

CLARK COUNTY DEPARTMENT OF COMPREHENSIVE PLANNING

STADIUM DISTRICT PLAN

BOARD OF COUNTY COMMISSIONERS
MEETING

June 2, 2021



PROJECT TEAM



ARCHITECTURE | DESIGN

ATKINS

Member of the SNC-Lavalin Group

Kimley»»Horn

Expect More. Experience Better.

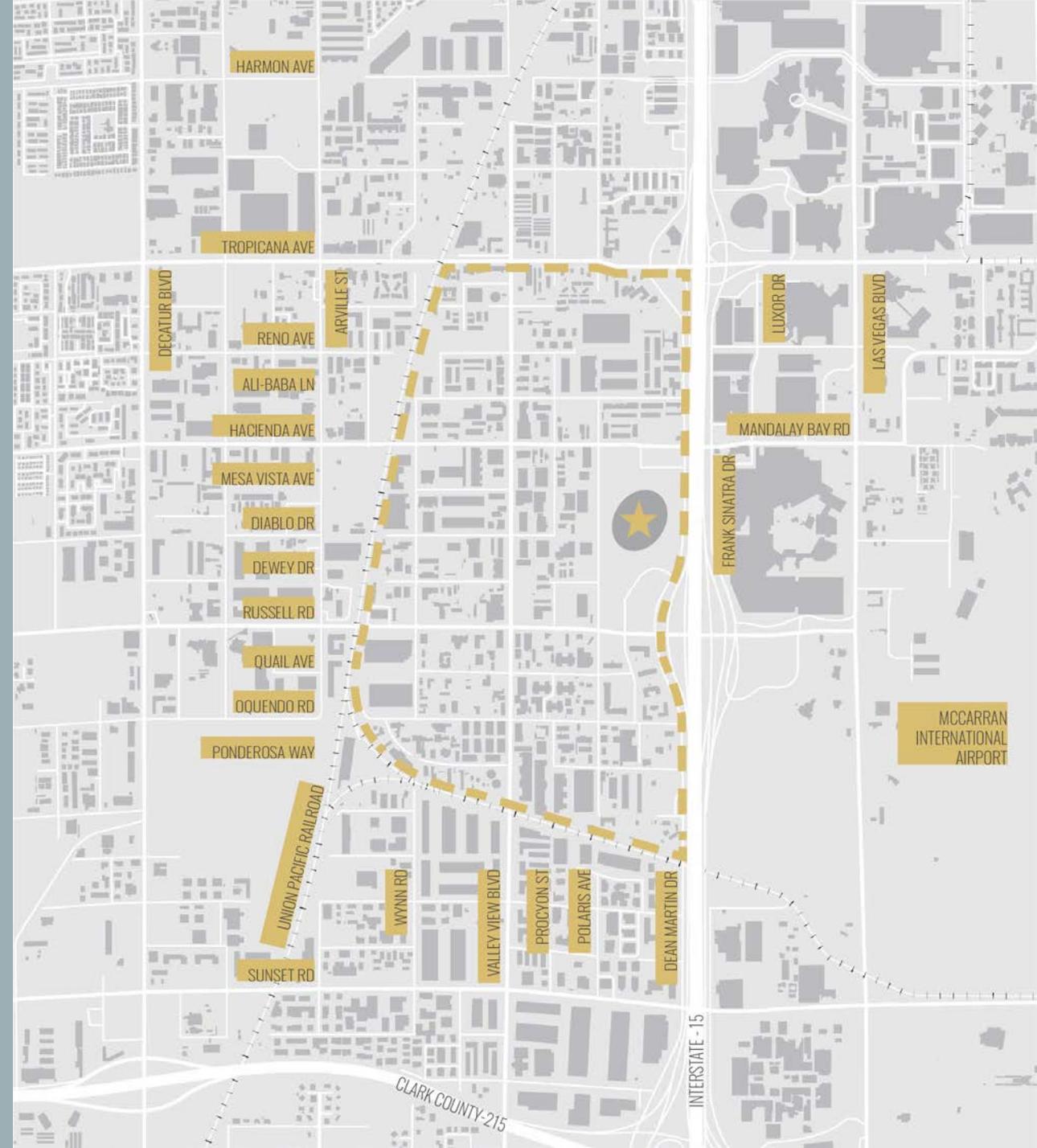


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ERICKA AVILES
CONSULTING

STADIUM DISTRICT BOUNDARIES

1.25 SQUARE MILE AREA AROUND
ALLEGIAN'T STADIUM



OBJECTIVES OF THE PLAN

Develop an overall vision for the District

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

Identify potential investments

Inform the Transform Clark County Master Plan and Development Code Rewrite



ENGAGEMENT ACTIVITIES

- Project Website
- 764 Survey Responses
- 4 Stakeholder / TAC Meetings
- 1 Pop-Up Meeting
- 4 Professional & Business Association Meetings





