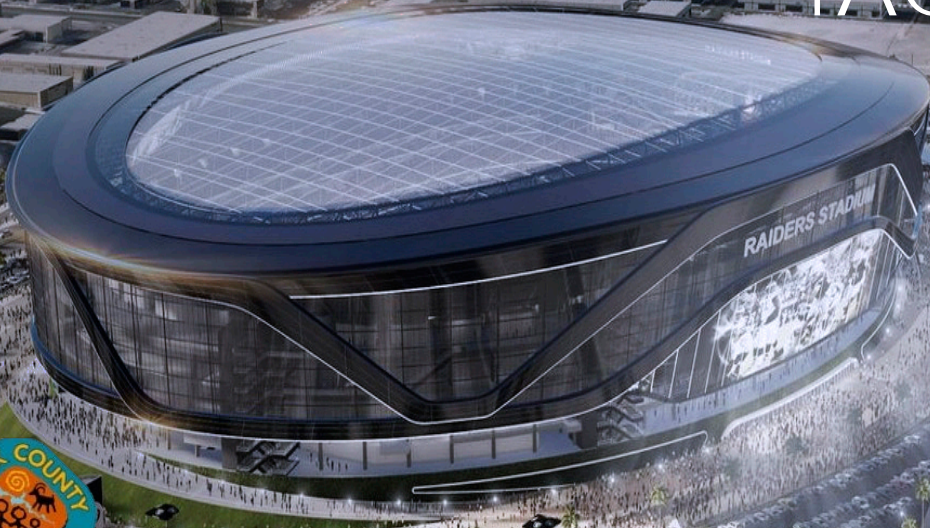


CLARK COUNTY DEPARTMENT OF COMPREHENSIVE PLANNING

STADIUM DISTRICT PLAN

TAC MEETING No.3

September 3, 2020



STADIUM DISTRICT

WELCOME AND INTRODUCTIONS

PROJECT TEAM



ARCHITECTURE | DESIGN

ATKINS

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 **paceline**
consulting

ea

ERICKA AVILES
CONSULTING

VISION, GOALS and OBJECTIVES

IDENTIFIED ISSUES

NETWORK PRINCIPLES

THE CONNECTED NETWORK

STREET TYPOLOGY

NEXT STEPS

VISION, GOALS and OBJECTIVES

IDENTIFIED ISSUES

NETWORK PRINCIPLES

THE CONNECTED NETWORK

STREET TYPOLOGY

NEXT STEPS

VISION STATEMENT

“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”

GOALS

Goal 1:

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

Goal 2:

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

GOALS

Goal 3:

Promote flexibility within the built environment to accommodate both event day and non-event day functions.

Goal 4:

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

OBJECTIVES OF THE STUDY

- DEVELOP AN OVERALL VISION FOR THE DISTRICT
- DEVELOP A TOOLBOX OF SOLUTIONS THAT WILL GUIDE THE IMPLEMENTATION OF THE VISION
- DEVELOP AN ACTION PLAN
- IDENTIFY POTENTIAL INVESTMENTS

VISION, GOALS and OBJECTIVES

IDENTIFIED ISSUES

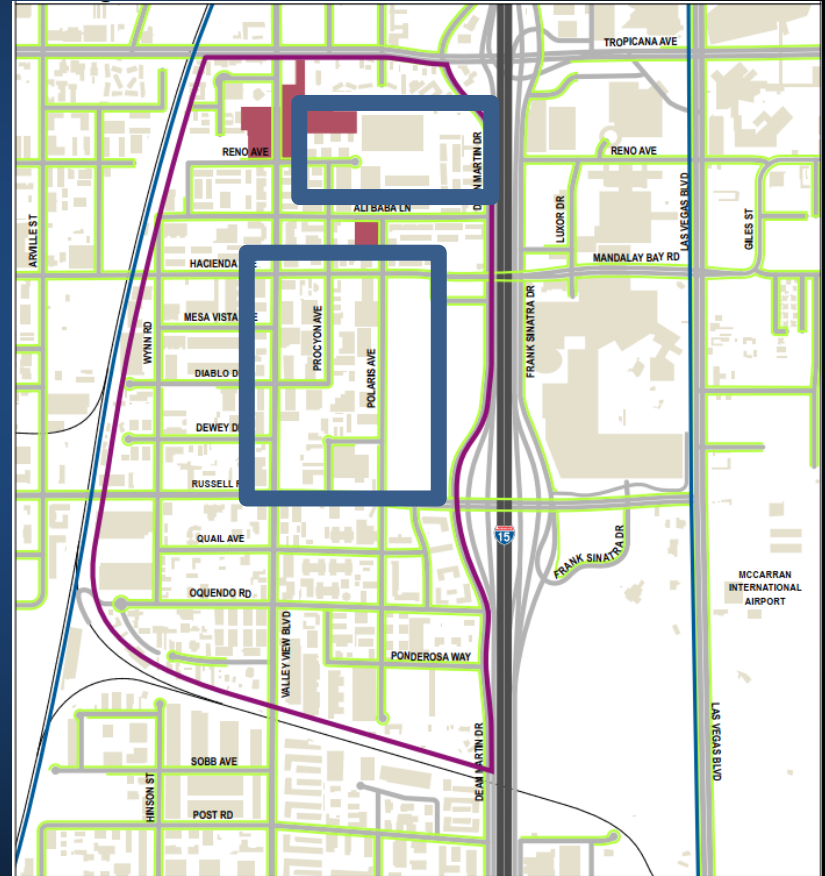
NETWORK PRINCIPLES

THE CONNECTED NETWORK

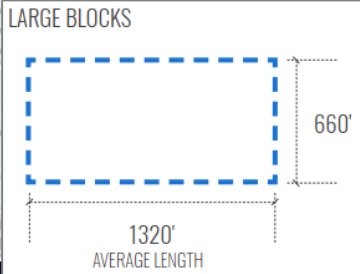
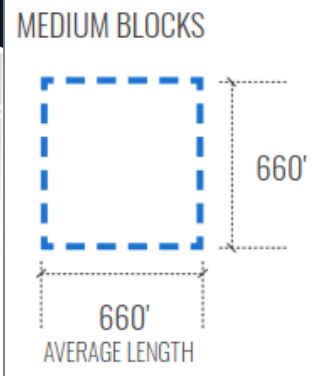
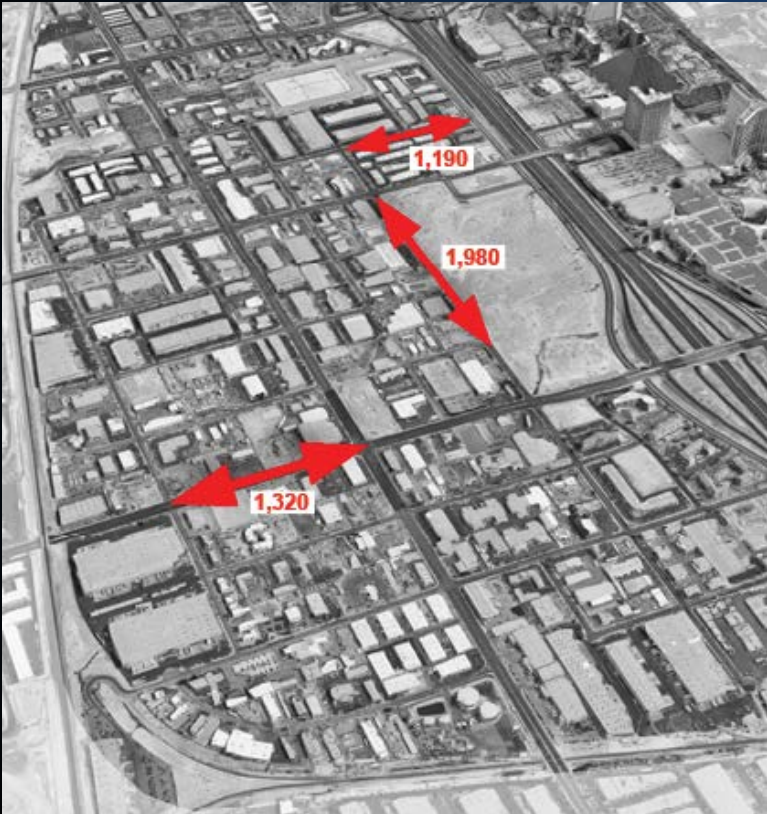
STREET TYPOLOGY

