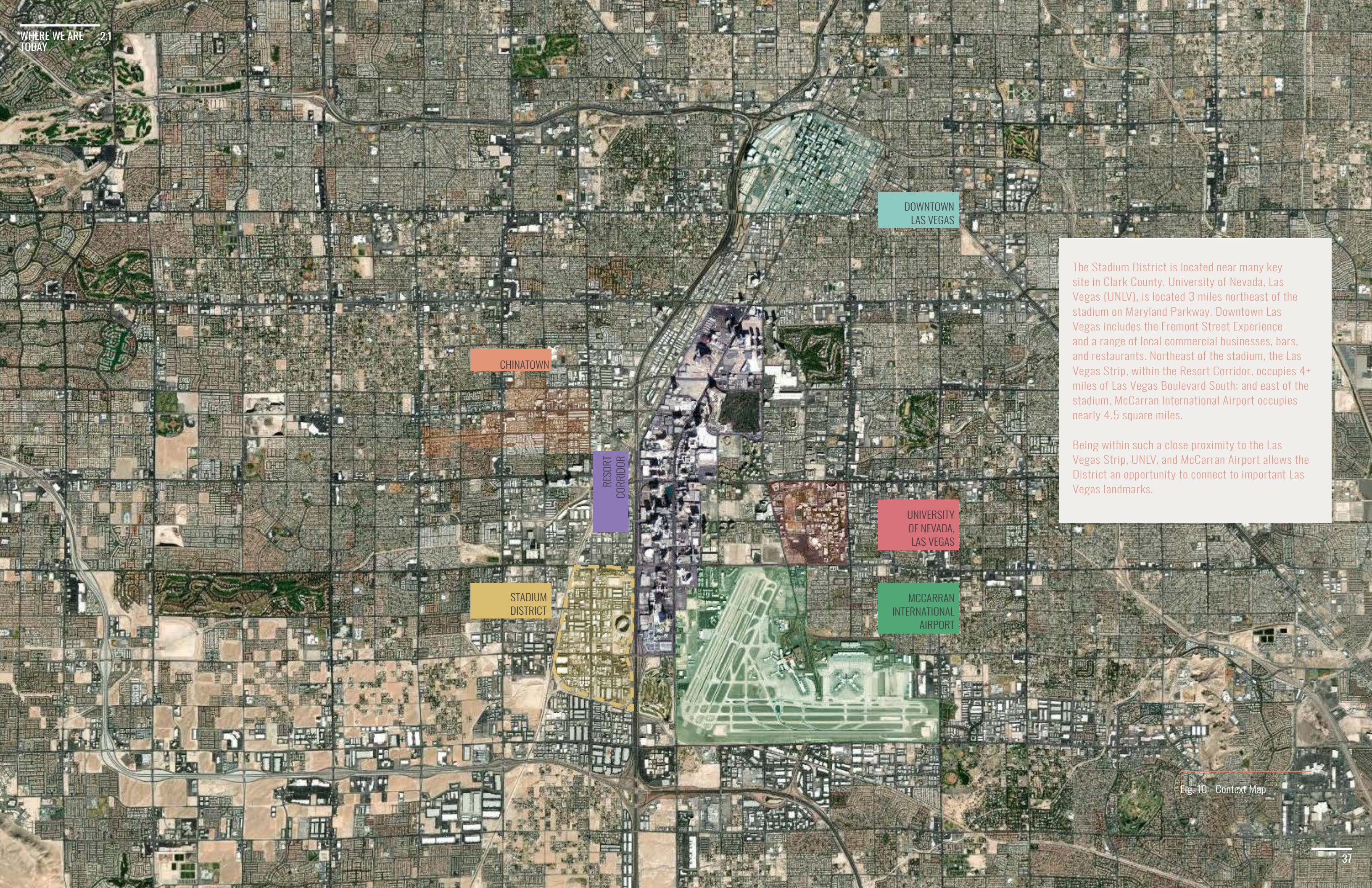
national avg: 37.9 years

demographics

The adjacent maps provide an indication of surrounding demographic data. They illustrate the housing population concentration, employment population concentration, and crime rate in Las Vegas and around the District. Demographic data reflects 2019 figures, to reflect the conditions before the Covid-19 pandemic. While current statistics and climate have changed since the pandemic, the Stadium District itself has no permanent residents, as is indicated by the Total Population map. There are extended-stay hotels, but there are no apartments or homes. Despite the lack of housing, the district contains many people day-to-day who are working at and visiting local businesses, as is indicated by the Daytime Population map. Safety will need to be a priority now and in the future.

Fig. 7 - Housing Population Map¹⁷
 Fig. 8 - Employment Population Map¹⁸
 Fig. 9 - Crime Rate Map¹⁹





The Stadium District is located near many key sites in Clark County. University of Nevada, Las Vegas (UNLV), is located 3 miles northeast of the stadium on Maryland Parkway. Downtown Las Vegas includes the Fremont Street Experience and a range of local commercial businesses, bars, and restaurants. Northeast of the stadium, the Las Vegas Strip, within the Resort Corridor, occupies 4+ miles of Las Vegas Boulevard South; and east of the stadium, McCarran International Airport occupies nearly 4.5 square miles.

Being within such a close proximity to the Las Vegas Strip, UNLV, and McCarran Airport allows the District an opportunity to connect to important Las Vegas landmarks.

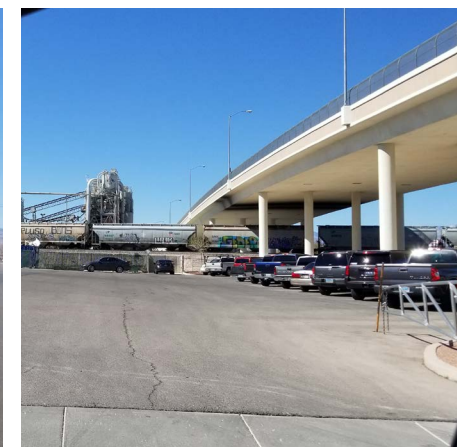
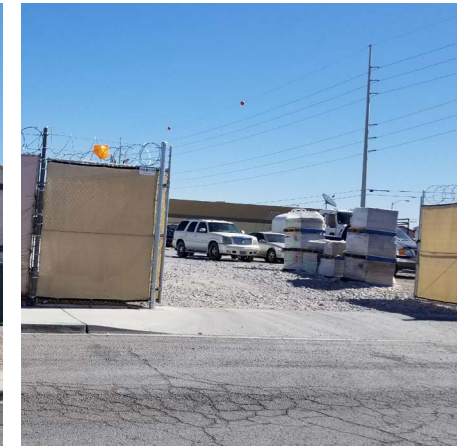
Fig-10 - Context Map

»» character of the district

Throughout the District, industrial, manufacturing, and light commercial uses prevail. Assorted hotel properties also occupy a smaller portion of the District. Most properties with buildings contain warehouses, industrial parks, mechanic garages, or commercial strip malls. These buildings are generally 1-2 stories in height. Often, properties provide parking via surface parking lots sited between the buildings and street frontage. Pedestrians walking on the existing sidewalks interact with vehicles at frequent driveway entrances and also interface with vehicles within surface parking lots in order to access buildings on a property. Five to six foot wide sidewalks in the public right-of-way are located next to the street traffic. This influences the character of the district as the frontage of each property emphasizes car traffic as a priority, in terms of design. Vibrant pedestrian street life is lacking because creating an on-site pedestrian environment is not aligned with industrial operations. Industrial operations, instead, often accommodate trucks and tractor trailers. It is

a matter of scale and purpose: a shift in both will increase vibrancy via human-scale urban design.

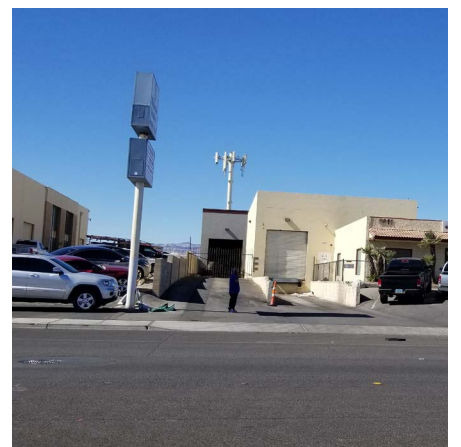
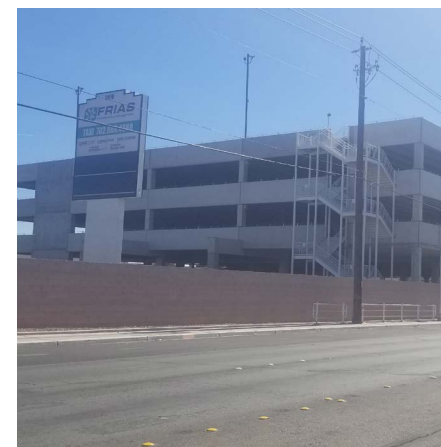
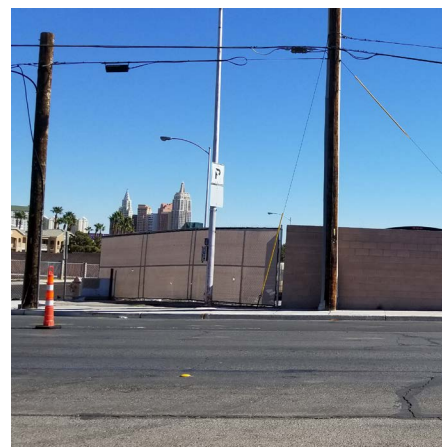
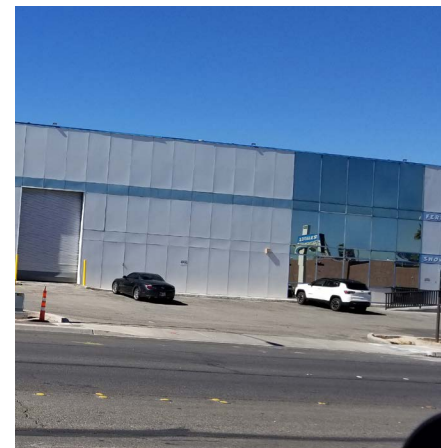
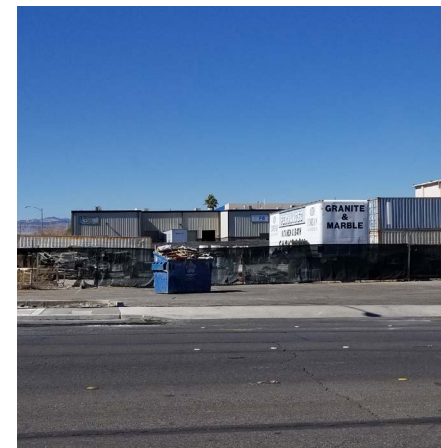
This section offers images of properties in the district to create an overall impression of the sense of place. Most streets contain similar land uses, versus a mix of land uses along one corridor. Each property also focuses on a single use; mixed-use buildings are not common. In form, most buildings are box-shaped, although some buildings depart from this pattern. Occasional exceptions exist, but most buildings are neutral or earth-toned in color. Each of these elements contributes to the current industrial character of the district.



»» character of the district

Valley View Boulevard

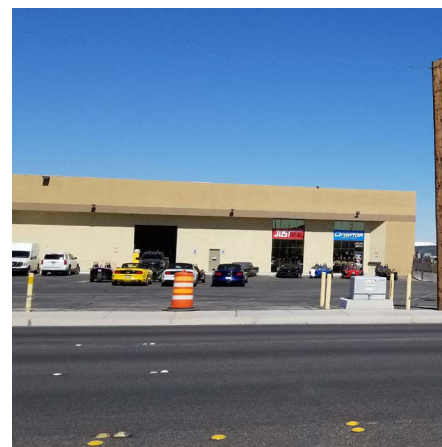
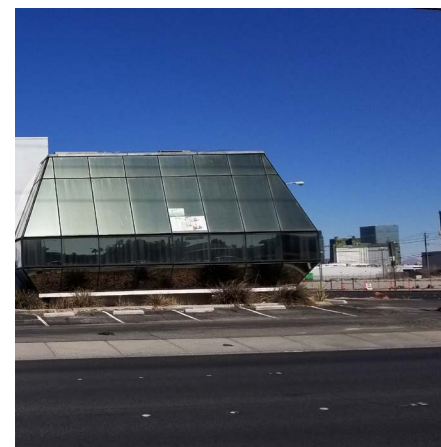
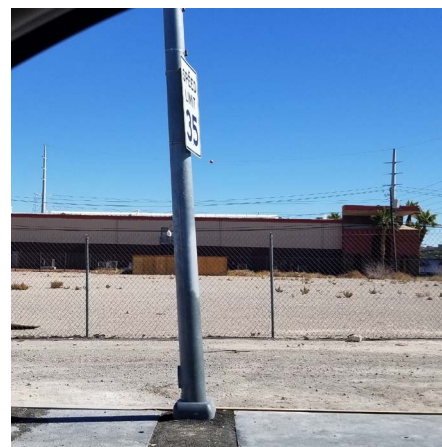
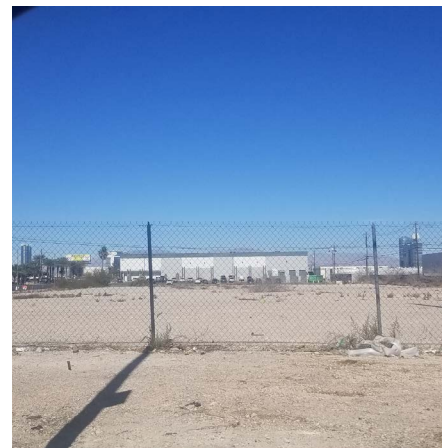
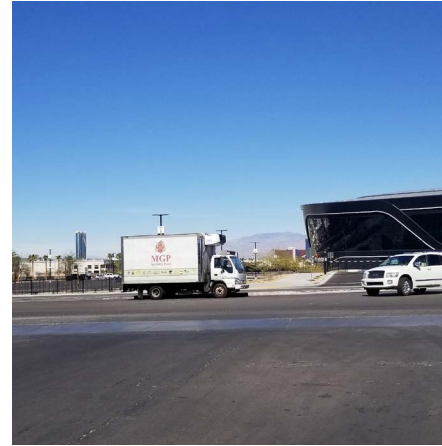
- | Primarily commercial and industrial land uses
- | Buildings are frequently strip-mall commercial type or standalone warehouse
- | Buildings are generally setback 30' or more to accommodate surface parking areas
- | Some parking lots are shared; however, most are not connected
- | Standard 5' to 6' wide sidewalk next to vehicular traffic traverses the street on both sides



»» character of the district

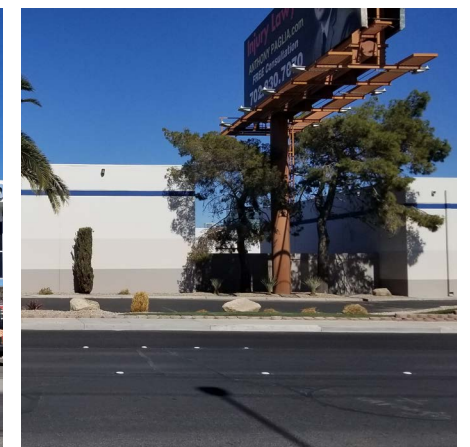
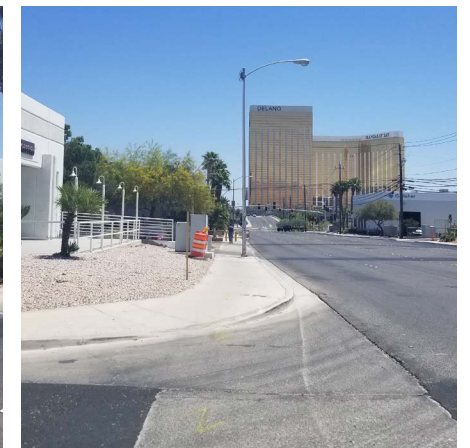
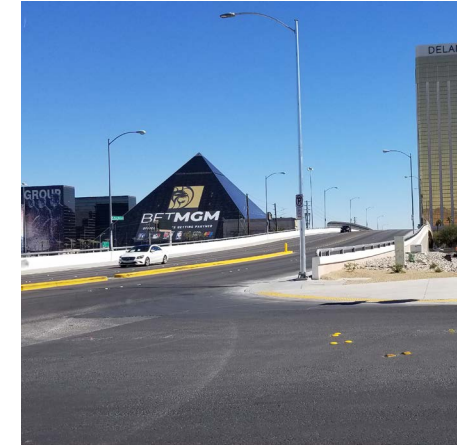
Russell Road

- | Large block sizes: in some cases, over 1,300' between intersections
- | Industrial supply and industrial occupancies: a few auto repair and gas stations: minimal commercial
- | The state operated Casa Grande Transitional Housing Center at 3955 W. Russell Road is a facility that houses non-violent offenders who are near parole eligibility.
- | Standard 6' wide sidewalk without buffer on both sides of the street



Hacienda Avenue

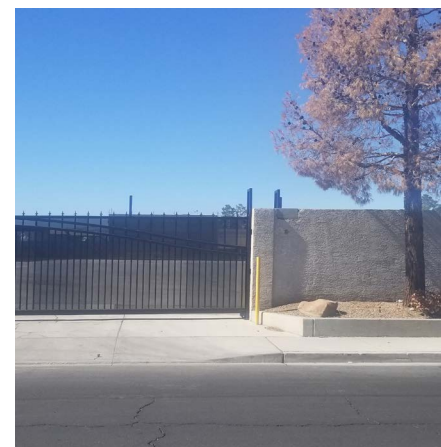
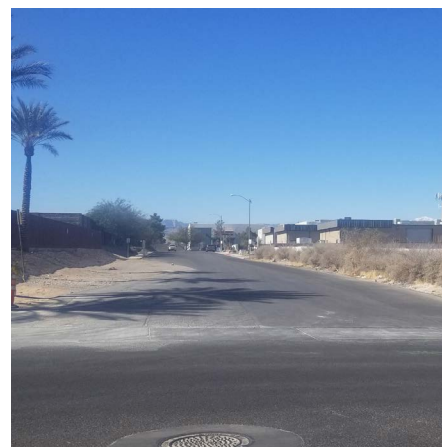
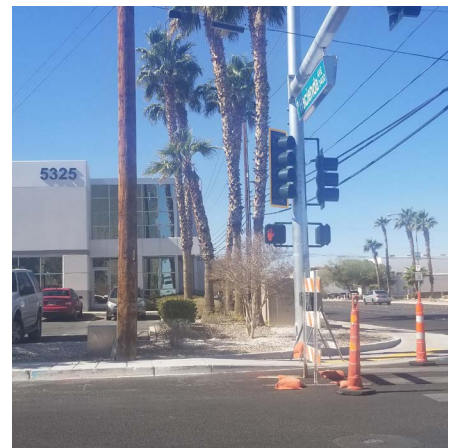
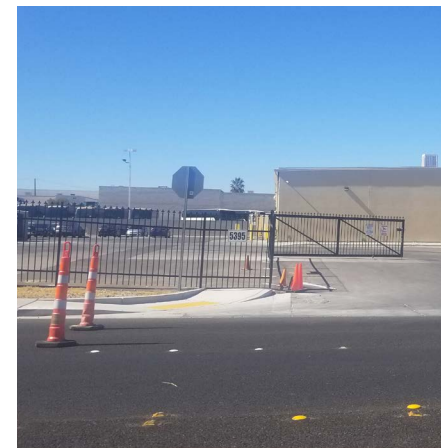
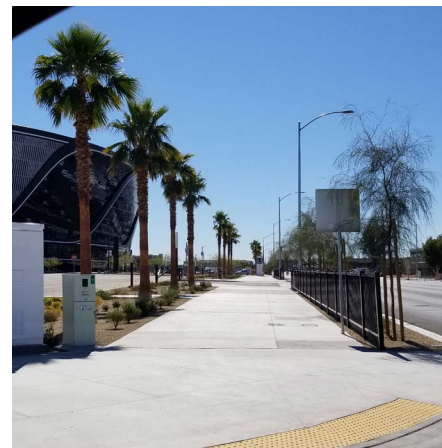
- | Business park and industrial park style developments, as well as commercial uses
- | Some lots have buildings close to the street, with surface parking on side streets
- | Block lengths range from 600' - 1,320'



»» character of the district

Polaris Avenue

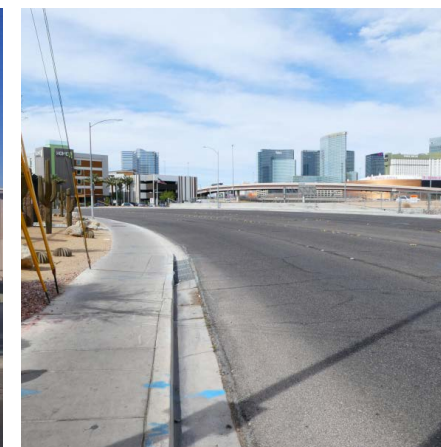
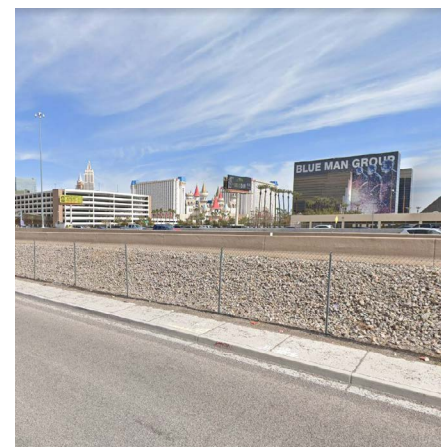
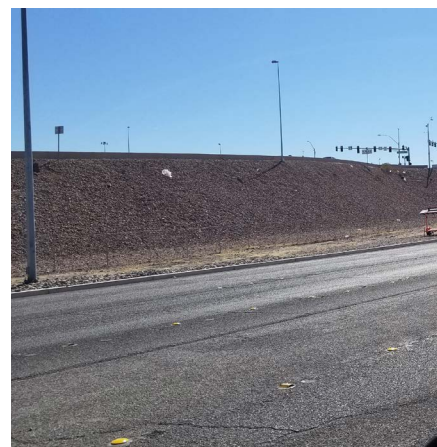
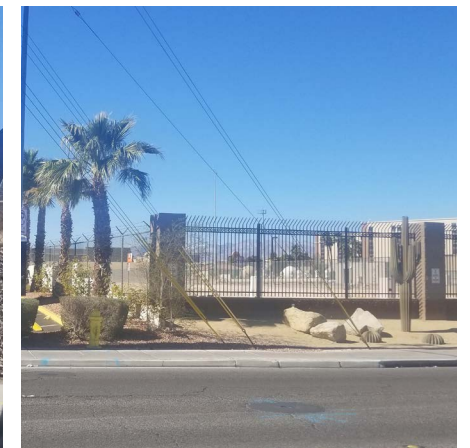
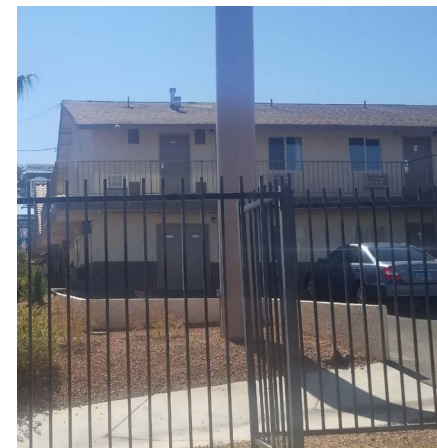
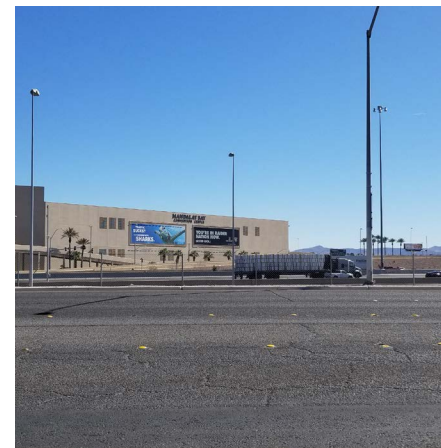
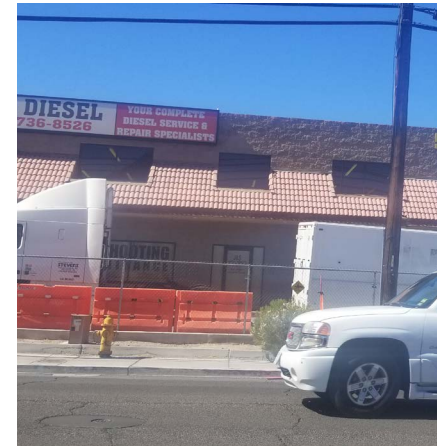
- | Commercial and industrial supply occupancies, convenience store and gas stations, wellness center
- | Improved pedestrian realm with landscape buffer and widened walking area on the east side of the street adjacent to Allegiant Stadium
- | Most properties on the west side of the street are occupied by surface parking lots at the edge



»» character of the district

Dean Martin Drive

- | Commercial and industrial occupancies, motel, and small hotels at edges of District
- | Improved pedestrian realm on a portion of the west side of street adjacent to Allegiant Stadium
- | East side of roadway has standard 5' wide sidewalk adjacent to Interstate-15



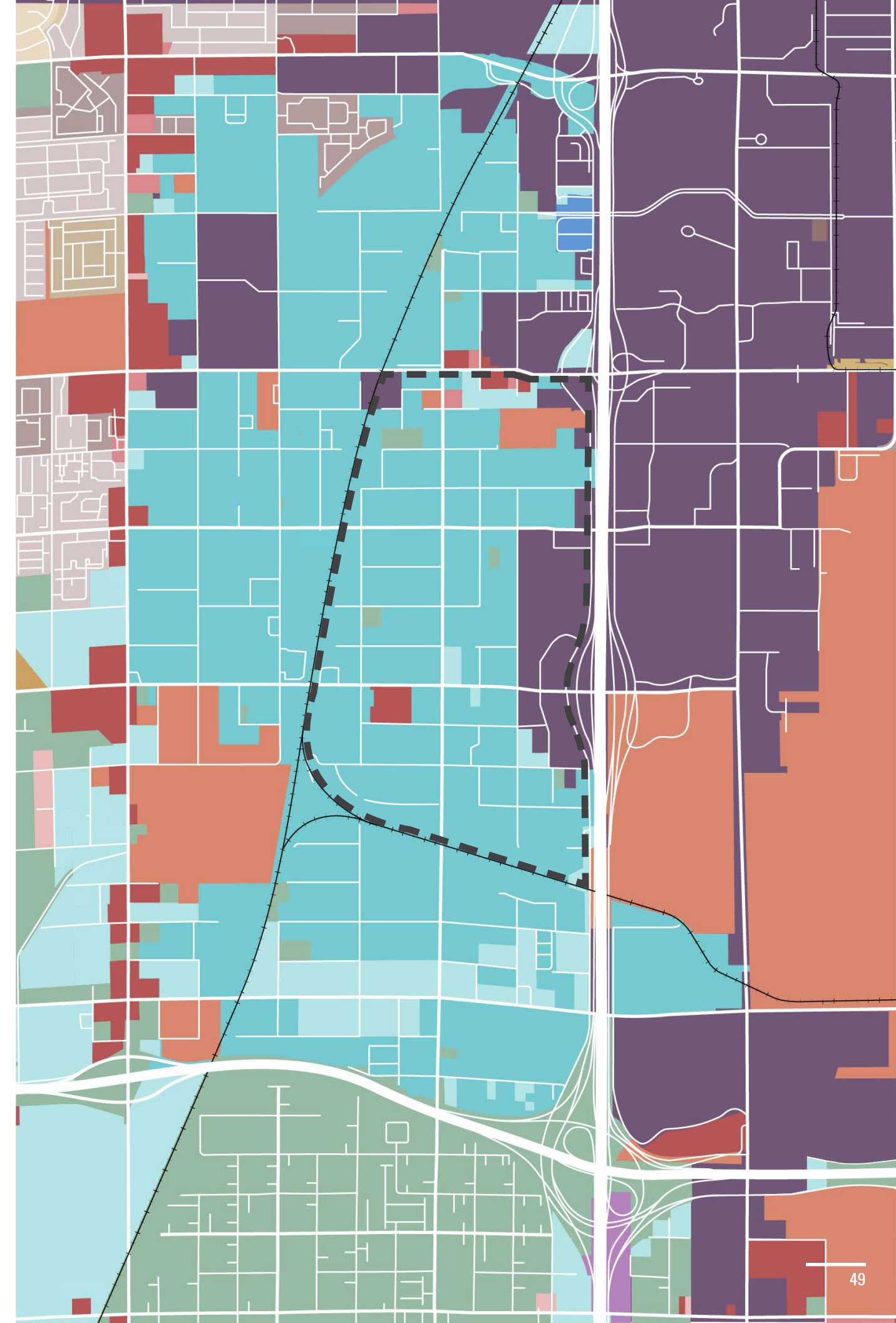
2.2 land use

Existing Zoning

The total area of the Stadium District is 1.25 square miles. In this area, 7 percent of the district is occupied by the Allegiant Stadium site. Approximately 87 percent of the parcels are zoned for industrial and manufacturing use as of 2020. The complete list of current zoning classifications includes: M-1 Light Manufacturing, M-D Designed Manufacturing, R-E Rural Estates, P-F Public Facilities, C-2 General Commercial, C-1 Local Business, and H-1 Limited Resort and Apartment District.



Fig. 11 - Current Zoning Map

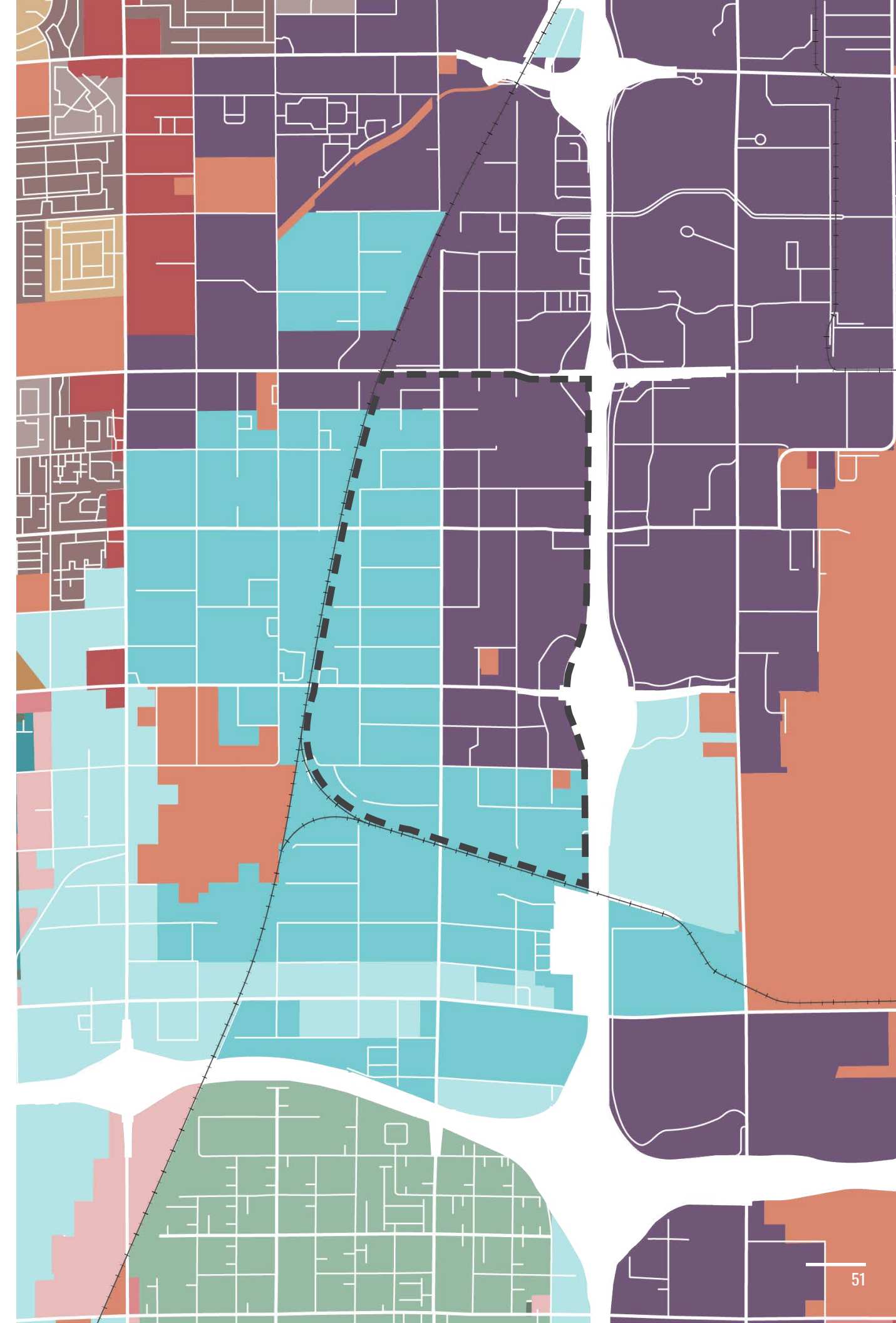


planned land use

As compared to the current zoning, the Planned Land Use contains a significant portion of property dedicated to Commercial Tourist uses. This means that the Land Use Plan was already updated to accommodate the transition from industrial uses to commercial uses in a portion of the District. The map illustrates where these properties are currently; most are east of Valley View Boulevard, along with properties near Tropicana Avenue. The current Planned Land Use maintains a substantial portion of property that is planned for industrial use. The Planned Land Use should be modified in the future to adjust for a shift that supports the District's identity as an entertainment area.

- Rural Neighborhood Preservation
- Rural Neighborhood
- Residential Low
- Residential Suburban
- Residential Medium
- Residential High
- Residential Urban Center
- Residential High Rise Center
- Office Professional
- Commercial Neighborhood
- Commercial General
- Commercial Tourist
- Business and Design Research Park
- Industrial
- Heavy Industrial
- Public Facilities
- Stadium District

Fig. 12 - Planned Land Use Map



2.3 walkability

Walkability in the District

The Stadium District is primarily industrial, with street and building features appropriately designed to serve vehicular use and industrial activity. Allegiant Stadium and the gradual transition of land uses will create opportunities for walking in the District. How walkable this area feels for visitors walking in the District will be a function of factors ranging from street design to building a relationship to the streets.

Walkability, according to urbanist Jeff Speck, is influenced by four factors: it has to be useful, safe, comfortable, and interesting.²¹

Useful

Walkability requires that there are enough places to walk to, close enough together and interesting enough to attract visitors and locals to the area to create a constant presence, both everyday and on game days.

Safe

Promoting a walkable environment also means developing and maintaining a safe and comfortable area for pedestrians that will encourage people to adventure and meander around the District without concern for their own well-being.

Comfortable

Buildings and landscape shape urban form into spaces that are human-scale providing a sense of belonging in the space.

Interesting

Sidewalks are lined with interesting buildings, spaces and opportunities to explore that encourage visitors to return again and again.

The Stadium establishes the District as a primary destination. Land use changes will allow the District to develop in alignment with the community-led vision to create a unique and exceptional pedestrian experience.

The four factors that influence walkability are experiential by nature and require more tangible components to establish them. Using the built environment, streetscapes and other design concepts listed to the right, this section will assess existing walkability in the District.

Some factors that influence how welcoming the Stadium District is to walking:

urban form + design

block size + circulation

pedestrian access

safety + security

complete streets

"Walkability is excellent shorthand for good urban design. For a city to encourage walking, it must have a dense mixture of land uses, integrated with streets and open spaces, all designed for people."²²

»» urban form + design

Urban form throughout the District currently is intended to accommodate industrial uses. In general, this translates to parcels that contain large warehouse buildings, strip-style developments, or stand-alone commercial properties to support industrial, manufacturing, and commercial usage. To support industrial traffic, streets generally are wide enough to accommodate truck traffic and turnarounds, and the entrances to properties are spaced far from one another. While there are some 5-foot to 6.5-foot wide sidewalks throughout the District, the overall form is not conducive to accommodating large numbers of pedestrians. Often, the distance required to get to the next crosswalk is large enough to discourage walking and complicates wayfinding on foot. There are multiple qualities of urban form and design that inform this aspect of the District. This section highlights the following qualities: building massing, parking locations and relationships, scale, open space, and how land uses are grouped.

Scale

The overall scale of urban design features can be tailored to support and encourage human activity on foot. Lighting, doorways, walkways, landscaping, outdoor furniture, and amenities all can be situated to create a space that appeals to pedestrians. This is known as human-scale design. The District currently lacks human-scale design throughout a significant portion of the area. Near the stadium site itself, a series of improvements have been made to encourage wider pedestrian pathways, buffered landscaping between vehicular traffic and walking space, and human-scale lighting. This shift in urban design scale will be needed in more of the District as the future unfolds.

Parking Relation

Buildings are regularly set back behind large parking lots, which are adjacent to the street frontage. Minimal consideration is given to enabling pedestrian access to the buildings; rather, the prioritization is enabling a range of vehicular and truck traffic crucial to industrial operation. Although the District does contain a network of standard-width sidewalks, it is much more designed to accommodate cars and trucks, and this results in a strong emphasis on parking lots. Current best practice in urban design for commercial and pedestrian-friendly districts generally situates properties such that the building façade is as close to the street as possible with an active, broad pedestrian realm in between the building and the street. Vehicular driveways are minimized by sharing access points so that pedestrians are not constantly interfacing with car traffic crossing into walking space. Currently, the orientation of parking lots throughout the District is conducive to supporting industrial operation and not intended to create a pedestrian-friendly or lively commercial area.

Most buildings, lighting, roadways, and parking locations all cater to vehicular mobility and support the existing industrial zoning. With the changes expected to evolve in the area, these design features will need to shift over time to suit the new pedestrian needs and provide a safe and desirable locale for visitors.



Existing Stadium District



Ideal Public Use Design



There are many positive, pedestrian-oriented design elements to learn from: human-scale features, varied landscaping buffers, and buildings oriented toward the street to support interaction and activity on the ground floor, with different uses above.

Fig. 13 - Ideal Public Use Design²³

Massing

Naturally, a substantially larger size of buildings are necessary to support industrial and manufacturing use. Often, the architecture itself is tailored to support activities such that buildings may require special ceiling heights, complex ventilation, and durable construction materials to make industrial operation feasible. This may not always lend itself to non-industrial use. The way the building massing occupies a parcel or site is also supportive of specific activities. To encourage pedestrian interaction, buildings should be oriented toward the street and open space.

Grouping Land Uses

Throughout the District, similar land uses tend to be concentrated together. For example, there are multiple large parcels of industrial parks, warehouses, and manufacturing facilities adjacent to each other. Where there is commercial activity, it is often concentrated in a strip-mall, with large surface parking lots next to the street. Concentrating land uses in groups is not ideal for creating the vision of a vibrant entertainment district with active pedestrian activity. As the District transitions, it will be valuable to allow for a diversity of land uses and occupancies, versus grouping similar land uses together. There are multiple aspects to this - reducing or eliminating building setbacks, locating new development near the street and pedestrian walkway as well as requiring surface parking lots to be behind the buildings or providing parking garages with activated ground floors.

Airport Environs

The map to the right illustrates the Airport Environs Overlay District and the current noise sub-zones in the area due to the proximity of McCarran International Airport. Residential uses, including those within mixed-use developments, should not be located within the Airport Environs. Such uses are not compatible with airport operations.