WHAT WE LEARNED



Mixed-Use
Community

Low-Crime /
Safe
Environment

Amenities,
Entertainment,
Restaurants

Family Friendly

Public Open
Space

Walkable and
Pedestrian
Friendly

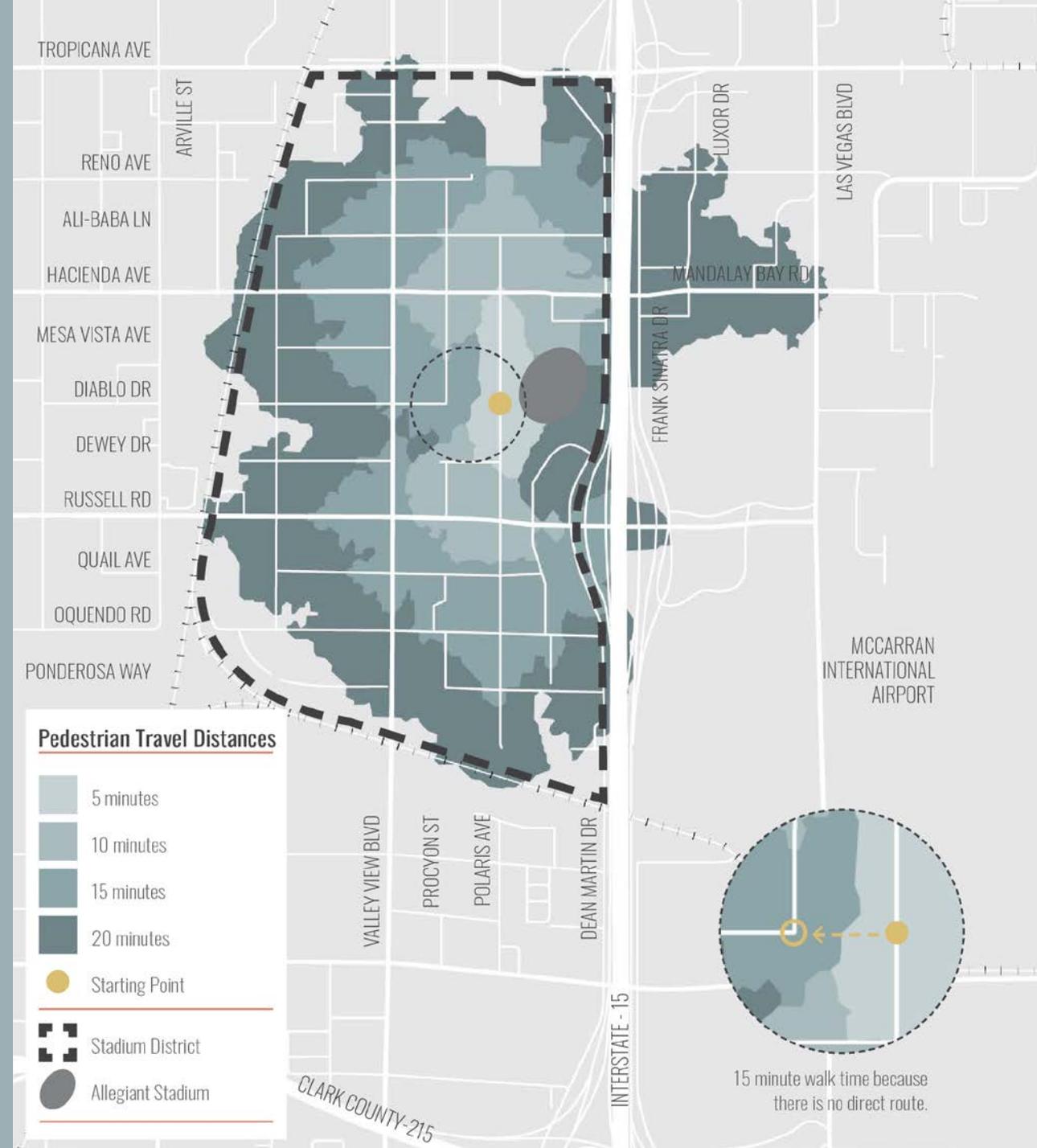
Multimodal
Transportation
Choices

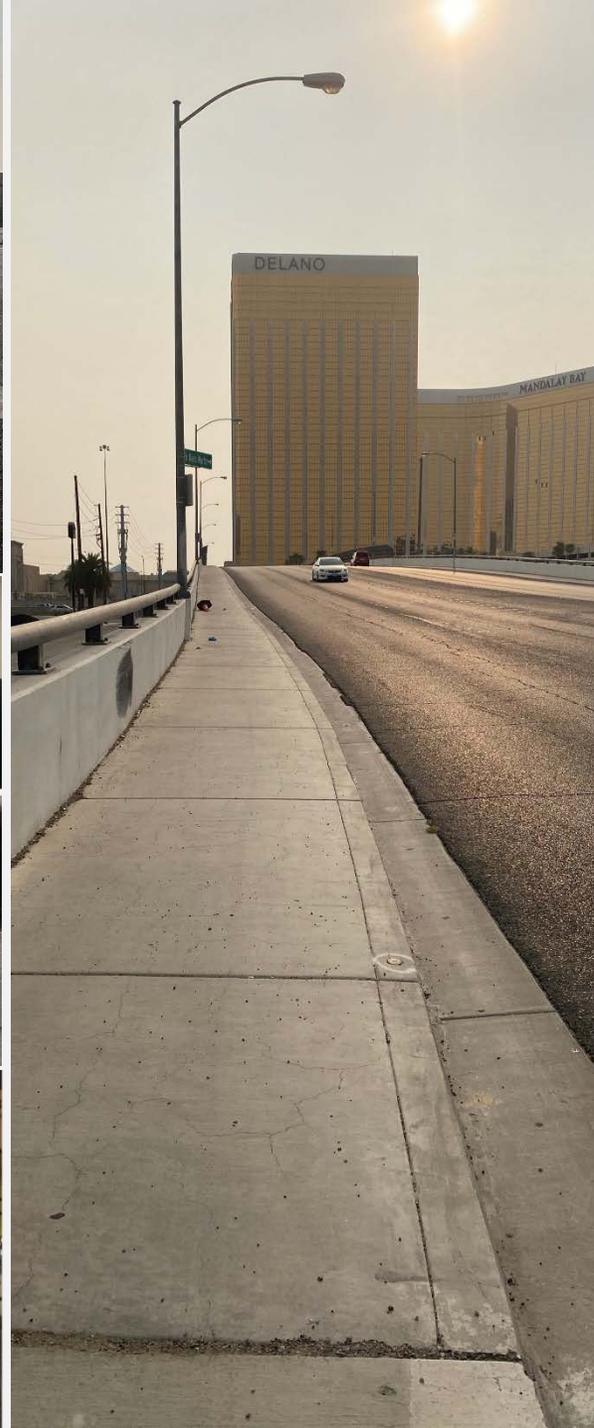
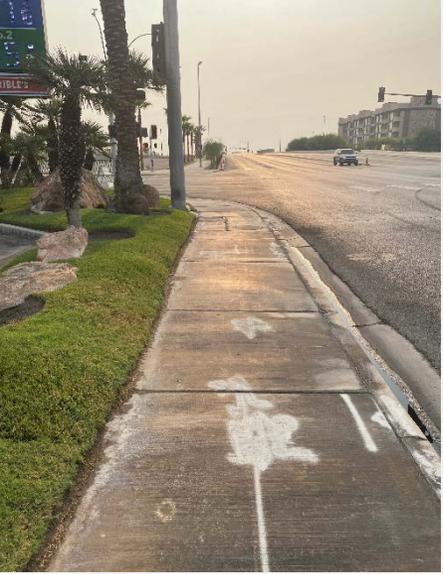
Infrastructure

