

TAC Meeting 1 Summary

Vision for the Stadium District

The most commonly preferred elements identified by TAC Members include:

Land Use

- Mixed-use community
- Low-crime/safe environment
- Amenities and entertainment that create a self-sustaining community
- Family-friendly area that provides entertainment options for fans of all ages
- Environmentally friendly, with green/open space

Transportation

- Parking with walking paths or transportation to the stadium
- Cohesive infrastructure and coordination among businesses
- Walkability/pedestrian-friendly community
- Multimodal transportation/micro transit

Land Use and Transportation

The team developed three scenarios to help stakeholders brainstorm what type of land uses, transportation modes and infrastructure they would like to see within the Stadium District. For each scenario, stakeholders in breakout groups identified potential land uses using the color palettes shown below, demonstrated preferred building heights using Legos, and highlighted potential transportation connectivity route with stickers.

Scenario 1 – Industry and Events District

Scenario 1 presented a Stadium District that maintains its industrial land use. Parking would be available through a parking garage, and food trucks and popup restaurants would make up a vibrant street life. In Scenario 1, there would be no housing immediately adjacent to the stadium, but some condos and apartments would be located within a mile of the stadium. Transportation within the district would be provided year-round via transit service.

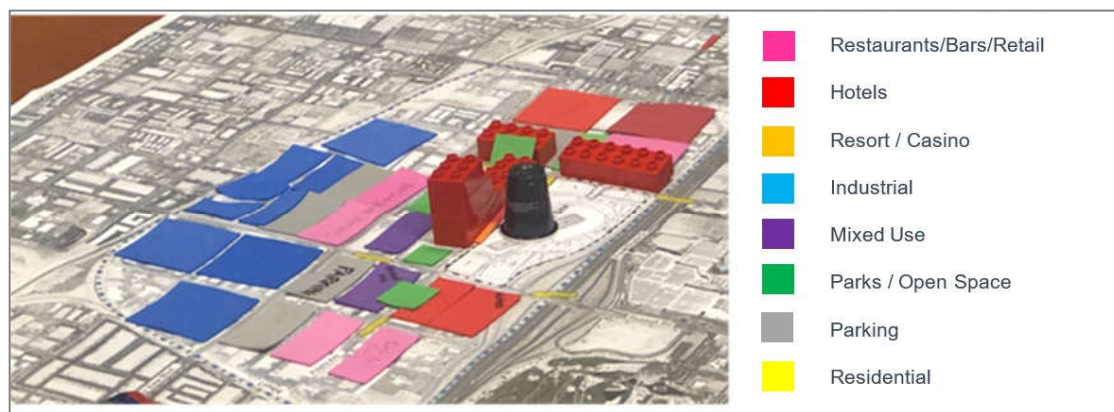


Figure 1. Stakeholders' Vision for Scenario 1

Below is a summary of the key components of scenario 1 that stakeholders liked and disliked.

LIKES

DISLIKES

Land Use

- Keep land use primarily industrial and bring additional industrial
- Keep distributors and suppliers co-located

Land Use

- Entertainment should be concentrated along Hacienda due to the current pedestrian bridge and likelihood of concentrated foot traffic and because of safety concerns

Scenario 2 – Mixed Use Industrial District

Scenario 2 described a Stadium District with reuse and redevelopment of the existing buildings and warehouses. Hotels, bars, and restaurants would be found throughout the district. Added green space and walking paths throughout the District would be paired with increased mobility options such as transit, micro-transit, ride-sharing, scooters, and bikes. The northeast corner of the district would include mega tourist and entertainment areas. The rest of the District would incorporate flexible businesses, training, educational, and arts and crafts spaces, year-round indoor food markets, and warehouse lofts/housing.

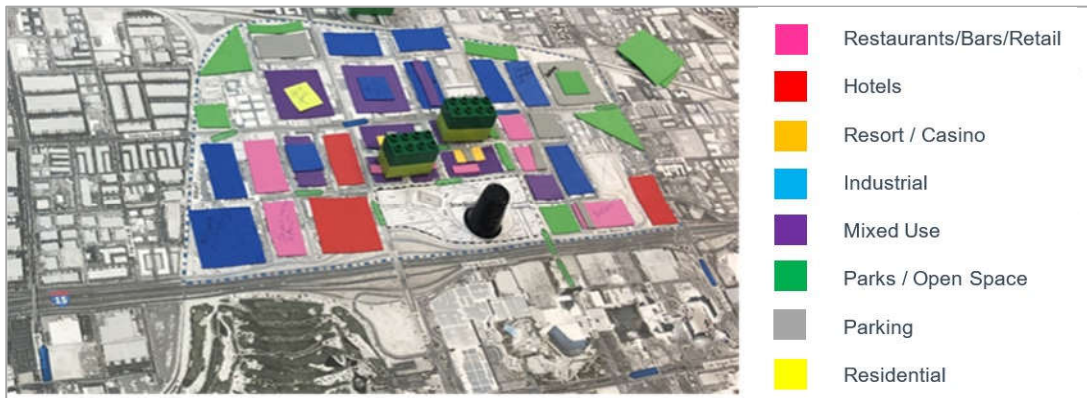


Figure 2. Stakeholders' Vision for Scenario 2

Below is a summary of the key components of scenario 2 that stakeholders liked and disliked.