NEXT STEPS

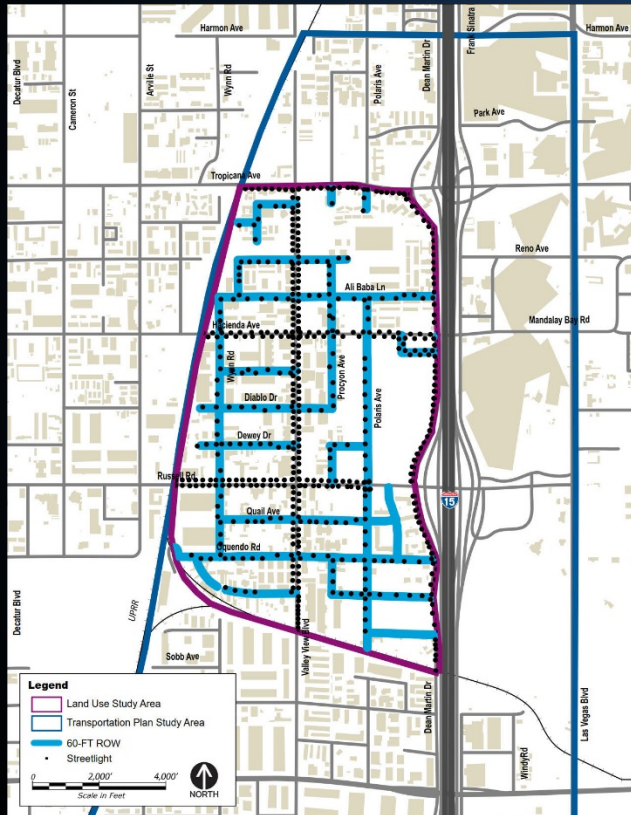
LACK OF GRID CONNECTIVITY



BLOCK SIZE/SCALE



STREET LIGHTING

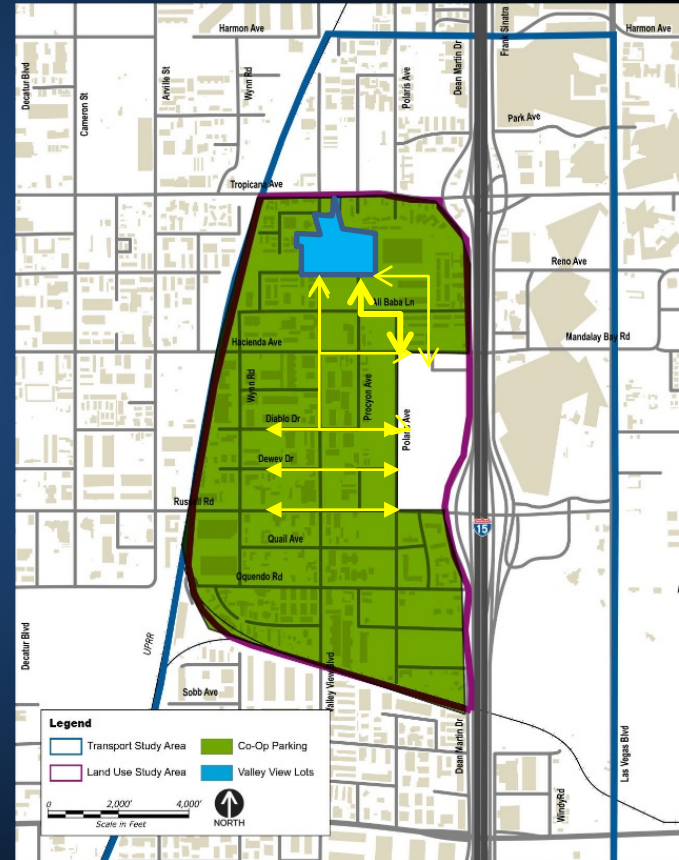


Appropriate street lighting (includes pedestrian scale) is critical to the safety and welfare of both people and assets. For a street condition this means that there should be no dark spots creating unsafe walking conditions.



ACCESS TO PARKING LOCATIONS

- Valley View lots will provide 2,317 standard parking stalls.
- Co-Op parking could provide up to 3,750 standard parking stalls.



SAFETY AND SECURITY

Crime Prevention Through Environmental Design (CPTED)

- 4 principles: Natural surveillance, natural access control, territorial reinforcement, maintenance and management
- Strategies: Allow for clear sight lines, provide adequate lighting, promote land use mix, use activity generators, minimize isolated routes, avoid entrapment, reduce isolation, create sense of ownership, provide signage, good overall design of built environment

CHALLENGES TO THE PEDESTRIAN ENVIRONMENT

DRIVEWAY FREQUENCY

- Driveways are too frequent, creating an uneven path for pedestrians and interrupting pedestrian activity.
 - Through the creation of a buffer zone, the pedestrian is protected from vehicular traffic entering or exiting a business allowing for safe interaction.

