

# MARYLAND PARKWAY CORRIDOR



## TRANSIT-ORIENTED DEVELOPMENT PLAN

Sahara Avenue Focus Area

*Final Plan - July 2021*



In association with: Nelson\Nygaard | Economic & Planning Systems | Paceline Consulting | Anil Verma Associates, Inc



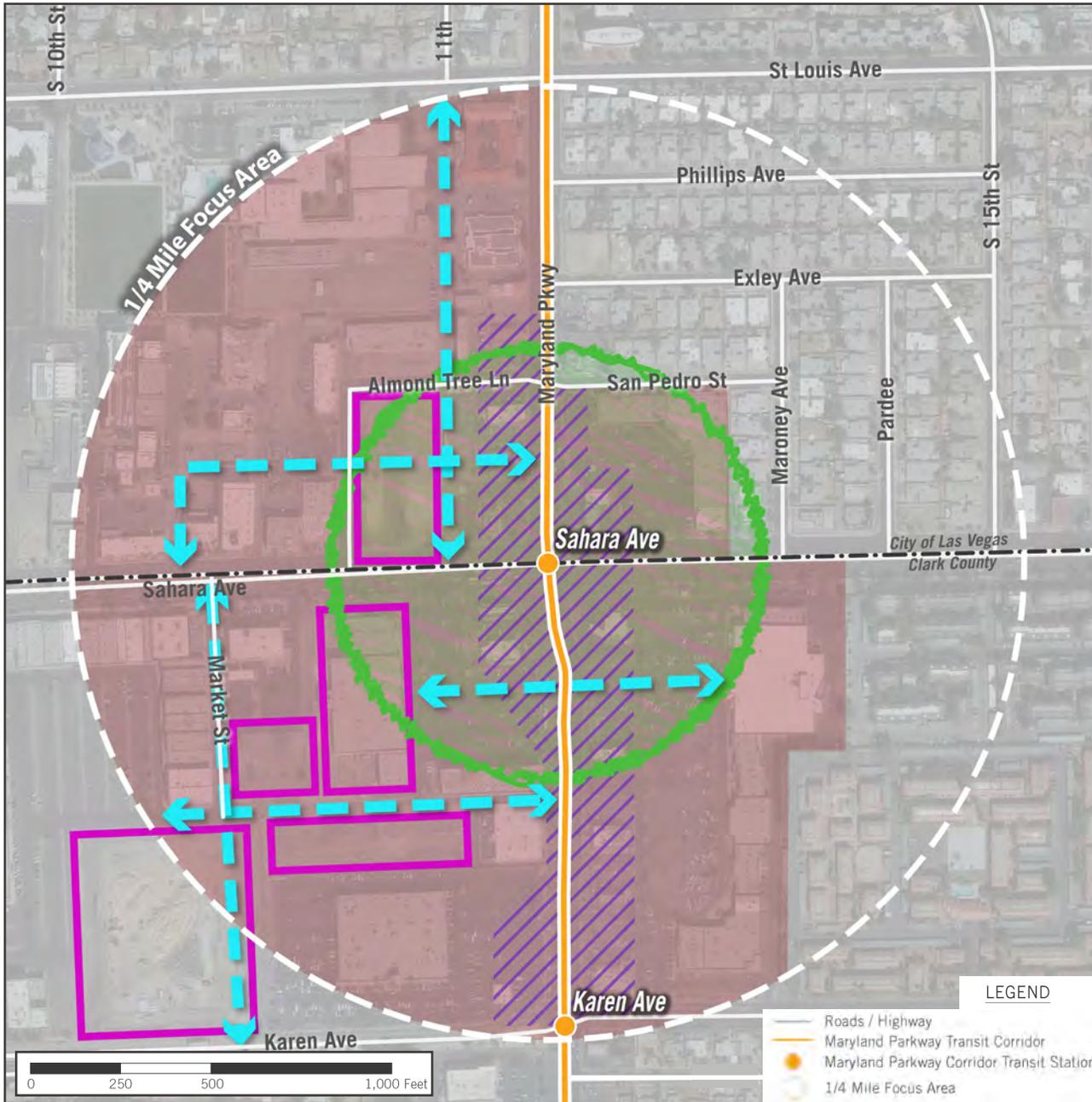
*Note: This TOD Plan is not prescriptive; rather, the document offers a collection of potential policies and programs including design guidelines. The County and the local development community can choose to incorporate a sampling of insights from this plan, as it deems appropriate over time. It is likely that planning for short-term and long-term changes might differ along the Maryland Parkway Corridor, requiring implementation of specific aspects of the plan based on future events that could unfold in the revitalization of the district. For this reason, this TOD Plan is flexible, intended to anticipate needs, and be of value as the future unfolds.*

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# SAHARA AVENUE TOD PLAN FRAMEWORK



## PLAN FRAMEWORK MAP

The Plan Framework Map presented here provides an “at-a-glance” of the key recommendations from the remainder of the Sahara Avenue Road Focus Area TOD Plan. The map locates key recommendations and the legend references more detail available later in the Plan while the facing page provides a high level review of key priorities.