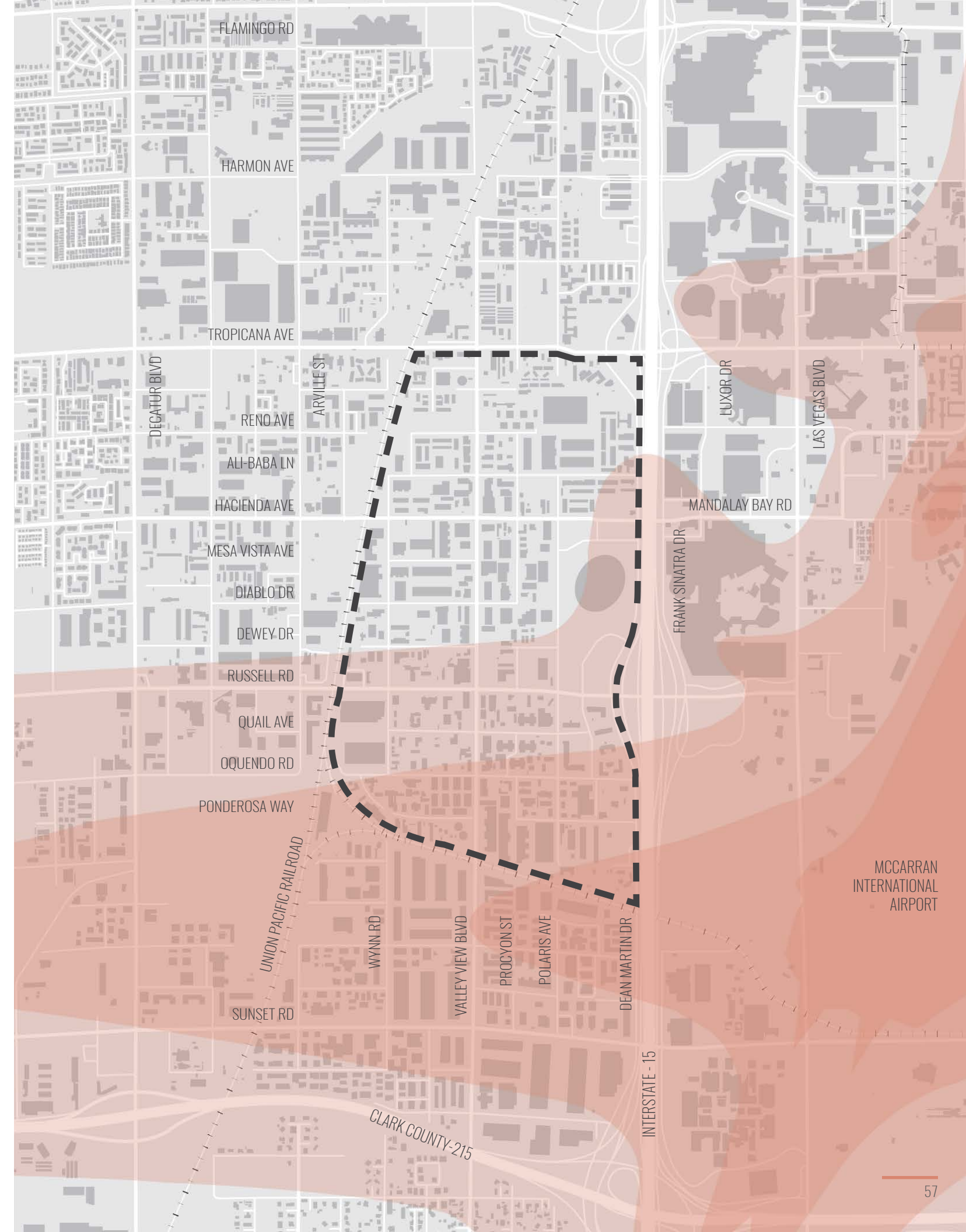
McCarran Airport Environs
Noise Sub-zones

- AE - 60
- AE - 65
- AE - 70
- AE - 75

Stadium District

Allegiant Stadium

Fig. 14 - McCarran Airport Environs



Open Space vs. Surface Parking

Currently, the District contains a significant amount of surface parking, connecting large or medium-size parcels, most of which are industrial occupancies. This map is an estimation to clarify where undeveloped land is located, as well as how parking and building footprints occupy sites. The district has no open space for public gatherings, outdoor concerts, festivals, sports parks, plazas, or natural landscaping for park usage for the public.

Open space and recreational areas that provide opportunities for visitors to meet friends, or bring visitors, is important to the success of the District. It cultivates a sense of community and placemaking potential for the area.

Future redevelopments can increase dedicated open space to improve the capacity for outdoor group activities year-round. *Parking is necessary to bring people to the area; however, it should be situated in places that will not impede pedestrian spaces²⁴. It should help support the area - not take over the majority of the usable land.*

Legend






-  Existing Building Footprint
 -  Surface Parking
 -  Undeveloped Lot
-
-  Stadium District
 -  Allegiant Stadium

Fig. 15 - Surface Parking, Open, and Undeveloped Space Map



»» block size + pedestrian circulation

Block Size in the District

The Stadium District, located between two major barriers of pedestrian mobility, I-15 and UPRR, began developing during the 80's. The Las Vegas urban area west of I-15 and south of Tropicana Avenue was almost non-existent at that time, making this area attractive to industrial and service industry uses supporting the Resort Corridor. The area developed following a grid pattern with industrial buildings sometimes occupying two blocks, eliminating street continuity. Block lengths within the district are currently 660 feet for medium blocks or 1,320 feet for large

blocks—double or nearly four times the length of recommended distances for walkable areas.

The RTC's Complete Streets Guidelines for Livable Communities recommends block lengths between 300 feet and 400 feet, with the recommendation to maintain 1,600 feet for a full block perimeter as the maximum.

The size of a block influences the experience in a range of ways including:

Crosswalk Frequency

creates more opportunities for pedestrians to cross safely

More Perimeter

allows for more development for retail, public space, entertainment, or other land uses

Permeability

allows pedestrians efficient access with multiple routes to meander throughout the district

Legend





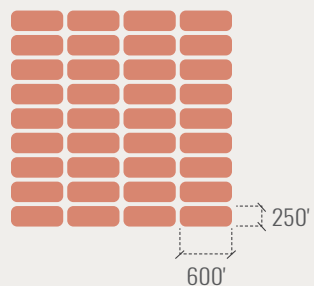
-  Existing Medium Block (660' X 660')
-  Existing Large Block (1320' X 660')
-  Stadium District
-  Allegiant Stadium

Fig. 16 - Block Comparison Diagrams

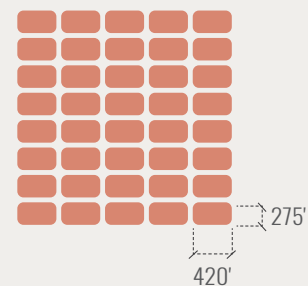
Most Walkable City Grids

Manhattan, NY



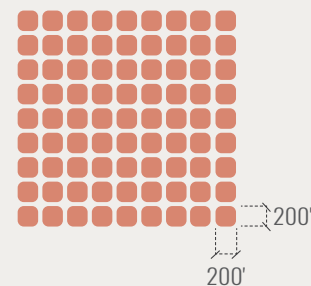
Laid out in 1811, the Manhattan grid has historically proven optimal for pedestrian activity due to the permeability and number of destinations easily available.

San Francisco, CA



At only 7 square miles, San Francisco is a dense grid packed with small blocks, public transportation, and a mix of uses that create walkable environments across the city.

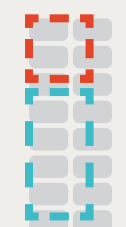
Portland, OR



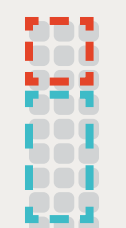
Walkability has become one of Portland's largest draws. The city is easy to maneuver for locals and tourists, as there is less reliance on vehicles.



NY



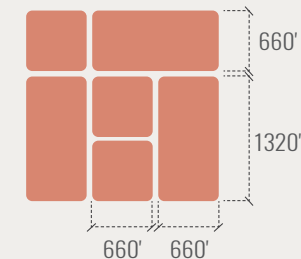
CA



OR

Stadium District Grid

Las Vegas, NV



Due to the District's industrial zoning, large, sparsely-developed parcels with surface parking are not ideal to handle the pedestrian-oriented commercial development envisioned for the area.



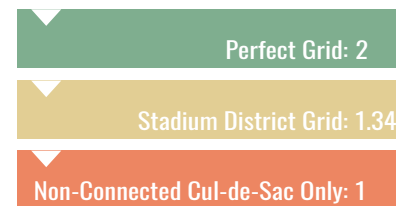
Pedestrian Circulation

The development pattern has resulted in a non-connected grid network and pedestrian routes with cul-de-sacs. This lack of pedestrian connectivity could prevent pedestrians from efficiently accessing many places. As demonstrated in Figure 17, the travel time from Polaris Avenue to Procyon Street is more than 15 minutes. If Diablo Drive was connected to Polaris Avenue this travel time would be reduced to less than 4 minutes. The level of connectivity for the existing network is evaluated using two indicators: Connectivity Ratio and Node/Intersection Ratio.

Connectivity Ratio

A connectivity ratio of 1.34 indicates that there are several streets terminating in either a stub or a cul-de-sac. The roadway map confirms this to be true within the Stadium District. Several of these streets dead end into the Union Pacific Railroad along the west and south side of the study area.

Connectivity Ratio = Link / Nodes



Node / Intersection Ratio

A higher number of nodes than intersections is an indication of terminating streets where the user must turn around to reach a destination.



Pedestrian Travel Distances

The map on the right shows walking times less than 20 minutes from the Stadium District.

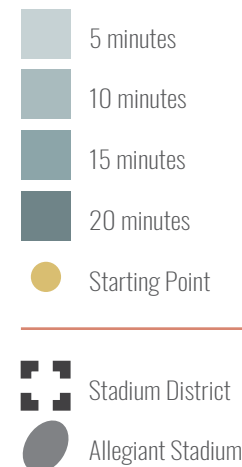
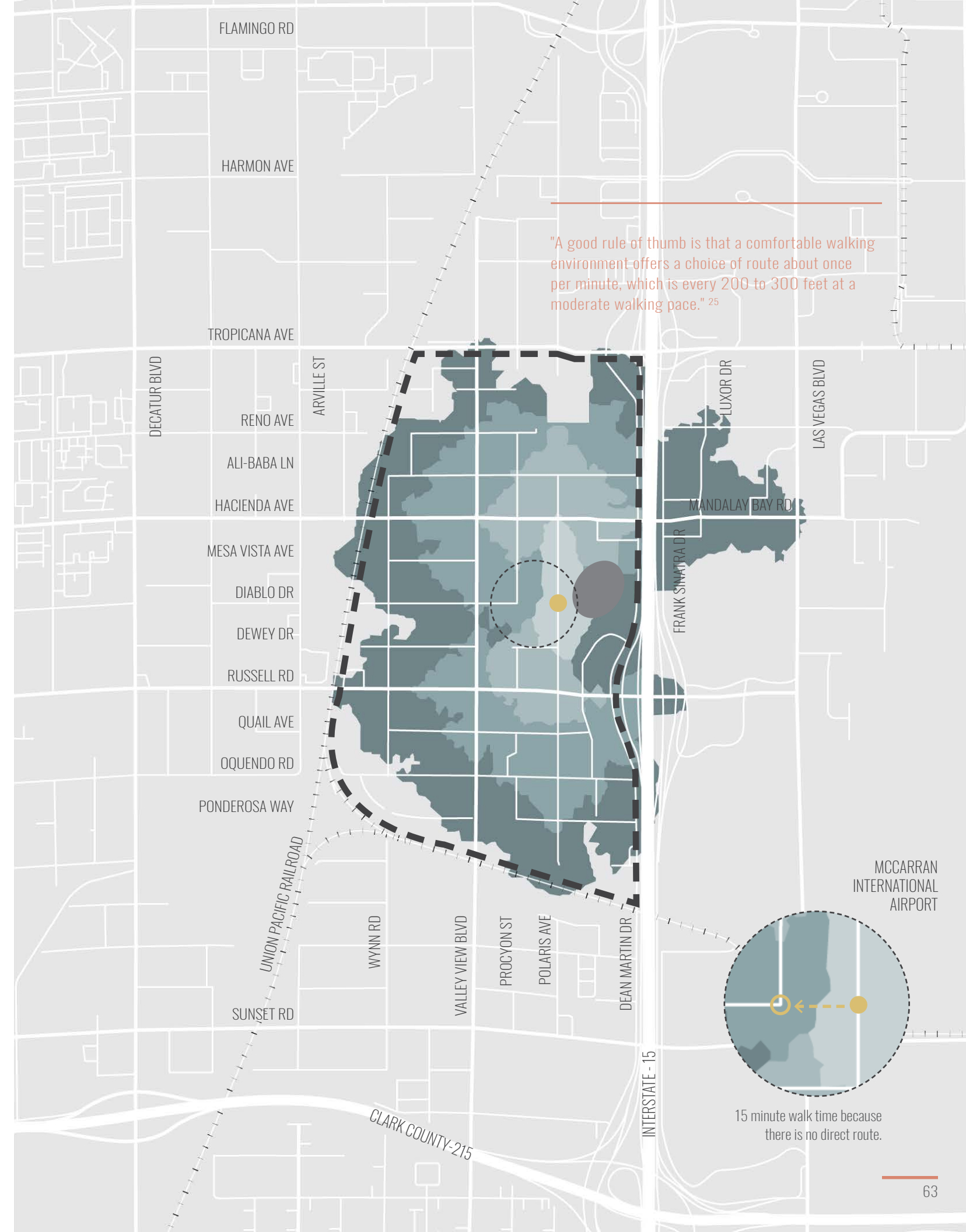


Fig. 17 - Pedestrian Travel Distance Map



"A good rule of thumb is that a comfortable walking environment offers a choice of route about once per minute, which is every 200 to 300 feet at a moderate walking pace."²⁵

15 minute walk time because there is no direct route.

pedestrian access

Clear + Continuous Access

Current infrastructure within the Stadium District is not designed to prioritize pedestrian movement, access, or comfort since it was designed for industrial development. The opening of the Allegiant Stadium and a change in land uses within the district will result in people spending more time within the area.

Sidewalks + Accessibility

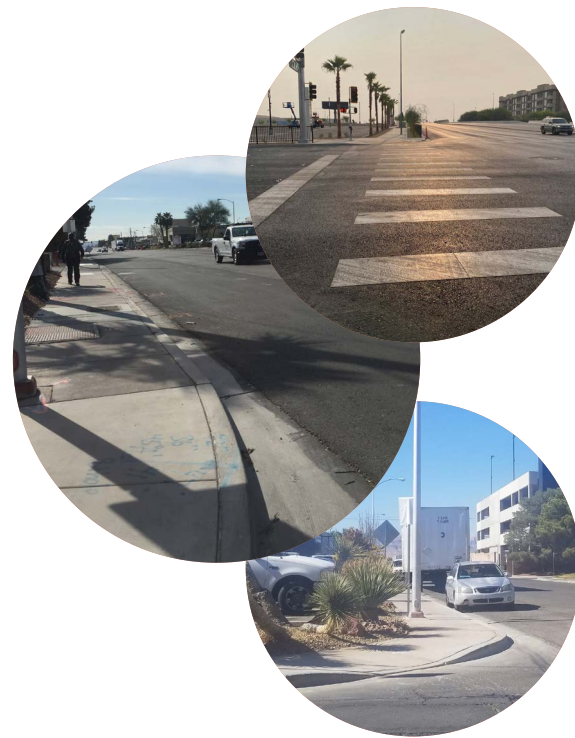
Sidewalks within the district are only 5 feet to 6.5 feet wide. This space is not adequate to comfortably accommodate high pedestrian activity or handle larger crowds before and after major events. Many compliance issues with the Americans with Disabilities Act (ADA) standards are observed in the area. Utility poles located on the sidewalk do not provide enough clear distance. Gaps in the current pedestrian network as shown in Figure 18 may also force pedestrians to walk unsafely.

Driveway Frequency

Driveways occur too frequently, creating an uneven path for pedestrians and interrupting pedestrian activity.

Pedestrian Crossings

Pedestrian crossings along adjacent arterials and collector streets are limited to the signalized intersections. The distance between crossings varies between one-quarter mile and one-half mile. At an average pedestrian speed of 3.5 miles per hour (mph), it will take a pedestrian 4 minutes to 9 minutes on average to get to the nearest crossing. Lack of crossings increase walking times within the District.

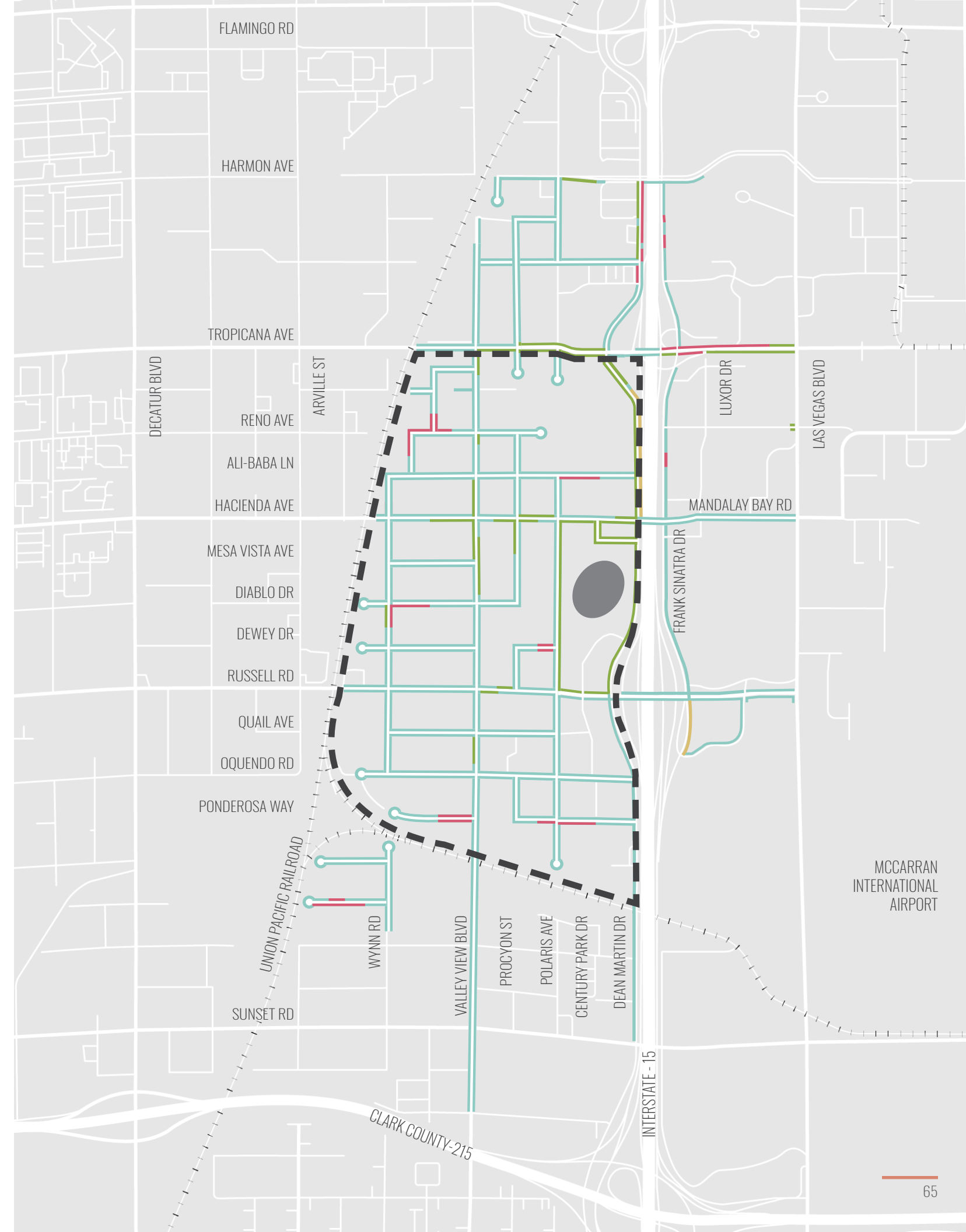


Sidewalk Widths Legend

- Greater than 5 ft
- 5 ft Sidewalk
- 4 ft Sidewalk
- No Sidewalk

- Stadium District
- Allegiant Stadium

Fig. 18 - Sidewalk Widths Map



Pedestrian Routes

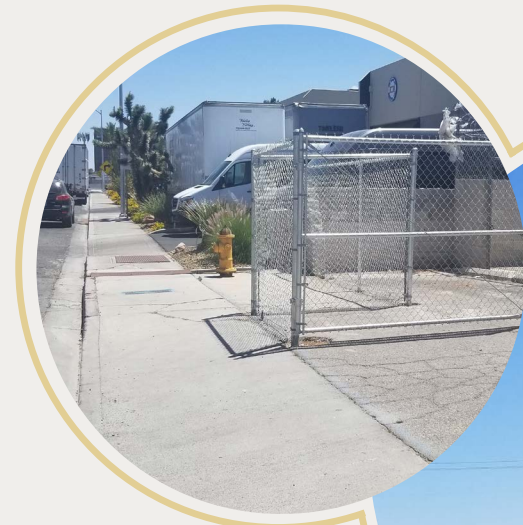
The groups of photos in this section are intended to visualize the quality of pedestrian routes available currently within the District. The selected streets are important due to their proximity to the Stadium, and how likely they are to be used in the near future. Most of the routes are lacking amenities, wide pedestrian clear zones, human-scale lighting, ground-floor activation, buildings are oriented inward, and parking is heavily focused on the perimeter of the block.

Minimum standard sidewalks with no amenity zone and buildings oriented inward.



Procyon Street

Minimum standard sidewalks without buffers, ground-floor activation or human-scale lighting.



Reno Avenue

Diablo Drive



A portion of Diablo Drive has minimum sidewalk widths directly adjacent to landscaping and large box buildings. The portion of Diablo Drive nearest to Allegiant Stadium is a dead-end path surrounded by fences and barbed wire with no direct lighting.



Dean Martin Drive - North



Dean Martin Drive - South



Minimum standard width, uneven sidewalks are located throughout. Buildings are set back and separated from the pedestrian realm by parking and fences.

Century Park Drive

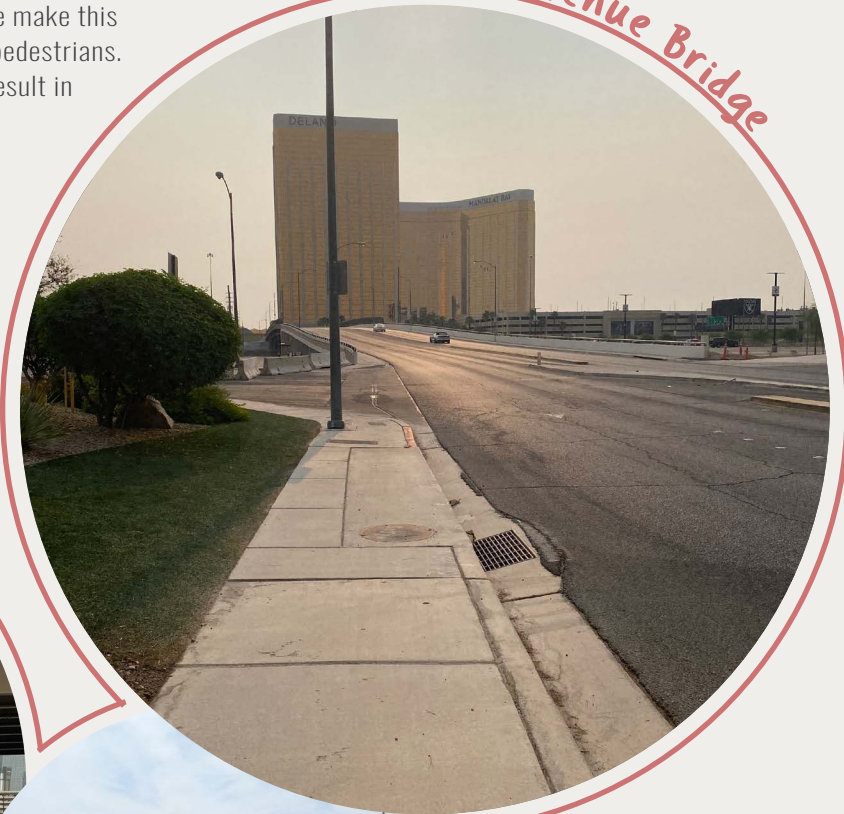


No clear walkway on west side, no amenity zone, and no human-scale details, such as lighting

Pedestrian Connectivity

The District, as it is today, lacks amenities and services the Las Vegas Strip offers, as well as proper multimodal connectivity with the Strip. The nearest connection from Allegiant Stadium to the Strip is the Hacienda Avenue Bridge, which is designed to accommodate vehicular traffic. Steep grades, width of existing sidewalk and lack of overall pedestrian amenities and shade make this bridge challenging and uninviting for pedestrians. This may discourage walkability and result in more cars on the road.

Hacienda Avenue Bridge



Hacienda Avenue Bridge Underpass



Narrow, uneven sidewalks on a steep grade next to a high-traffic street provided is uncomfortable for pedestrians. There are no amenities on most attached sidewalks within the District. No shade structures, pedestrian-scale lighting fixtures, or benches.

»» safety + security

Crime Prevention Through Environmental Design (CPTED)

An approach known as Crime Prevention Through Environmental Design (CPTED) is a way of using both the built and natural environment as a means of deterring and preventing crime. By using architecture, landscape design, and urban design within the community, CPTED strategies are intended to create spaces that promote safe and secure environments for users and the general public, deter offenders before crimes are committed, and build a sense of community. Implementing these specific design strategies helps reduce incidences and fear of crime, thus improving the quality of life and enhancing the public realm.

The three main principles of CPTED are Natural Surveillance, Natural Access Control, and Territorial Reinforcement. These principles can be applied at both the micro-scale and macro-scale.

Natural Surveillance

Natural Surveillance involves maximizing the perceived risk for potential offenders in a public space by improving their visibility to the public and legitimate users. This is achieved by eliminating the offenders' viable covert escape routes. Natural Surveillance is facilitated through the strategic placement of physical features and activities that allow for people to visibly observe the space and its users. This fosters a positive social interaction among legitimate users of a space.

Natural Access Control

Natural Access Control involves maximizing the perceived risk for potential offenders by restricting or denying their access to possible crime targets, impeding their egress, delineating the boundary between public and private space, and guiding legitimate users through the environment.

Territorial Reinforcement

Territorial Reinforcement promotes social control of an environment through the definition of space. Defining and delineating space does two things. First, it creates a sense of ownership for legitimate users of the space. Persons with a vested interest in the space are more likely to challenge illegitimate users or report them to staff or police. Second, it fosters environments where illegitimate users are more conspicuous and more easily identified.

Territorial Reinforcement is implemented by using and maintaining architectural, structural, and landscape elements to express ownership and define public, semi-public, and private space. Using buildings, fences, pavement materials, public art, signs, lighting, vegetation, and more, non-users are notified of the boundaries of distinct spaces. These boundaries present a psychological deterrent to would-be criminals by instilling in users the perception of a space in which one is watched or monitored.



Fig. 19 - CPTED Design Example²⁶

CPTED in the District

Understanding the current conditions in the district and how CPTED principles can be applied is essential to the safety of pedestrians and the success of the area. Each of the design elements discussed in this section have an underlying relationship with CPTED strategies.

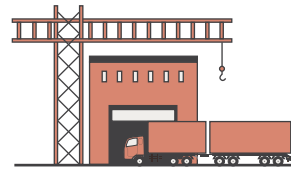
Urban Form + Design

Architectural massing, scale, land uses, and parking are all incredibly important to CPTED practices, especially since the existing district caters to daytime activity that has a vehicular focus, not pedestrian. There are currently many unlit pathways as streetlights are not consistent (see map on right) and there is little to no pedestrian-scale lighting. Many streets and walkways are left in darkness. Parking locations also are indicative of how people move around the area. The large swathes of parking create a segregation of spaces that isolate areas, preventing interactions and blocking line-of-sight to many places. Walking through these large empty spaces can be uncomfortable for people, especially if they are alone and the space is not lit. This is especially relevant, since the stadium's intended pedestrian circulation plan overlaps with many dark areas and potentially unsafe routes.

Block Size + Circulation

A dense and complete grid network is key to Natural Surveillance. Without adequate pedestrian activity and street visibility, the chance exists for pedestrians to become isolated. The existing grid within the network is incomplete, with many dead ends, and it leaves few routes to move pedestrians and vehicles. Pedestrian circulation is limited to standard sidewalks, poorly lit areas with little visibility, and architecture and urban elements that do not promote CPTED strategies.

clark county property crime rate²⁸
2,755.6 /100k



national avg: 1,673.9

clark county violent crime rate²⁷
757 /100k



national avg: 204.6

Streetlights in the District

60 ft. Right of Way

Streetlight

Stadium District

Allegiant Stadium

Fig. 20 - Streetlight Map



Street lighting and pole lights are not designed for pedestrian activity, but for vehicular traffic. Poles are located only on one side of the street. This results in non-uniform lighting levels with dark spots, creating safety and security concerns.

2.4 multimodal network evaluation

Vehicular Network

The street network surrounding or crossing the Stadium District emphasizes vehicular connectivity to the I-15 and Resort Corridor to the east, other industrial and commercial uses north and south of the District, and residential areas to the west. The construction of the stadium is expected to make the District a regional destination, increasing the number of trips into the current network. Figure 21 below shows arterial and collector roadways adjacent to or crossing the Stadium District, their right-of-way availability, and number of vehicle trips.

Planned and ongoing improvements along arterials and collectors shown in Figure 22 are expected to increase access to the District. Major improvements planned along I-15, including the Tropicana Avenue interchange, will significantly improve the capacity and operations. The Harmon Avenue/Valley View Boulevard/UPRR grade separation completed recently, is expected to improve connectivity of Valley View Boulevard to the north and provide an additional connection to the Resort Corridor. The local roadway network within the district is designed to primarily provide vehicular access to local businesses and industrial properties. These roadways have a 60-foot right-of-way with one travel lane in each direction with sidewalks. Small sections on some of these roadways have unpaved shoulders. Roadway markings on these local roadways are mostly absent.

Roadway Improvements

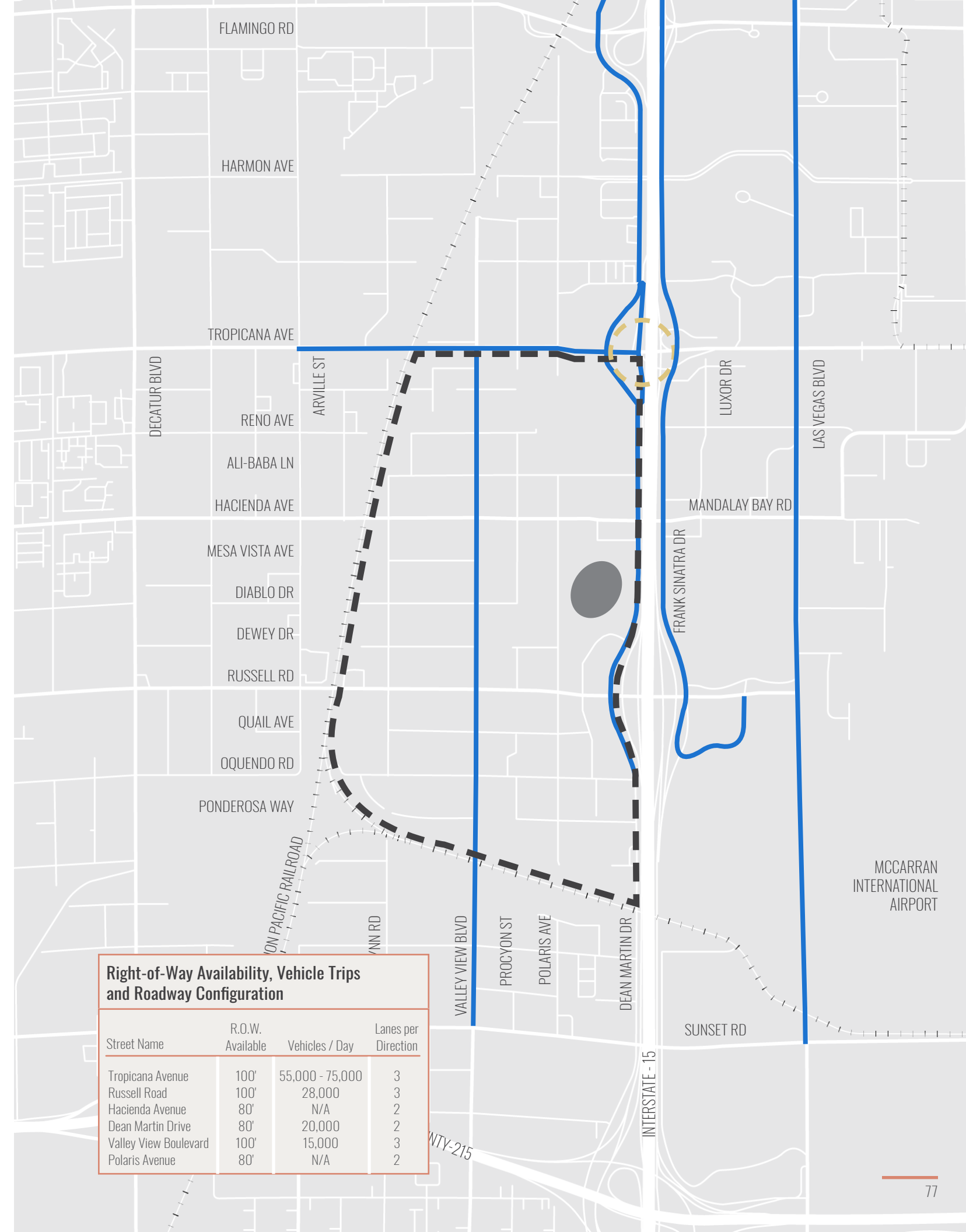
The current and proposed roadway resurfacing projects in the vicinity of the Stadium District as shown in Figure 22.

- Tropicana Ave., Decatur Blvd. to I-15
- Las Vegas Blvd., Sunset Rd. to Sahara Ave.
- Dean Martin Dr., Oquendo Rd to Twain Ave.
- I-15 / Tropicana Interchange
- Frank Sinatra Dr., Russell Rd. to Sammy Davis Jr Dr.
- Valley View Blvd. Rehabilitation, Sunset Rd. to Tropicana Ave.

Current and Proposed Resurfacing Projects

- Roadway Resurfacing Project
- Proposed Project
- Stadium District
- Allegiant Stadium

Fig. 21 - Right-of-Way Availability, Vehicle Trips and Roadway Configuration
 Fig. 22- Current and Proposed Resurfacing Projects Map



Street Name	R.O.W. Available	Vehicles / Day	Lanes per Direction
Tropicana Avenue	100'	55,000 - 75,000	3
Russell Road	100'	28,000	3
Hacienda Avenue	80'	N/A	2
Dean Martin Drive	80'	20,000	2
Valley View Boulevard	100'	15,000	3
Polaris Avenue	80'	N/A	2



»» bicycle network

The arterial network and local roadway network currently do not contain any bicycle facilities. Bicyclists travelling in the area typically share the road with motor vehicles. Major physical constraints along Hacienda Avenue, at Mandalay Bay underpass, bridge over I-15, and UPRR overpass provide limitations to accommodating bicycle facilities with the current roadway configuration.



The Regional Bicycle and Pedestrian Plan for Southern Nevada (April 2017) and the Regional Bicycle Network Gap Analysis (2014), identified the needs for high priority bicycle facilities shown in Figure 23 in the Stadium District area. Bicycle facilities are proposed on Hacienda Avenue, Sunset Road, and Valley View Boulevard, among other streets throughout the study area.

As shown in Figure 23, a bicyclist would be able to travel to and from the adjacent residential areas within 20 minutes to reach the District and have access from the District to the key transit stations and the Strip within 5 to 10 minutes. This proximity makes bicycles an attractive mode to accessing the District.

Existing Bike Lanes / Paths






-  Existing Bike Lane
-  Existing Shared Use Path

High Priority Bike Facilities

-  On-Street Bike Facility
-  Shared Use Path

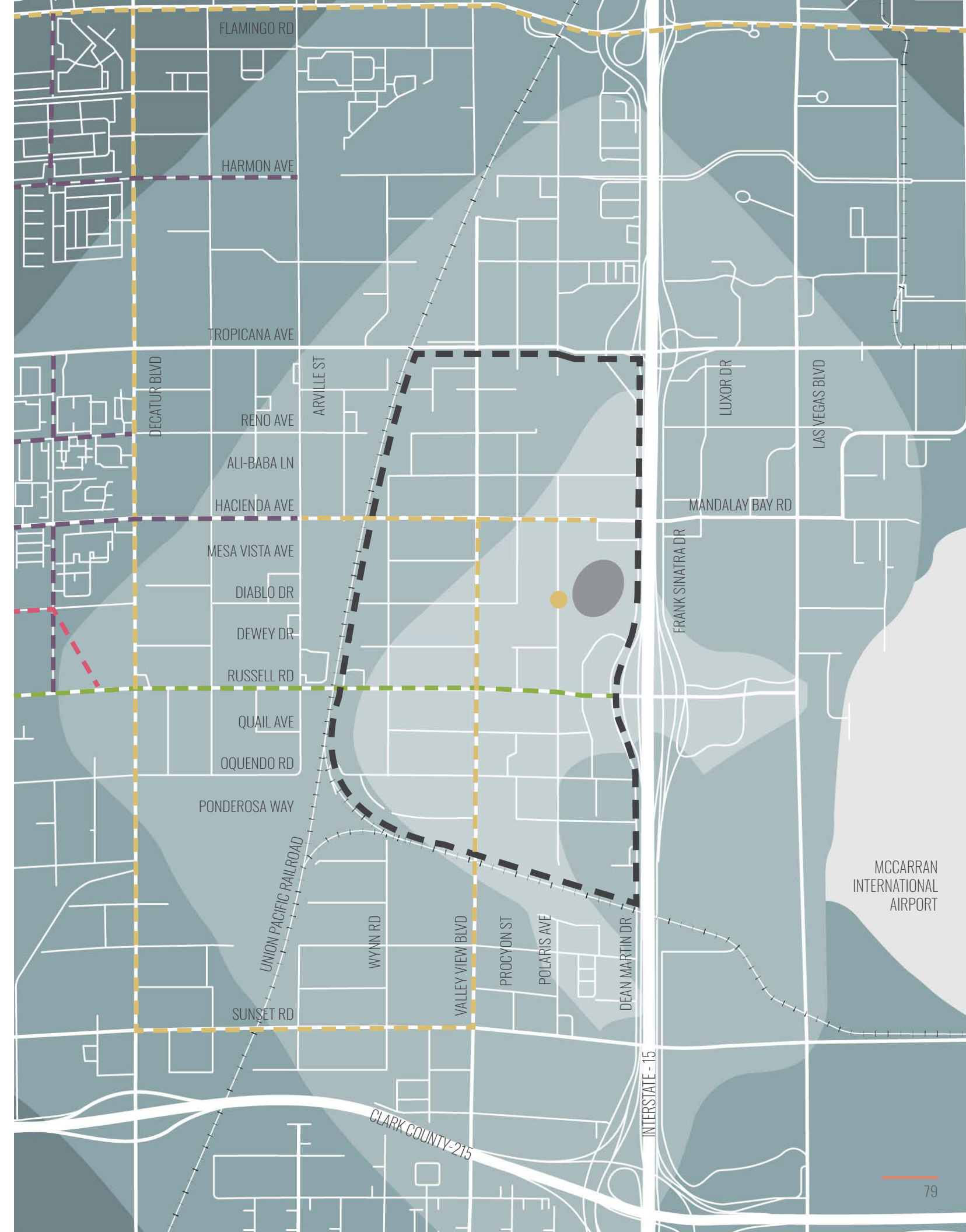
Bicycle Travel Distances Legend

The map on the right shows bicycle travel times less than 20 minutes from the Stadium District.