SIDEWALKS AND ACCESSIBILITY

- Not wide enough to handle large crowds before and after large events
 - In areas of high pedestrian activity, consider wider sidewalks or a reallocation of the roadway

CHALLENGES TO THE PEDESTRIAN ENVIRONMENT

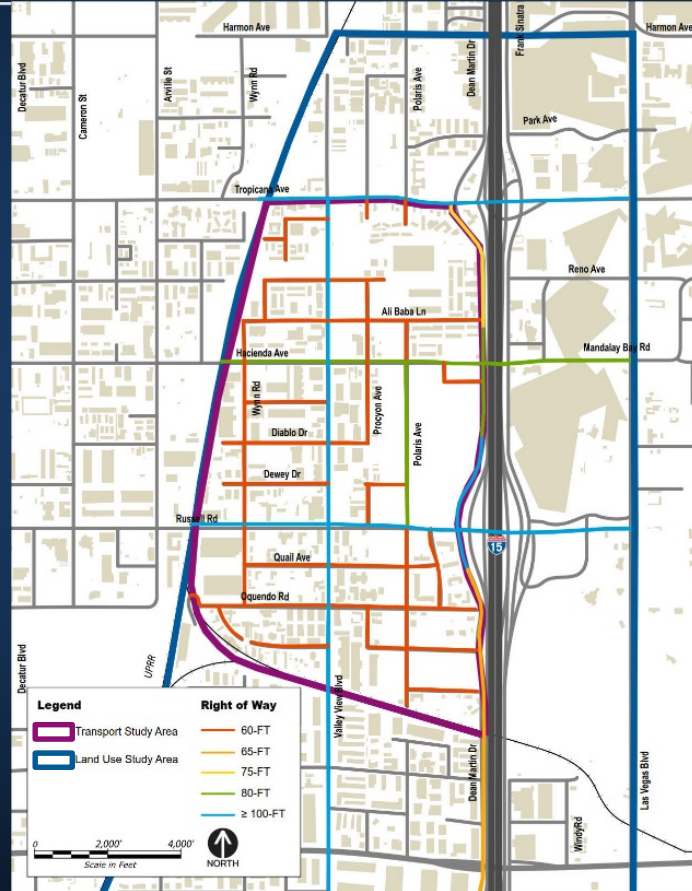
TRAFFIC COMPOSITION

- It is expected that large-size vehicles will continue to use a portion of the District
 - It is recommended to segregate these large vehicles to specific streets. This ensures a separation of uses and promotes safety for all in the District.

PEDESTRIAN CROSSINGS

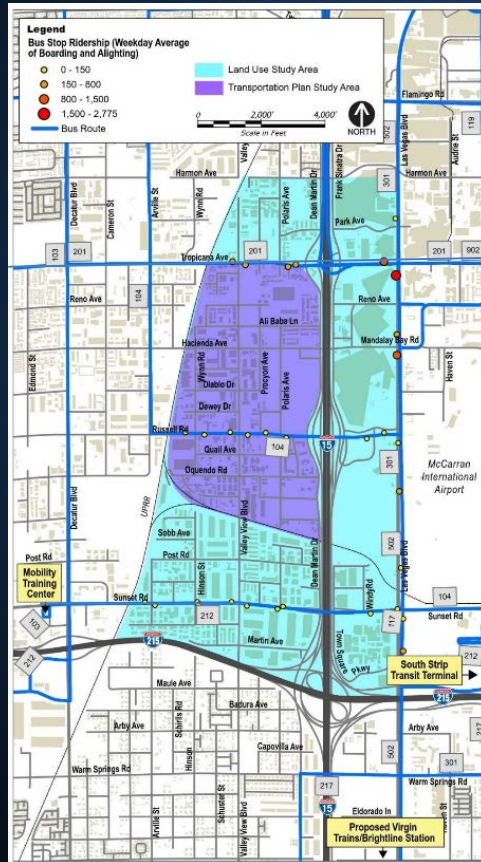
- Pedestrian crossing along adjacent arterials and collectors is limited to the signalized intersections.
 - Additional crossings will be considered so that pedestrians may access public transit stops and businesses without being forced to cross only at road intersections.

EXISTING & PROPOSED INFRASTRUCTURE ANALYZED



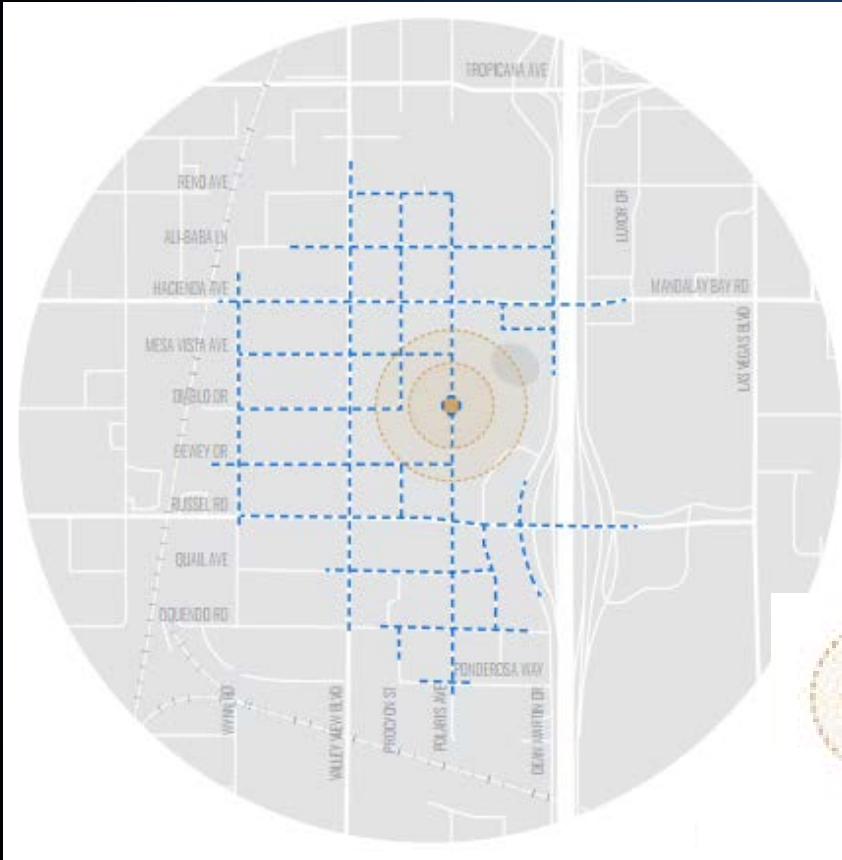
District roadway network with right-of-way (ROW) information

EXISTING & PROPOSED INFRASTRUCTURE ANALYZED



Existing and Proposed
Transit Facilities with
Ridership

EXISTING & PROPOSED INFRASTRUCTURE ANALYZED



- One-Mile pedestrian walking distances
- 3 min walking radius
- 5 min walking radius



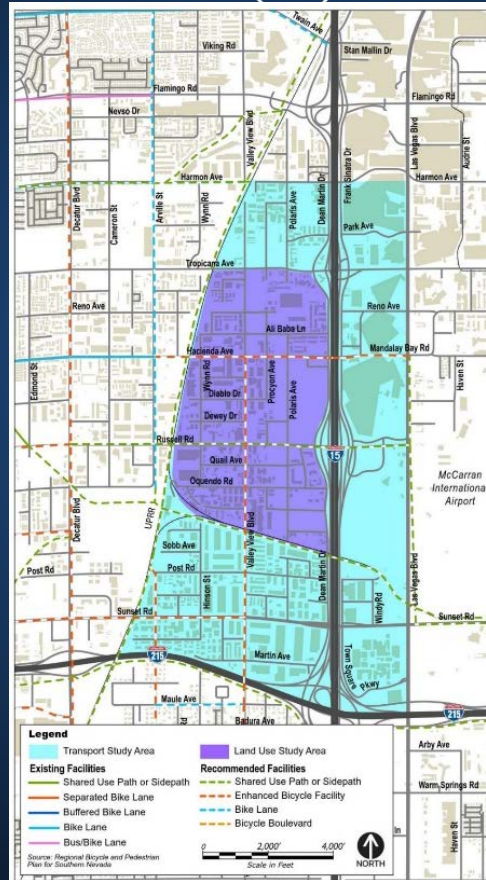
EXISTING & PROPOSED INFRASTRUCTURE ANALYZED