## Plan Framework Elements

### TOD Readiness Spectrum

**Catalyze** This focus area is supportive of TOD but may need catalytic development to spur the market

### Land Use

 Predominant TOD Type - Town Center (see pages 20-21 for more detail)

 Priority Infill / Revitalization Opportunities (see pages 46-47; 51 for more detail)

### Building Form

 Pad Site Retrofits along Maryland Parkway (see page 50 for more detail)

### Mobility

 Priority Mobility Corridors and Connections (see pages 48-51 for more detail)

### Parks, Public Space, Amenities

 Public Parks and Open Space to Supplement & Support Infill Development at Key Intersection (see pages 24-27 for more detail)

## Land Use

The most prominent TOD type in the focus area is Town Center. The Town Center TOD type is envisioned on all sides of the station itself and then extending south and west. The Town Center TOD type is intended to include mostly retail/commercial uses with some housing and public gathering spaces and an increased number and variety of local destinations for residents and visitors. In addition to the housing integrated into the Town Center TOD type, the eastern portion of the focus area is identified as Urban Neighborhood with mostly housing with some retail and services.

## Building Form and Design

Community input provided during the planning process revealed a strong preference for development, revitalization and strategic infill that is generally low to mid-rise with active ground floors with ample pedestrian amenities, public gatherings spaces, and a pedestrian- and bike-friendly streetscape environment. There is an emphasis on adding density through infill, redevelopment, and revitalization west of Maryland Parkway, north and south of Sahara Avenue. Properties fronting Maryland Parkway between San Pedro Street and Karen Avenue are prioritized for pad commercial site retrofits. There may also be several opportunities for adaptive reuse of existing vacant buildings.

**Note:** The term “redevelopment” as used in this document refers to new development on already built out parcels and does not refer to a redevelopment district / agency or the NRS 279 definition.

## Mobility

The TOD Plan highlights recommendations for a number of new connections to improve the overall connectivity and enhance pedestrian access to destinations and areas within the focus area that are currently disconnected from Maryland Parkway. In both the southwest and northwest quadrants, at least one major north/south and east/west connection should be made to improve multimodal connectivity and provide access to new development. In addition, the Plan Framework Map highlights an enhanced east/west pedestrian connection south of Sahara Avenue connecting an enhanced Maryland Parkway streetscape to anchor stores and other destinations currently separated by large surface parking lots.

## Parks, Public Spaces, and Amenities

Community input also revealed a strong desire for a publicly accessible park or plaza space at or near the intersection of Maryland Parkway and Sahara Avenue. The northeast quadrant in particular is underserved by parks and open spaces. New publicly accessible park or plaza space should be integrated into development, redevelopment, and revitalization projects within the focus area. Many of the businesses and strip malls along Maryland Parkway have oversized parking lots that create opportunities for plazas and green space.