-  5 minutes
-  10 minutes
-  15 minutes
-  20 minutes
-  Starting Point

-  Stadium District
-  Allegiant Stadium

Fig. 23 - Bicycle Travel Distances and Facilities



transit network

Bus Network

Five RTC Bus routes serve the Stadium District and the adjacent areas with a total of 32 bus stops along the following arterials:

- Sunset Road (RTC Transit Route 212),
- Valley View Boulevard (RTC Transit Route 104)
- Tropicana Avenue (RTC Transit Route 201)
- Las Vegas Boulevard (The Deuce and RTC Transit Route 502).

Of the 32 bus stops within the District, two stops along Russell Road are within one city block of the stadium, or approximately 660 feet. The other stops are quite far for a pedestrian and can be accessed by bicycle within 10 minutes. Crossing of physical features is a challenge to the first mile-last mile connections, especially the steep grades on Hacienda Bridge, and UPRR crossing along Valley View Boulevard.

High Capacity Transit

The Regional Transportation Commission of Southern Nevada's (RTC) On-Board Mobility Plan has identified enhancements to the current bus system, new high capacity transit services and emerging transportation technologies. The phase 2 of this plan (10+ years) is proposing Rapid Bus lines along Las Vegas Boulevard South and Tropicana Avenue. These improvements will improve connectivity to the Strip, eastern and northern parts of the urban area, and McCarran International Airport.

The Stadium District also will benefit from the "Vegas Loop"—a proposed private high-speed underground tunnel in which passengers are transported via autonomous electric vehicles (AEVs) at up to 155 miles per hour.

The Vegas Loop will lead to all major Las Vegas attractions, including the Las Vegas Convention Center, resort hotels along the Strip, McCarran

International Airport, Allegiant Stadium, and Downtown Las Vegas. Figure 24 shows the planned route and station locations in the vicinity of the District.

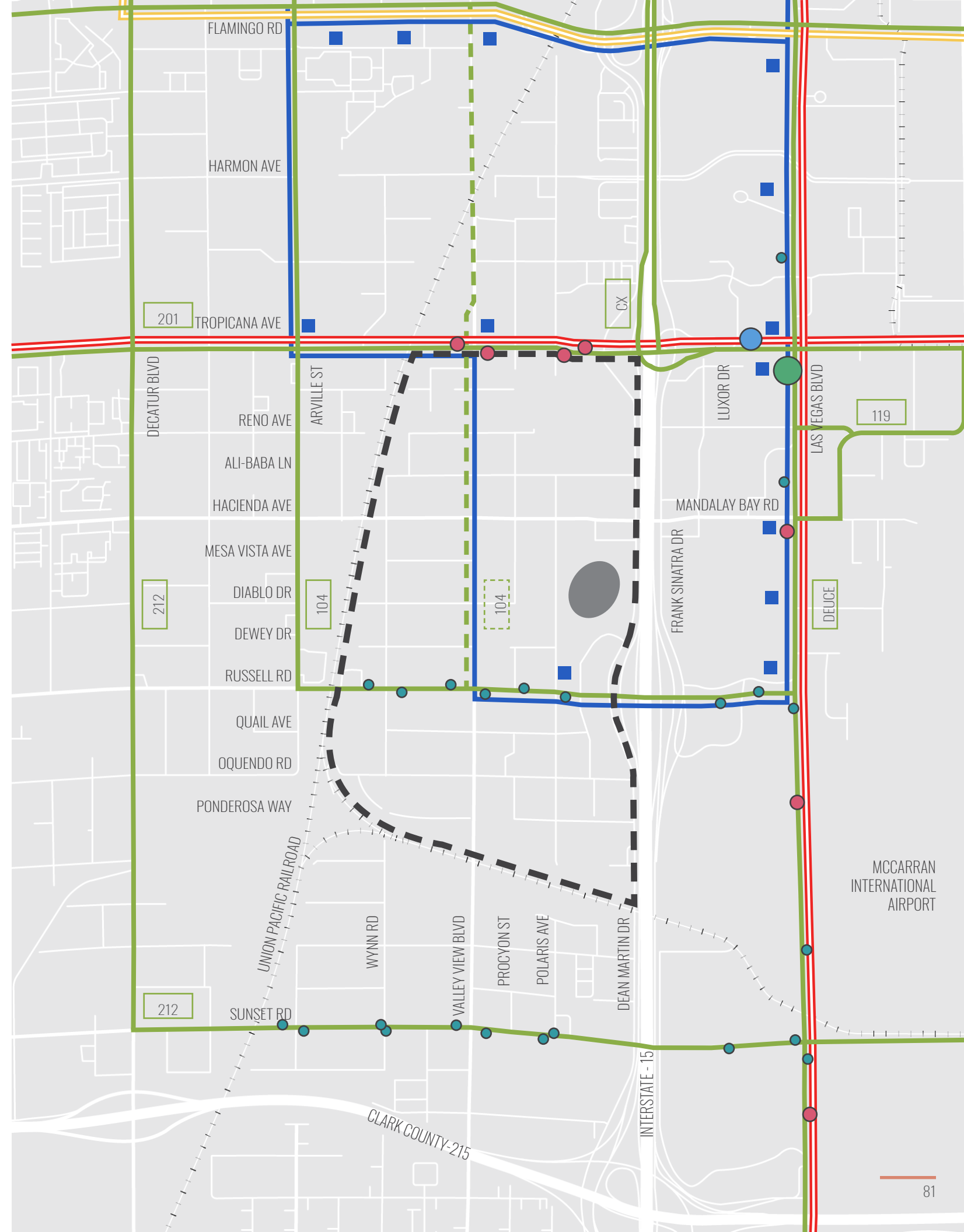
Ambitious private plans also exist to provide high speed rail connectivity to Los Angeles and Southern California. A rail station terminal is planned along Las Vegas Boulevard South, south of Warm Springs Road. The proximity of this station to the stadium might encourage event patrons to choose rail instead of vehicular traffic to travel to these events if the connectivity to this station using alternative modes is efficient and provides access to other attractions.

Bus Stop Ridership Legend

Weekday Average of Boarding and Alighting

- 0 - 150
- 150 - 800
- 800 - 1,500
- 1,500 - 2,775
- Existing Bus Route
- Realigned Bus Route 104
- Proposed Rapid Bus Line
- Proposed High Capacity Transit Line
- Proposed Vegas Loop Tunnel
- Proposed Vegas Loop Station




Fig. 24 - Transit Network Map



complete network assessment






Principles of a Complete Network

The Federal Highway Administration defines a network as follows: "a pedestrian and bicycle transportation network consists of a series of interconnected facilities that allow nonmotorized road users of all ages and abilities to safely and conveniently get where they need to go."

- 
Cohesion
 a connected network provides continuous bicycle and pedestrian facilities between destinations.
- 
Directness
 a complete network minimizes the distance that pedestrians and bicyclists need to travel to reach destinations.
- 
Accessibility
 a complete network accommodates travel for all users, regardless of age or ability.
- 
Alternatives
 a complete network provides route choices.
- 
Safety and Security
 unsafe locations, such as high-speed, high-traffic roadways or intersections, can serve as barriers in the network for pedestrians and bicyclists. Policies that promote safety and security are important to minimize the risk of injury, danger, and crime.
- 
Comfort
 a complete network does not deter use due to stress, anxiety, or concerns over safety.

The pedestrian and bicycle infrastructure in the study area was assessed in its existing condition. The table below outlines a rating of the pedestrian and bicycle infrastructure against each of the six complete network principles, with the ratings described in the legend. For more detailed discussion on the existing conditions of the study area, please see **Appendix A, Existing Conditions Report**.

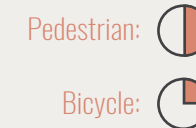
Grading Legend

- This legend shows the criteria by which pedestrian and bicycle facilities were graded.
-  The lack of pedestrian and bicycle facilities in the transportation network results in unsafe and inconvenient travel for nonmotorized road users.
 -  The transportation network provides some multimodal facilities, but it remains mostly unsafe and inconvenient for nonmotorized road users to travel.
 -  The transportation network provides multimodal facilities that allow most but not all users to safely and conveniently get where they need to go.
 -  The transportation network consists of a series of interconnected facilities that allow nonmotorized road users to safely and conveniently get where they need to go. Minimal gaps exist in the network.
 -  The transportation network consists of a series of interconnected facilities that allow nonmotorized road users of all ages and abilities to safely and conveniently get where they need to go.



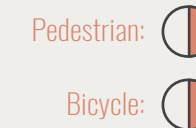
Cohesion

Sidewalks exist throughout the study area. However, there is not a complete grid within the Stadium District and pedestrians may have to walk in indirect paths to reach their desired destination. There are no bicycle facilities within the Stadium District. Therefore, bicycles currently share the lane with motor vehicles. The large block lengths in the study area indicate that there are missing connections between intersections.



Accessibility

The study area does not accommodate travel for all users. Some segments of the transportation network throughout the Stadium District are not in compliance with the ADA standards. Crosswalks, curb ramps, and continuous sidewalks are not consistent throughout the network.



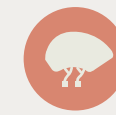
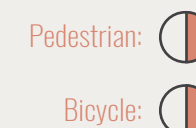
Directness

The study area does not minimize the distance that pedestrians and bicyclist need to travel to reach destinations. Cul-de-sacs and lack of connectivity make pedestrian and bicycle access difficult by increasing travel distances.



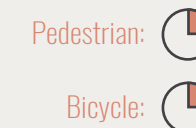
Alternatives

The Stadium District does not provide travelers with many route choices. The directness of the Stadium District was analyzed as part of the Existing Conditions Report to determine which routes minimize the distance pedestrians and bicyclists need to travel to reach a destination. The travel time from four key sites to Allegiant Stadium was calculated for four modes of alternative transportation. The analysis indicated that walking between destinations in the study area took more than five times as long as it would take to drive and was more than double the time it took to bicycle to the same destination for most locations.



Safety and Security

Streetlights are present on the larger corridors within the Stadium District, but they are missing or found to not to be working on a few of the smaller side streets. The industrial character of the study area results in an absence of natural surveillance. There have been three stolen vehicles, two disturbance of the peace complaints, and one assault/battery event between February 27, 2020, and March 4, 2020, within the Stadium District area.



Comfort

Sidewalk widths through the study area typically are 5 feet. In some locations, however, utility poles are located within the sidewalk width, which decreases the clear width distance to 2.5 feet to 3.5 feet. This creates a mobility issue since 3 feet is the minimum clear width required by the ADA. The presence and type of curb ramp facilities are inconsistent throughout the study area: many are diagonal, which is not recommended as the preferred ADA treatment. There are no bicycle facilities within the Stadium District. Therefore, bicycles currently share the lane with motor vehicles.



2.5 event day transportation plan

Event Day Plan

Allegiant Stadium is anticipated to accommodate several types and sizes of events including National Football League (NFL) games. For a large sold-out event, the Stadium can accommodate 65,000 visitors. The Las Vegas Stadium Event Company has prepared preliminary event management plans for each type of event. When the Stadium is open to live events and games, these plans are expected to be updated based on the experience that will be gained in operating this new facility.

The District currently provides a limited number of parking spaces. The majority of visitors will park at the remote parking sites outside of the Stadium District area and be shuttled to the event; utilize Transportation Network Companies (TNC), such as Uber and Lyft; or walk to the Stadium from the properties in the Resort Corridor.

Parking

Parking within the Stadium District or in the immediate vicinity will be provided in several locations, with a capacity of approximately 13,000 parking spaces available at the Stadium and in lots of nearby businesses on game and major event days. Additionally, there are approximately 22,000 spaces at nearby resorts and businesses within one-mile of the Stadium. These parking spaces are spread within and outside of the Stadium District, which help disperse traffic. Most of these locations are within walking distance to the Stadium.

Buses and Shuttles

Many visitors and employees will arrive at the Stadium via RTC buses; stadium operated shuttles from remote parking facilities; and credentialed buses/shuttles affiliated with hotels, casinos, and

other entities. Bus and Shuttle pick-up and drop-off areas are located along Polaris Avenue and Dean Martin Drive.

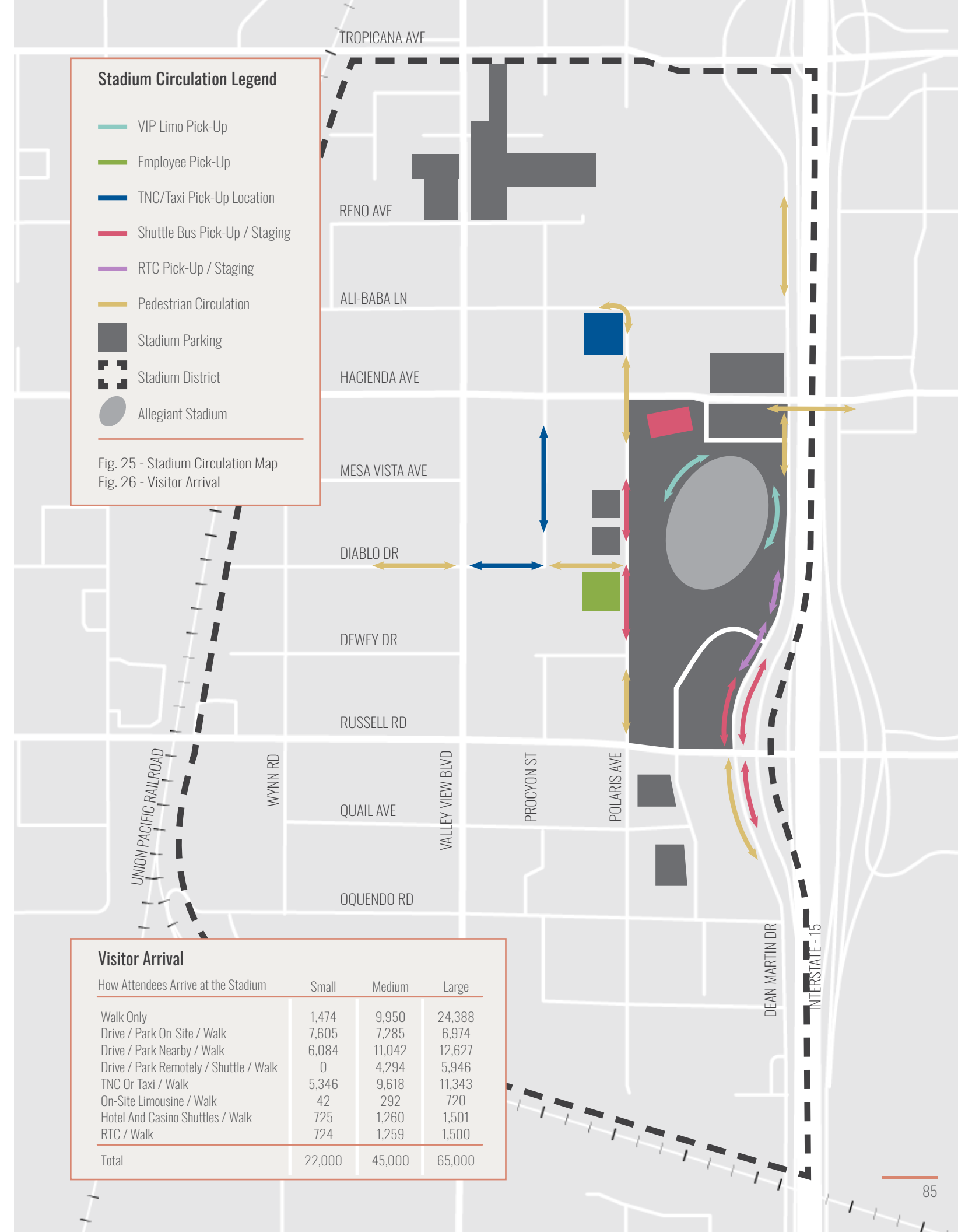
TNC/Taxis/Limousines

Visitors who do not choose to drive or use dedicated buses and shuttles are anticipated to be dropped off and picked up by passenger vehicles or limousines that do not require parking. Two pick-up and drop-off areas are dedicated for this mode of transportation: Diablo Drive / Procyon Street and the parking lot at the southwest corner of Ali Baba Lane and Polaris Avenue.

Circulation

During large events, several streets in the vicinity of the Stadium - including Polaris Avenue, Hacienda Avenue, and Dean Martin Drive - may be closed to vehicular traffic or become one-way to facilitate the access of pedestrians, buses, shuttles, employees, and VIP guests.

Pedestrians are anticipated to access the District primarily from the Resort Corridor or other locations where hotels and public transportation stations are located. The Stadium Event Management Plan estimates 9,300 to 28,700 pedestrians to enter the District via the Hacienda Avenue Bridge over I-15, which connects the Resort Corridor with the Stadium District. The bridge is being reconfigured to accommodate a wider sidewalk on the north side. An additional 7,700 to 21,000 pedestrians are anticipated to use Dean Martin Drive, Polaris Avenue, and Diablo Drive to access the Stadium.



2.6 opportunities + challenges



Throughout our public engagement process, stakeholders identified both opportunities and challenges in the District. Many people noted the proximity to the Las Vegas Strip and McCarran International Airport as a clear opportunity to attract visitors. In addition, in discussions about what kind of offerings to provide throughout the District, many stakeholders noted that having a diversity of attractions was important to them. The potential for redevelopment throughout the District and the existing easy vehicular access also were noted by many participants during conversations about opportunities.



Some challenges include the current lack of pedestrian-friendly urban design, particularly for large crowds. Stakeholders also have concerns about the lack of infrastructure: for example, some people are curious if there is ample utility access to support redevelopment, or if it will require investment and expansion of the underground utilities to make redevelopment a viable consideration. Given that the district is mostly industrial, there is also a challenge related to the scale of urban form throughout: it lacks human-scale amenities and is, instead, designed to accommodate large truck traffic, deliveries, and manufacturing and industrial activity. There is an abundance of surface parking along the street and sidewalk frontages, and there is a lack of public transportation. Much of this is related to the challenge of a primarily industrial transitioning to a pedestrian-oriented commercial area.

Opportunities

Challenges

Vision + Goals

four main goals to support the community-developed vision for the district

Land Use

built environment recommendations from large-scale zoning, block designs, to more detailed massings

Mobility

recommendations inclusive of all forms of mobility for streetscapes and the pedestrian realm

Quality of Life

how more-detailed aspects of the District—wayfinding, open space, and public art—are vital to creating a cohesive area

Vibrant Economy

recommendations to support and encourage a successful economy

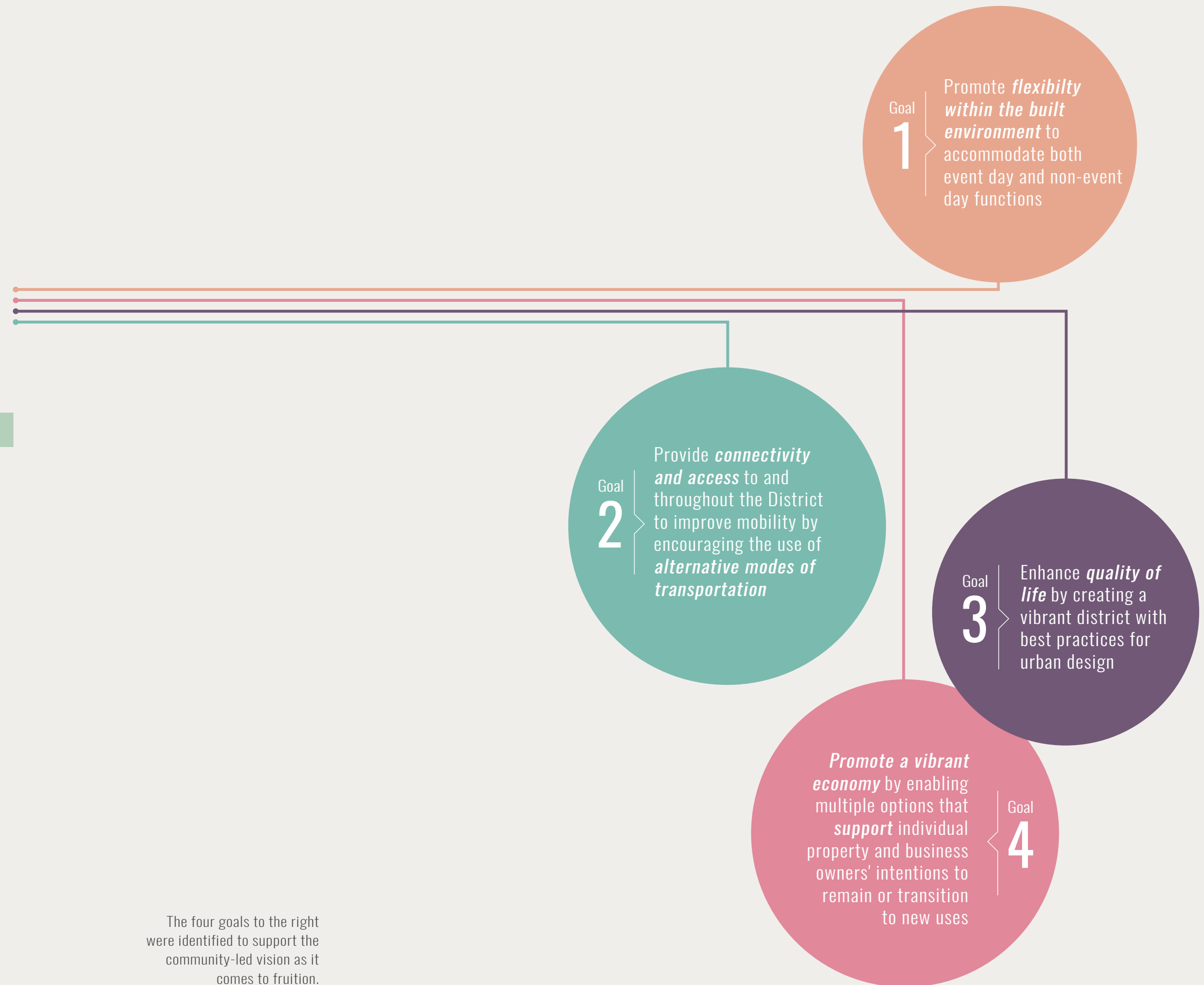
FRAMEWORK FOR THE FUTURE

3.1	Vision + Goals	90
3.2	Land Use	92
3.3	Mobility	104
3.4	Quality of Life	186
3.5	Vibrant Economy	196

3.1 vision + goals

Create a **dynamic** district with a comprehensive mix of uses that supports the continuation of current businesses while **providing opportunities** to transition into a **thriving destination** for entertainment, hospitality, business, and sports.

Vision



The four goals to the right were identified to support the community-led vision as it comes to fruition.

3.2 land use

Existing industrial land use patterns result in property designs focused on accommodating large construction vehicles, large trucks, or tractor trailers, to support the necessary activities for industrial operations. Industrial and manufacturing can also create a higher volume of noise and vibrations than commercial activity. It could be disruptive to neighboring properties if ample space or buffer is not provided between adjacent properties with industrial and pedestrian-oriented commercial uses. Structural considerations may be given to the siting and construction of buildings in this land use pattern. In order to maintain a healthy environment, industrial buildings are regulated uniquely in order to prevent nuisances for proximate properties.

Over time, industrial areas can evolve to accommodate other uses; this shift requires sensitivity and consideration of the activity and how it might operate safely if adjacent to a new use. Expanding land use options within an industrial area can allow for a creative mix of activity that attracts new visitors to the area.

Dedicating some land to solely emphasize industrial and manufacturing exclusively can allow for space to conduct businesses which cannot be located near entertainment, office, commercial or tourist operations. By creating specific areas where new uses can be incorporated, a historically industrial area can diversify and thrive economically in new and creative ways. However, any future land use and development should also be compatible with the state operated Casa Grande Transitional Housing facility located within the District.

This series of recommendations considers the vast opportunities and challenges of redevelopment in an industrial area. Land use patterns may change as an anchor property adapts a new use, such as Allegiant Stadium, which will attract visitors and help support new kinds of business and economy.



Projects to promote flexibility within the built environment throughout the District:

- ▶ Parcels should be allowed to transition to a mix of uses: commercial, tourism, entertainment, office space, and, if approved, residential use. The future of the District is envisioned to be comprised mostly of this mix of uses.
- ▶ Some portion of land will remain dedicated to industrial land use: industrial use should stay in the Stadium District—near the Union Pacific Railroad Line and Spur is an appropriate place to concentrate industrial uses. Current uses can continue throughout the district, and changing uses is not required.
- ▶ Consider promoting a mix of uses, in addition to enabling mixed-use; a mix of uses is distinct from mixed-use in that it describes how a corridor or area of parcels relate to one another. “Mix of uses” is conscientious about enabling different uses on adjacent parcels instead of concentrating similar uses all together, whereas, “mixed-use” describes a property in which commercial and residential uses are combined on the same site.
- ▶ Incorporate more commercial and tourist focused land uses throughout the District into the existing planned land use map.
- ▶ Provide incentive for rooftop use in building design as a form of sustainable building to encourage greater density, reduce building heat gain, and lessen unused space.
- ▶ Reduce set-back requirements for buildings to ensure that it meets the pedestrian realm to help activate the ground-floor. Consider incorporating open space at the pedestrian realm edge as an alternative if buildings are not applicable in certain situations.
- ▶ Encourage non-residential ground-floor uses to activate the pedestrian realm, such as retail, commercial, office, and dining.

»»envisioning land use

Stakeholder land use visioning workshops were held during the public engagement process. Groups at the workshops worked separately at independent tables and created a land use scenario based on constraints and considerations specific to their table. Although each group developed its own vision for the future, there were common shared themes.

Stakeholders wanted to see more commercial and entertainment uses closer to the Stadium, while allowing industrial uses to remain closer to the railroad. Residential uses were seen as part of mixed-use developments, but were kept out of the Airport Environs Overlay District to avoid conflicts with McCarran International Airport. The general consensus amongst the stakeholders though, was a desire to allow flexibility to have a variety of uses and/or mixed-use development on properties within the Stadium District. This visioning exercise can inform future considerations as more formal changes in planned land use unfold. Additional information about the specifics of each stakeholder workshop can be found in [Appendix A. Public Engagement Summaries](#).



Fig. 27 - Land Use Visioning Photos

»» building massing

This graphic provides considerations for the building form throughout the District. These brief recommendations are intended to promote a street life with a human-scale, pedestrian-friendly, neighborhood character. Key recommendations for building massing and form are depicted in the adjacent illustration.

Minimize Building Setback

Minimize building setback from the property edge such that building facades meet the pedestrian realm as closely as possible. This improves access to the properties for pedestrians and creates a more-vibrant pedestrian realm.

Awning / Covered Patio

Where outdoor dining or seating is provided, consider adding an awning or creating an inset covered portico. This allows for shade during hot summer months.

Widen Pedestrian Pathways

A covered colonnade or walking space adjacent to the pedestrian realm would widen pedestrian pathways and increase foot traffic near the property.

Building Height

If a building height is greater than three stories, the facade above the 3rd story should step back 25 feet from its ground-floor edge to prevent a monolithic shadowed experience at street level. This step back allows sunlight to reach the lower floor. If an approved building approaches 10 or more stories, a second step back at a higher level should be provided.

Rooftop Gardens / Patios

Rooftop gardens and patios are encouraged, especially in the roof areas revealed by a stepback toward higher levels. They can create interesting social spaces, help combat the heat island effect in buildings during the summer, and can contribute to increased property values.

Ground Floor Activation

To promote vibrant street life and pedestrianization, the district can emphasize ground floor activation at key intersections or corridors where concentrated activity emerges. The ground floor is where public life exists, thrives, and is most observable. Being conscious of ground floor uses allows for increased vibrancy; whereas, for example, having a parking garage with ground parking at street level, will significantly diminish the aesthetics and street life. Thus, the ground floor should be designed for people and be activated by uses that welcome and engage passersby. Retail, restaurant, community centers, galleries, performance spaces, bars, beer gardens (biergarten), breweries, pop-up retail or food services, and entertainment venues are all appropriate ground floor uses. It is best to shift uses which are less accessible to the public to second floor and above levels. For example, office and residential uses can be located above the ground floor. Where parking garages exist, the ground floor should be activated for usage other than simply parking, especially in areas where pedestrian traffic is most dense.

Fig. 28 - Massing Perspective



»» block types reimagined

To improve grid connectivity and create a more pedestrian-friendly district, two configuration ideas for blocks are provided. These blocks are based on reconfigurations of existing blocks at both medium scale and large scale and are meant as guides.

There is no one correct way to redevelop the existing blocks. However, the following sections provide examples of possible block designs for the District.

Key Elements

- █ Sidewalks + Setbacks
- █ Built Form
- █ Driveways + Parking
- █ Pedestrian Pathways
- █ Open Space

To illustrate the general urban design principles discussed, these examples are shown in two different contexts: a completely new, undeveloped block and an adaptive re-use option.

Adaptive Re-Use

Adaptive re-use is a form of development that transforms existing buildings into a new use. It can be an option for areas in redevelopment for a few reasons:

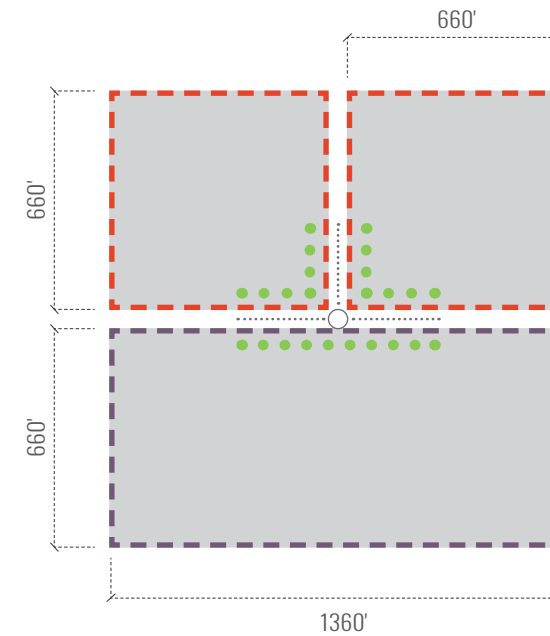
- █ **Sustainable:** reduces building material cost, less demolition, limited reconstruction, etc.
- █ **Economic:** cost benefits from reduced construction costs, design, etc.
- █ **Affordable Spaces:** these re-used spaces can become affordable options for local businesses

There will likely be a combination of introducing new construction and adaptive re-use as the District develops, which can ultimately help lead to a vibrant and diverse area.



- █ Existing Large Block (1320' X 660')
- █ Existing Medium Block (660' X 660')
- █ Existing Building Footprint

Fig. 29 - Block Types Reimagined Diagrams

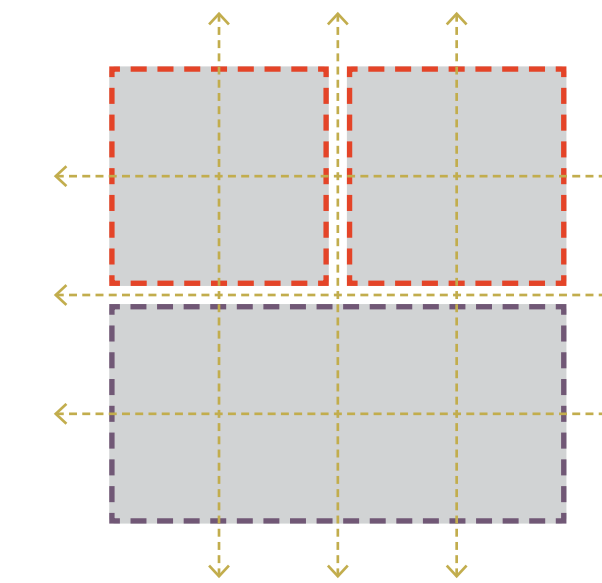


Not Easily Walkable

Because the blocks are so large, there are few route options for pedestrians and vehicles, and this size constraint limits the number of parcels that are available. Being forced to walk on a long block with no other option is a deterrent for pedestrians.

- Pedestrian 5 min. Walking Path
- Destinations Accessible Within 300' (5 min walk)
- Pedestrian Starting Point

An average pedestrian walking time along a block length of 300 feet is 5 minutes. This means that the smaller blocks in the district, at 660 feet, require more than 10 minutes to traverse, and the larger blocks, take over 20 minutes to walk.

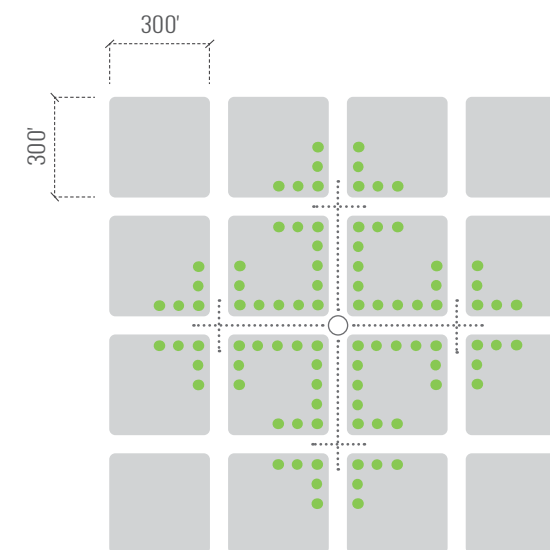


Increase Permeability

Reducing the scale of the blocks allows for more route options for pedestrians, greater permeability for vehicles and pedestrians, and increased route efficiency.

- ↔ Dividing the Block

Blocks can be reduced through a few different options. Most commonly, streets with varying types of transportation are used, but pedestrian-only paths, bicycle paths, and open spaces can also be used to make blocks more permeable and provide pedestrians with visual interest and options.



Develop Walkable Distances

By creating more paths, it opens up the perimeter for various land uses, increases the amount of places easily accessible within the same distance, and offers more variety in routes for visual interest and efficiency.

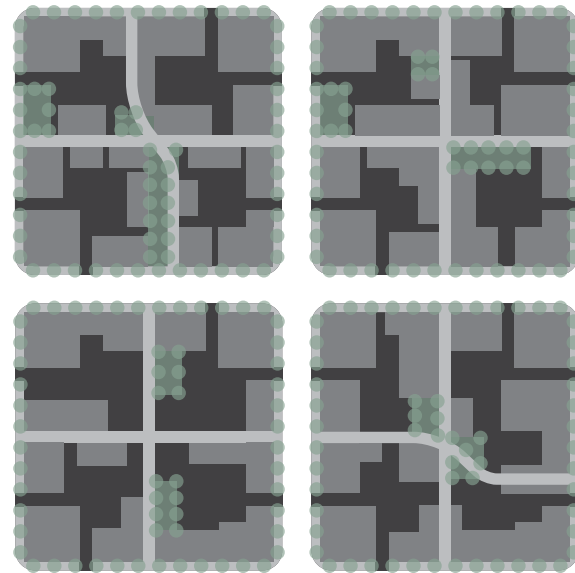
- Pedestrian 5 min. Walking Path
- Destinations Accessible Within 300' (5 min walk)
- Pedestrian Starting Point

This graphic indicates the time required for a pedestrian to traverse a block length after its reduced scale.

»» new block development

These layouts illustrate new buildings with minimal or zero setback, located next to the pedestrian realm and street life. Surface parking lots can be located behind the buildings, and/or eliminated entirely to allow for larger building footprints. If surface parking is eliminated or greatly reduced, parking will be provided via shared garages on or off site, or street parking where allowable. Driveway entrances are shared to enable vehicular site access at minimal locations to prioritize pedestrian traffic. This will also create shared access locations for delivery trucks and recycling and garbage pick-up.

It is particularly important to break the block down into a smaller and more accessible scale for pedestrian traffic by incorporating pedestrian-only pathways and quality of life infrastructure such as outdoor and open spaces that incorporate trees, flexible spaces, furniture, and public art.



Benefits

- | Create safe and active walkable area at property edge
- | Allow for on-site surface parking located behind buildings
- | Create a walkable sidewalk
- | Reduce vehicular driveway frequency to prioritize pedestrians
- | Create more space for building footprints or open space
- | Increases allowable square footage to maximize building investments
- | Garage parking allows for more parking spaces

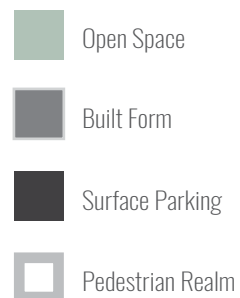
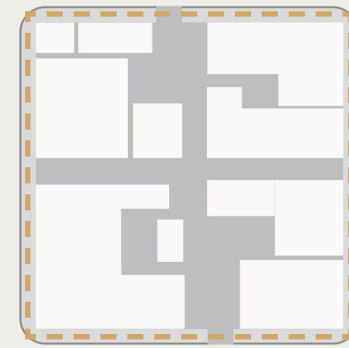
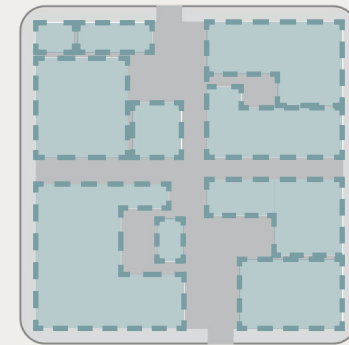


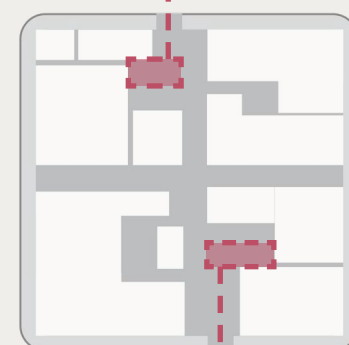
Fig. 30 - New Development Block Conceptual Diagrams



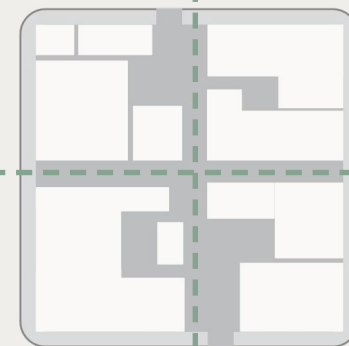
Sidewalk + Setbacks
Are determined by pedestrian realm zone standards.



Built Form
New buildings and additions are aligned with pedestrian corridor and street edge.



Driveways + Parking
Shared surface parking behind buildings and offset from drive aisles. Reduce driveways. Shift focus to prioritize pedestrian traffic.



Pedestrian Pathways
Increases the walkability and engagement by allowing pedestrian access to meander through the large blocks.



Open Space
Public space and entertainment areas encourage use and increase attraction.