Bicycle Travel
Time



EXISTING & PROPOSED INFRASTRUCTURE ANALYZED

Pedestrian and Bike Facilities Map



FIELD OBSERVATIONS TOUR



Hacienda Avenue Bridge Over I-15 (Looking East)



Elevated UPRR (Looking West)



Russell Road and Polaris Avenue Intersection (Looking North)



Valley View Boulevard Looking South

FIELD OBSERVATIONS TOUR



Proposed Diablo Drive Walkway from Procyon Street to Polaris Avenue

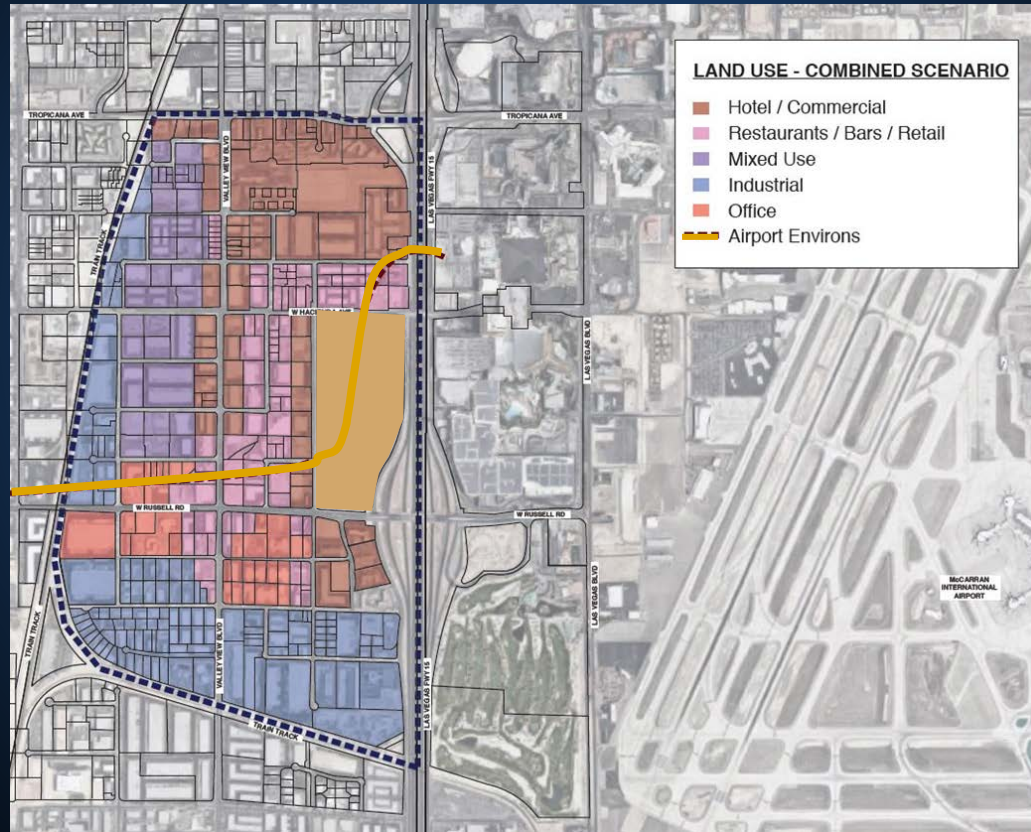


Reno Avenue near Procyon Street (Looking East)



Russell Road Looking East Toward I-15 Near Dean Martin Drive

PREFERRED LAND USE SCENARIO



VISION, GOALS and OBJECTIVES

IDENTIFIED ISSUES

NETWORK PRINCIPLES

THE CONNECTED NETWORK

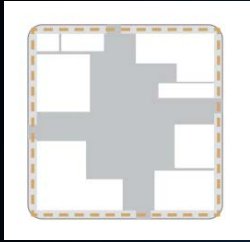
STREET TYPOLOGY

NEXT STEPS

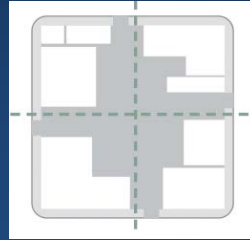
Network Principles

- 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.

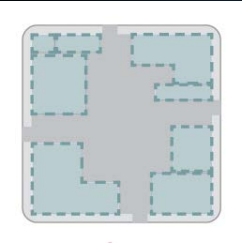
Network & Block Elements



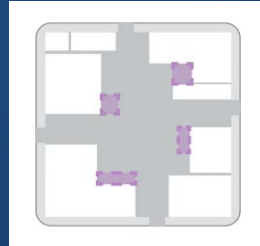
SIDEWALK + SETBACKS
Are determined by pedestrian realm zone standards.



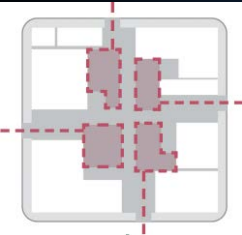
PEDESTRIAN PATHWAYS
Increases the walkability and engagement by allowing pedestrian access to meander through the large blocks.



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



OPEN SPACE
Public space and entertainment areas encourage use and increase attraction.



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

VISION, GOALS and OBJECTIVES

IDENTIFIED ISSUES

NETWORK PRINCIPLES

THE CONNECTED NETWORK

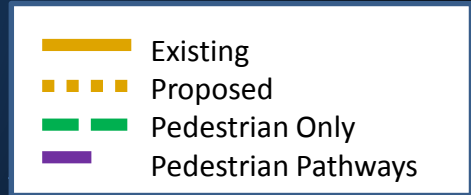
STREET TYPOLOGY

NEXT STEPS

BUILDING A CONNECTED NETWORK

- Short walking distances
- Easy connectivity to network
- Improving access to major arterials
- Improving visibility and safety for pedestrians
- Improving access to properties
- Reducing vehicle speed

BUILDING A CONNECTED NETWORK



VISION, GOALS and OBJECTIVES

IDENTIFIED ISSUES

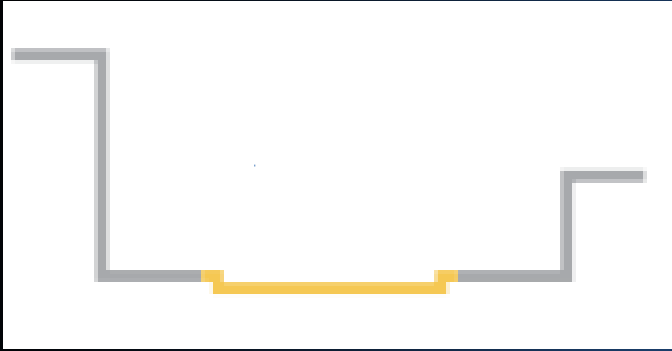
NETWORK PRINCIPLES

THE CONNECTED NETWORK

STREET TYPOLOGY

NEXT STEPS

WHAT IS STREET TYPOLOGY?