Parking

EXISTING CONDITIONS

- Built form is intended to accommodate industrial uses
- Large industrial blocks making it difficult for pedestrians to meander through the District
- Buildings are set back behind surface parking lots
- Amenities and services are lacking
- Non-connected grid network





EXISTING CONDITIONS

- Streets and lighting are not designed for pedestrian and bike movement, access, and comfort
- Sidewalks cannot accommodate large crowds
- Pedestrian crossings are limited to signalized intersections
- District lacks infrastructure that supports new uses

STADIUM DISTRICT VISION

“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”

STADIUM DISTRICT GOALS



Goal 1:

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



Goal 2:

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

STADIUM DISTRICT GOALS



Goal 3:

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



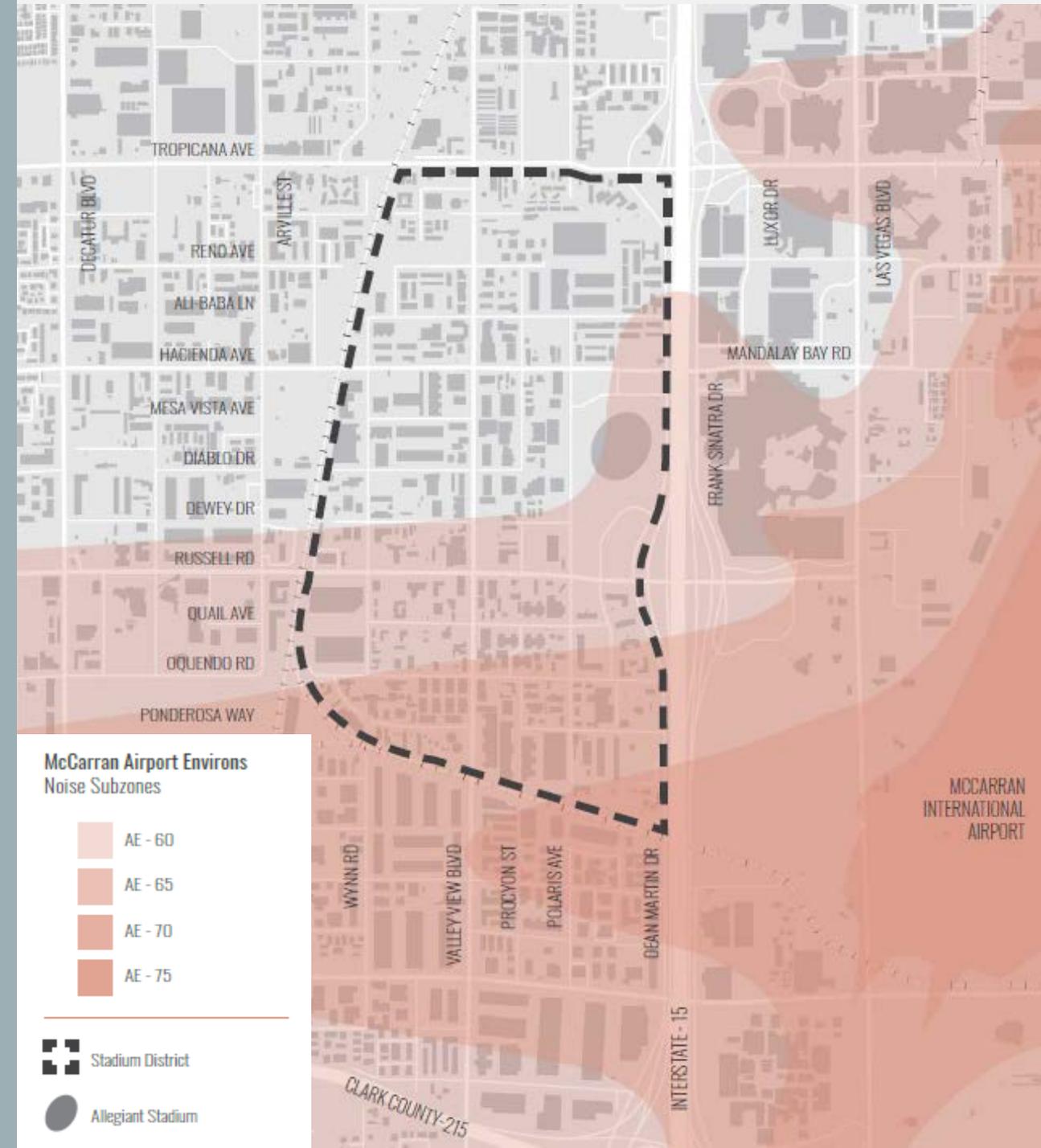
Goal 4:

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

ENVISIONING LAND USE

Land use vision from stakeholder meeting

- Commercial and entertainment uses closer to stadium
- Industrial uses closer to the railroad
- Residential uses, including those within mixed-use developments, kept out of Airport Environs to avoid conflict
- Stakeholders expressed desire to have the flexibility to have a variety of uses and/or mixed-use