»» adaptive re-use of existing site

Figure 31 shows an existing image of a medium sized block in the District followed by a conceptual example of how it could develop if the block re-uses spaces and densifies with new construction. This block type encourages adaptive reuse of existing buildings. This means that existing buildings are maintained where possible, even if the properties redevelop. Some buildings can be repurposed for new uses and can be joined with new additions.

Current blocks have large building footprints distributed throughout the block. Some buildings meet the pedestrian realm; others may have surface parking at the property edge. The primary elements in existing blocks are surface parking, industrial buildings, and undeveloped parcels.

As the area evolves, and new land uses move onto properties wishing to redevelop and intermingle with new construction, the area can begin to emerge with a unique identity. Eventually, the primary elements can begin to diversify and offer more resources to the community.

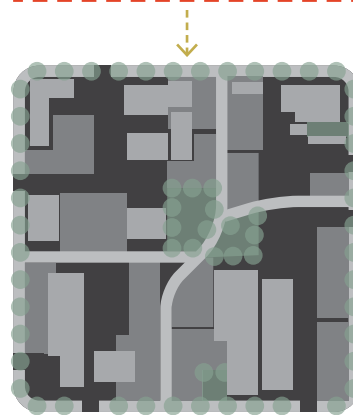
Benefits

- Create greater density and lessen unused and undeveloped spaces
- Lessens construction costs and improves life-cycle costs of buildings
- Easier to transition from existing uses as new land uses develop

Conceptual Diagram

In figure 31, the diagrams represent how adaptive re-use of an existing site could take shape. It is meant to provide a conceptual understanding of these ideas coming together.

Adaptive Re-Use Conceptual Block Diagram

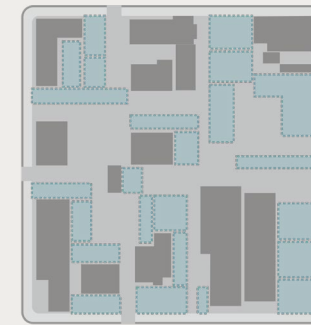


- Open Space
- New Built Form
- Existing Built Form
- Surface Parking
- Pedestrian Realm

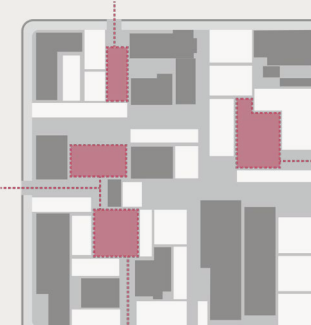
Fig. 31 - Adaptive Re-Use Block Conceptual Diagram



Sidewalk + Setbacks
Are determined by pedestrian realm zone standards.



Built Form
New buildings and additions are aligned with pedestrian corridor and street edge. Existing buildings, where appropriate, are encouraged to adapt to new uses and connect the pedestrian corridor and activate the street edge.



Driveways + Parking
Shared surface parking behind buildings and offset from drive aisles. Reduce driveways. Shift focus to prioritize pedestrian traffic.



Pedestrian Pathways
Increases the walkability and engagement by allowing pedestrian access to meander through the large blocks.



Open Space
Public space and entertainment areas encourage use and increase attraction.

3.3 mobility

Improving mobility is fundamental to enabling the economic and social prosperity of the District and the Las Vegas urban area. This plan presents a set of strategies and actions focused on improving mobility by reconfiguring street layout and design, accommodating alternative modes of transportation, and providing for infrastructure improvements that will better support the human activity within the District and provide safe and efficient ways to access this destination. These strategies build upon the challenges and work done for this plan in coordination with stakeholders. Improving mobility to and throughout the District will continue to be a collaborative process between developers, the County and local transportation agencies. The list of strategies and actions presented here are followed by detailed design recommendations that will guide stakeholders through the implementation process of transforming the District into a destination for all.

Goal
2

Provide *connectivity and access to and throughout the district to improve mobility by encouraging the use of alternative modes of transportation.*

Projects to improve mobility throughout the District:

- ▶ Create a connected multimodal street network by constructing new streets and extending and enhancing existing streets, where needed, that include bicycle and pedestrian facilities.
 - ▶ Update existing intersections to increase comfort and safety for pedestrians and bicyclists.
 - ▶ Provide for greater connectivity by incorporating and developing pedestrian pathways in new developments as they occur.
 - ▶ Develop a District-wide wayfinding signage program that creates hierarchy of signage improvements, including at key gateway locations.
 - ▶ Coordinate with property owners to identify local streets within the District where bicycle facilities are appropriate.
 - ▶ Ensure safe and secure parking locations for bicycles (including bike share) are available throughout the District.
 - ▶ Coordinate with the RTC to extend the e-bike share program into the Stadium District.
 - ▶ Coordinate with the RTC and The Boring Company to improve transit connections and provide transportation choices to access the Stadium District on event and non-event days.
 - ▶ Continue to coordinate with the RTC and The Boring Company to design and implement transit stations that accommodate all types of transit and offer real-time information, facilitating quick and easy access and transfer of passengers.
 - ▶ Coordinate with the RTC to evaluate long-term transit connectivity to the proposed California-Nevada rail station.
 - ▶ Develop a parking policy for the Stadium District.
- Technology is rapidly changing the way we live, travel, and protect our environment. Leveraging these technologies is an opportunity for Clark County to improve mobility and create a sustainable transportation infrastructure within the District.
- ▶ Monitor technology advancements and, in coordination with other regional agencies, determine how to implement them to facilitate access into the District or navigation within the District.
 - ▶ Update road design and infrastructure as needed to accommodate the new technology.
 - ▶ Coordinate with NDOT and RTC FAST to evolve the Advanced Traffic Management System, including key district access points at Russell Road and Tropicana Avenue.
 - ▶ Develop and install a virtual, district-wide wayfinding and signage program that facilitates access to important destinations throughout the District.
 - ▶ Explore opportunities to leverage public-private partnerships to use autonomous shuttles to provide additional access to the District.

network principles

To create a pedestrian-friendly and bicycle-friendly environment, it is important to set principles that guide the development of the Stadium District network that makes walking, bicycling, and public transport the easiest, safest, and most appealing choices.

Building a Network

Building a space that enables people to walk requires a street network that is efficient and can support multiple types of uses and densities. To accomplish this, it is encouraged for the current street network to be connected as parcels shift to other uses, creating a grid network with approximately 660-foot-long blocks.

Principles

- Provide an interconnected street network that supports compact development patterns and alternative mode connectivity.
- Prioritize walking and bicycling as the primary mode of movement within the District.
- Provide safe, efficient, and comfortable routes for walking, bicycling, and public transportation to increase the use of alternative modes of transportation.
- Integrate the District's transportation network with the region's transit to maximize alternative mode choice.
- Integrate smart technologies to the District's infrastructure.
- Integrate urban open space with transportation infrastructure.

Benefits to Connecting the Grid

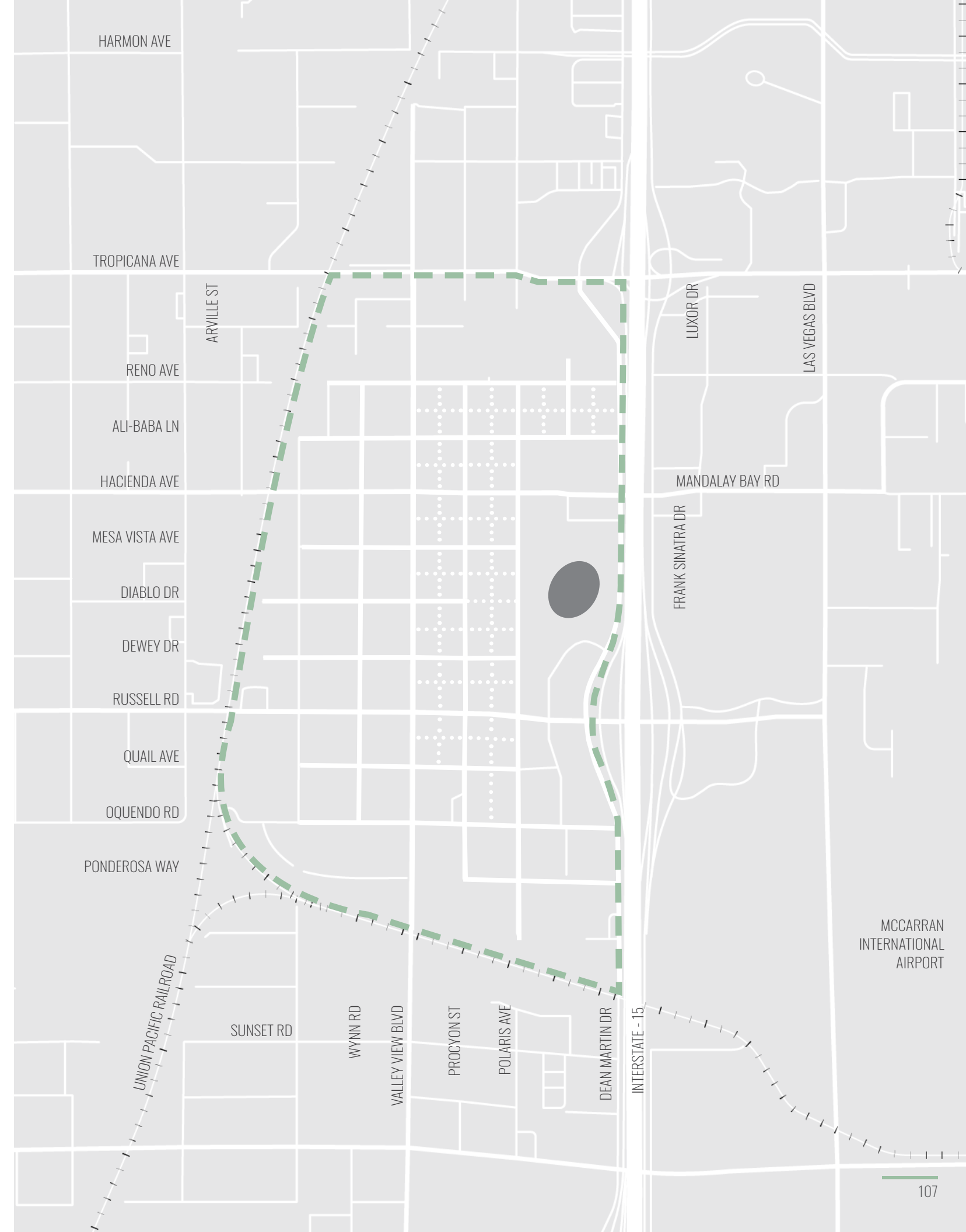
- shortening walking distances
- providing better connectivity to network
- improving access to major arterials
- improving visibility and safety for pedestrians
- improving access to properties

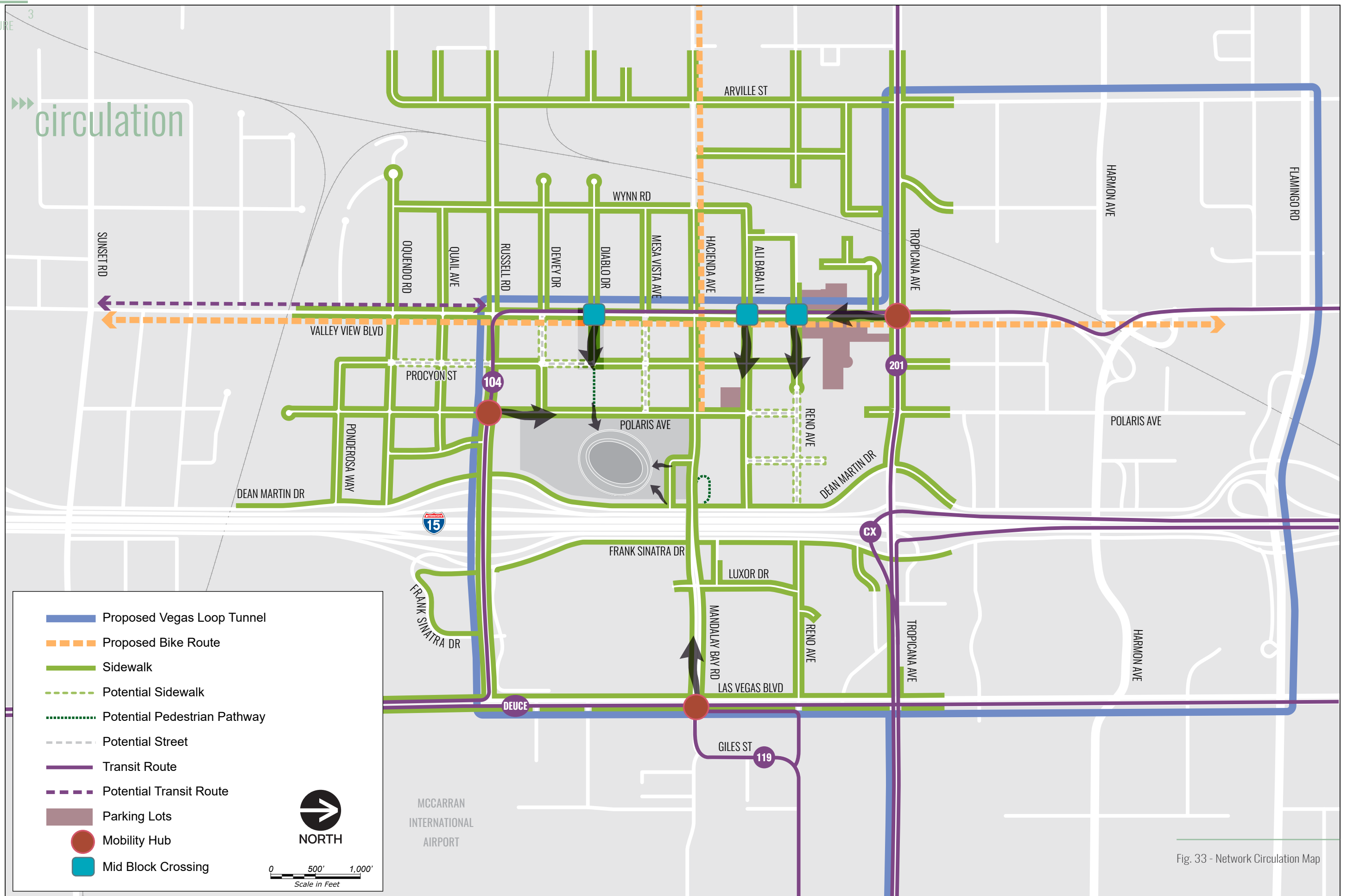
Legend












This map illustrates the ideal network grid for the District with the proposed streets and pedestrian pathways.


- Proposed Streets
- Pedestrian Pathways

Fig. 32 - Ideal Network Map





-  Proposed Vegas Loop Tunnel
-  Proposed Bike Route
-  Sidewalk
-  Potential Sidewalk
-  Potential Pedestrian Pathway
-  Potential Street
-  Transit Route
-  Potential Transit Route
-  Parking Lots
-  Mobility Hub
-  Mid Block Crossing


NORTH

0 500' 1,000'
Scale in Feet

Fig. 33 - Network Circulation Map

future conditions network assessment

Principles of a Complete Network






The FHWA defines a network as follows: "a pedestrian and bicycle transportation network consists of a series of interconnected facilities that allow non-motorized road users of all ages and abilities to safely and conveniently get where they need to go."

- 
Cohesion
 a connected network provides continuous bicycle and pedestrian facilities between destinations
- 
Directness
 a complete network minimizes the distance that pedestrians and bicyclists need to travel to reach destinations
- 
Accessibility
 a complete network accommodates travel for all users, regardless of age or ability
- 
Alternatives
 a complete network provides route choices
- 
Safety and Security
 unsafe locations, such as high-speed, high-traffic roadways or intersections, can serve as barriers in the network for pedestrians and bicyclists. Policies that promote safety and security are important to minimize the risk of injury, danger, and crime.
- 
Comfort
 a complete network does not deter use due to stress, anxiety, or concerns over safety

Using the principles of a Complete Network, the future pedestrian and bicycle infrastructure in the study area was assessed as it is currently proposed. The table below outlines a rating of the pedestrian and bicycle infrastructure against each of the 6 complete network principles, with the ratings described in the legend.

Grading Legend

This legend is the criteria that pedestrian and bicycle facilities were graded.

-  the lack of facilities in the transportation network results in unsafe and inconvenient travel for nonmotorized road users.
-  the transportation network provides some multimodal facilities; however, it remains mostly unsafe and inconvenient travel for nonmotorized road users
-  the transportation network provides multimodal facilities that allow most but not all users to safely and conveniently get where they need to go.
-  the transportation network consists of a series of interconnected facilities that allow non-motorized road users to safely and conveniently get where they need to go. Minimal gaps exist in the network.
-  the transportation network consists of a series of interconnected facilities that allow non-motorized road users of all ages and abilities to safely and conveniently get where they need to go.



Cohesion

Sidewalks exist in the study area and the gaps are anticipated to be filled as the district develops. Additional pedestrian pathways can help to minimize the walking distances between destinations, such as the parking facilities and mobility hubs. Bicycle lanes are included as options for the future street designs and the inclusion of them will increase the perception of a cohesive network.

Pedestrian: 

Bicycle: 



Accessibility

Additional pedestrian pathways and roads are envisioned for the District. These pathways and additional roads will provide more direct access to the various destinations proposed. The cul-de-sac is anticipated to be connected to the network by a pedestrian pathway creating a more efficient connection to the adjacent roads.

Pedestrian: 

Bicycle: 



Directness

New sidewalks will be built to meet ADA standards with the goal of accommodating all users. The addition of crosswalks, curb ramps, and continuous sidewalks throughout the network will improve accessibility for all users.

Pedestrian: 

Bicycle: 



Alternatives

Additional roadways and pedestrian pathways are planned to be added to the District. Blocks will be shortened to about 600 feet, with additional pathways anticipated to connect in key areas. This addition of roads with sidewalks will improve the options pedestrians and bicyclists have to reach their destinations. The shorter blocks and additional crossing opportunities will help shorten the pedestrian and bicycle travel times.

Pedestrian: 

Bicycle: 



Safety and Security

Streetlights are identified for the streets inside the District. The addition of pedestrian scale lighting or even additional standard streetlights will improve nighttime visibility and the sense of comfort felt by visitors to the District.

Pedestrian: 

Bicycle: 



Comfort

Sidewalks in the district will be built to meet County standards, and the additional pedestrian realm envisioned will enhance the feeling of comfort for pedestrians. Separated bicycle facilities are envisioned for many of the street types identified for the District and will improve the feeling of bicyclist comfort.

Pedestrian: 

Bicycle: 

» street design elements

Principles For Design

To accomplish the vision developed by the stakeholders, a draft set of design guidelines was developed by the team. These guidelines provide design options for traveled-way and pedestrian access for each street typology. The development of these guidelines is based on:

Complete Streets

- Implementing recommendations from Complete Streets Guidelines for Livable Communities

Prioritize Pedestrian and Bike Activity

- Implementing recommendations from the 2017 Regional Pedestrian and Bicycle Plan (RBPP)

Integrate Public and Private Right-of-Way

- Minimizing impacts to existing curb and sidewalk that might cause any potential utility relocation

Find Opportunities for Amenities

- Providing opportunities for property owners to use amenities—such as street furniture, decorative trash cans, etc.—to improve the pedestrian experience and use different materials, colors, and textures in the pedestrian walkway to differentiate from the public right-of-way (ROW).

The street layout and cross sections proposed here include two distinct areas: the public ROW and the privately owned and maintained pedestrian zone. Information on the pedestrian realm are located at the end of this section.



Fig. 34 - Urban Street Design³⁶



Fig. 35 - Outdoor Dining in Pedestrian Realm³⁶



Fig. 36 - Green Valley Ranch³⁷



Fig. 37 - Pedestrian Friendly Downtown³⁴

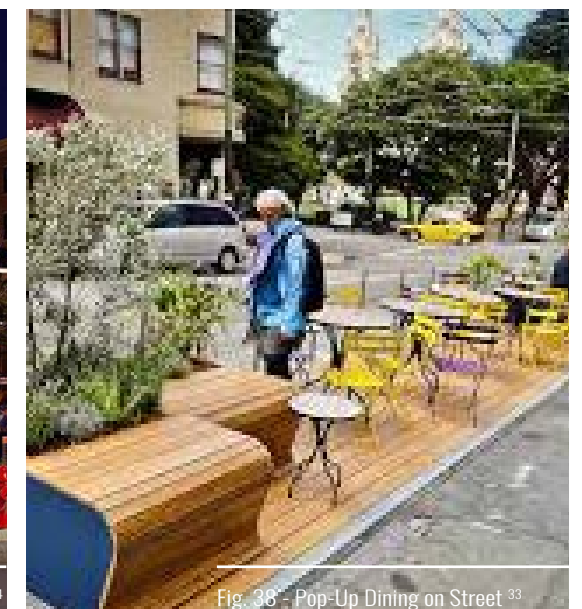


Fig. 38 - Pop-Up Dining on Street³³

street typologies

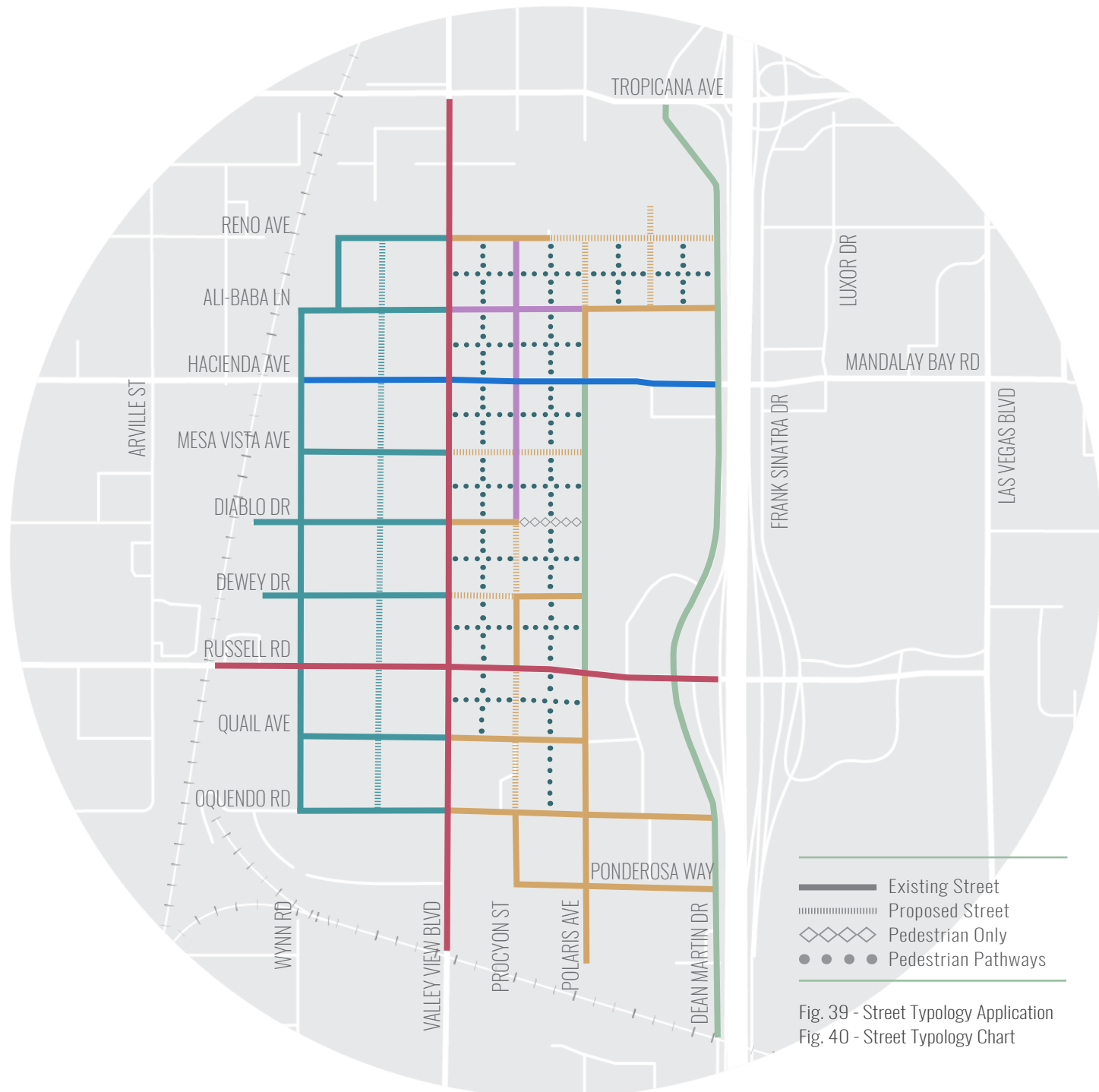


Fig. 39 - Street Typology Application
Fig. 40 - Street Typology Chart

STREET TYPE OPTIONS

LOCAL

Neighborhood Street

These streets serve the Stadium District neighborhood and may or may not connect to adjoining neighborhoods. Local Streets are intended to provide safe and inviting ways to walk to restaurants, offices, businesses, and other entertainment venues.

Festival Street

These are local streets that are designed in a way that allow for temporary easy conversion to pedestrian-oriented activities such as concerts, gatherings, or farmer's markets. These streets have a social significance of a neutral public area for gathering.

Industrial Area

Streets that serve existing industrial uses within the Stadium District. These streets will provide access to industrial properties that in the long term are not expected to evolve to other uses, such as the ones adjacent to UPRR.

MAIN

Main Street

This street accommodates slower vehicle speeds, favors pedestrians most, and contains the highest level of streetscape features. Typically dominated by retail and other commercial uses, they function differently than other streets as they act as a destination.

Boulevard

This type of street traverses and connects districts and cities and is regional in nature.

MULTIMODAL

Regional High-Speed Street

This type of street traverses and connects districts and cities, provides access to the interstate system or other principal arterials and is regional in nature.

EVENT

Event Street

This street type serves major events and destination areas.

PEDESTRIAN PATHWAYS

Pedestrian Pathways

These pathways are not fully functioning streets. They are intended as pedestrian-only paths that meander and cut through the large blocks in order to connect the Stadium District more effectively.

street section reference

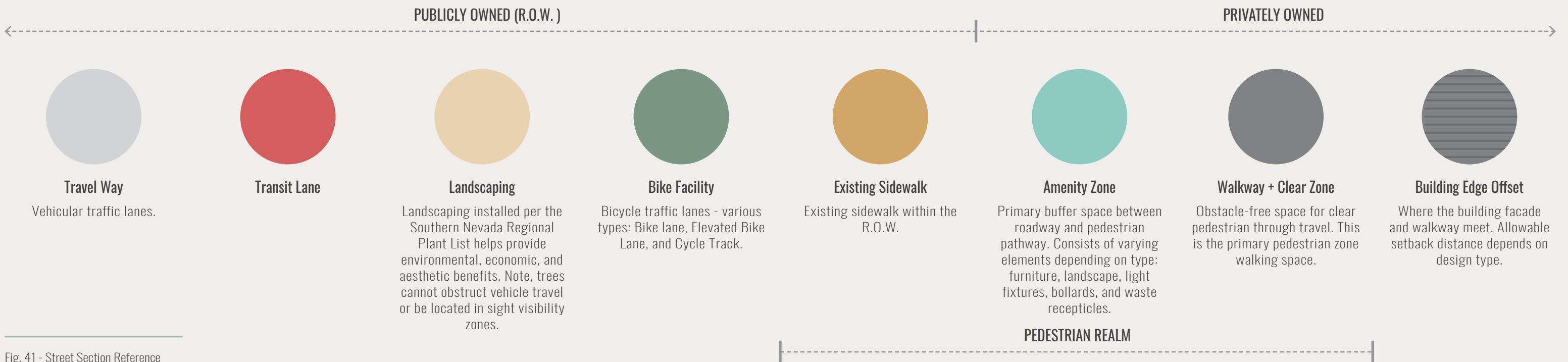
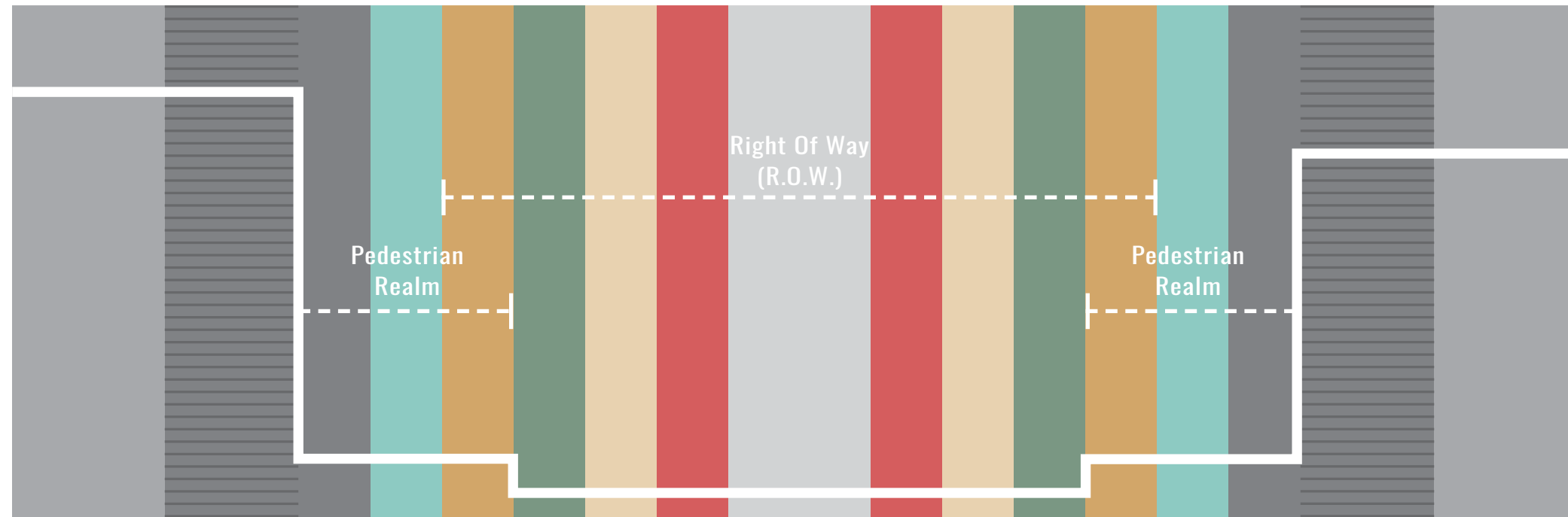


Fig. 41 - Street Section Reference

»» neighborhood street

Purpose + Elements

Neighborhood Streets are proposed in the area where land use will evolve to commercial, retail, and mixed-uses. The proposed options intend to maintain the current built roadway to minimize any utility relocation and maintain existing sidewalks. Changes to the curbs are proposed only near pedestrian crossing locations where curb extensions are recommended. The curb extensions will serve as a traffic-calming measure, help reduce pedestrian crossing distances, and provide space for gatherings. The sidewalk located within the right-of-way will remain unchanged and will be expanded within private property to accommodate an additional 15 feet of pedestrian area. This will allow for property owners to incorporate an amenity zone, landscaping, and textured paving materials that are privately maintained.

The series of street cross sections and design criteria below are intended to guide developers and Clark County in determining street layout as the area evolves to commercial uses.

25 MPH Speed Limit

The features on this street are designed to support an approximately 25 mph speed limit.

Wide Sidewalks

This street type promotes a wide pedestrian realm to support large crowds.

Amenities

An area separate from the pedestrian walkway, intended for streetscape elements, landscaping, and street trees, including trash receptacles, lighting, and design elements to support pedestrian-oriented design.

Raised Crosswalks

Raising the crosswalk to curb-height helps create a safer pedestrian zone and prevent vehicles from speeding.

Safety Features

Safety Features, such as pedestrian-scale lighting, help create a safer walking and gathering space.

Bike Lanes

Proposed bike lanes are recommended to provide an alternative form of transportation.

Curb Extensions

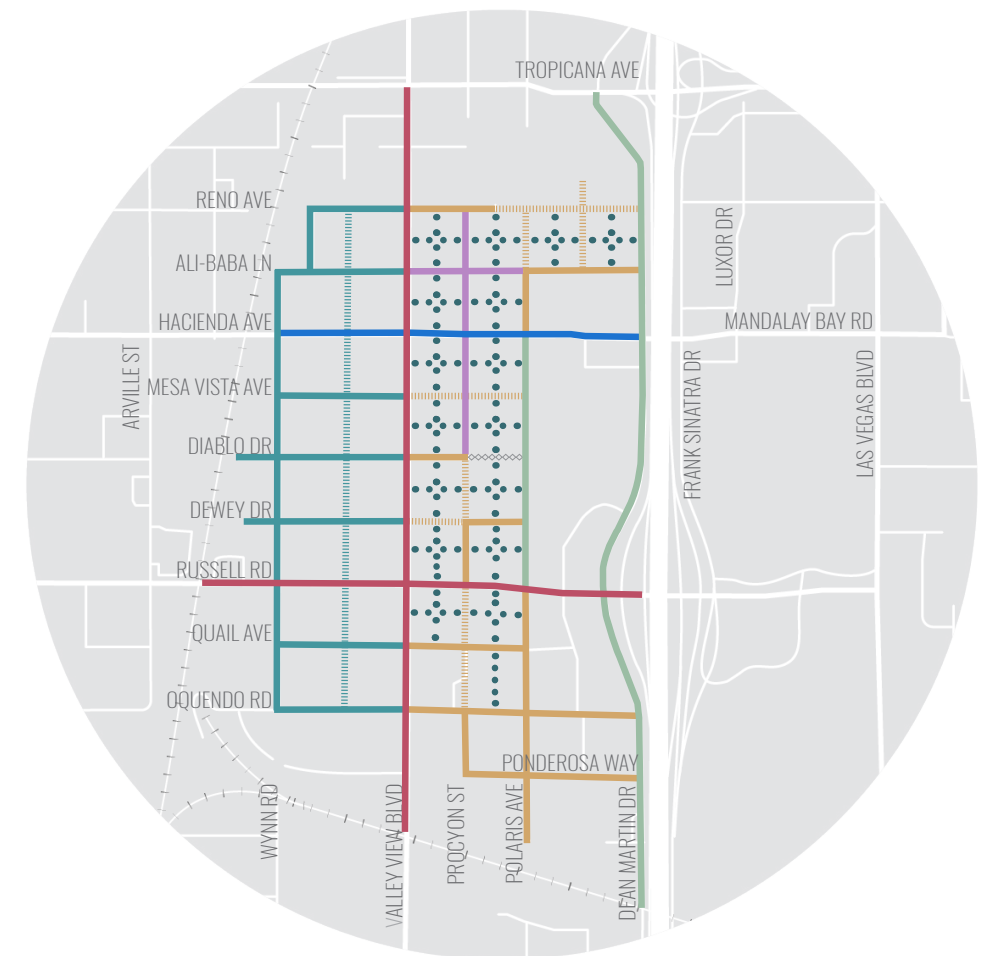
Curb extensions are encouraged to calm traffic and shorten the crossing distance at intersections.

Parking Options

Alternative options to surface parking, such as parking garages and street parking are encouraged.