Options for various street designs that evaluate each street and balance the transportation needs within the existing context and the social and economic needs and goals.

MULTIMODAL

EVENT

MAIN

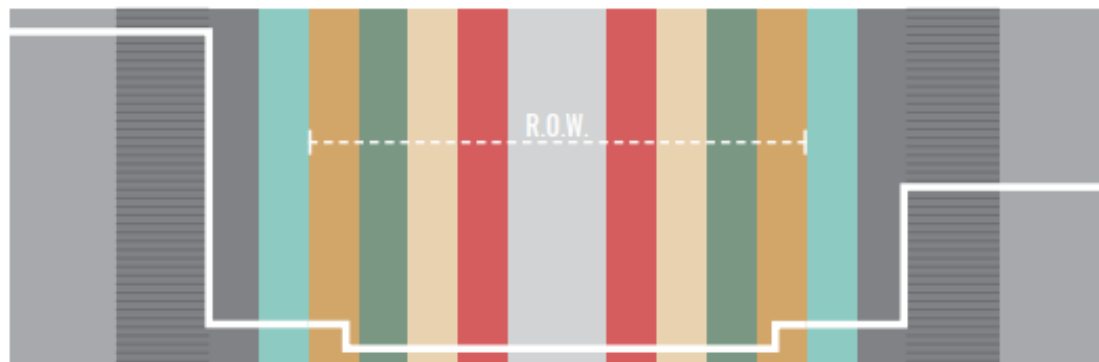
FESTIVAL

NEIGHBORHOOD

PEDESTRIAN
PATHWAYS

Street Type		Description
Local Street	Neighborhood Street	These streets serve the Stadium District neighborhood and may or may not connect to adjoining neighborhoods. Local Streets are intended to provide direct access, safe and inviting places 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 events, concerts, gatherings, or farmer’s markets. These streets have a social significance of a neutral public area for gathering.
	Industrial Area Street	Streets that serve 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 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. Functions differently than other streets in that it is a destination.
Multimodal Street	Boulevard	This type of street traverses and connects districts and cities and is regional in nature.
	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 Street		This street type serves major events and destination areas.

STREET TYPOLOGIES



GUIDELINE REFERENCE



TRAVEL WAY
Vehicular traffic lanes



BUS LANES



LANDSCAPE



BIKE LANE
Bicycle traffic lanes - with various types: dedicated, shared, and elevated



ATTACHED SIDEWALK
Existing sidewalk within the Right of Way (R.O.W.)



AMENITY ZONE
Primary buffer space between roadway and pedestrian pathway. Consists of varying elements depending on type: furniture, landscape, light fixtures, bollards, waste receptacles



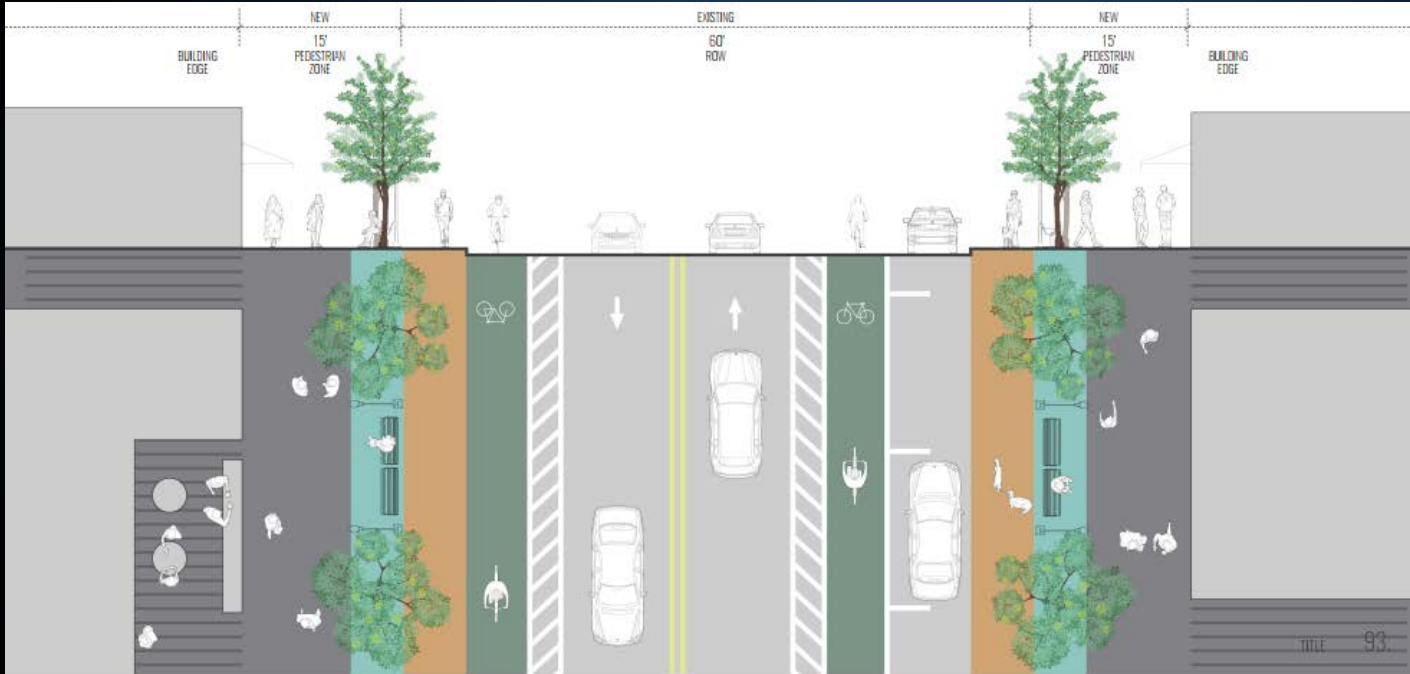
SIDEWALK + CLEAR ZONE
Obstacle-free space for clear pedestrian through travel. This is the primary pedestrian zone walking space



BUILDING EDGE
Where the building facade and sidewalk meet. Allowable setback distance depends on design type