BUILDING DESIGN & MASSING

- Minimize Building Setback
- Ground Floor Activation
- Awning / Covered Patio
- Widen Pedestrian Pathways
- Building Height
- Rooftop Gardens / Patios



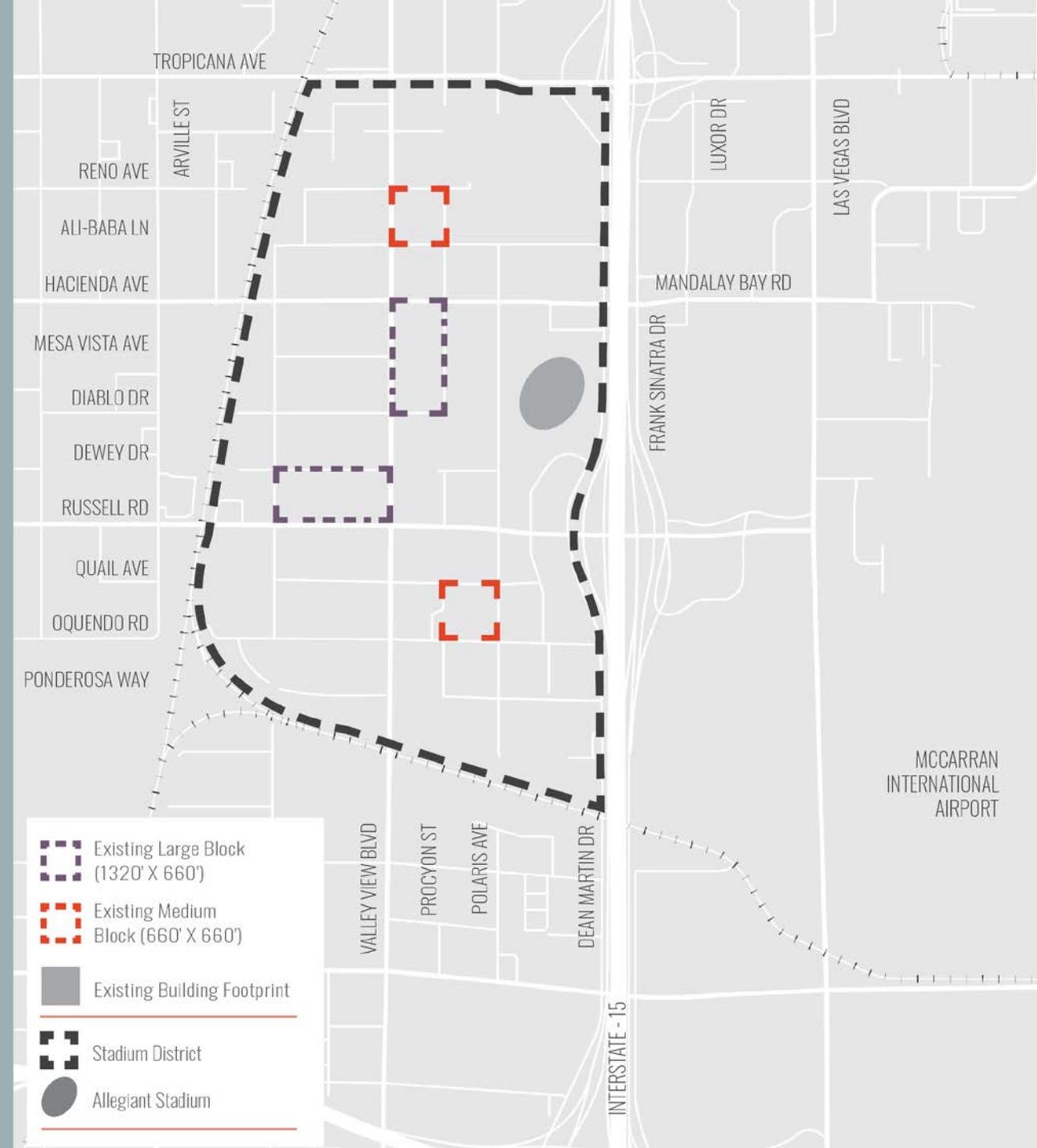
OPEN SPACE AND PUBLIC ART

- 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

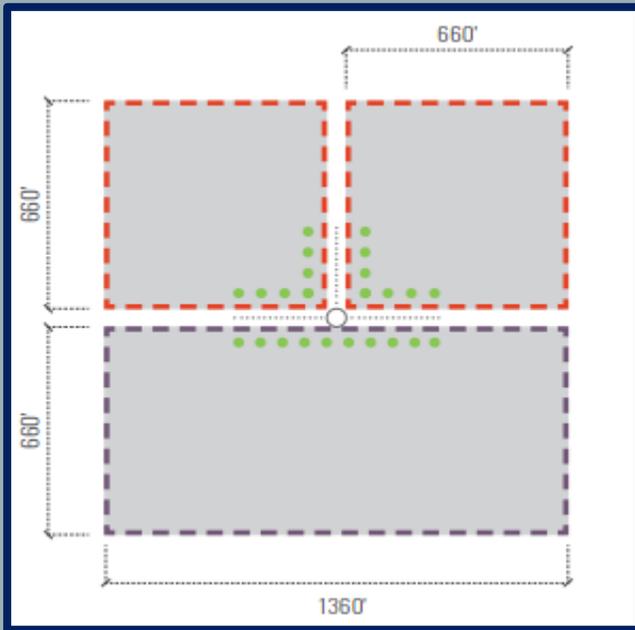


BLOCK DEVELOPMENT

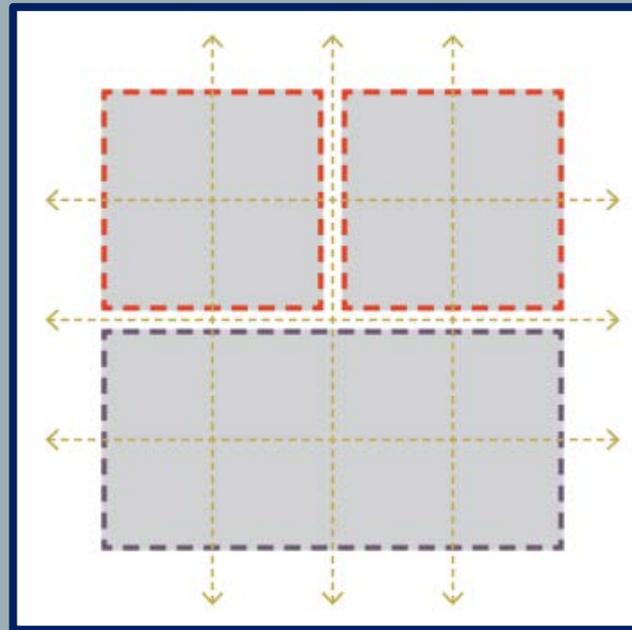
- Large blocks
- Few route options for pedestrians
- Lack of connectivity



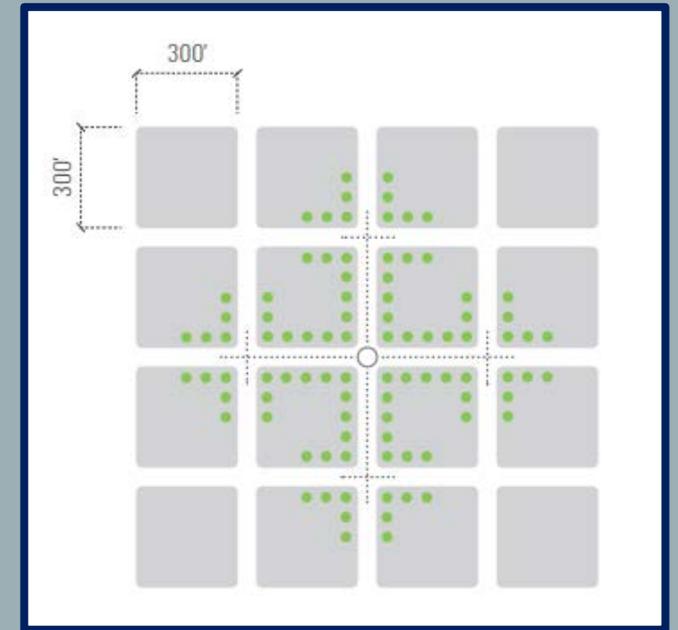
NEW BLOCK DEVELOPMENT