Proposed Streets

- Reno Ave
- Ali-Baba Ln
- Mesa Vista Ave
- Diablo Dr
- Dewey Dr
- Quail Ave
- Oquendo Rd
- Procyon St
- Polaris Ave
- Ponderosa Way



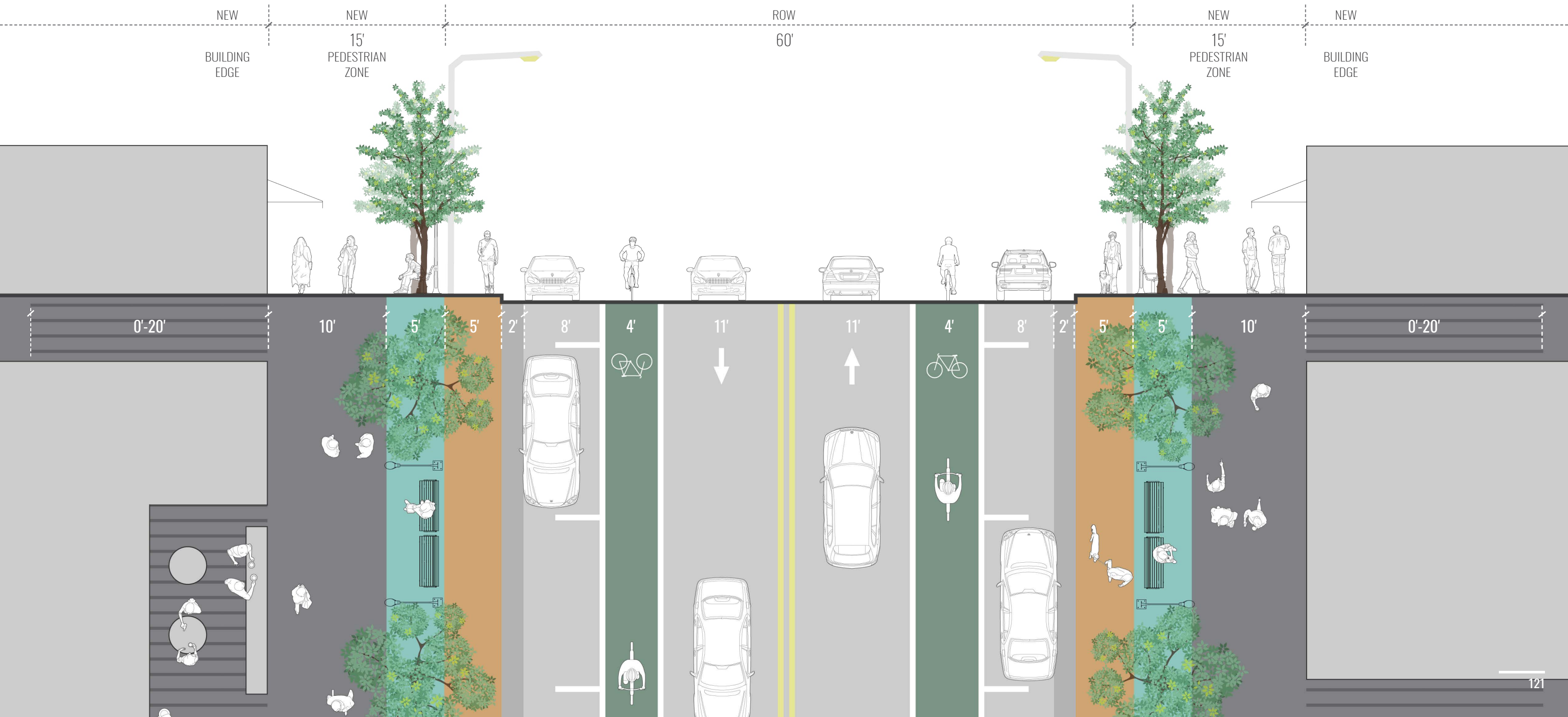
»» bike lanes (parking on both sides adjacent to curb)

> Option 1

Design Elements

Speed Limit	25mph
ROW	60 feet
Travel lane	11 feet
Bike Lane	4 feet
Parking Lane	8 feet
No Median	
Pedestrian Lighting	
Street lighting	
Curb extensions	

- Proposed Streets**
- Reno Ave
 - Ali-Baba Ln
 - Mesa Vista Ave
 - Diablo Dr
 - Dewey Dr
 - Quail Ave
 - Oquendo Rd
 - Procyon St
 - Polaris Ave
 - Ponderosa Way



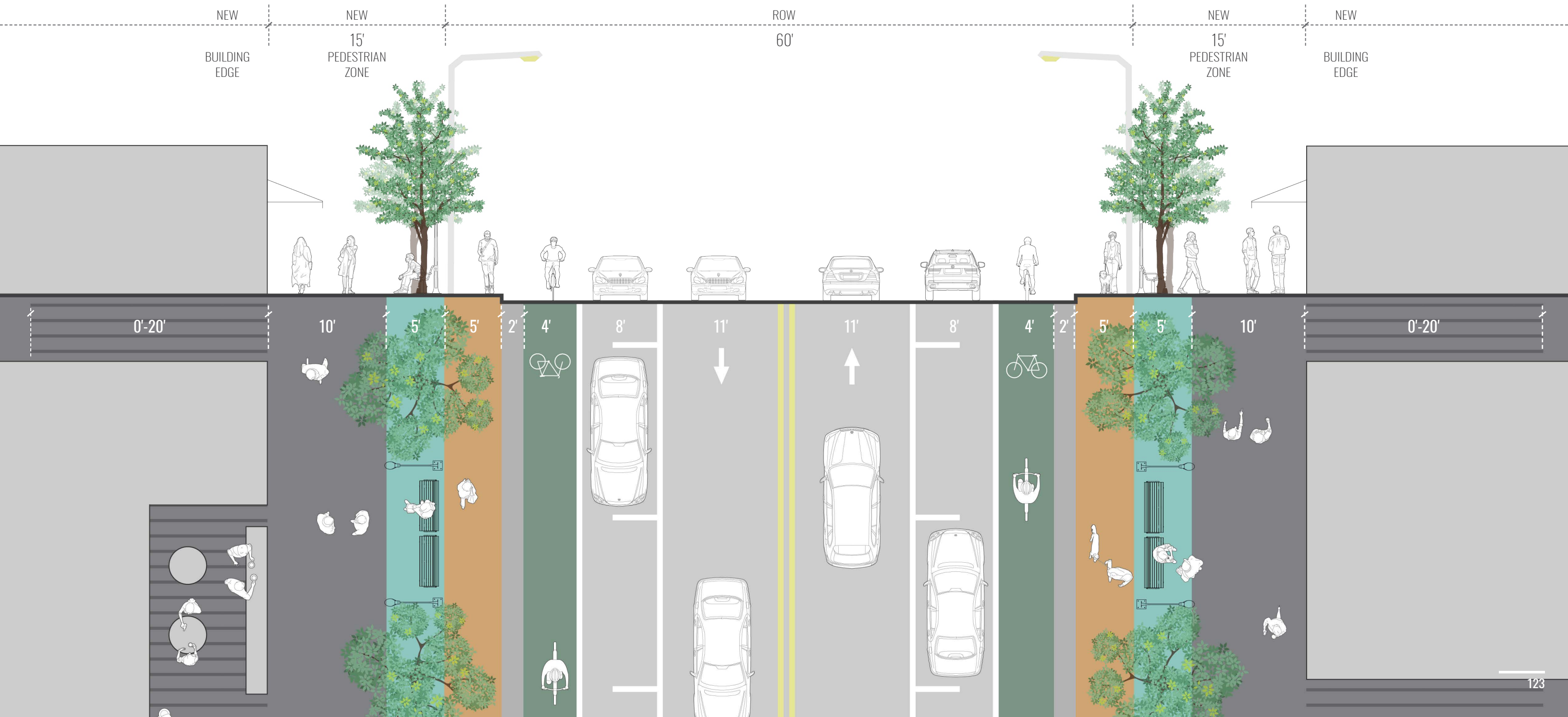
»» bike lanes (parking on both sides adjacent to travel lane)

> Option 2

Design Elements

Speed Limit	25mph
ROW	60 feet
Travel lane	11 feet
Bike Lane	4 feet
Parking Lane	8 feet
No Median	
Pedestrian Lighting	
Street Lighting	

- Proposed Streets**
- Reno Ave
 - Ali-Baba Ln
 - Mesa Vista Ave
 - Diablo Dr
 - Dewey Dr
 - Quail Ave
 - Oquendo Rd
 - Procyon St
 - Polaris Ave
 - Ponderosa Way



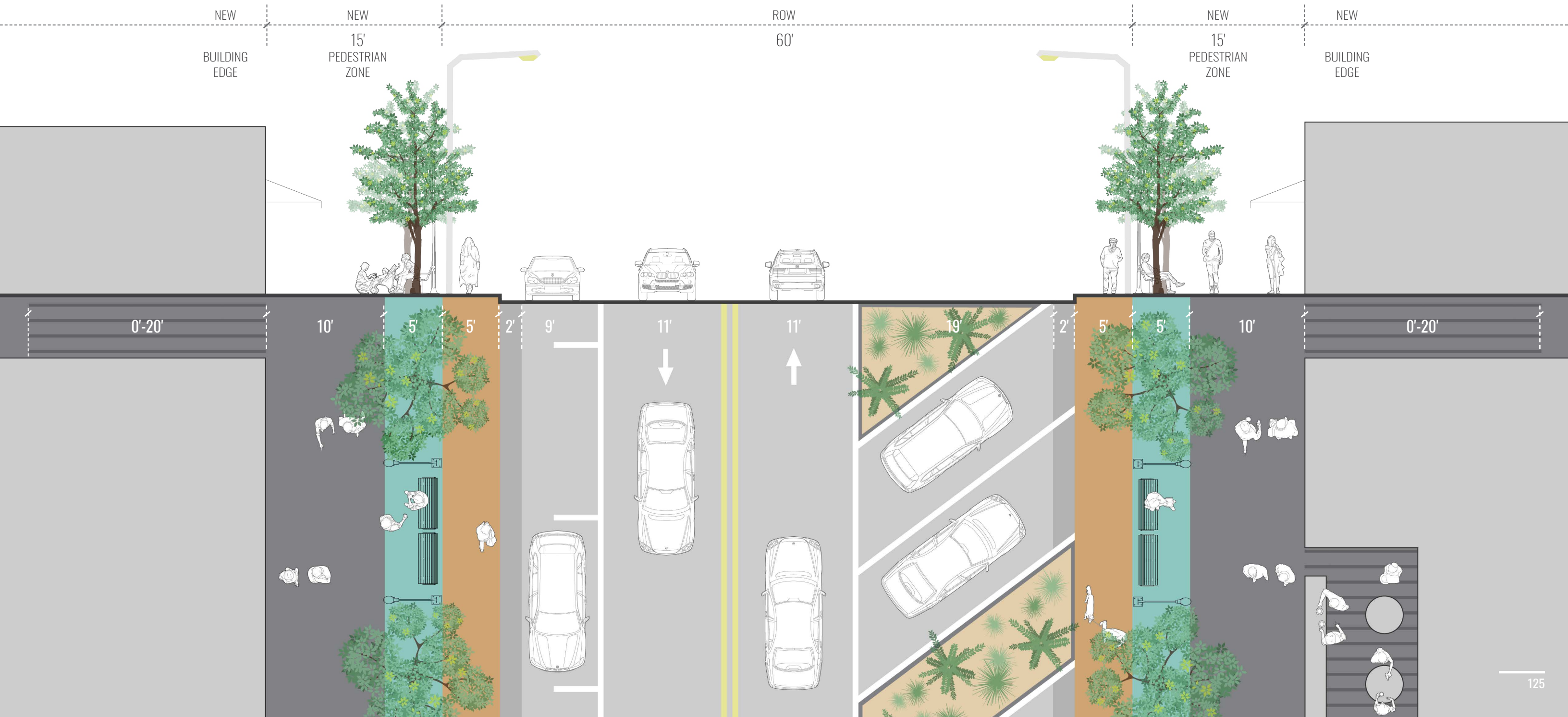
street parking

> Option 3

Design Elements

Speed Limit	25mph
ROW	60 feet
Travel lane	11 feet
Parking Lane	9 feet
Pedestrian Lighting	
Street Lighting	
Curb Extensions	

- Proposed Streets**
- Reno Ave
 - Ali-Baba Ln
 - Mesa Vista Ave
 - Diablo Dr
 - Dewey Dr
 - Quail Ave
 - Oquendo Rd
 - Procyon St
 - Polaris Ave
 - Ponderosa Way



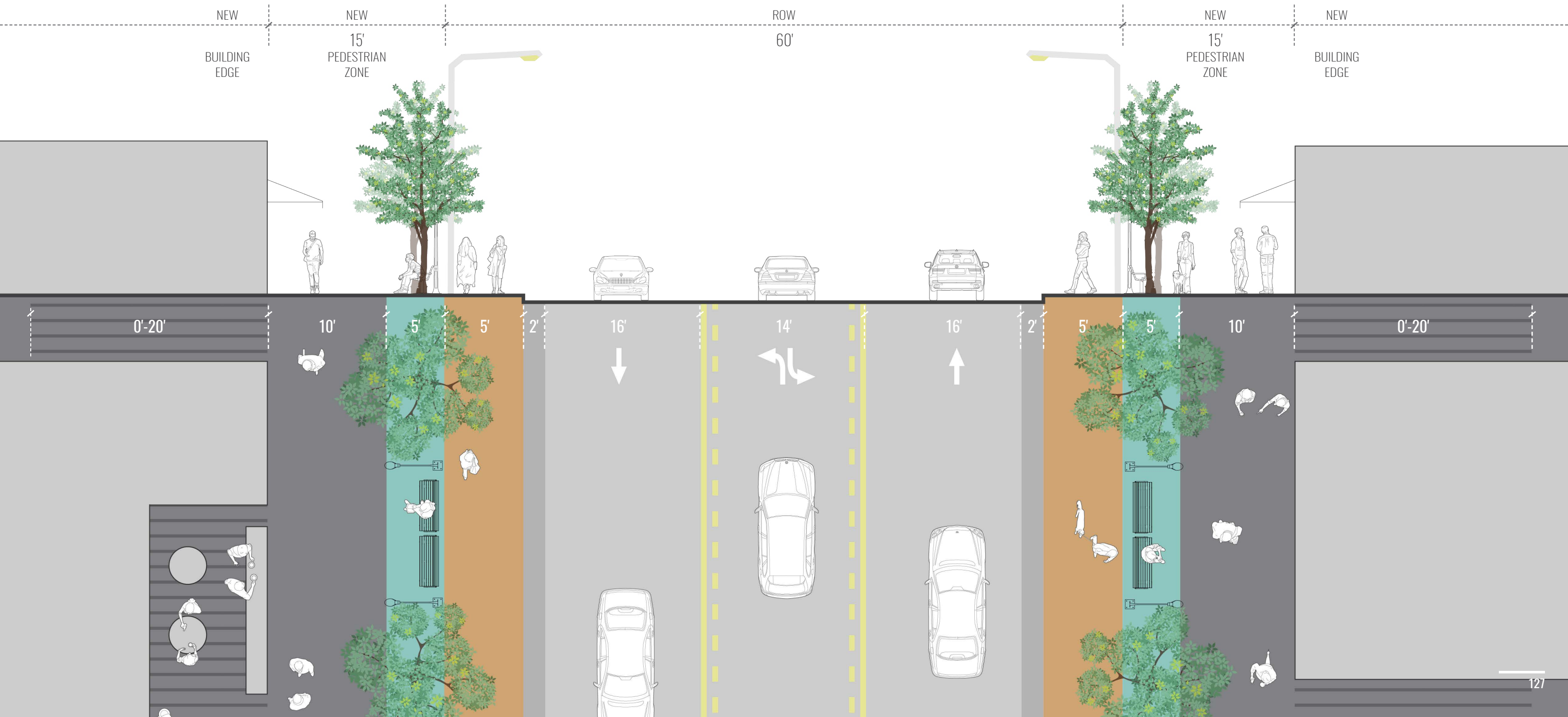
two-way left turn lane

> Option 4

Design Elements

Speed Limit	25mph
ROW	60 feet
Travel lane	16 feet
No Median	
Pedestrian Lighting	
Street Lighting	

- Proposed Streets**
- Reno Ave
 - Ali-Baba Ln
 - Mesa Vista Ave
 - Diablo Dr
 - Dewey Dr
 - Quail Ave
 - Oquendo Rd
 - Procyon St
 - Polaris Ave
 - Ponderosa Way



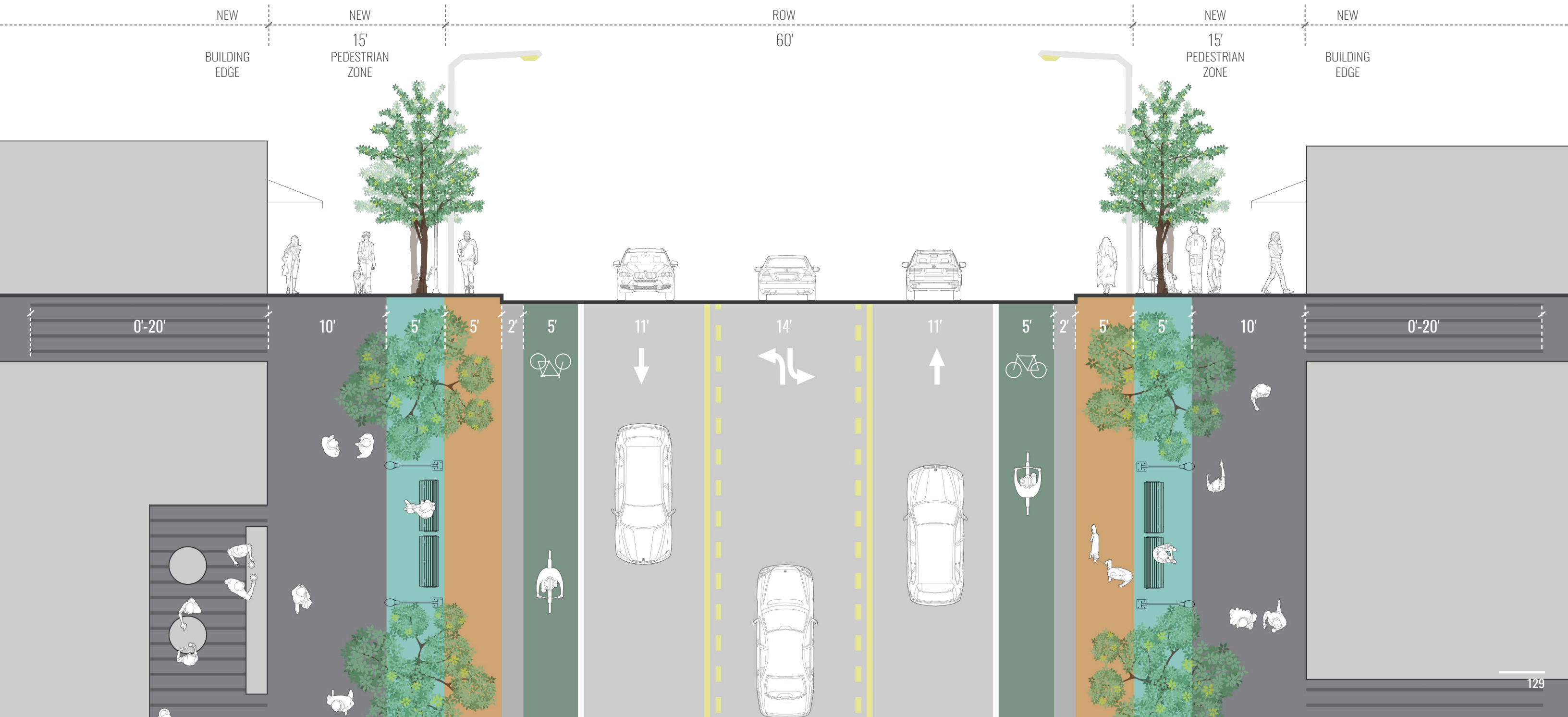
»» bike lanes and two-way left turn lanes

> Option 5

Design Elements

Speed Limit	25mph
ROW	60 feet
Travel lane	11 feet
Bike Lane	5 feet
No Median	
Pedestrian Lighting	
Street lighting	

- Proposed Streets**
- Reno Ave
 - Ali-Baba Ln
 - Mesa Vista Ave
 - Diablo Dr
 - Dewey Dr
 - Quail Ave
 - Oquendo Rd
 - Procyon St
 - Polaris Ave
 - Ponderosa Way



»» festival street

Purpose + Elements

The Festival Street type is located in the area where the land use is expected to evolve to commercial, retail, and a mix of uses. The function of this street type is to accommodate pedestrian-only activities on specific days, such as festivals and farmer’s markets. During these activities or events, these streets, or portions of, will be closed to vehicular traffic.

The proposed configuration of Festival Streets is the same as Neighborhood Streets, with the exception that a flush curb is proposed. Festival Streets will require reconstruction of the current roadway and the use of aesthetic pavement materials based on a defined neighborhood theme and character. Parking and landscaping will serve as a barrier for pedestrians during non-event days. However, to protect pedestrians, bollards are recommended to be installed at the separation of the pedestrian area from the vehicular area.

Two streets are proposed for this type: Procyon Street and Ali Baba Lane. Procyon Street runs north/south and is located at the core of the Stadium District where it intersects with Hacienda Avenue. Ali Baba Lane runs east/west, and it is easier to access from properties along Tropicana Avenue. Both streets have connectivity to the stadium and designated parking locations.

The series of street cross sections and design criteria below are intended to guide the developers and Clark County in determining street layout as the area evolves to other uses.

25 MPH Speed Limit

The features on this street are designed to support a 25 mph speed limit.

No Curb

No curb between pedestrian zones and travel-ways is intended to be pedestrian-oriented by design, allowing for a shared space between vehicles and pedestrians designated by different materials, colors, textures, to improve the pedestrian experience.

Median Integrated Public Space

Designed to provide greater pedestrian-oriented experience by allowing for public space to be built into the medians and provide greater activation of the streetscape.

Wide Sidewalks

This street type promotes a wide pedestrian realm to support large crowds.

Amenities

An area separate from the pedestrian walkway, intended for streetscape elements, landscaping, and street trees, including trash receptacles, lighting, and design elements to support pedestrian-oriented design.

Safety Features

Among other safety features, such as lighting, wayfinding, and landscaping, decorative and safety bollards are included on this street type.

Bike Lanes

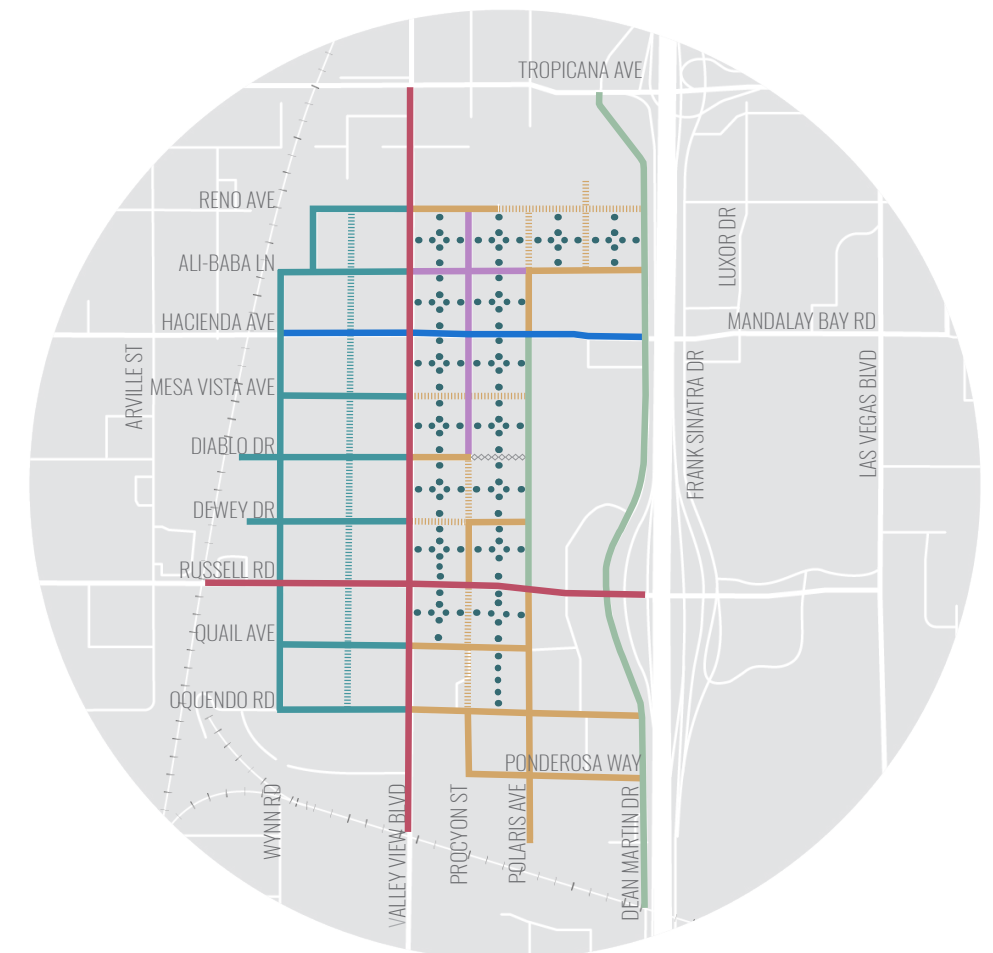
Proposed bike lanes are recommended to provide an alternative form of transportation.

Parking Options

Various parking options are offered for use on non-event days when the street is under normal use.

Proposed Streets

Ali-Baba Ln
Procyon St



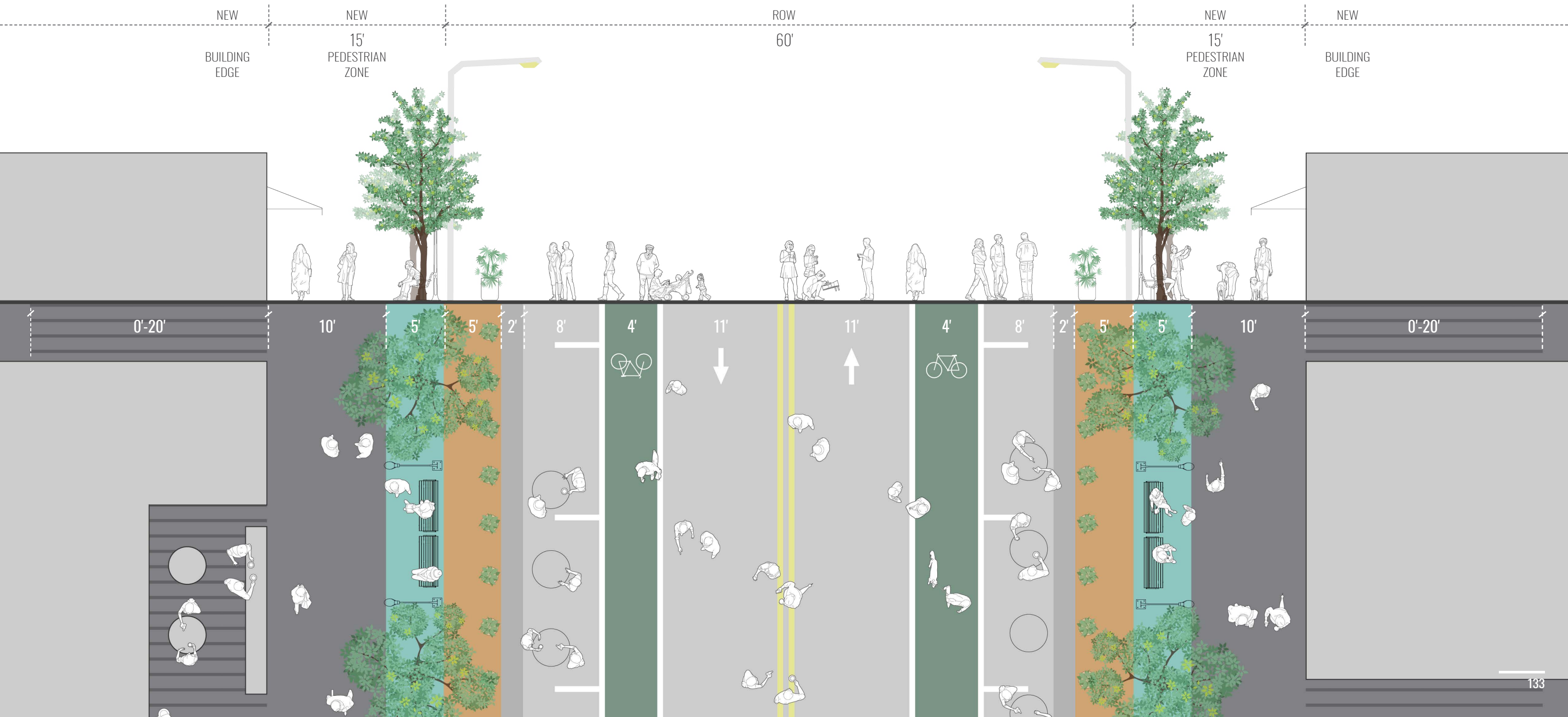
» bike lanes (parking on both sides adjacent to curb)

> Option 1

Design Elements

Speed Limit	25mph
ROW	60 feet
Travel lane	11 feet
Bike Lane	4 feet
Parking Lane	8 feet
No Median	
Pedestrian Lighting	
Street lighting	
No Curb	

Proposed Streets
Ali-Baba Ln
Procyon St



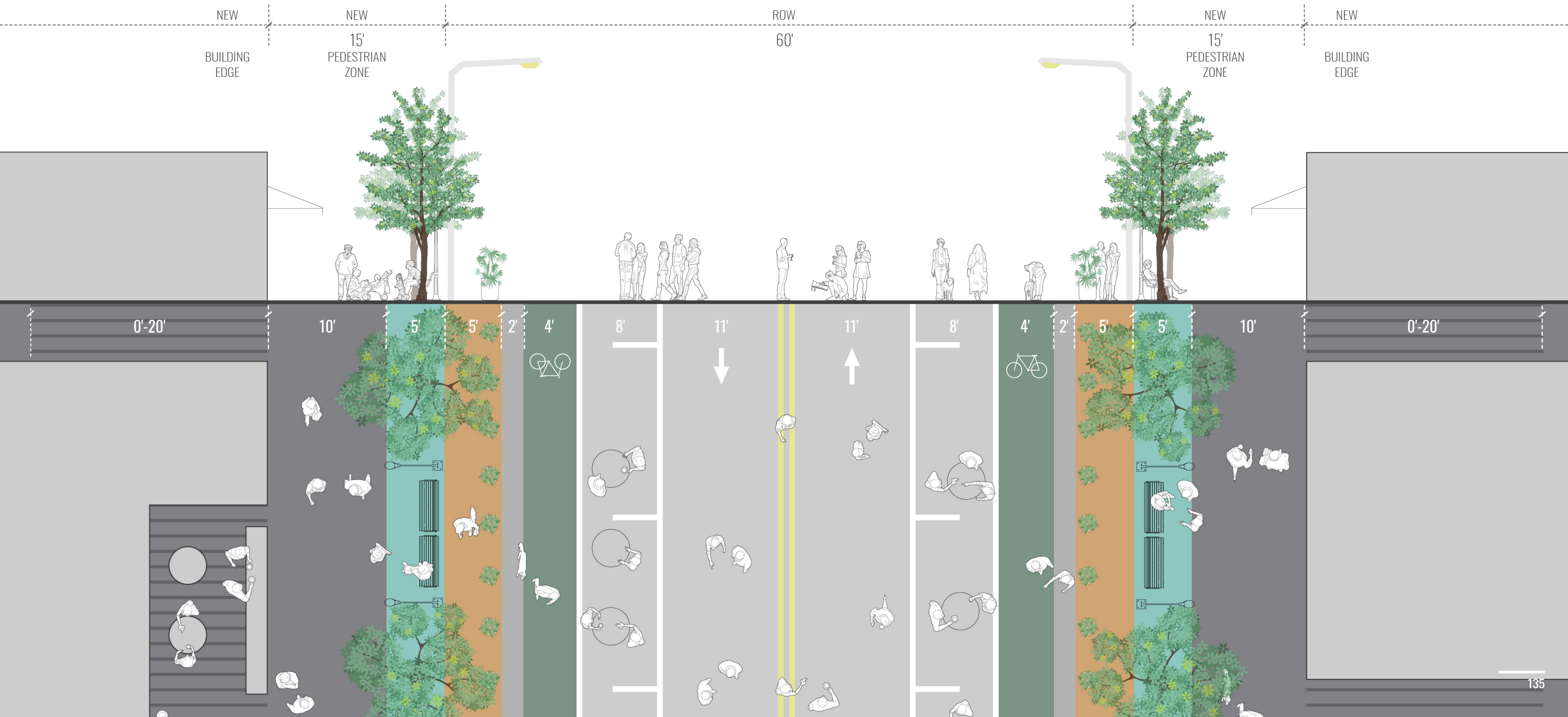
» bike lanes (parking on both sides adjacent to travel lane)

> Option 2

Design Elements

Speed Limit	25mph
ROW	60 feet
Travel lane	11 feet
Bike Lane	4 feet
Parking Lane	8 feet
No Median	
Pedestrian Lighting	
Street Lighting	

Proposed Streets
Ali-Baba Ln
Procyon St



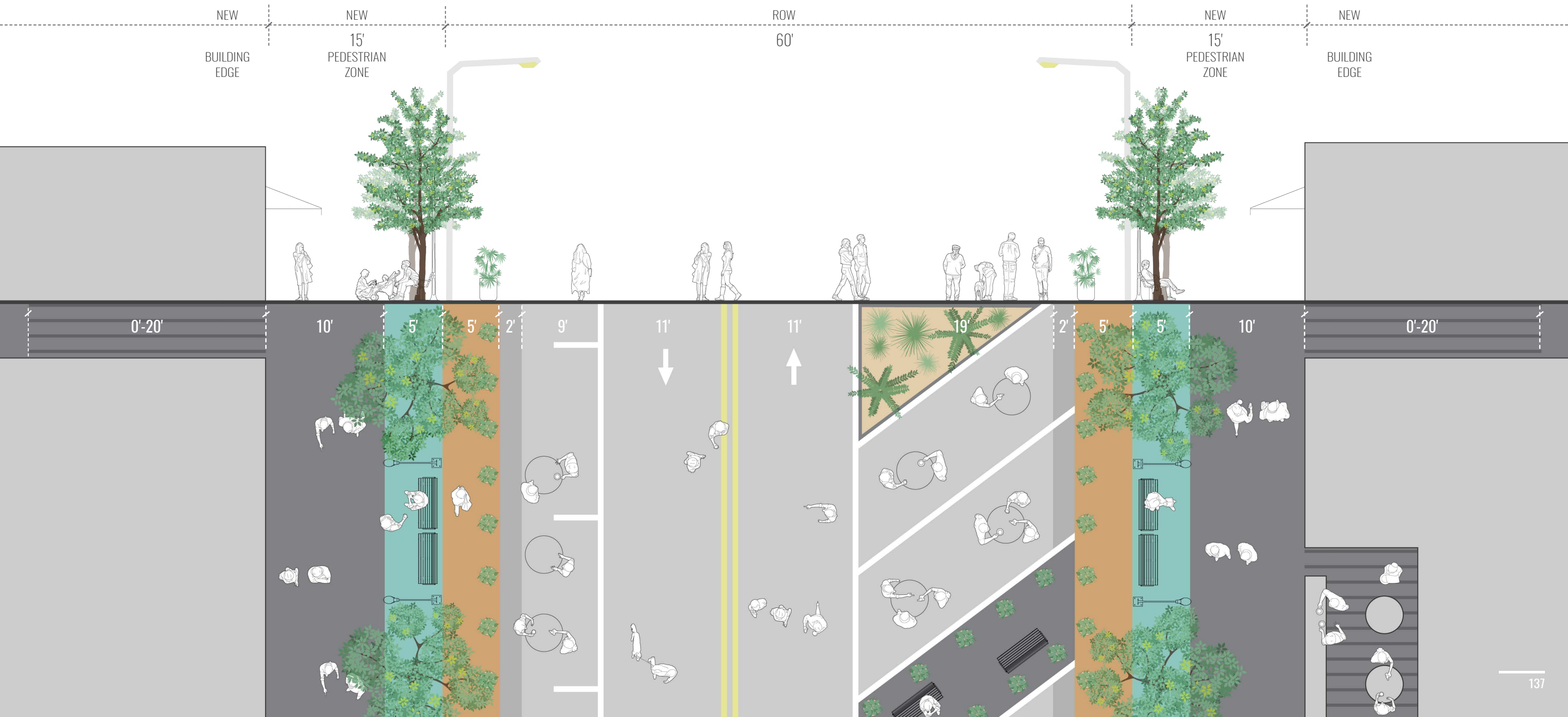
street parking

> Option 3

Design Elements

Speed Limit	25mph
ROW	60 feet
Travel lane	11 feet
Parking Lane	9 feet
No Median	
Pedestrian Lighting	
Street Lighting	
Curb Extensions	

Proposed Streets
Ali-Baba Ln
Procyon St



activated median

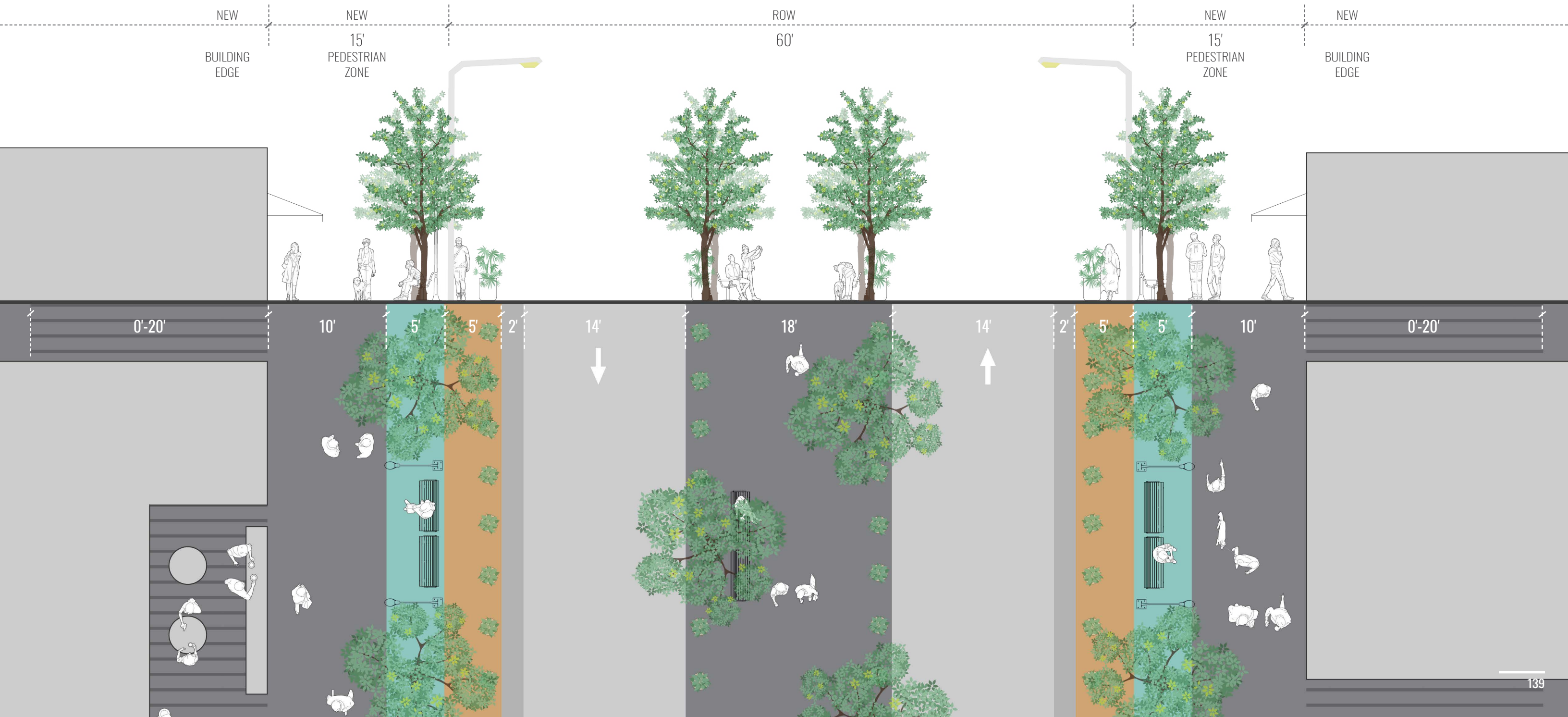
> Option 4

Design Elements

Speed Limit	25mph
ROW	60 feet
Travel lane	14 feet
Activated Median	
Pedestrian Lighting	
Street Lighting	

Proposed Streets

Ali-Baba Ln
Procyon St



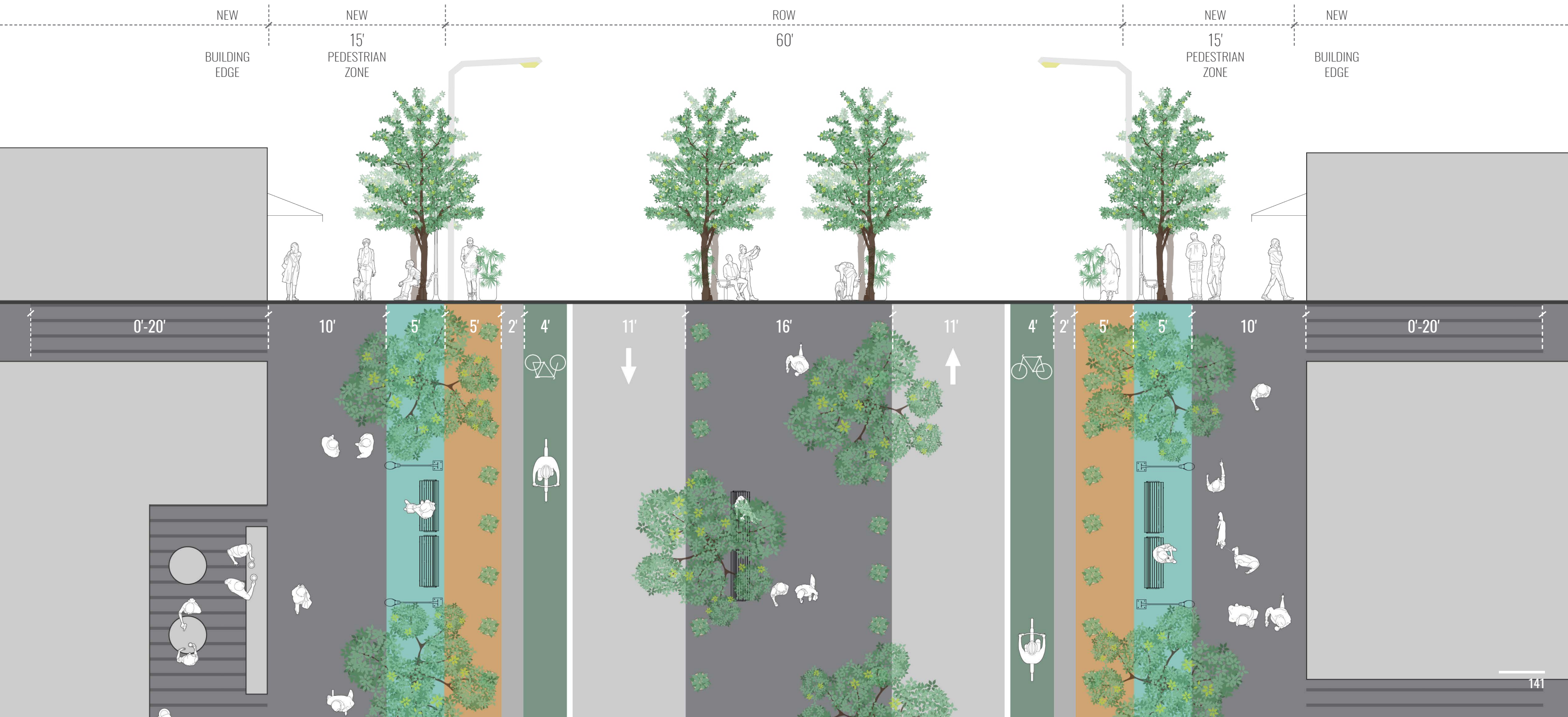
» bike lanes and activated median

> Option 5

Design Elements

Speed Limit	25mph
ROW	60 feet
Travel lane	11 feet
Bike Lane	4 feet
Activated Median	16 feet
Pedestrian Lighting	
Street Lighting	

Proposed Streets
Ali-Baba Ln
Procyon St



»» main street

Purpose + Elements

Hacienda Avenue is the only street within the Main Street type. The land uses along Hacienda Avenue between Valley View Boulevard and I-15 are expected to evolve to retail and commercial, changing the character of Hacienda Avenue, making it comparable to a Main Street. The development of design guidelines for this type of street need to align with the current improvements around the Allegiant Stadium, as well as the Hacienda Avenue bridge over I-15. Hacienda Avenue has an 80-foot wide right-of-way.