NOTE: curb and gutter is included within the outside lanes

NEIGHBORHOOD STREET

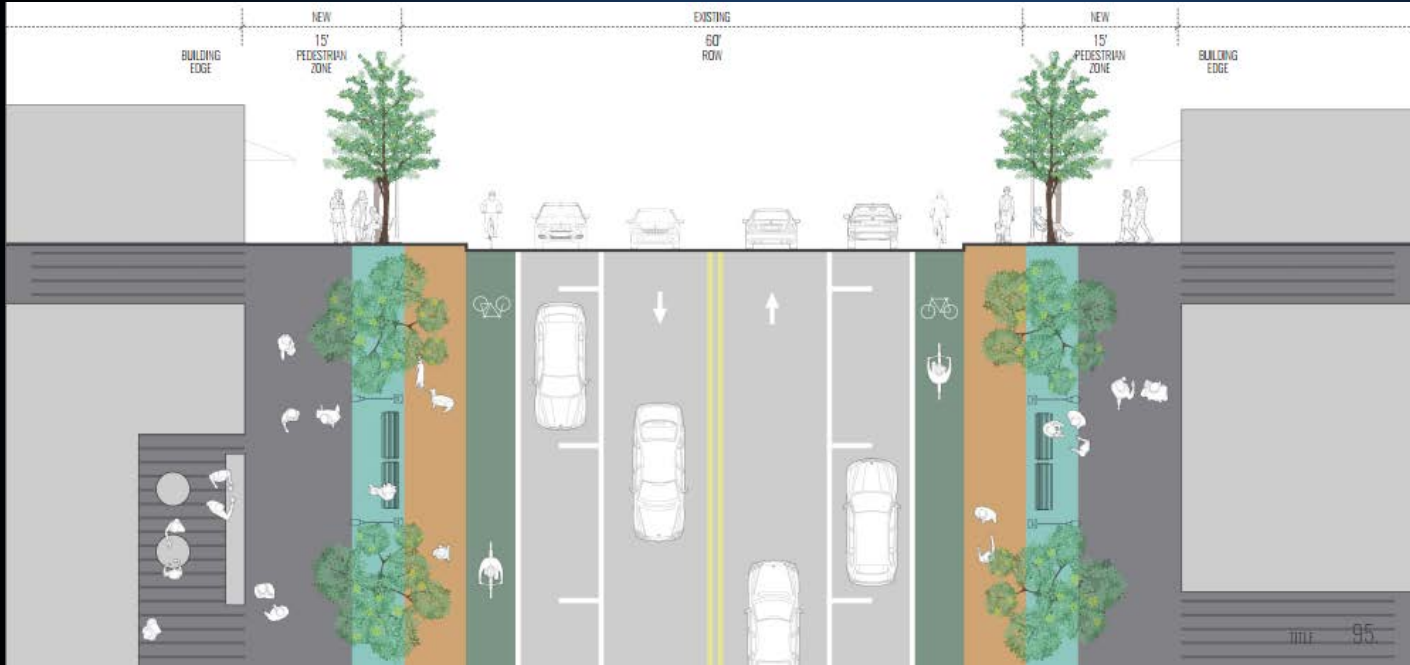


- Existing sidewalk
- Pedestrian zones
- Parking one side
- Buffered Bike lanes
- 2 travel lanes



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

NEIGHBORHOOD STREET

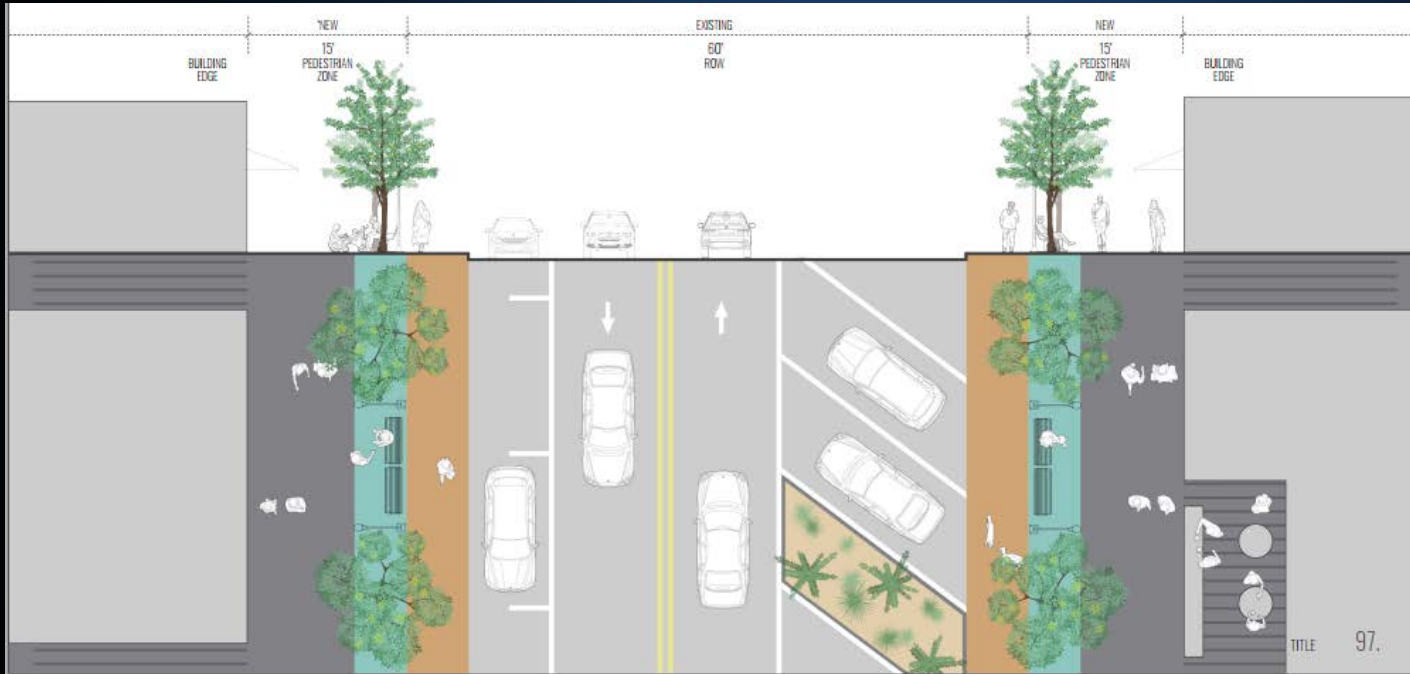


- Existing sidewalk
- Pedestrian zones
- Parking
- Buffered Bike lanes
- 2 travel lanes

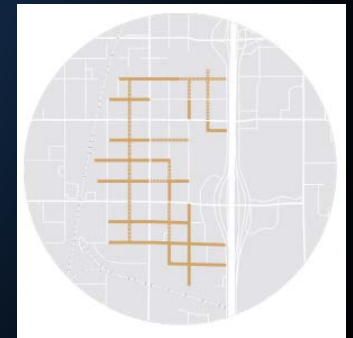
Reno Ave, Ali Baba Ln, Mesa Vista Ave, Diablo Dr, Dewey Dr, Quail Ave, Oquendo Rd,
Procyon St, Polaris Ave, Ponderosa Way