LIKES

DISLIKES

Land Use

- Mixed-use opportunities
- Entertainment options that will draw and keep people in the District
- Additional businesses

Land Use

- Existing adult entertainment is not good in a residential area; adding additional adult entertainment is not preferred

Transportation

- A walkable, pedestrian-friendly area
- Transit and micro-transit options
- Safe transportation

Transportation

- There is a general lack of parking
- Pedestrian scooters (micro-transit) are left everywhere by riders

Scenario 3 – Sports and Entertainment District

Scenario 3 described a complete redevelopment of the District, with new buildings and uses. Hotels, casinos, indoor/outdoor shopping districts, restaurants, nightclubs, and multi-family residential are proposed new uses in this scenario. The District would also include community pocket parks and gathering spaces. Upgraded pedestrian infrastructure would help cars and people share the road safely, with some roads being pedestrian-only on game days.



Figure 3. Stakeholders' Vision for Scenario 3

Below is a summary of the key components of scenario 3 that stakeholders liked and disliked.

LIKES

DISLIKES

Land Use

Land Use

<ul style="list-style-type: none"> • Mixed-use opportunities • Development of a diverse economy with the goal of creating a self-sustaining community 	<ul style="list-style-type: none"> • Existing adult entertainment is not good in a residential area; adding additional adult entertainment is not preferred
---	--

Transportation

Transportation

<ul style="list-style-type: none"> • A walkable, pedestrian-friendly area • Transit and micro-transit options • Safe transportation 	<ul style="list-style-type: none"> • The freeway and the railroad are barriers that prevent additional access and mobility to the area
--	---

SWOT (Strengths, Weaknesses, Opportunities, Threats) Analysis

Following the land use activity, each team did a SWOT analysis for their specific scenario and the land use model that they created during the activity. Tables 1-4 display the strengths, weaknesses, opportunities, and threats that each group came up with pertaining to their scenario.



STRENGTHS	WEAKNESSES
<p>General</p> <ul style="list-style-type: none"> Existing district improvements may create united meaningful or historical connections Ability to develop smaller parcels as industrial Development types that would be beneficial to the Stadium Mixed-use close to stadium Mid-rise residential options Economic benefits for businesses, and exponential growth in property values Parks and open spaces are preferred Green space near parking could facilitate pre-gaming/ tailgating <p>Transportation and Infrastructure</p> <ul style="list-style-type: none"> Valley View could be a hub area for development Proximity to freeway and several main thoroughfares that connect to hospitality corridor and community Walkability and walkable parking Russell & Hacienda bridge across the UPRR allow vehicles to the area 	<p>General</p> <ul style="list-style-type: none"> Uncertainty of size and number of stadium events – must have critical mass for rest of year Fragmented visions among property owners. Lots of property owners and small parcels. Lack of incentives envisioned to realize district-wide goals Limits of existing building stock and industrial yards for repurposing for stadium related activities Very difficult and costly to redevelop. Some properties would be very expensive to replace and some of existing uses are entrenched in area. Need thousands of living units – uncertainly regarding pricing of units, and whether the units/area would attract enough tenants? Ensuring entertainment options Public safety and security are a concern and the District might not be safe for residential development Lack of open space near the stadium Mixed use concentrated mostly west of venue Lack of clear vertical relationship between uses (example: mixed use to include industrial) <p>Transportation and Infrastructure</p> <ul style="list-style-type: none"> Capacity of current freeway and other transportation facilities is an issue, especially with added congestion on game days Need improved options for transit Ease of access - UPRR is a barrier to connectivity Not enough parking within walking distance Pedestrian access – lack of sidewalks Existing utility infrastructure in area may not support size of development Not enough lighting

OPPORTUNITIES	THREATS
<p>General</p> <ul style="list-style-type: none"> • Las Vegas level of 'Event Cycle' driver of high district activity • Positive Fan experience • Property owners can self-organize • Cohesive development • Reassessment and diversification of land use and increase of district density • Creation of more livable space • Repurposing/replacement of existing facilities • Residential near bars/restaurants/retail • Economic development, business growth • Redeveloping into a vibrant area, exciting new possibilities • To be among most desirable neighborhoods in Las Vegas and the world (not just residential; a well-rounded city) • Environmental benefits <p>Transportation and Infrastructure</p> <ul style="list-style-type: none"> • Complete streets with emphasis on pedestrian-only promenades with access/egress to stadium area • Emphasizing major corridors and creating gateways and main street experiences • Incorporation of transportation options • Transit-oriented development • Railroad corridor for commuter rail (Boulder City) 	<p>General</p> <ul style="list-style-type: none"> • Competition for redevelopment and increase in redevelopment • Industrial tenancy may get expensive • Too many landlords to get a cohesive plan • Hard boundaries and size of district too big • Equity concerns • Outside visiting crowds • Noise • Limited heights for buildings due to FAA restrictions for McCarran airport • Security concerns and safety of pedestrians <p>Transportation and Infrastructure</p> <ul style="list-style-type: none"> • Concerns whether existing utilities such as water, power, sewer can handle the load • Limited access and egress points • Threats to mobility • UPRR creates issue with mobility • Access • Hard to get to Valley View (no exit from 215 Beltway)