The proposed design concepts for this type of street take into consideration the importance of Hacienda Avenue providing connectivity for vehicles, bicycles, and pedestrians to and from the west side of the Las Vegas Valley, Las Vegas Boulevard, and the resort corridor. Additionally, the RBPP—developed prior to the decision to build a stadium along Dean Martin Drive and Hacienda Avenue—recommends bicycle lanes along Hacienda Avenue. The implementation of bike lanes along the entire length of Hacienda Avenue while still maintaining four travel lanes might face challenges due to physical constraints at the Union Pacific Railroad crossing west of the District, and at the Hacienda Avenue bridge and the Shoppes at the Mandalay Place, east of the District. Considering the importance of bicycle regional connectivity, it is proposed that Hacienda Avenue be designated as a Bike Route facility west of the stadium, which would allow appropriate signing and bike lanes where feasible.

35 MPH Speed Limit

The features on this street are designed to support a 35 mph speed limit.

Wide Sidewalks

This street type promotes a wide pedestrian realm to support large crowds.

Amenities

An area separate from the pedestrian walkway, intended for streetscape elements, landscaping, and street trees, including trash receptacles, lighting, and design elements to support pedestrian-oriented design.

Designated Bicycle Route

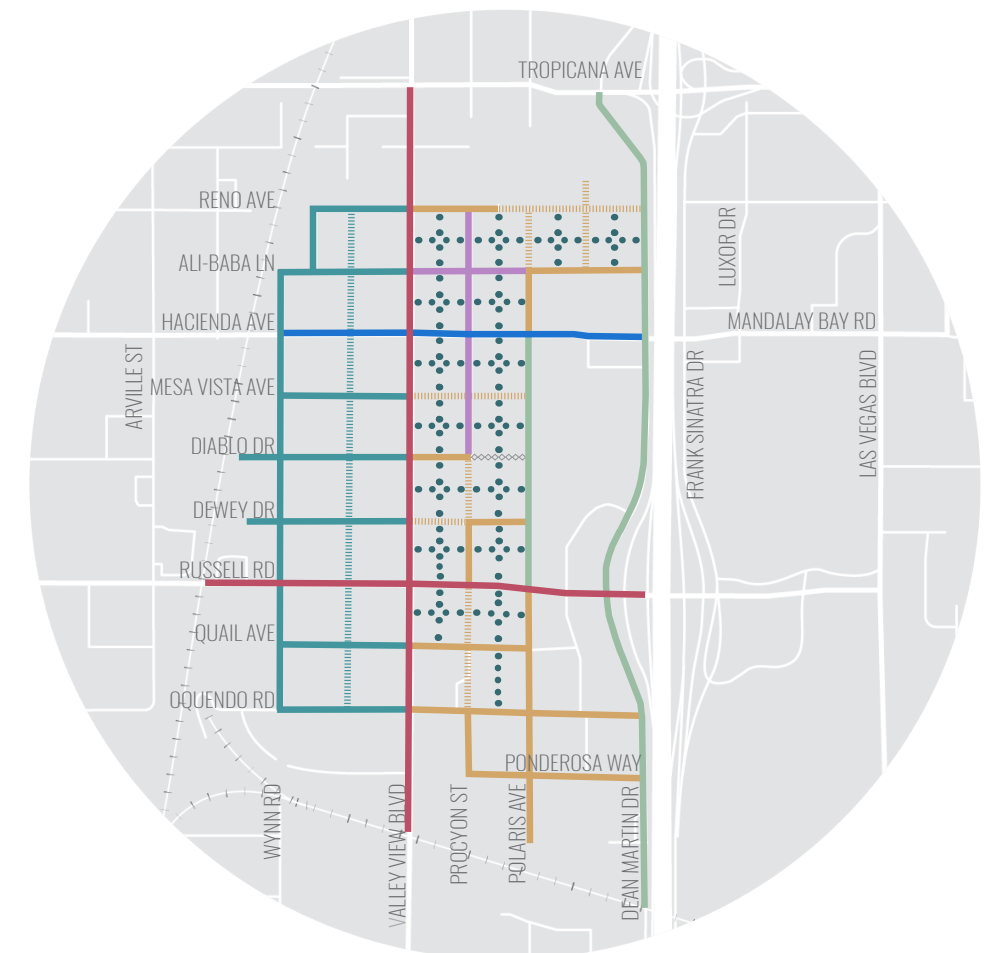
A bicycle route intended to connect to the larger network adjacent to the District.

Safety Features

Safety features, such as pedestrian-scale lighting, help create a safer walking and gathering space.

Proposed Streets

Hacienda Ave.



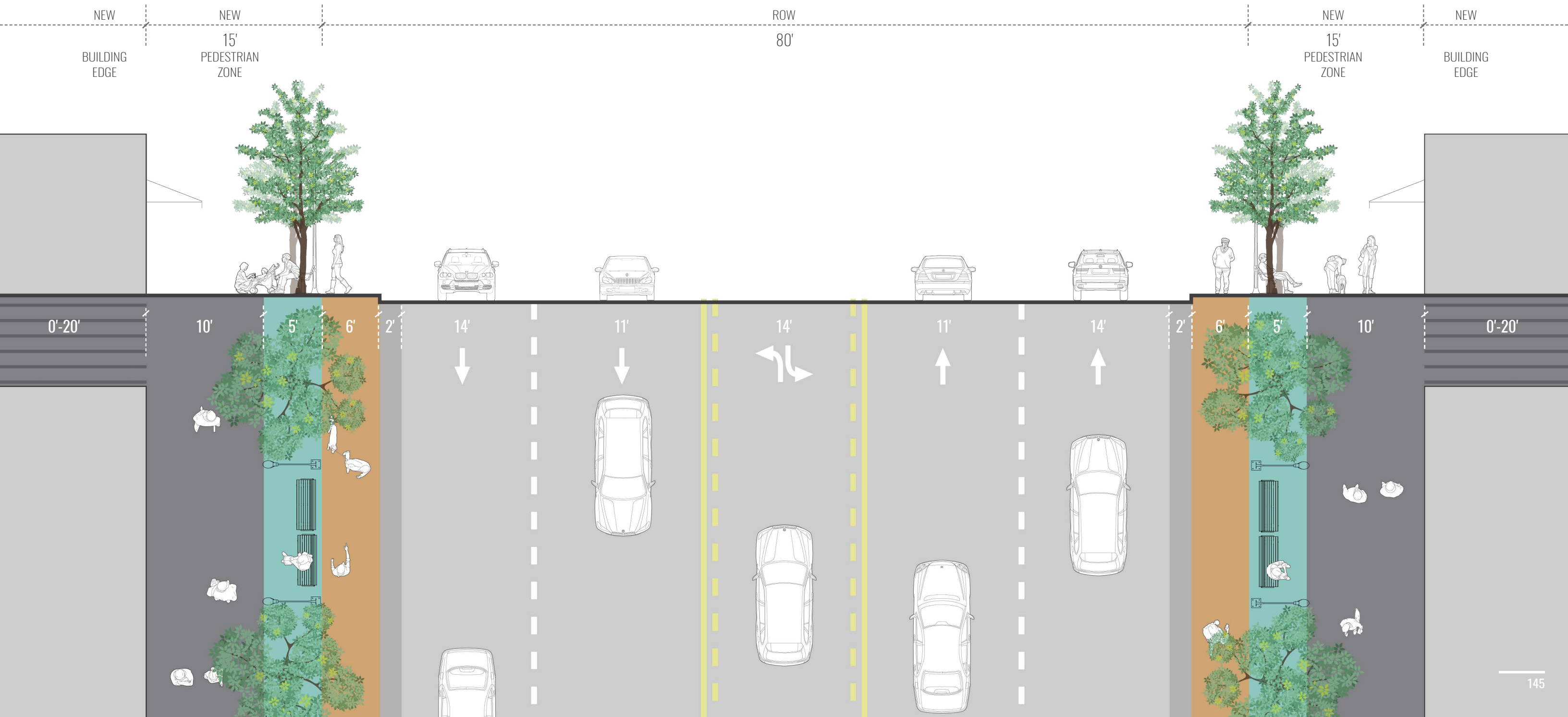
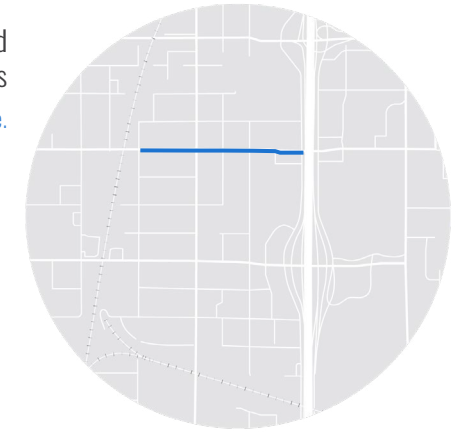
two-way left turn lane

> Option 1

Design Elements

Speed Limit	35mph
ROW	80 feet
Travel lane	11/14 feet
Two-Way Left Turn Lane	14 feet
Pedestrian Lighting	
Street Lighting	
Maintain Curb	
Bicycle Route Signage	

Proposed Streets
Hacienda Ave.

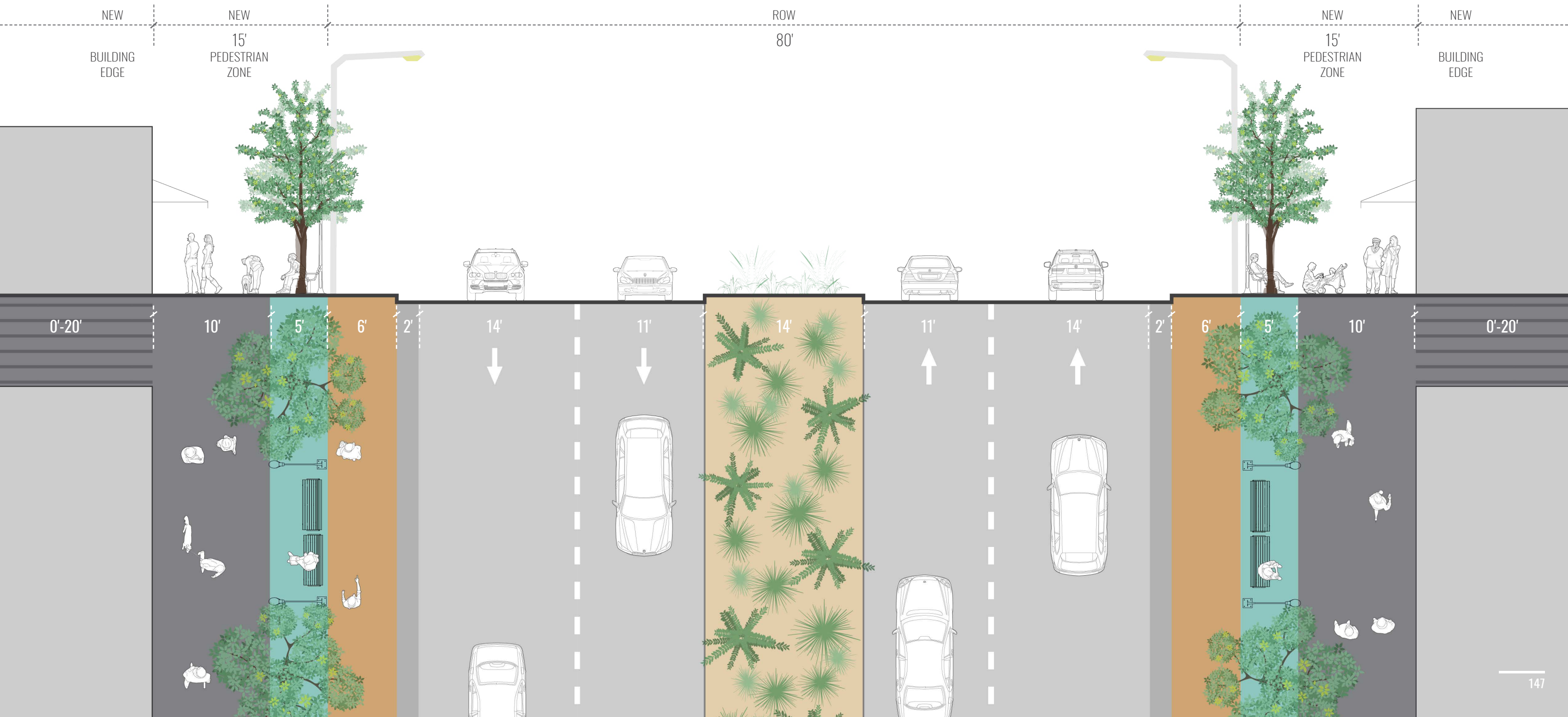


raised median

> Option 2

- Design Elements**
- Speed Limit 35mph
 - ROW 80 feet
 - Travel lane 11/14 feet
 - Landscaped Median 14 feet
 - Pedestrian Lighting
 - Street Lighting
 - Maintain Curb
 - Bicycle Route Signage

Proposed Streets
Hacienda Ave.



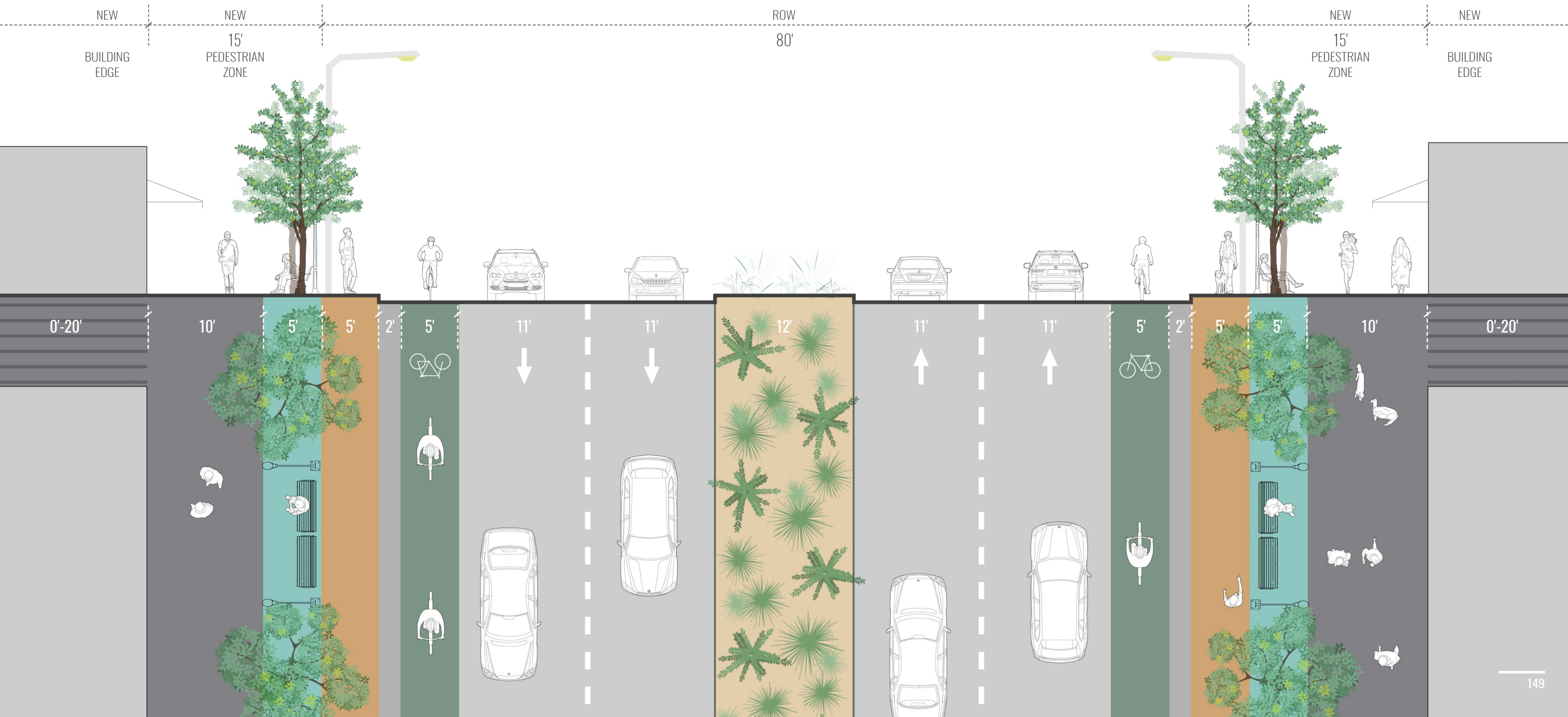
» bike lanes and raised median

> Option 3

Design Elements

Speed Limit	35mph
ROW	80 feet
Travel lane	11 feet
Landscaped Median	12 feet
Bicycle Lane	5 feet
Pedestrian Lighting	
Street Lighting	
Maintain Curb	
Bicycle Route Signage	

Proposed Streets
Hacienda Ave.

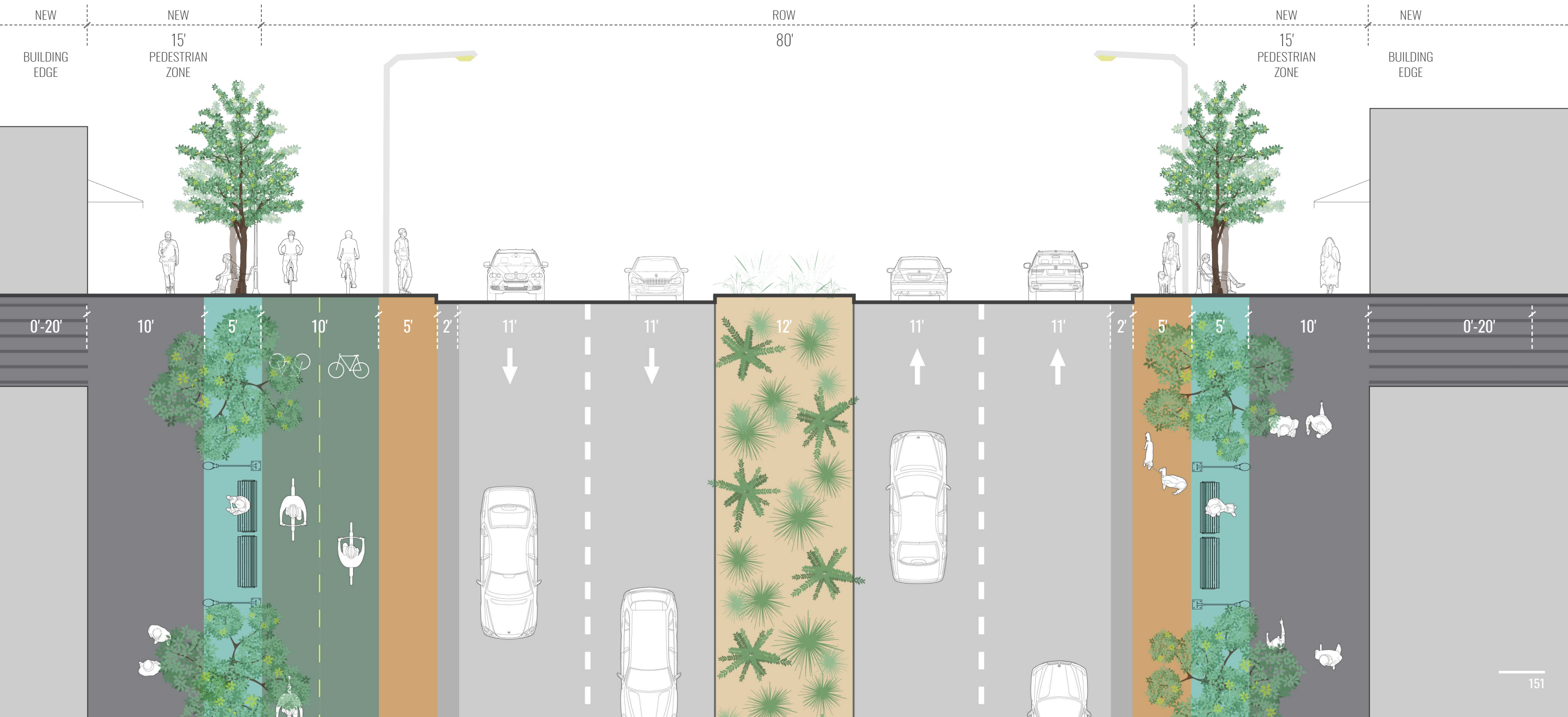


cycle track and raised median

> Option 4

Design Elements	
Speed Limit	35mph
ROW	80 feet
Travel lane	11 feet
Landscaped Median	12 feet
Cycle Track	10 feet
Pedestrian Lighting	
Street Lighting	
Curb Reconstruction	
Bicycle Route Signage	

Proposed Streets
Hacienda Ave.



multimodal street

Purpose + Elements

In this category, two streets are included that are regional in nature and will accommodate all modes of transportation: Valley View Boulevard and Russell Road.

Valley View Boulevard

The area surrounding Valley View Boulevard is envisioned to evolve into mixed-use Transit-Oriented Development (TOD); therefore, transit is given a higher priority, making this street align with the Multimodal Boulevard street type. Currently, Valley View Boulevard has 100 feet of ROW available, with two general-purpose lanes in each direction, a reserved additional lane, and a center left-turn lane. When the area starts developing toward higher densities, the feasibility of an Advanced Rapid Transit (ART) or Bus Rapid Transit (BRT) is recommended for evaluation.

In developing these design guidelines and proposed options, several factors were taken into consideration:

- Valley View Boulevard is planned to accommodate a separated bicycle lane within the RBPP.
- The existing vehicle composition due to the industrial nature of this area may pose safety risks for the increased pedestrian activity as a result of the surrounding changes in land use.

Russell Road

Russell Road is expected to maintain its priority as a regional arterial that provides vehicular access to I-15 and Las Vegas Boulevard South. Russell Road currently includes three travel lanes in each direction, a center left-turn lane, and a standard sidewalk. The roadway occupies 100 feet of ROW. The RBPP has recommended for Russell Road to

include a shared bicycle facility. However, providing a shared pedestrian and bicycle path within the private pedestrian zone might not be feasible.

To reduce the conflict between pedestrians and vehicles, a median fence is recommended to be installed on Russell Road from Valley View Boulevard to I-15 to control access and discourage pedestrian crossings at midblock locations. Installation of bollards also might be recommended as a safety measure for pedestrians. The development of hotel properties southeast of the Russell Road and Polaris Avenue intersection might increase the likelihood of visitors crossing at the signalized intersection as opposed to following the path recommended by the Raiders Event Management Plan, which routes pedestrians along Dean Martin Drive. If increased pedestrian activity at this location contributes to excess delays for the vehicles trying to enter I-15, then a grade-separated crossing seamlessly tied to the new properties is recommended.

Speed Limit

- Valley View Blvd. features are designed to support a 35 mph speed limit.
- Russell Road features are designed to support a 45 mph speed limit.

Wide Sidewalks

- This street type promotes a wide pedestrian realm to support large crowds.

Amenities

- An area separate from the pedestrian walkway, intended for streetscape elements, landscaping, and street trees, including trash receptacles, lighting, and design elements to support pedestrian-oriented design.

Elevated Bike Lanes

- Cycle tracks or bike lanes with a mountable curb for one way - safer access when placed adjacent to travel lanes.

Safety Features

- Safety features, such as pedestrian-scale lighting, help create a safer walking and gathering space.

Transit Opportunities

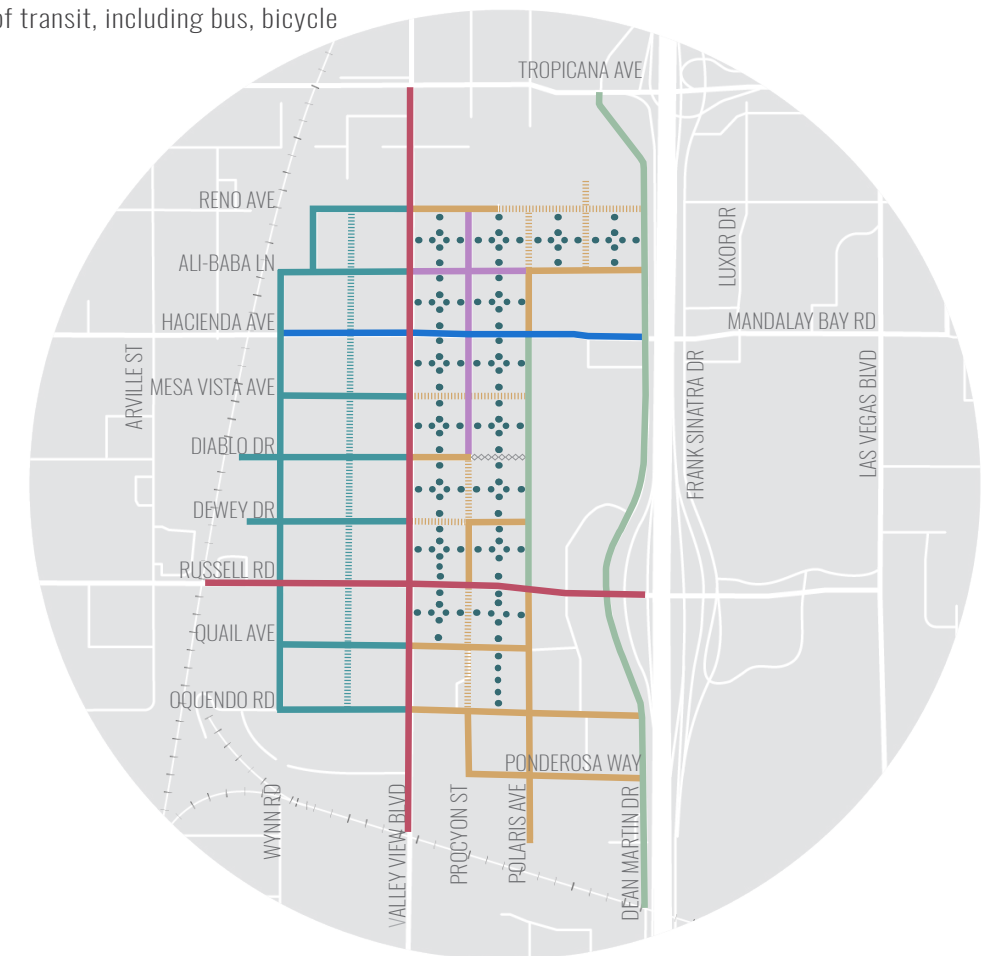
- Several options include variations for incorporating different types of transit, including bus, bicycle and pedestrian.

Proposed Streets

- Valley View Blvd.
- Russell Rd.

Mid-Block Pedestrian Crossings

- Help facilitate safe pedestrian crossings to areas that are not easily accessible. Recommended along Valley View Blvd at:
 - Reno Ave.
 - Diablo Dr.
 - Ali Baba Ln.

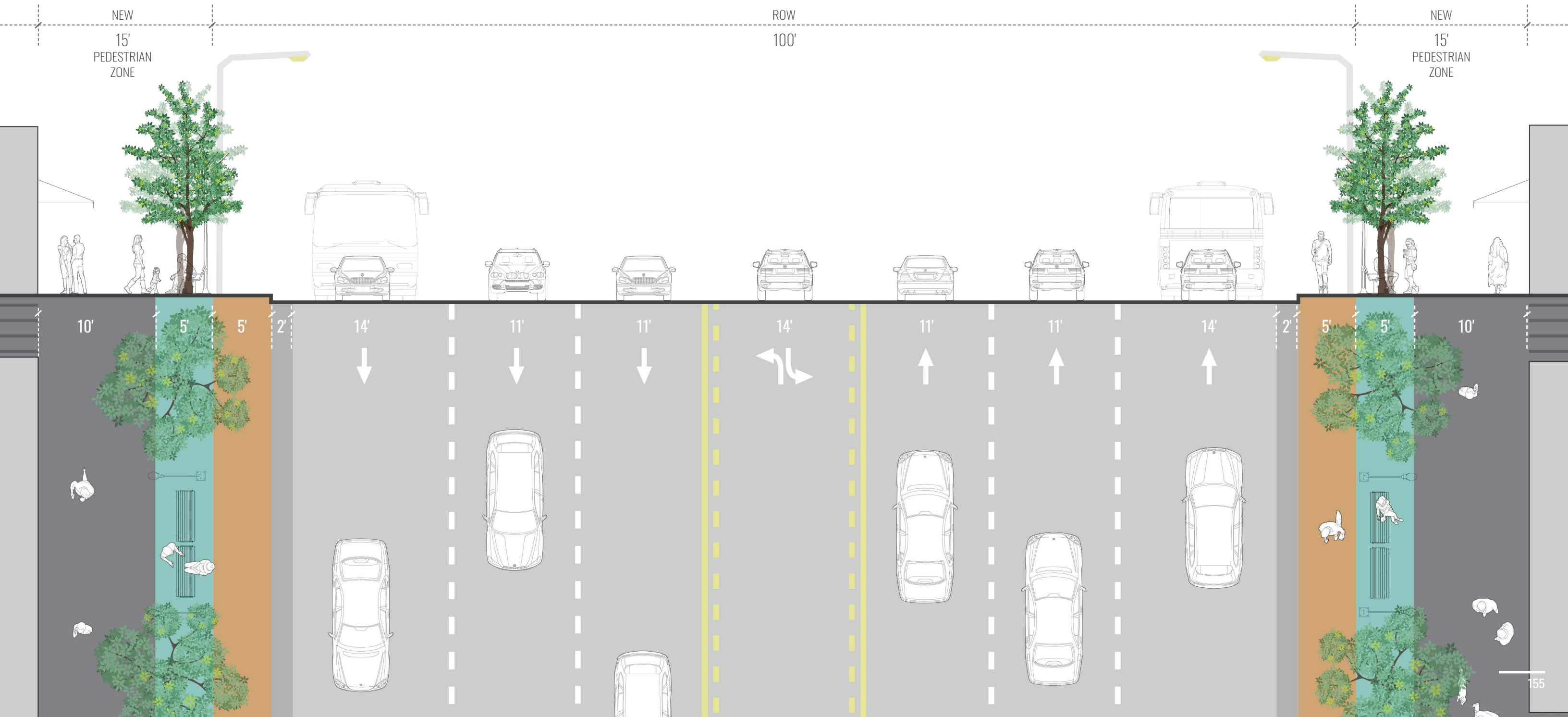


two-way left turn lane

> Option 1

Design Elements	
Speed Limit	35mph
ROW	100 feet
Travel lane	11/14 feet
Two-Way Left Turn Lane	14 feet
Bike Lane	No
Parking Lane	No
Pedestrian Lighting	
Street lighting	
Transit Route	
Mid-Block Crossings	

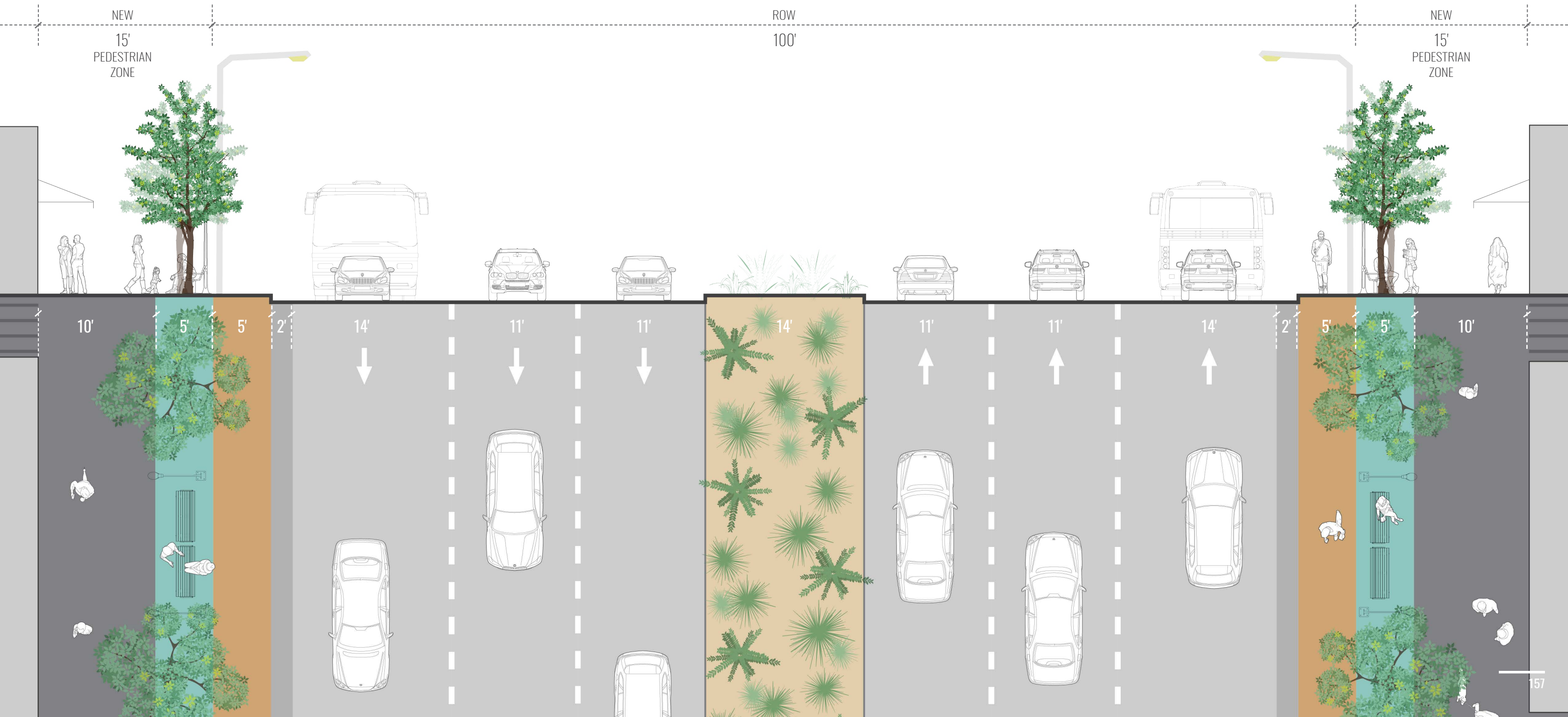
Proposed Streets
Valley View Blvd.



raised median

> Option 2

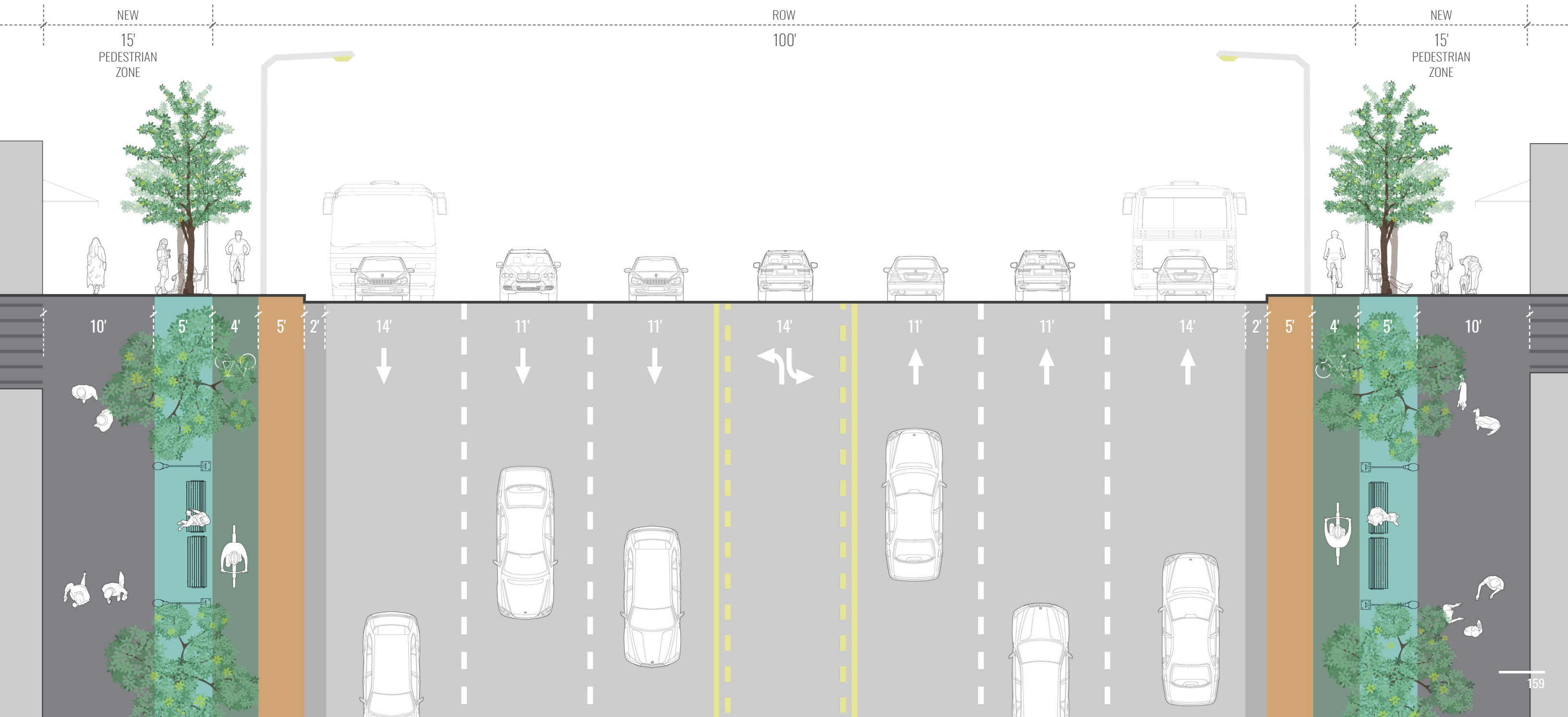
Design Elements		Proposed Streets
Speed Limit	35mph	Valley View Blvd.
ROW	100 feet	
Travel lane	11/14 feet	
Median	14 feet	
Bike Lane	No	
Parking Lane	No	
Pedestrian Lighting		
Street Lighting		
Transit Route		
Mid-Block Crossings		



»» elevated bike lanes and two-way left turn lane

> Option 3

Design Elements		Proposed Streets
Speed Limit	35mph	Valley View Blvd.
ROW	100 feet	
Travel lane	11/14 feet	
Two-Way Turn Lane	14 feet	
Bike Lane	4 feet	
Parking Lane	No	
Pedestrian Lighting		
Street Lighting		
Transit Route		
Mid-Block Crossings		

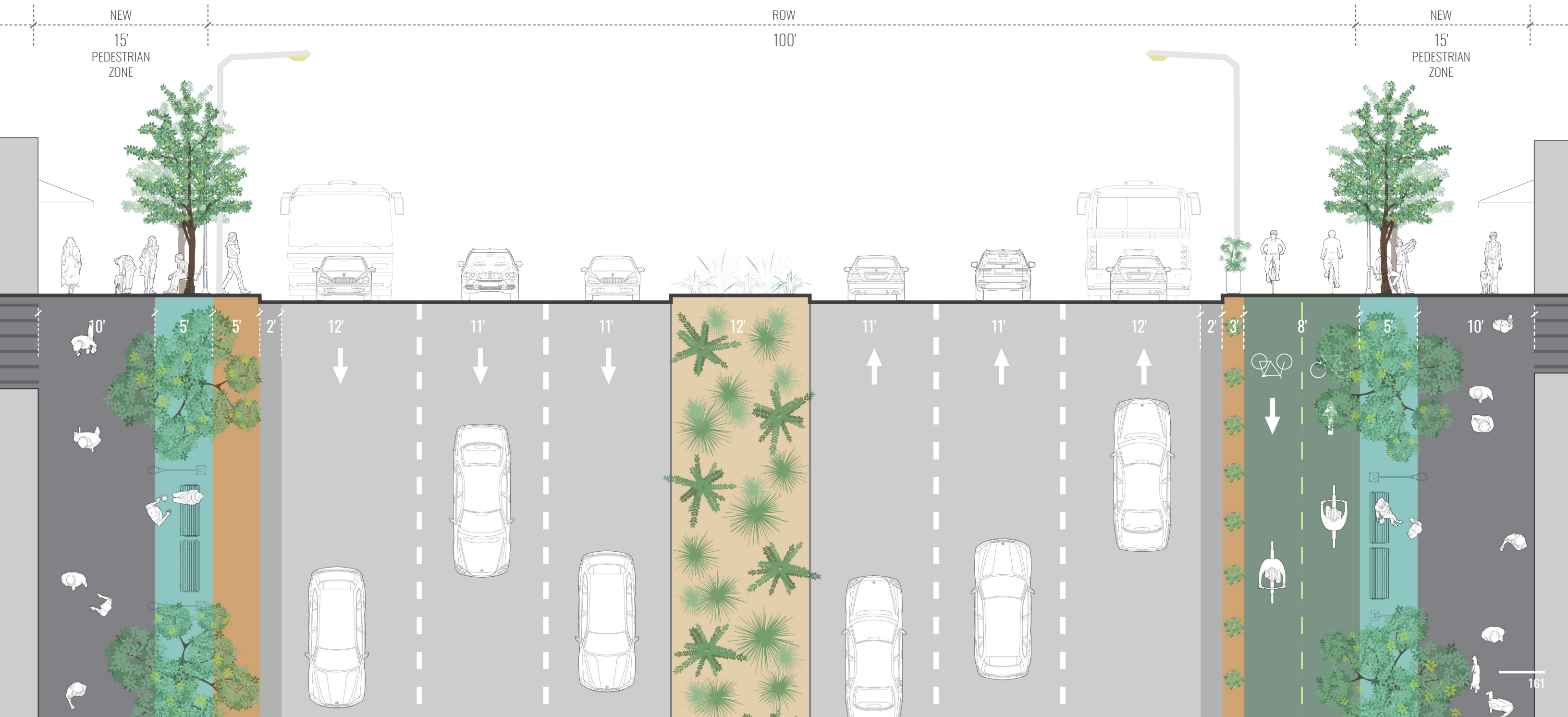


» elevated cycle track and raised median

> Option 4

Design Elements	
Speed Limit	35mph
ROW	100 feet
Travel lane	11/12 feet
Landscaped Median	12 feet
Cycle Track with Buffer	8 feet
Parking Lane	No
Pedestrian Lighting	No
Street Lighting	No
Transit Route	No
Mid-Block Crossings	No

Proposed Streets
Valley View Blvd.