NEIGHBORHOOD STREET

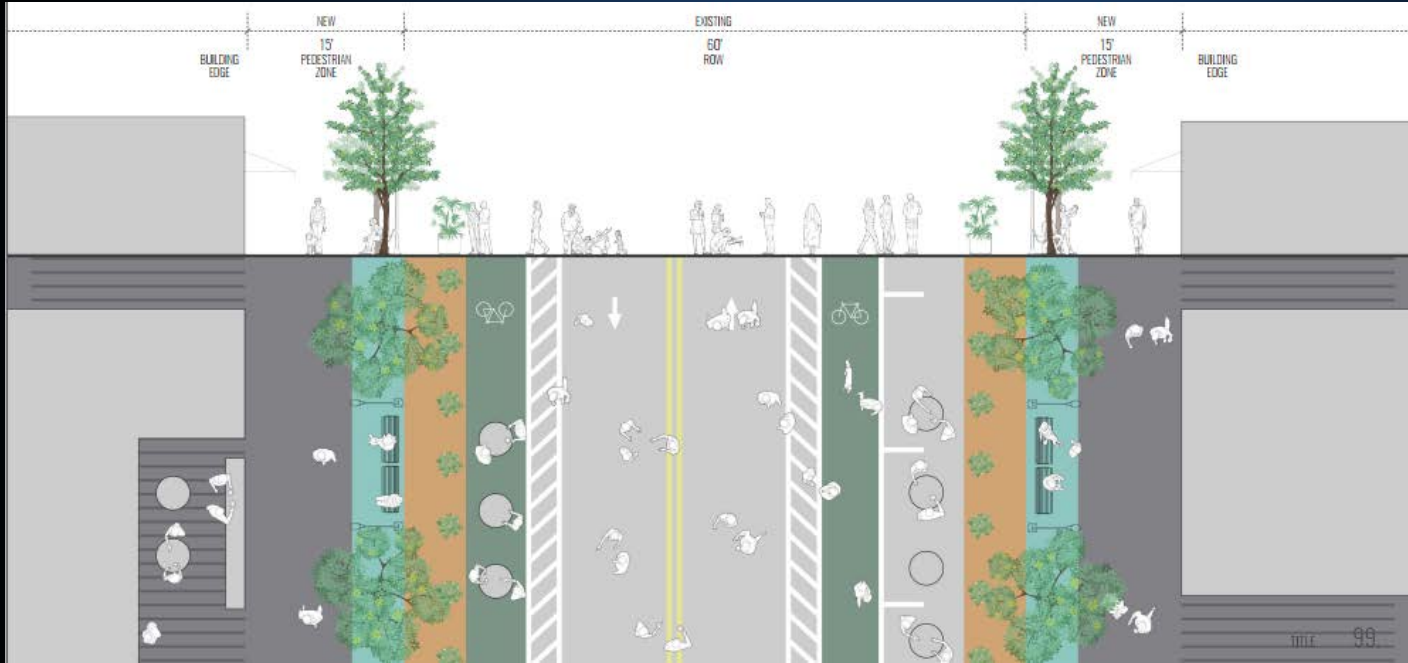


- Existing sidewalk
- Pedestrian zones
- Back-in Angle Parking
- 2 travel lanes



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

FESTIVAL STREET

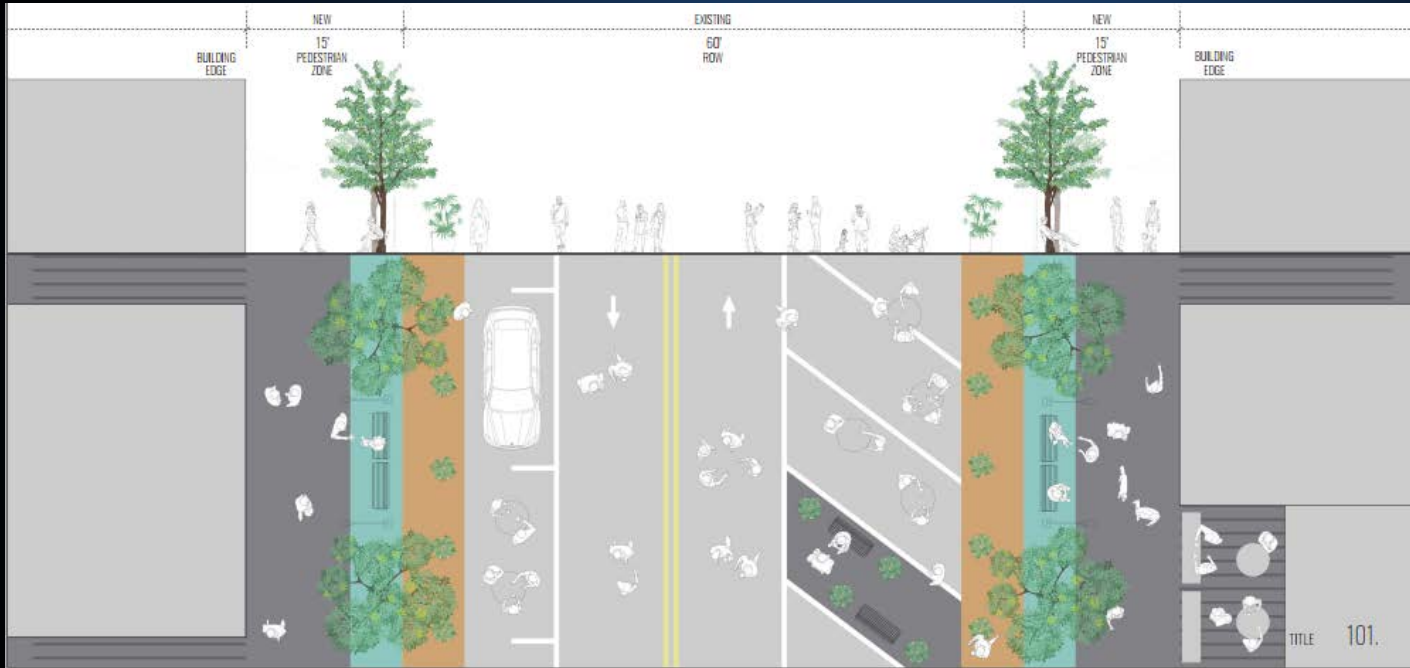


- No curb
- Pedestrian zones
- Parking (non-event days)
- Buffered bike lanes
- 2 travel lanes