Existing – Not Easily Walkable

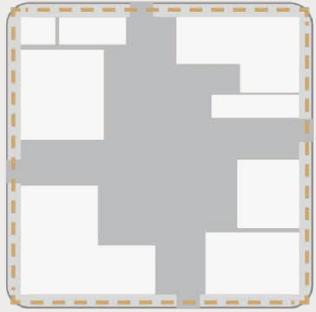


Increase Permeability



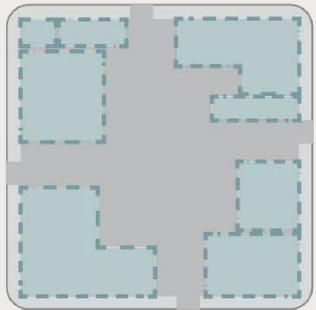
Easily Walkable Distances

NEW BLOCK DEVELOPMENT



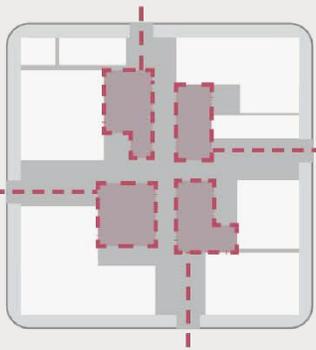
SIDEWALK + SETBACKS

Are determined by pedestrian realm zone standards.



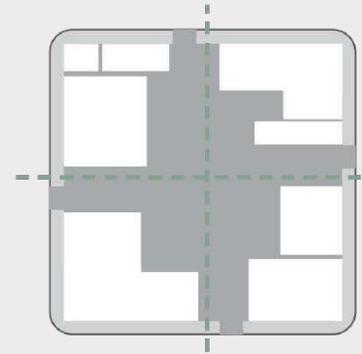
BUILT FORM

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



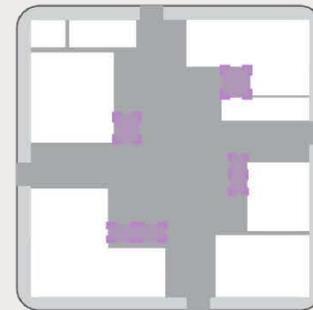
DRIVEWAYS + PARKING

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.