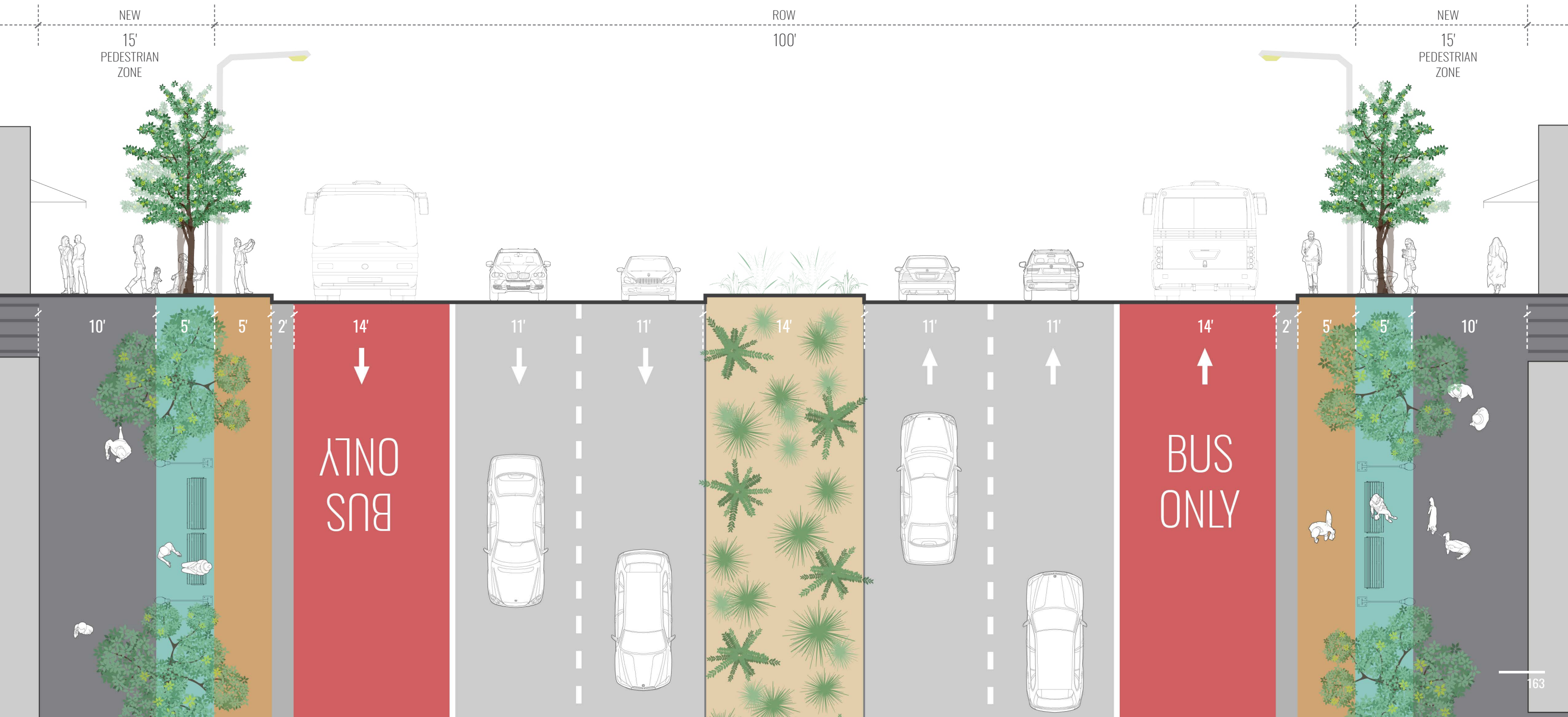


dedicated transit lane and raised median

> Option 5

Design Elements	
Speed Limit	35mph
ROW	100 feet
Travel lane	11 feet
Landscaped Median	14 feet
Dedicated Transit Lane	14 feet
Parking Lane	No
Pedestrian Lighting	
Street lighting	
Transit Route	
Mid-Block Crossings	

Proposed Streets
Valley View Blvd.



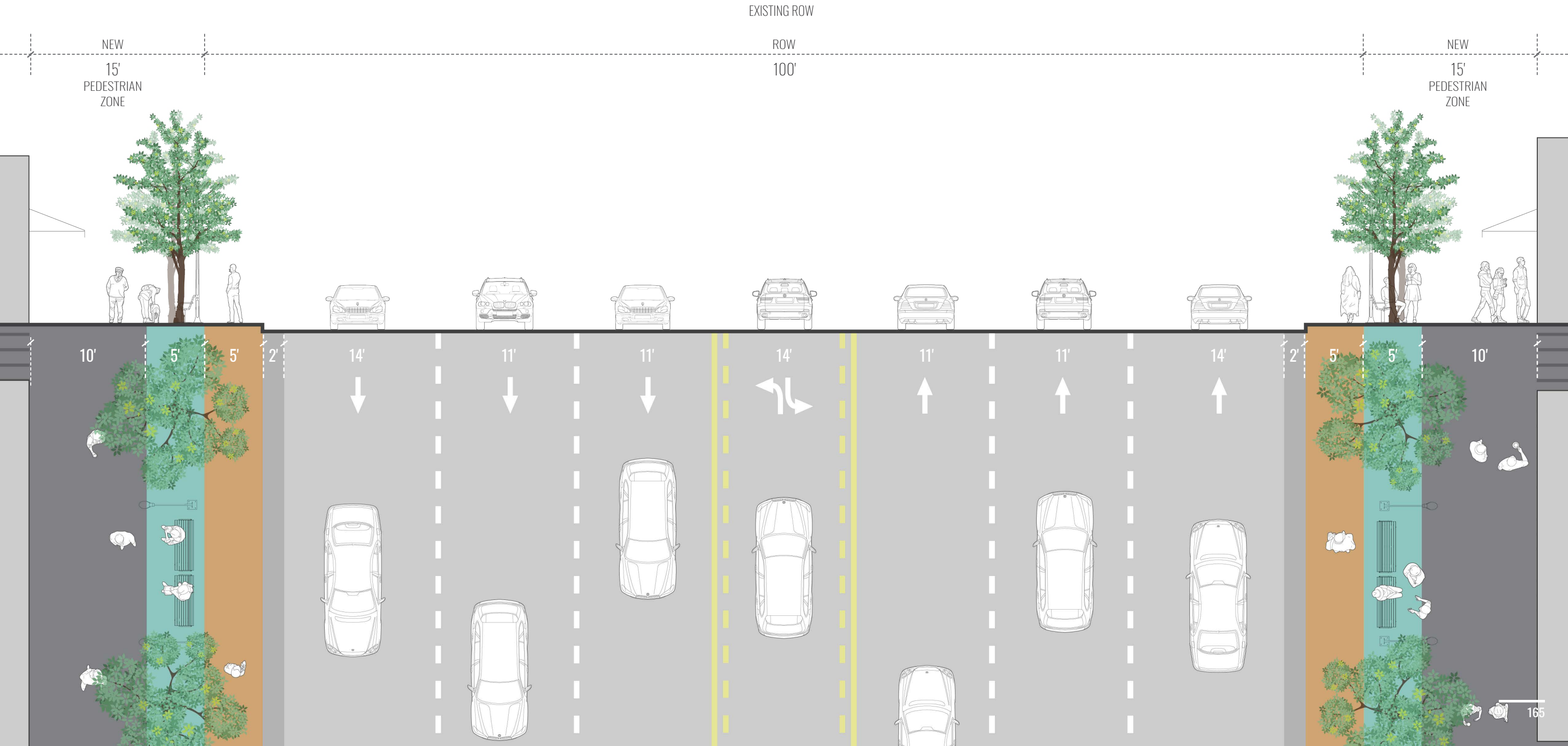
two-way left turn lane

> Option 1

Design Elements

Speed Limit	45mph
ROW	100 feet
Travel Lane	11 feet
Two-Way Turn Lane	14 feet
Pedestrian Lighting	
Street Lighting	
Sidewalk Fencing on Stadium Side	

Proposed Streets
Russell Rd.



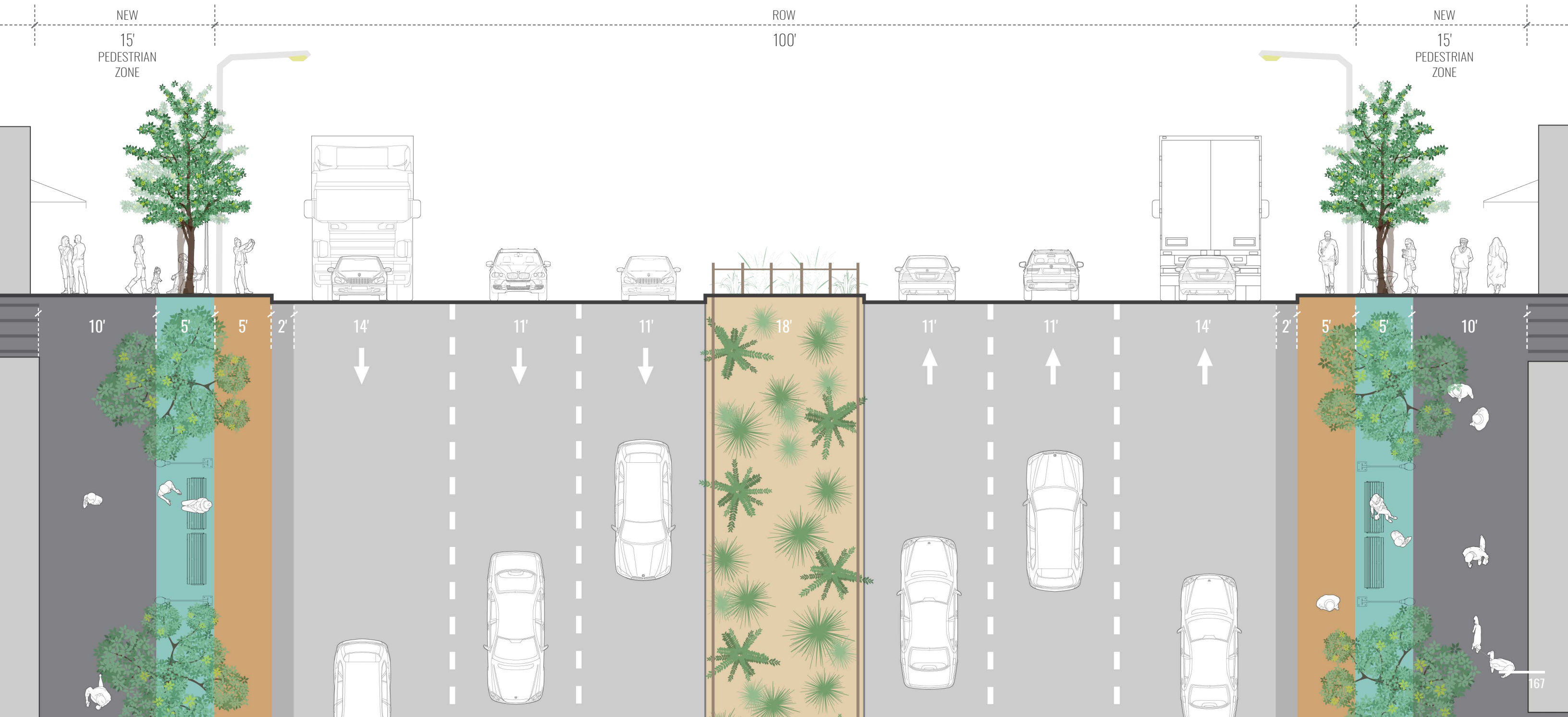
raised median

> Option 2

Design Elements

Speed Limit	45mph
ROW	100 feet
Travel Lane	11 feet
Landscaped Median	18 feet
Pedestrian Lighting	
Street lighting	
Median Fencing	

Proposed Streets
Russell Rd.



»» event street

Purpose + Elements

This category includes two streets: Dean Martin Drive and Polaris Avenue. Both these streets will be temporarily closed to accommodate event traffic and are adjacent to Allegiant Stadium.

Dean Martin Drive

Dean Martin Drive runs on the west side of I-15, facilitating access and connecting many destinations such as the new stadium, Fashion Show Mall, industrial areas along I-15, and several destinations near downtown Las Vegas. During major events, Dean Martin Drive from Patrick Lane to just south of Tropicana Avenue has only one sidewalk on the west side of the road. This sidewalk is intended to serve pedestrian movements coming from hotel properties on the north and south boundaries of the District to planned events.

Polaris Avenue.

This street has the same character as the local streets, with the distinction that it provides direct access and is adjacent to the west side of the Stadium. This road, similar to Dean Martin Drive, will be closed to non-event traffic. The sidewalk adjacent to Allegiant Stadium is a 15-foot wide detached sidewalk that is separated from the public ROW by a 5-foot wide landscape strip and decorative fencing.

The street cross section and design criteria below are intended to guide the developers and Clark County in determining street layout as the area evolves to other uses.

35 MPH Speed Limit

The features on this street are designed to support a 35 mph speed limit.

Wide Sidewalks

This street type promotes a wide pedestrian realm to support large crowds.

Amenities

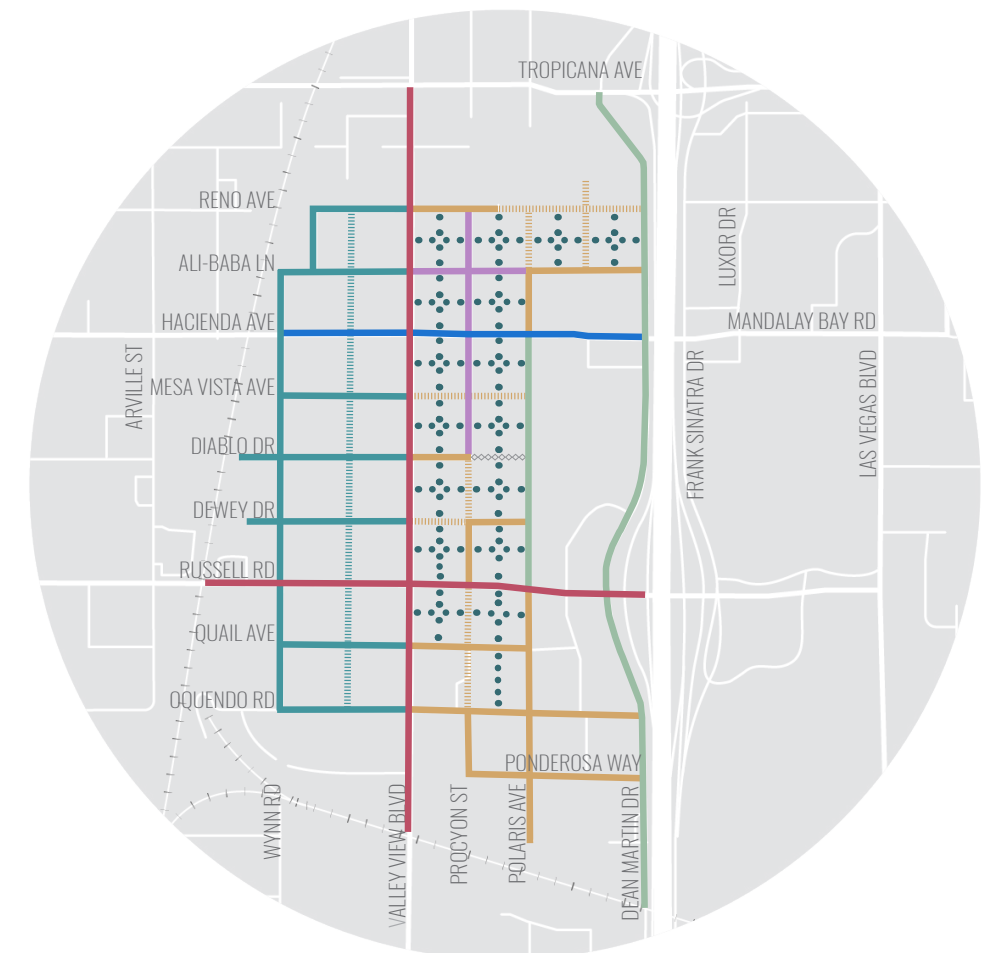
An area separate from the pedestrian walkway, intended for streetscape elements, landscaping, and street trees, including trash receptacles, lighting, and design elements to support pedestrian-oriented design.

Safety Features

Safety features, such as pedestrian-scale lighting, help create a safer walking and gathering space.

Proposed Streets

Dean Martin Dr.
Polaris Ave.



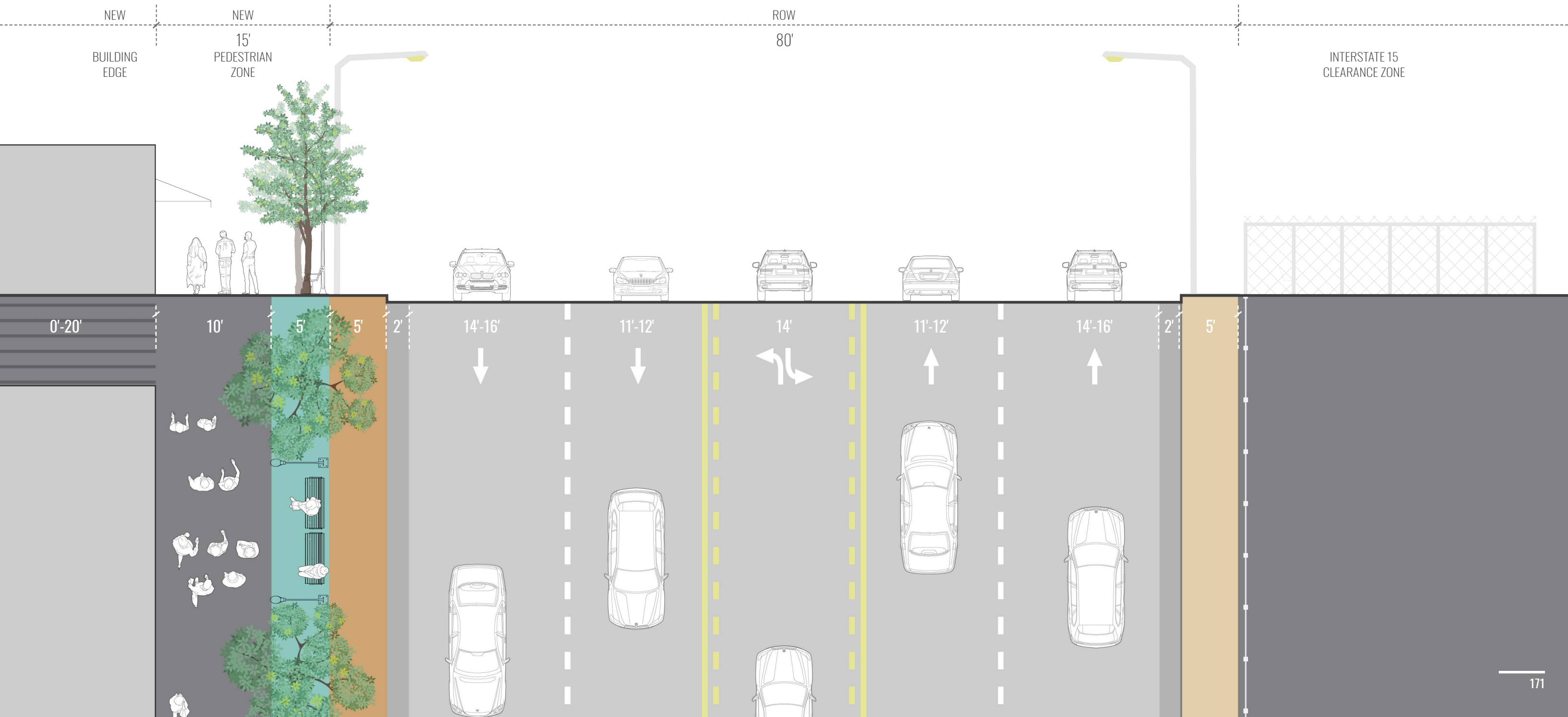
dean martin drive

> North and South of Stadium Site

Design Elements

Speed Limit	35mph
ROW	80 feet
Travel lane	11-16 feet
Two-Way Left Turn Lane	14 feet
Pedestrian Lighting	
Street Lighting	

Proposed Streets
Dean Martin Dr.



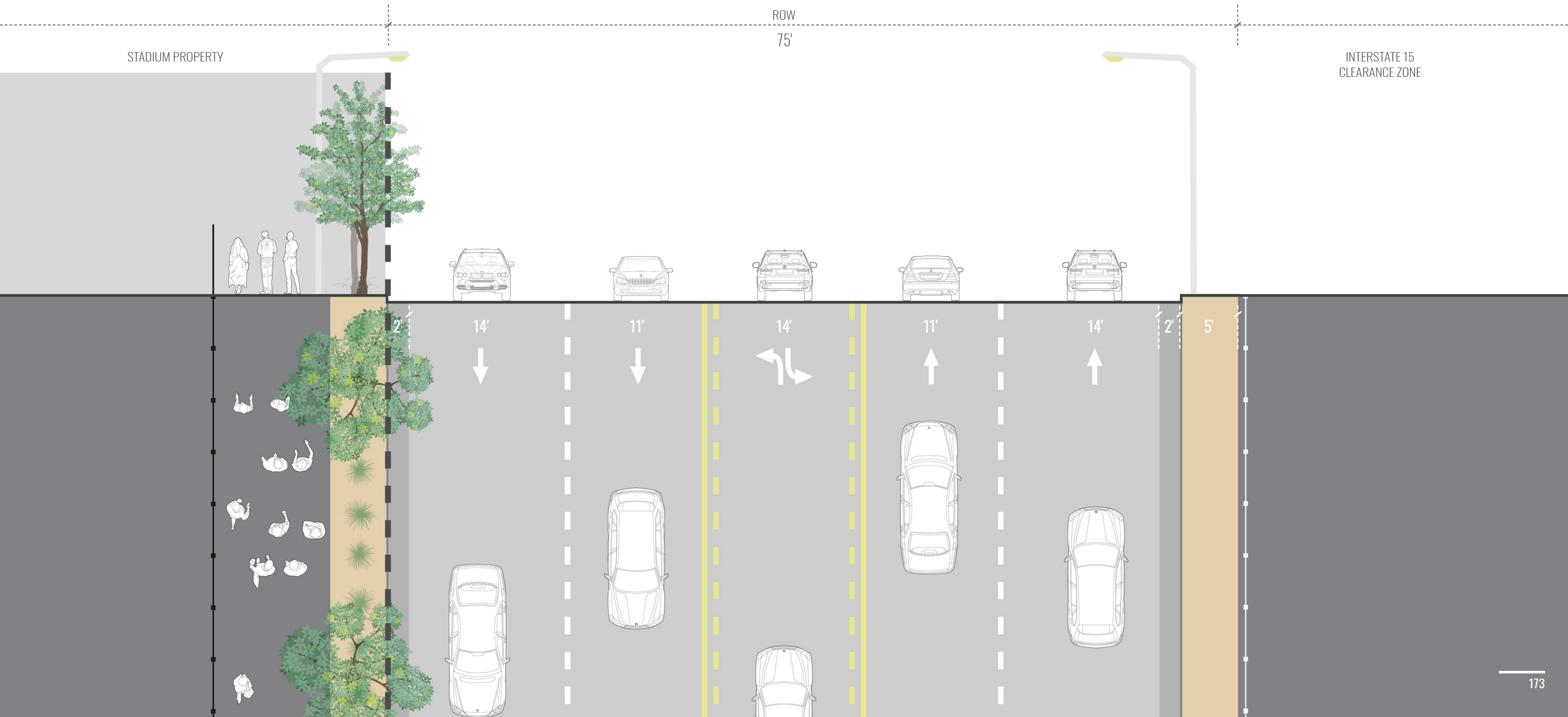
dean martin drive

> Adjacent to Stadium Site

Design Elements

Speed Limit	35mph
ROW	75 feet
Travel lane	11-16 feet
Two-Way Left Turn Lane	14 feet
Pedestrian Lighting	
Street Lighting	

Proposed Streets
Dean Martin Dr.



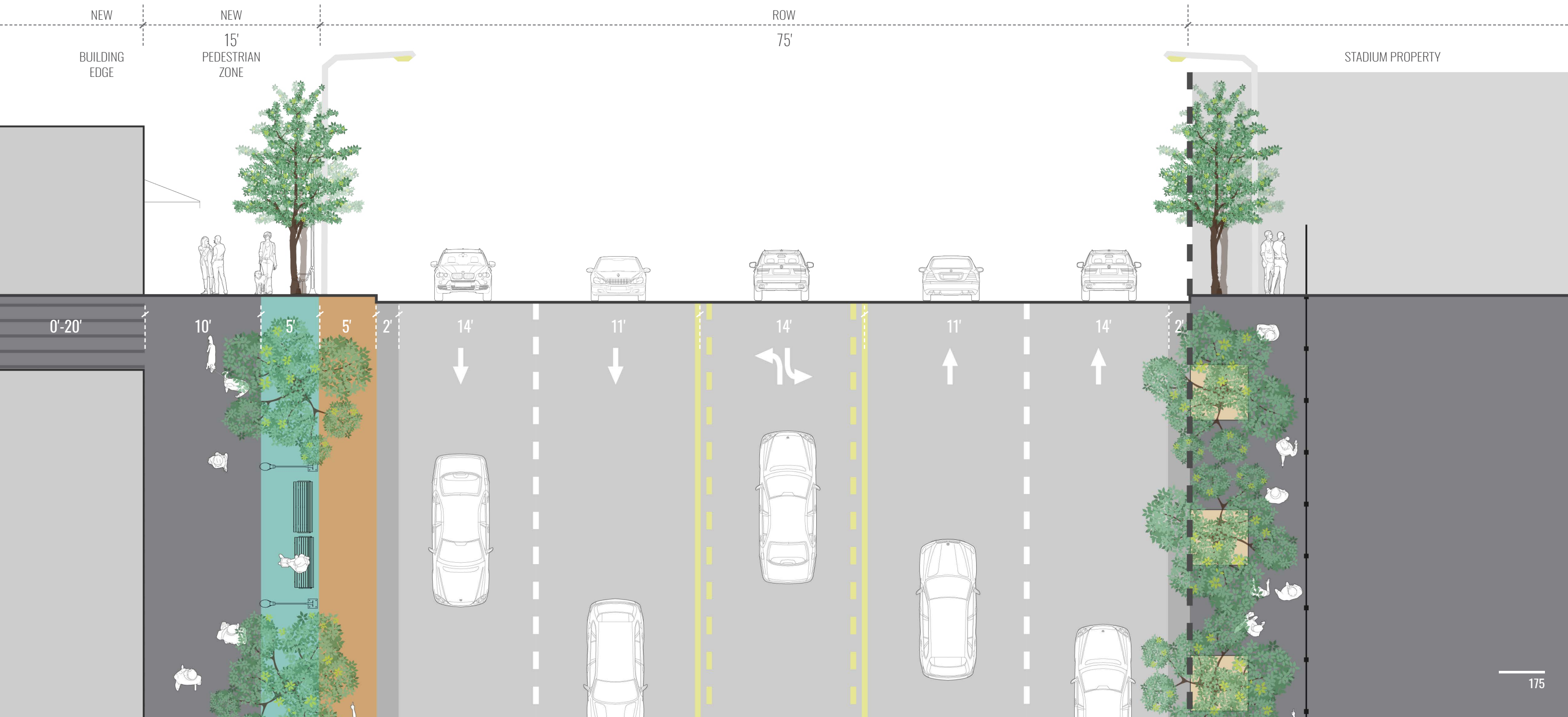
» polaris avenue

> Adjacent to Stadium Site

Design Elements

Speed Limit	35mph
ROW	75 feet
Travel lane	11-16 feet
Two-Way Left Turn Lane	14 feet
Pedestrian Lighting	
Street Lighting	

Proposed Streets
Polaris Ave.



pedestrian pathways

Purpose + Elements

Pedestrian-only pathways are a way to break down the large blocks and create a smaller and more manageable network for pedestrians. There is variety and flexibility with this type of passageway depending on the context and the needs of the surroundings. Developing a tighter interconnected network within each block, creates a safer, more efficient public space. It creates opportunities for people to explore their surroundings and for the community to develop an identity at multiple scales. Because it is important for urban spaces to offer and facilitate different types of social interaction, pedestrian pathways offer a chance to create private and semi-private spaces inside of the larger District.

Pedestrian-Only

The pathways are intended for pedestrians and bicycle use to encourage a safe environment.

Versatility

Uses will vary as pedestrian paths should meet the needs of their surroundings. Variety will also help keep pathways active at different times of day and throughout the year while appealing to different types of users.

Amenities

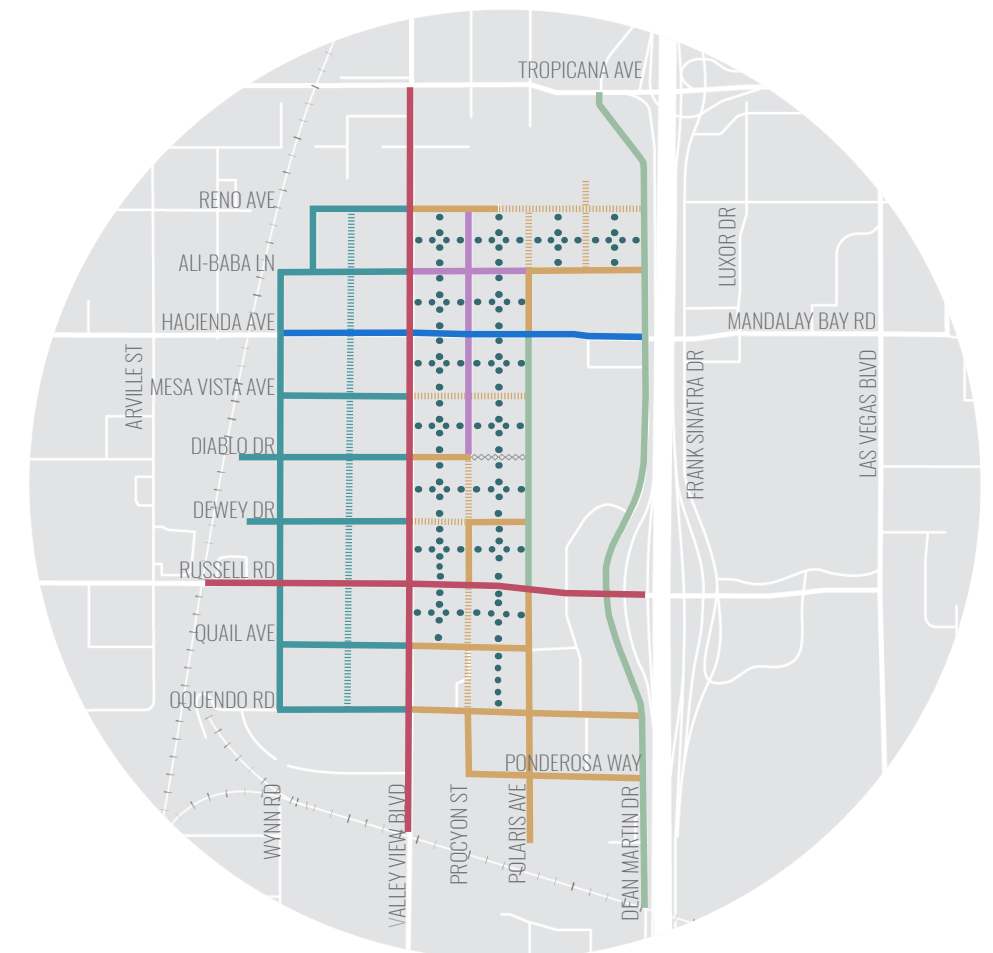
Baseline amenities are necessary to creating safe environments such as: lighting, shade, wayfinding details, and seating.

Safety Features

There should be a material change to differentiate the pedestrian-only area from vehicular areas. Pedestrian scale lighting and wayfinding features are crucial to creating a safe pedestrian environment. It's also important that vision is not obscured and dark spots are avoided to prevent opportunities for crime.

Architectural Orientation

Pathways allow for more perimeter of buildings to be utilized and encouraging pedestrian interaction.



pedestrian pathways

Benefits

There are many opportunities the Stadium District can capitalize on by creating a denser network of pedestrian pathways³⁸:

Increased Connectivity

Pedestrian Pathways create a new level of connectivity throughout the District and improve the walkability through safer and more efficient routes with greater variety and interest.

Expand Commercial Frontage

Orienting commercial spaces towards pedestrian pathways activates the groundfloor and encourages higher density commercial areas and pedestrian interaction.

Intimate Public Space

These pathways are a great opportunity for visitors to find a more personal and relaxing space among a busy district. It provides an opportunity to facilitate private and semi-private social interactions within personalized spaces.

Safety + Security

Implementing well-lit, pedestrian pathways will encourage use by the public, which will increase the density of the area and allow for higher visibility, reducing secluded dark areas.

Interesting Spaces + Experiences

These spaces have the unique opportunity to offer interesting and meaningful experiences to the community developing in the District. Public Art installations, green spaces, a community garden, outdoor dining, and a quiet space to sit are among the many uses that can be created.