Ali-Baba Ln
Procyon St

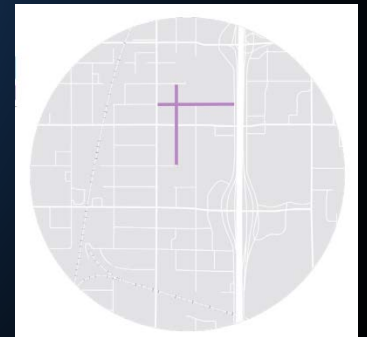


FESTIVAL STREET



- No curb
- Pedestrian zones
- Parking (non-event days)
- 2 travel lanes

Ali-Baba Ln
Procyon St



MAIN STREET



- Not stadium adjacent
- Existing curb
- Pedestrian zones
- 4 travel lanes

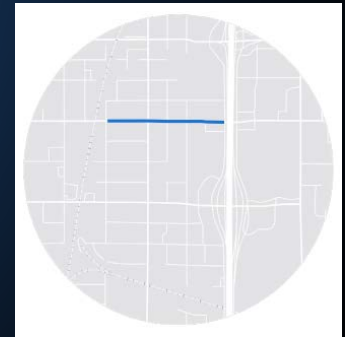
Hacienda Ave



MAIN STREET



- Stadium adjacent
- Existing curb
- Pedestrian zones
- 4 travel lanes



Hacienda Ave

MULTIMODAL STREET – REGIONAL HIGH SPEED

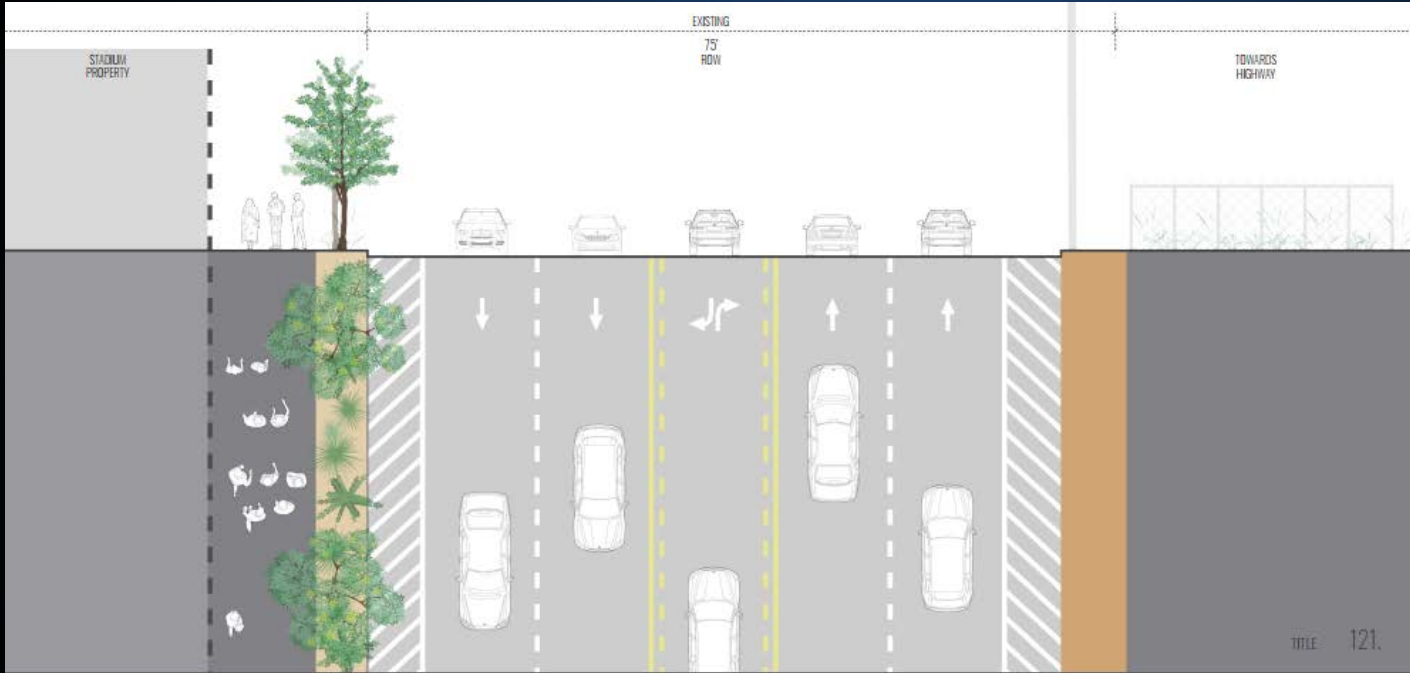


- Existing curb
- Separated bike facility
- Sidewalk
- 6 travel lanes
- Median

Russell Rd



EVENT STREET

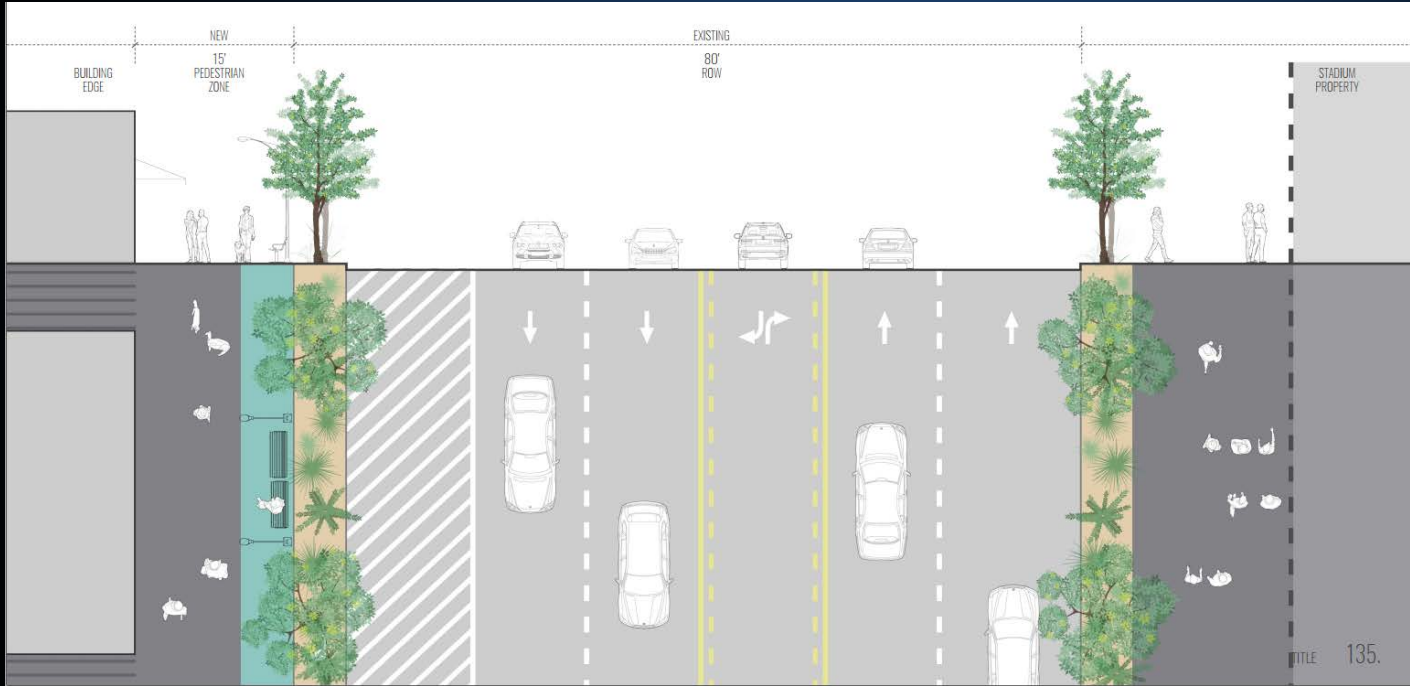


- Existing curb
- Wide pedestrian zone
- 4 travel lanes
- Turn lane



Dean Martin Drive

EVENT STREET



- Existing curb
- Wide pedestrian zone
- 4 travel lanes
- Turn lane



Polaris Ave

STREET TYPOLOGIES APPLIED



VISION, GOALS and OBJECTIVES

IDENTIFIED ISSUES

NETWORK PRINCIPLES

THE CONNECTED NETWORK

STREET TYPES

NEXT STEPS

NEXT STEPS