STREET DESIGN

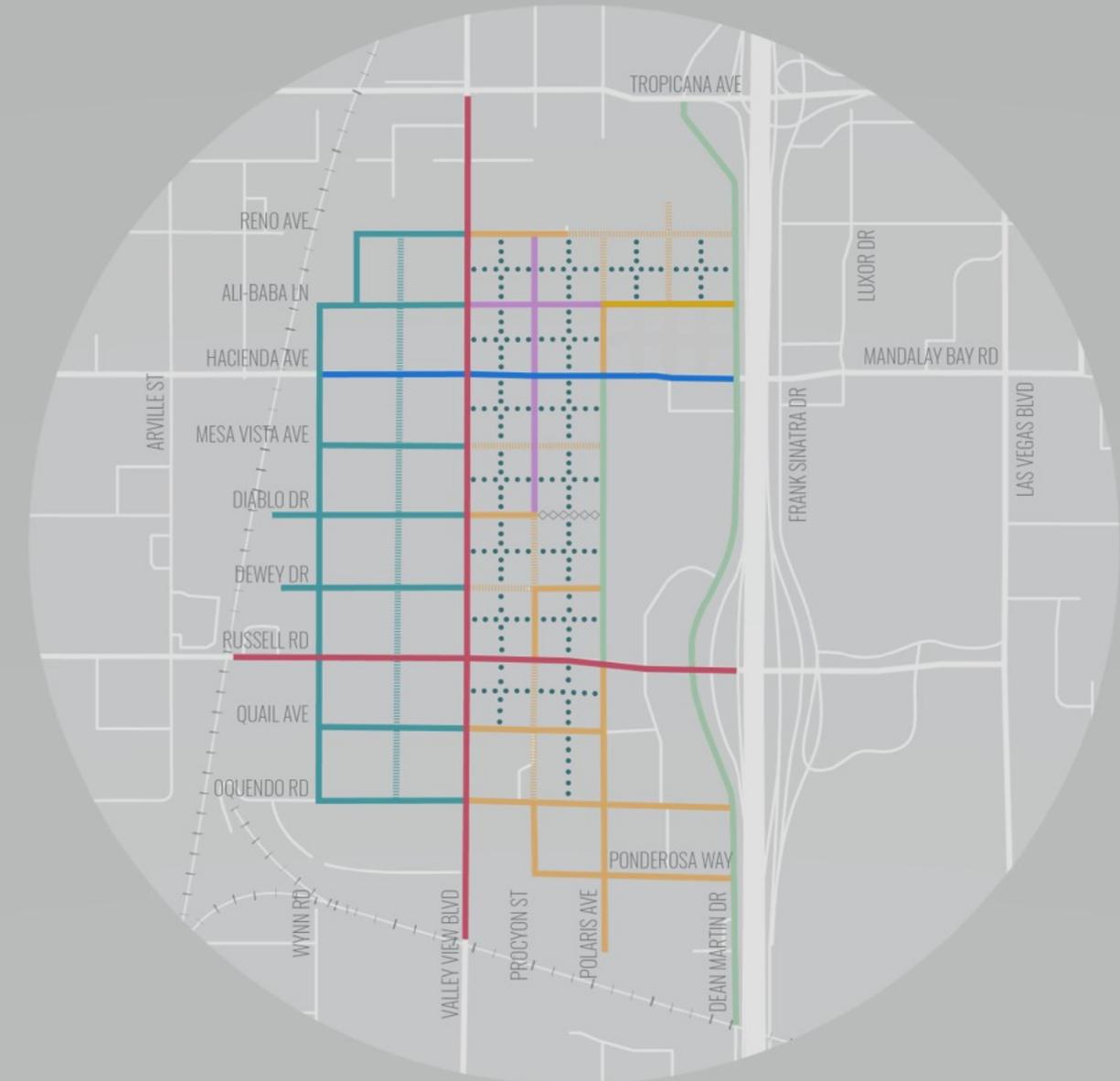
- Complete streets
- Prioritize pedestrian and bike activity
- Integrate public and private pedestrian areas
- Find opportunities for amenities



NETWORK AND STREET TYPOLOGIES

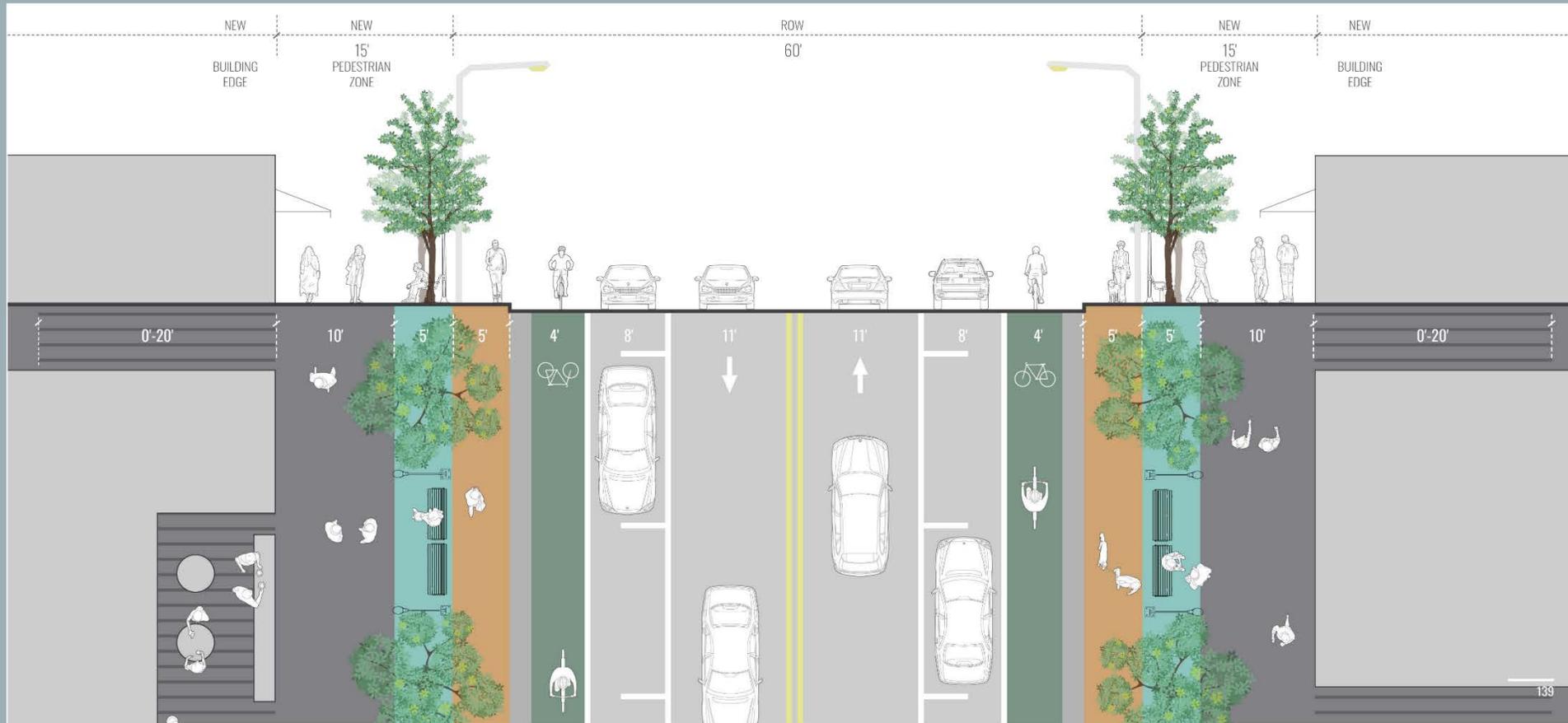
Guiding Principles:

- 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 all modes, 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



NEIGHBORHOOD STREET DESIGN EXAMPLE

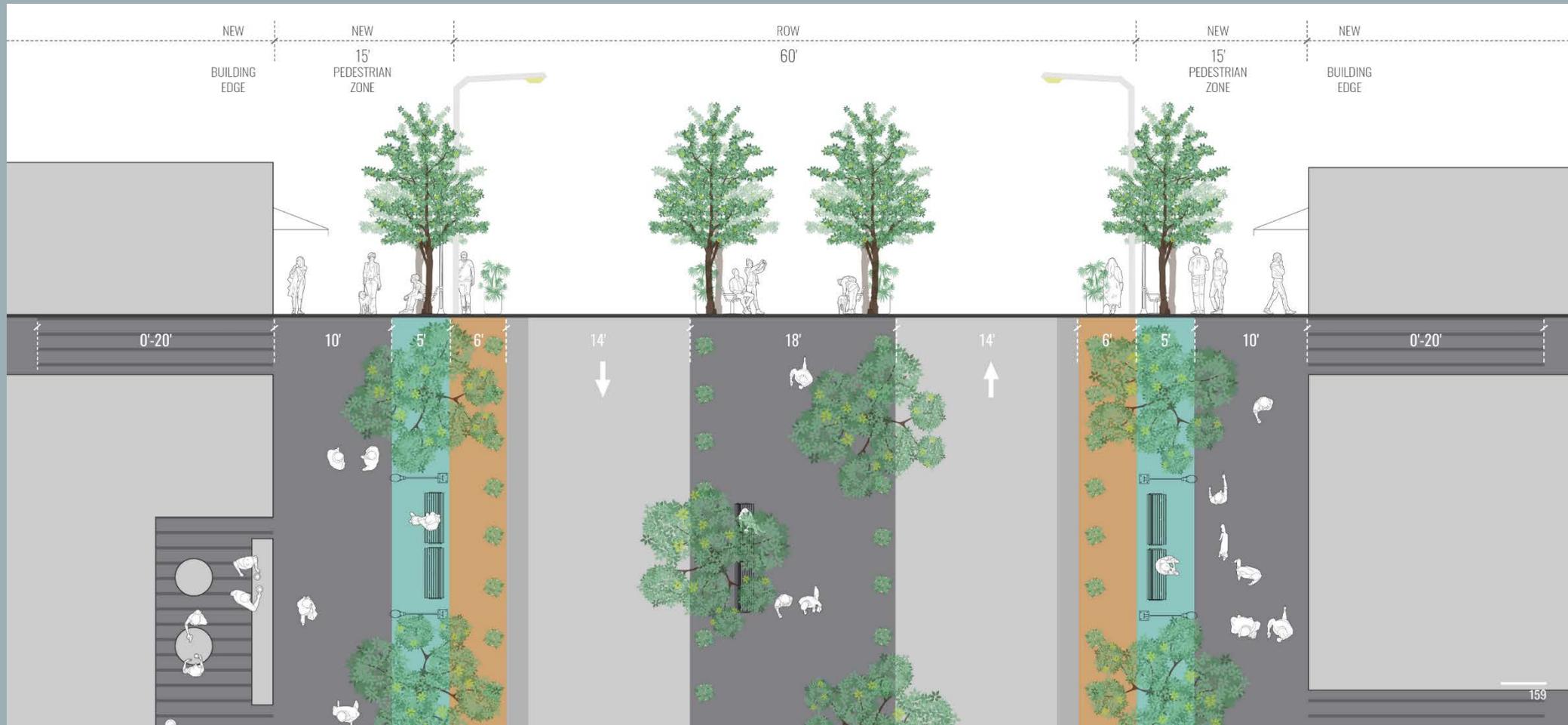
Reno Ave, Ali Baba Ln, Mesa Vista Ave, Diablo Dr, Dewey Dr, Quail Ave, Oquendo Rd, Procyon St, Polaris Ave, Ponderosa Way



- Existing sidewalks
- Pedestrian zones
- Parking
- Buffered bike lanes
- 2 travel lanes