Fig. 42 - Public Art Installation in Alleyway⁴⁰

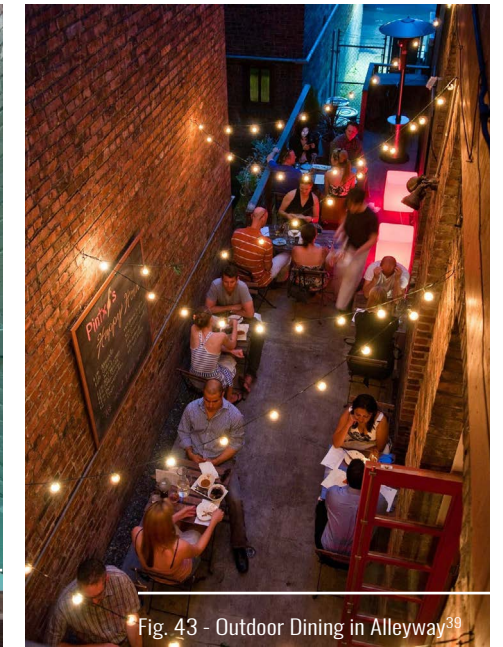


Fig. 43 - Outdoor Dining in Alleyway³⁹



Fig. 44 - Storefronts Lining Alleyway⁴¹

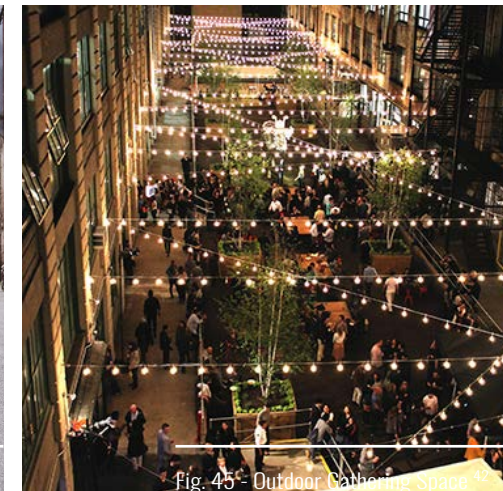


Fig. 45 - Outdoor Gathering Space⁴²



Fig. 46 - Outdoor Dining in Alleyway⁴³



Fig. 47 - Outdoor Dining in Alleyway⁴⁶

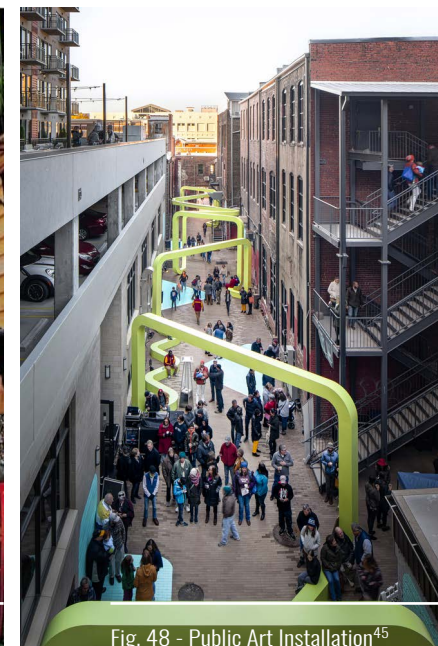


Fig. 48 - Public Art Installation⁴⁵



Fig. 49 - Outdoor Dining in Alleyway⁴⁴

pedestrian pathways

Important Features

While there are no strict guidelines for pedestrian pathways due to their organic nature, there are key features that are necessary in some aspect to ensure their success and pedestrian safety.⁴⁷

Lighting

▮ Pedestrian-scale lighting is necessary to creating a well-lit and safe environment comfortable for visitors. A mix of creativity and function can help develop thoughtful and unique spaces.

Materials

▮ There should be a change in pavement to designate pedestrian areas and create a safe and welcoming environment.

Shade

▮ Shade structures in some facet should be provided. This could be through canopies, stand-alone structures, or trees.

Seating

▮ Flexible seating should be incorporated where necessary. Seating may not be appropriate in every pathway, but should be considered for public use.

Active Entrances

▮ Creating a clear entryway at the pathway entrances or at public spaces that are connected to pathways can help create an identity to the area and help pedestrians orient themselves.

Signage + Wayfinding

▮ Include illuminated signs for commercial use and for District use. This is a key opportunity for public art to find creative solutions.

Landscaping

▮ Landscaping is encouraged where space allows to soften hard edges and create a welcoming environment.

Art

▮ Public Art can be incorporated at varying scales (murals, installations, functional pieces etc.) with varying uses. Ideally, there are creative solutions to many of these features that offer opportunity to create interesting and unique spaces.



SNAPSHOTS OF HOW PEDESTRIAN PATHWAYS CAN CHANGE SHAPE, MEANDER, AND WEAVE THROUGH BUILDINGS, PLAZAS, AND OTHER SPACES.

These drawings represent various uses that could be created within these pedestrian zones. Dimensions, uses, and needs will vary throughout the District and can lead to some interesting, useful, and creative spaces. Since these spaces are intended to cut through blocks,

there are endless opportunities for the types of spaces that can be injected into the District. Public art, commercial, plazas, nightlife, gardens, cafes, and bicycle paths are among some of the choices to choose from as the area develops.

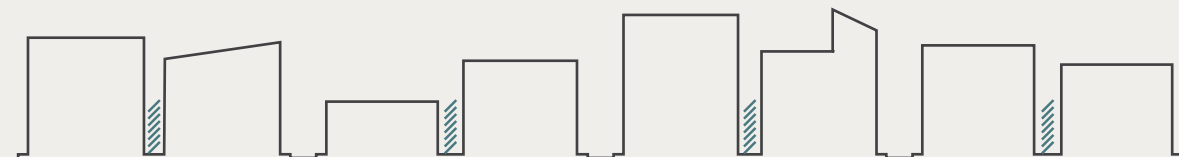


Fig. 50 - Pedestrian Pathway Uses

» suggested street improvements

Valley View Boulevard

Valley View Pedestrian and roadway improvements from Ponderosa Way to Tompkins Avenue.

- Construct High Visibility Pedestrian Crossings at Reno Ave, Diablo Dr., Ali Baba Ln.
- Improve sidewalks to meet ADA and PROWAG standards
- Construct median to shorten pedestrian crossing distances, control access.
- Restripe roadway to provide 11-foot travel lanes
- Create and install Stadium District guide signs
- Install fiber and ITS infrastructure including CCTV cameras at Hacienda Avenue

Russell Road

Russell Road pedestrian and roadway improvements from I-15 Interchange to Arville Street.

- Construct a median
- Install a decorative barrier in the median
- Restripe roadway to provide 11-foot travel lanes
- Improve and repair sidewalks to meet ADA and PROWAG standards
- Provide LED lighting to increase visibility of pedestrians at night
- Create and Install stadium district guide signs

Dean Martin Drive

Dean Martin Drive pedestrian and roadway improvements from Patrick Lane to Tompkins Avenue.

- Mill and overlay roadway pavement
- Restriping to accommodate 11-foot lanes
- Provide wider sidewalks under Russell Rd. Bridge
- Provide LED lighting to increase visibility of pedestrians at night
- Create and install Stadium District guide signs
- Improve and repair sidewalks to meet ADA and PROWAG standards

Hacienda Avenue

Hacienda Avenue pedestrian and roadway improvements from Hacienda Bridge to Arville Street.

- Construct a median from Polaris Avenue to Arville Street
- Restripe roadway to accommodate bike facilities from Polaris Avenue to Arville Street and 11-foot travel lanes
- Improve and repair sidewalks to meet ADA and PROWAG standards
- Provide LED lighting to increase visibility of Pedestrians at night
- Create and install Stadium District guide signs
- Install fiber and ITS infrastructure including CCTV cameras at Polaris Avenue

Neighborhood Streets

- Polaris Avenue (Hacienda Ave. to Alibaba Ln.)
- Ali-Baba Lane (Dean Martin Dr. to Valley View Blvd.)
- Procyon Street (Diablo Dr. to Reno Ave.)
- Diablo Drive (Procyon St. to Valley View Blvd.)
- Reno Avenue (east of Procyon St. to west of Valley View Blvd./parking driveway)

Phase 1 Improvements will include:

- Roadway restriping
- Install additional lighting poles
- Install crosswalks at intersections and pedestrian signage
- Improve and repair sidewalks to meet ADA and PROWAG standards
- Provide LED lighting to increase visibility of pedestrians at night

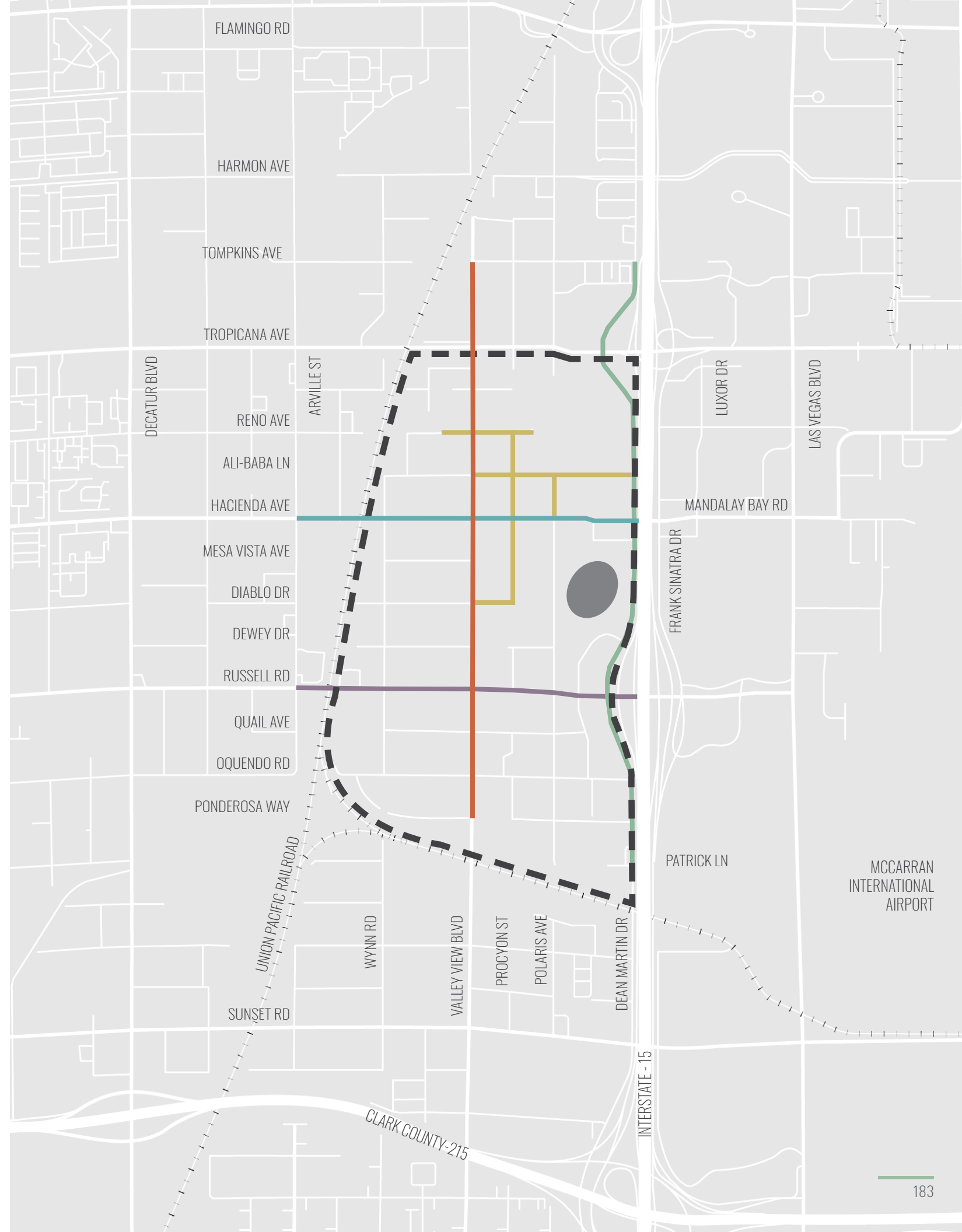


Fig. 51 - Suggested Street Improvements

pedestrian realms

What is a Pedestrian Realm?

The pedestrian realm refers to the area between the street's curb to the building edge and encompasses all elements affecting pedestrian safety and comfort. The four main areas are the existing attached sidewalk, amenity zone, pedestrian walkway, and the building frontage and setback.

It is crucial that the pedestrian realm reflects the needs of pedestrians, while considering the unique street conditions and how each area interacts. Because each street has a unique environment, including or excluding parking, transportation types, vehicular speeds, and pedestrian behaviors, the pedestrian realms must respond in kind: meaning *pedestrian realms must be designed for the expected types of uses and context.*

A pedestrian realm standard is provided that considers the presence of the currently existing standard sidewalks (attached) and those where the existing sidewalk is removed (detached).

Attached Sidewalk Pedestrian Realm Option

Used where existing sidewalks are to remain. The existing attached sidewalks are immediately adjacent to the street and maintained by Clark County.

Detached Sidewalk Pedestrian Realm Option

If a property owner opts not to keep the existing attached sidewalk, the owner shall provide a detached sidewalk, buffered from the street traffic by landscaping and amenities.

Pedestrian Realm Zones

Attached Sidewalk

Existing sidewalk within the right-of-way. Standard width in the District is between 5'-6'.

Amenity Zone

Primary buffer space between roadway and pedestrian pathway. Consists of varying elements depending on type.

Street Furniture: benches and seating, pedestrian-scale lighting, waste receptacles, bus stops, bicycle racks, water fountains, public art, kiosks, signage, and shade structures

Utilities: street lighting, parking meters, bollards - should be located closer to street edge and not obstruct pedestrian usage

Landscaping: buffer zones along street edge, trees, and shrubs

Walkway + Clear Zone

Obstacle-free space for clear pedestrian through travel. This is the primary walking space within the pedestrian realm.

Special Paving: change in material and texture to designate pedestrian usage

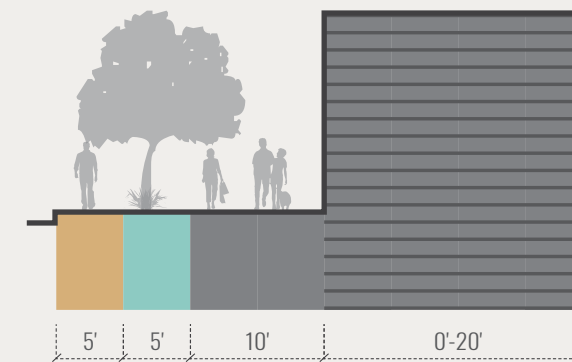
Building Edge + Setback

Where the building facade and walkway meet. Allowable setback distance depends on design type.

Setback: includes furnishings, outdoor dining, plantings, plazas, pocket parks, commercial displays, and other private features

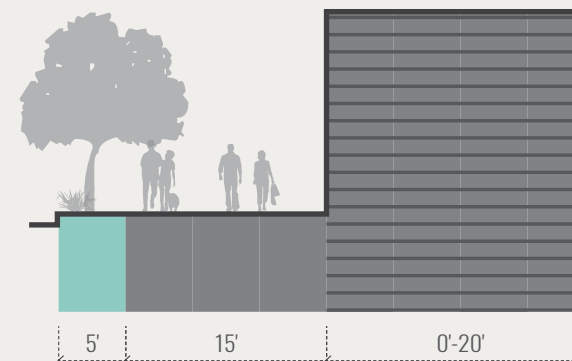
Can not impede walkway / clear zone

> Attached Sidewalk Pedestrian Realm



In situations where the property owner opts to *keep the attached sidewalk*, these are the basic dimensions recommended - although the property owner is encouraged to expand the amenity zone and/or walkway.

> Detached Sidewalk Pedestrian Realm



In situations where the property owner opts to *remove the attached sidewalk*, these are the basic dimensions recommended - although the property owner is encouraged to expand the amenity zone and/or walkway.

Fig. 52 - Pedestrian Realm Diagrams

3.4 quality of life

A positive quality of life is critical to community health and well-being. A range of aspects can influence quality of life, including available resources and activities, pedestrian infrastructure, urban design, public art, and open space. Creating places for people to enjoy life and move easily are a part of an improved quality of life. Open space can allow communities to gather in plazas or outdoor entertainment areas to congregate or listen to a community performance. It can also create room for natural environments, such as, incorporating desert-appropriate landscaping and features. Relief can also be found in public art displays, which bring visitors and the local community together to observe or experience something unique. A few examples of what this can include are murals, sculptures, and artist-influenced infrastructure. Public art can also improve the aesthetics of wayfinding and placemaking to create a unique identity. All of this contributes to the quality of life within a neighborhood.

Safety and health are also a consideration in supporting a positive quality of life. Features include lighting, signage, natural features, provisions for hand-washing, drinking water and restrooms - as well as providing pedestrian spaces that are protected from vehicular traffic to reduce the likelihood of accidents. This series of recommendations incorporates best practice considerations for improved quality of life and offers ideas for consideration as the Stadium District grows.

Goal
3

Enhance *quality of life* by creating a vibrant district with best practices for urban design.

Projects and programs to enhance the District's quality of life:

- ▶ Integrate quality of life infrastructure - open space, natural landscaping, public art, trees, seating, shade structures, etc. - to enhance the user experience throughout the District
- ▶ Install pedestrian scale lighting and enhanced roadway lighting, where necessary, to enhance the feeling of safety.
- ▶ Ensure development includes CPTED and security principles to establish the feeling of comfort and safety for users.
- ▶ Identify key locations for open space at multiple scales and create a network throughout the District.
- ▶ Develop standards for implementing a minimum percentage of open space to be implemented as parcels develop.
- ▶ Integrate public art into infrastructure elements, such as lighting, seating, waste receptacles etc., to help create a consistent identity with the District.

»» wayfinding

Wayfinding is an important element to developing a successful district. It provides an opportunity to unify Stadium District branding and image while also utilizing design elements such as architecture, landscaping, and public art.

Festival Street

The signage for the Festival Streets would potentially include directional signage, Stadium District identity signage, and would follow the design guidelines for the District for street furnishings, barriers, and signage.

Primary Intersection

A primary intersection would potentially include gateway or iconic signage; vehicular directional signage to and from major attractions, parking locations, and for pedestrian use: directional signage, kiosks, and maps of the District.

Secondary Intersection

A secondary intersection would potentially include vehicular directional signage to and from major attractions, parking locations, and for pedestrian use: signage, kiosks, and maps of the District.

Stadium District Identity

The signage for the Stadium District identity would potentially include monument signage at key locations, branding banners on street lights that give the District unique character. The Stadium District also provides an opportunity for public art.

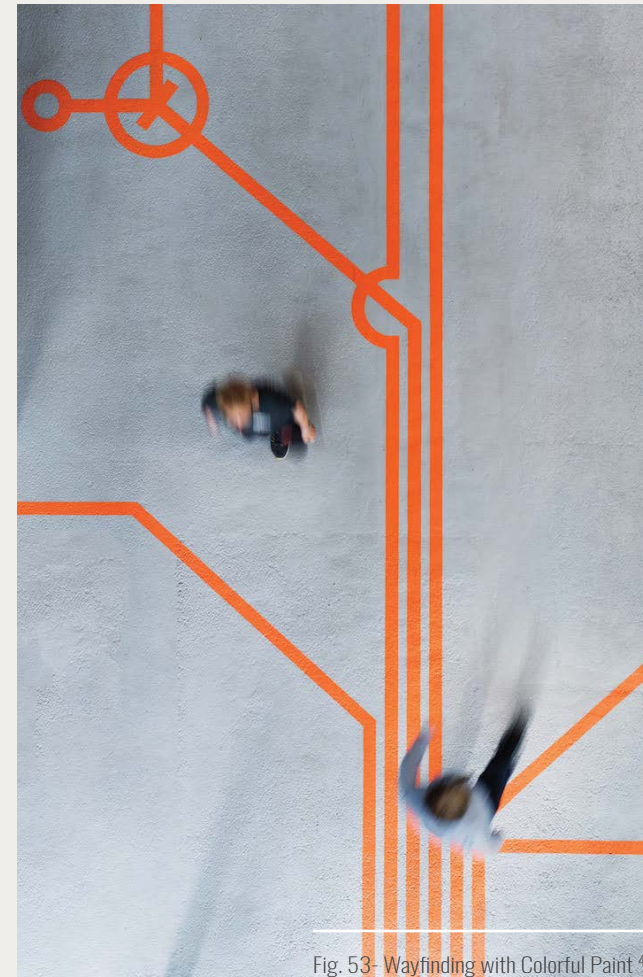


Fig. 53- Wayfinding with Colorful Paint 48



Fig. 54- Signage 49



Fig. 55- Illuminated Signage 50

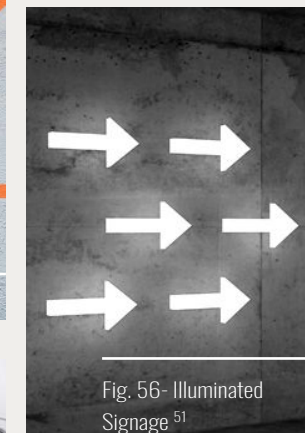


Fig. 56- Illuminated Signage 51



Fig. 57- Wayfinding 52

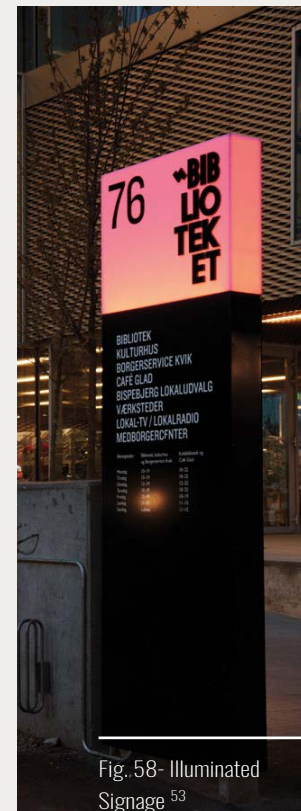


Fig. 58- Illuminated Signage 53

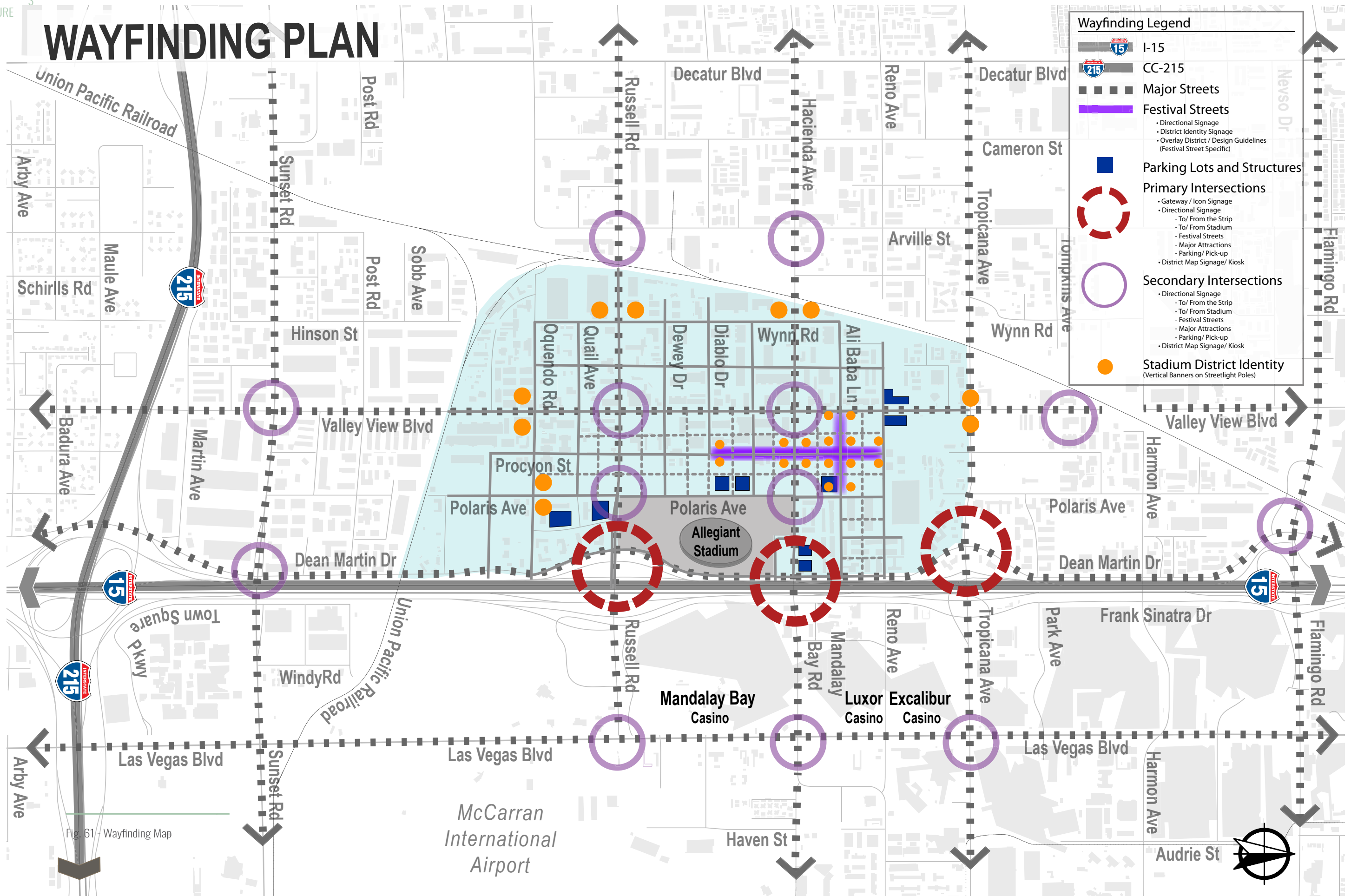


Fig. 59- Illuminated Signage 54



Fig. 60- Wayfinding with Seating and Information 55

WAYFINDING PLAN



Wayfinding Legend

- I-15
- CC-215
- Major Streets
- Festival Streets
 - Directional Signage
 - District Identity Signage
 - Overlay District / Design Guidelines (Festival Street Specific)
- Parking Lots and Structures
- Primary Intersections
 - Gateway / Icon Signage
 - Directional Signage
 - To/ From the Strip
 - To/ From Stadium
 - Festival Streets
 - Major Attractions
 - Parking / Pick-up
 - District Map Signage/ Kiosk
- Secondary Intersections
 - Directional Signage
 - To/ From the Strip
 - To/ From Stadium
 - Festival Streets
 - Major Attractions
 - Parking / Pick-up
 - District Map Signage/ Kiosk
- Stadium District Identity (Vertical Banners on Streetlight Poles)

Fig. 61 - Wayfinding Map

» public art

Successful public art projects have the ability to infuse new development with a strong connection to the community, giving both residents and visitors a vibrant sense of place, and helping to both express and forge local identity. The Strip in recent years has invested in public art to create unique areas of interest. Such properties as the LINQ Promenade with sculptures and murals throughout and MGM Park with Dancer Sculpture and additional artwork throughout the property are just a few examples of how public art attracts consumers.

The support of public arts programs through private development can facilitate civic and economic engagement, pride, and placemaking; enhancing the aesthetic quality of daily life by providing a sense of place, encouraging creative expression, and stimulating the local economy.

Public Art and open space are invaluable in connecting spaces, creating interest and activity areas and allowing pedestrians a chance to spend time around the District. When designed with forethought, public art and open space should blend seamlessly into the public realm, including sidewalks, streetscapes, and crosswalks to name a few - in addition to creating an opportunity to brand the area in a cohesive aesthetic.



Fig. 62 - Art and Public Seating Installation⁵³



Fig. 63 - Art and Public Seating Installation, Shanghai⁵⁶



Fig. 64 - Art Installation Used for Public Seating⁵⁵

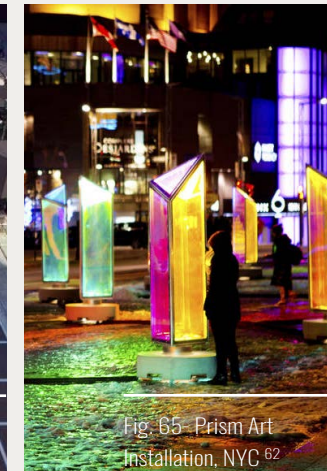


Fig. 65 - Prism Art Installation, NYC⁵²

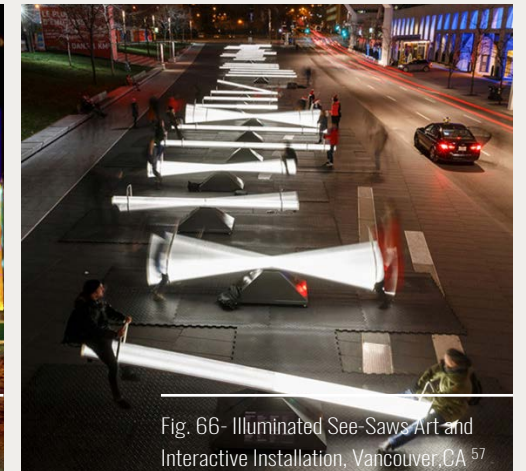


Fig. 66 - Illuminated See-Saws Art and Interactive Installation, Vancouver, CA⁵⁷



Fig. 67 - Lighting Integrated into Urban Design⁶¹

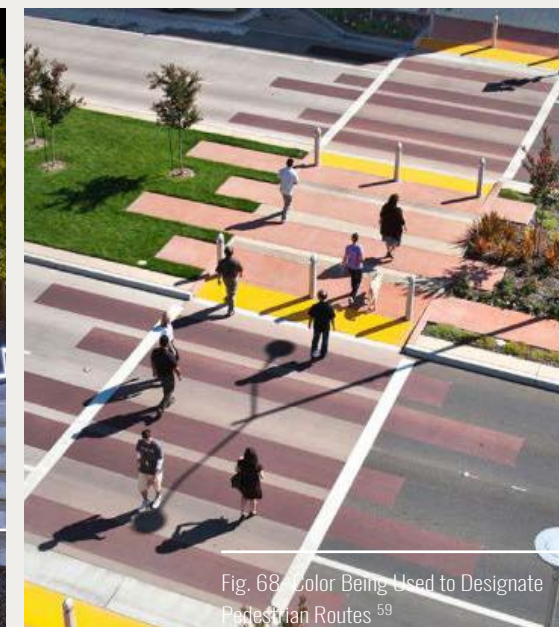


Fig. 68 - Color Being Used to Designate Pedestrian Routes⁵⁹

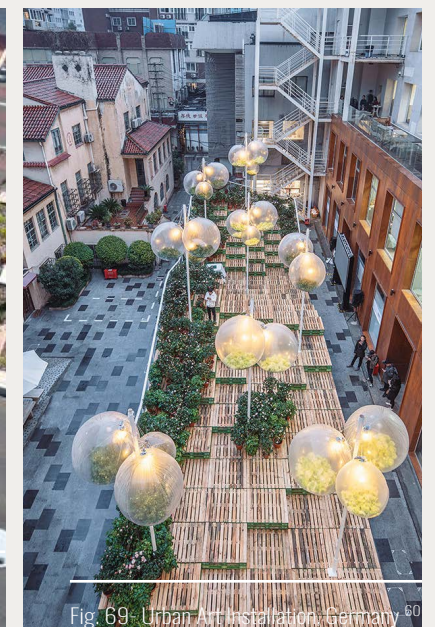


Fig. 69 - Urban Art Installation, Germany⁶⁰

»» open space

Open space can range from parks, community gardens, playgrounds, public seating areas, courtyards to plazas, and provides many uses to the public. Urban areas rely on open space to create safe, comfortable, and engaging spaces for people to congregate, relax, meet with friends, and use for community events.

Benefits

- | Improve physical health
- | Improve mental health
- | Increases value of surrounding land
- | Enhances the appearance and beauty of areas
- | Provides sustainable benefits
- | Increase sense of community and engagement
- | Establish place-making potential

Post-Pandemic Considerations

Covid provided cities everywhere the opportunity to experiment and rethink urbanism and particularly, the importance of open space in cities.

After the entire world experienced the effects of a global pandemic, the importance of open space becomes even more evident to both the physical and mental health of the population. During a period where the only way to experience the world was on the condition of social-distancing, nature and open areas were the only options available.

As a result, rethinking open space - its necessity, importance, and how to create or where to find it - is helpful in understanding what types of spaces should be considered moving forward. One of the most evident results, was how quickly people began taking over streets, parking lots and spaces, and sidewalks for public use, with many government jurisdictions creating regulations to maintain the change. Developing flexible public spaces should be considered as the District evolves.

What Makes a Great Public Space?

According to Project for Public Spaces, they found after studying thousands of open spaces around the world, that there are four main qualities that makes a great space.⁶⁴

Accessibility + Network

An interconnected network of open spaces at different scales is necessary to link the overall area through open spaces. They need to be easy to get in and navigate through - urban furniture, creative wayfinding, lighting, and convenient access to transit systems are all important factors.

People are engaged in activities

There should be a constant and diverse array of activities available to the public. They provide a reason for locals and visitors to visit at different times of day and throughout the year and seasons. Without something to draw people, it will likely remain empty.

Comfortable space with a positive image

Feeling comfortable is inherently reliant on how well a space looks - the appearance and perception of safety and cleanliness, available seating, considerations for weather, etc. all impact how comfortable people feel in a space.

Encourages sociability

A strong indicator of a successful place is the connection to the community. When a public space becomes the go-to spot for bringing out-of-state visitors or a courtyard to meet friends. It is important that people feel a sense of belonging and community.



Fig. 70 - Park with Social Distancing Circles ⁶⁵



Fig. 71 - Movie Night in the Park ⁶⁶



Fig. 72 - Public Event in a Plaza ⁶⁷

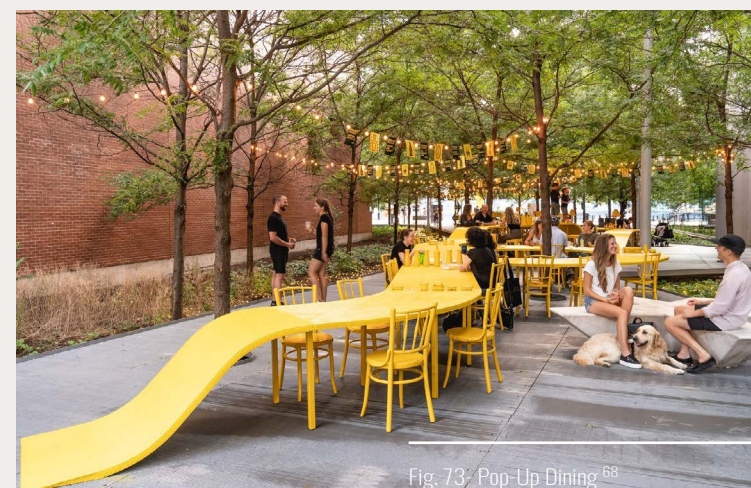


Fig. 73 - Pop-Up Dining ⁶⁸

3.5 vibrant economy

The process of cultivating a vibrant economy will unfold over time. This could happen in phases, which will have direct relationships to the pace and nature of redevelopment.

Initially, it is plausible that event days may attract significantly more people to the District than non-event days. For this reason, tactical urbanism techniques or temporary installations such as pop-up food and retail, food trucks, outdoor markets, and alley or street festivals can help attract people to the District. Over time, in addition to these temporary events, establishing cultural destinations such as galleries and museums are imperative to incorporate within the District. Combining these efforts helps to provide a diverse range of choices for locals and tourists that will encourage daily activity in the area.

If a considerable number of properties are redeveloped and dedicated to bars, restaurants, entertainment, or hotel operations, the activities of these properties will allow for new elements of a vibrant economy to emerge and grow.

The Stadium District is located across Interstate 15 from the Las Vegas Strip; the Strip operates its own vibrant economy which could have spillover effects for the district, as well as other considerations. Supporting the existing local economy on the Strip and elsewhere is also a purpose of the stadium development; this vibrancy will come to life based on how the property owners and business owners throughout the district choose to use their properties. Collaboration among property owners could inform productive efforts toward creating unity in the aspects that

shape the economy of the District including marketing, signage, logo creation, or other branded details.

Goal

4

Promote a vibrant economy by enabling multiple options that support individual property and business owners' intentions to remain or transition to new uses.

Projects and programs to promote a vibrant economy throughout the District:

- ▶ Consider allowing properties to make sales or operate uses which are not currently common, on event days, such as temporary patios, cook-outs with food and drink sales, retail vendors, or entertainment such as local bands playing on temporary outdoor stages, where it's feasible to set up and accommodate an audience
- ▶ Develop a strategy to determine how infrastructure needs will be implemented.

public initiatives

Often, the success of an entertainment area can ultimately come down to how well the area is able to keep people visiting and socializing year-round, and not just limited to major event days. Not only that, the quality of the experiences offered can also impact how the area is perceived.

It is likely that the District will need to experiment and gather input from the community regarding types of activities and events that locals and visitors would be interested in to develop activities that will consistently draw people to the area.

There are endless options available to choose from; however, there are a few factors that are important to keep in mind regarding planning community events and initiatives.

Year-Round Activities

Events should be available regularly to encourage use all year. Seasonal events and a variety of options helps keep people visiting the area.

Place-Making Potential

Choosing events that are unique to the District or that help promote a specific image can help an identity emerge. One local example is the Arts District in Downtown Las Vegas. Consistent events, like First Friday and the Life is Beautiful Festival, have helped the area develop a strong sense of community and support the District's identity.

Types of Activities

- Community Movie Nights
- Outdoor Fitness Gatherings
- Food Truck Events
- Local Vendor Sales
- Public Art Walks
- Outdoor Music Events or Festivals
- Temporary Dining / Food Events

As the District develops, the community can provide feedback on the types of events that interest them most.



Fig. 74- Drawing with Chalk Event for Children, Sweden⁶⁹



Fig. 75- Family Reading Event⁷⁰



Fig. 76- Rainy Street Food Truck Dining, Austin, TX⁷¹



Fig. 77- Pop-Up Dining on Street⁷²



Fig. 78- Yoga in the Park, San Francisco, CA⁷⁴

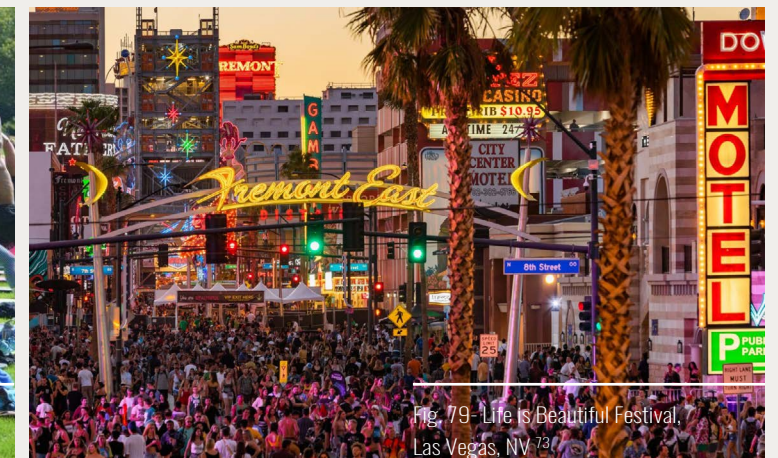


Fig. 79- Life is Beautiful Festival, Las Vegas, NV⁷³

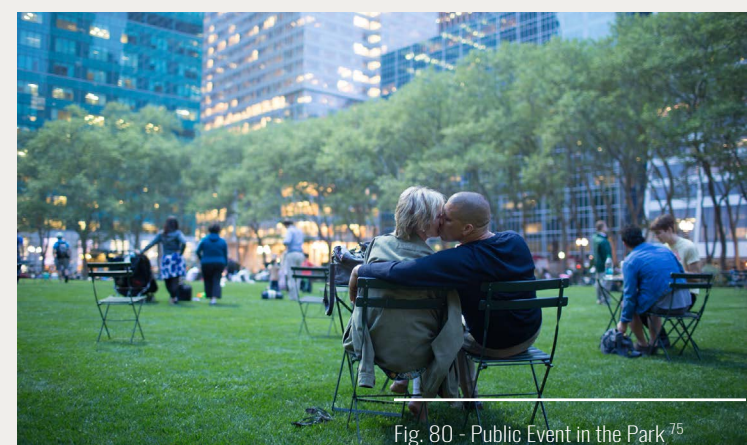


Fig. 80 - Public Event in the Park⁷⁵



Fig. 81- Farmers Market, Austin, TX⁷⁶

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Public Engagement Summaries

complete in-depth summaries of all public stakeholder engagement events and input collected

Existing Conditions Report

an comprehensive transportation report conducted by Kimley-Horn and Associates within the existing District

UNLV Study - NFL Stadium Master Plan

a semester-long prescedent study, existing conditions report and design recommendations completed by Glenn Nowak's Hospitality Design class

APPENDIX

- A Public Engagement Summaries
- B Existing Conditions Report
- C UNLV Study - NFL Stadium Master Plan



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