FESTIVAL STREET DESIGN EXAMPLE

Portions of Ali Baba Ln & Procyon St



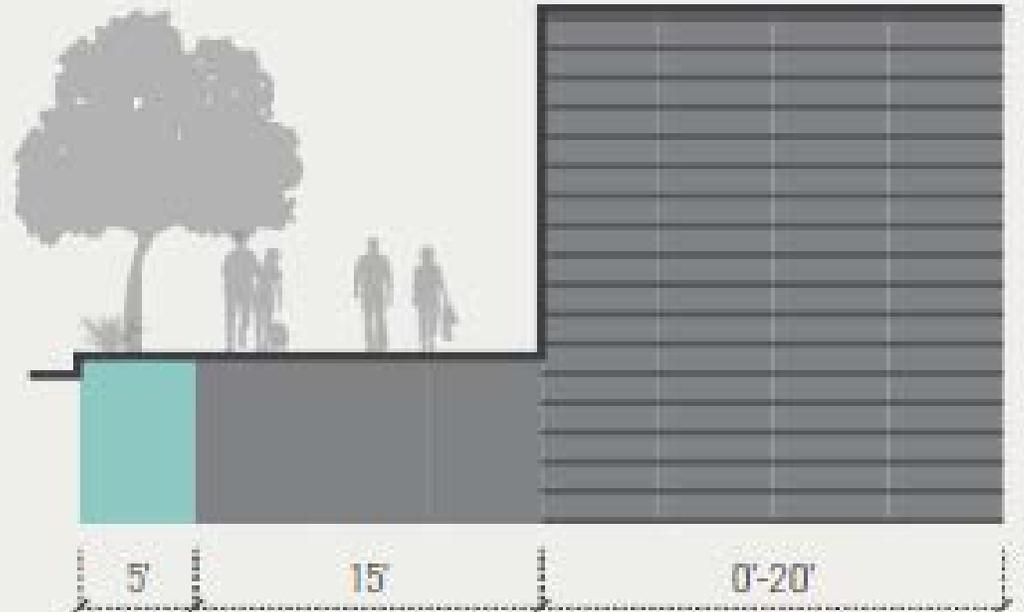
- Existing sidewalks
- Pedestrian zones
- Activated median
- 2 travel lanes

PEDESTRIAN REALM

> Attached Sidewalk Pedestrian Realm



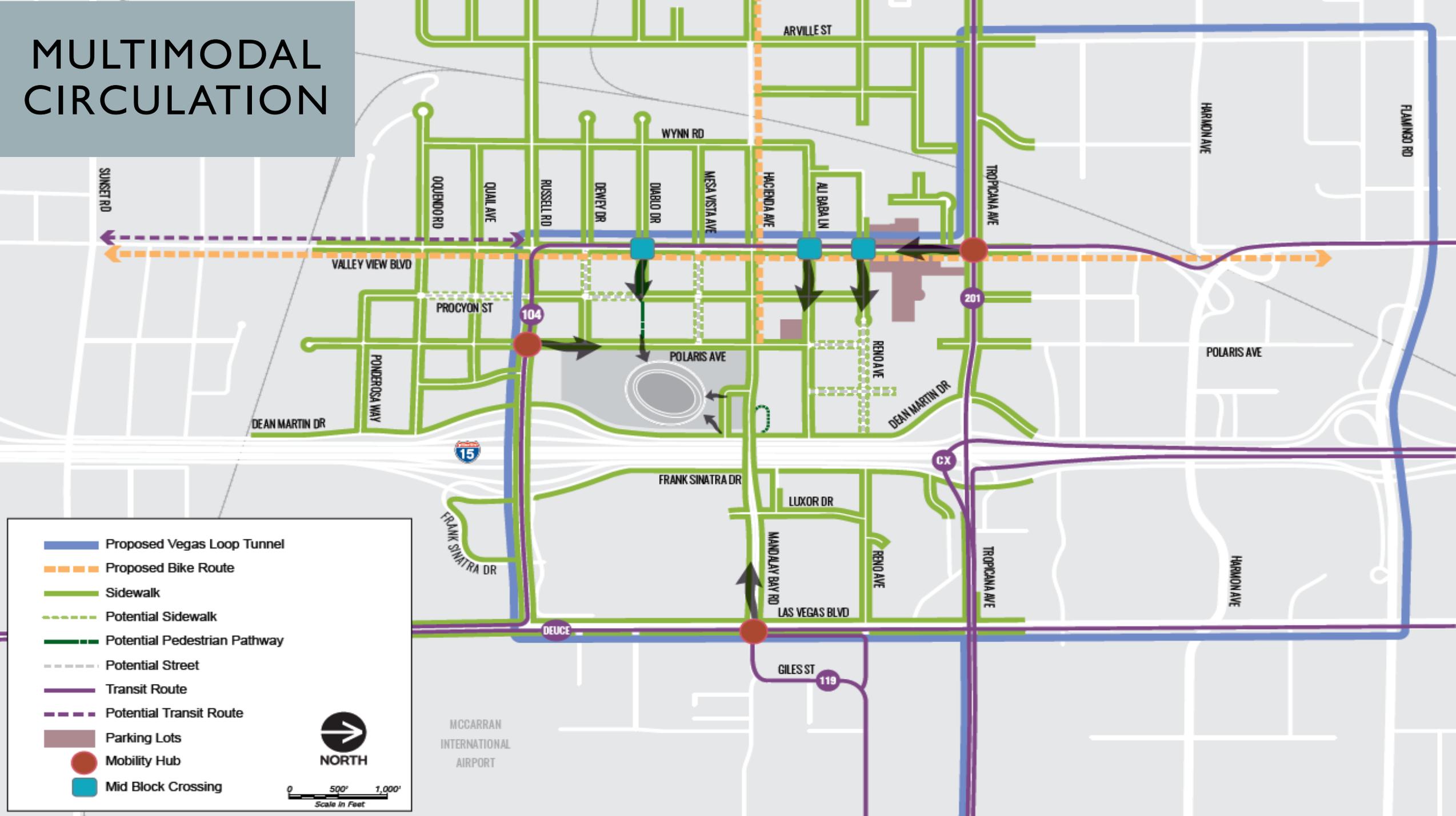
> Detached Sidewalk Pedestrian Realm



- Attached Sidewalk
- Amenity Zone

- Walkway and Clear Zone
- Building Edge and Setback

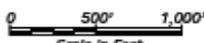
MULTIMODAL CIRCULATION



- 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



Scale in Feet

Thank You!



RTC