*Low to mid-rise mixed-use development*



*Pedestrian connections through surface parking lots*



*Parks and plazas integrated into redevelopment*



# 1

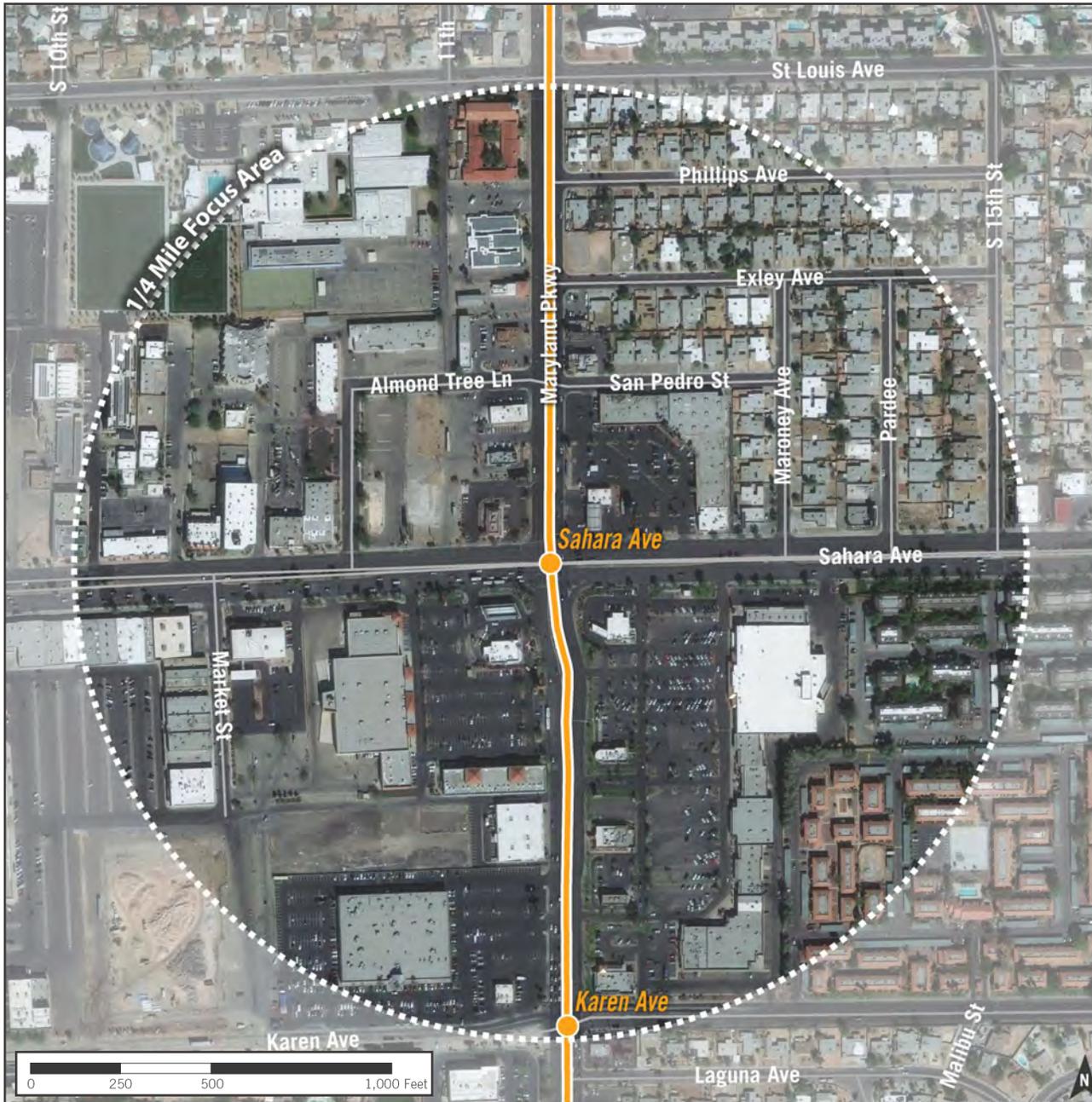
## FOCUS AREA CONTEXT

The introductory chapter of the Transit-Oriented Development (TOD) Plan sets the stage for the recommendations and priority projects that follow, providing key takeaways and background information developed throughout the Plan process. In addition to a focus area profile, containing demographic and ridership information, the pages within this chapter highlight market opportunities, land use, and network connectivity – all key factors to be responsive to in order to catalyze successful TOD.

The market opportunity information included in the chapter is a distillation of the more comprehensive Market Readiness Analysis that was performed both corridor-wide, as well as customized for each priority focus area. “At a glance” demand analysis and development site feasibility are provided as foundational to the development of the focus area priorities that follow in Chapter 3.

A summary of a Strengths, Weaknesses, Opportunities and Threats (SWOT) analysis, conducted in collaboration with the Stakeholder Working Group, is provided, and helps to reinforce many of the key takeaways in the existing land use, built form, and connectivity analysis. The connectivity analysis focuses primarily on first and final mile connections to transit, through a variety of modes, to quickly highlight a critical component of the transit-supportive environment that should be achieved through TOD.

# INTRODUCTION



## FOCUS AREA PROFILE

<b>Proposed Station Location</b>	Near the intersection of Maryland Parkway and Sahara Avenue
<b>Neighborhoods</b>	Huntridge and Winchester
<b>Existing Land Uses</b>	Primarily commercial uses with supportive multi-family residential.
<b>Unique Assets</b>	
<b>Major Destinations/Landmarks</b>	John C Fremont Middle School, City Impact Center, Commercial Center, New Orleans Square, Las Vegas Athletic Club, Smith's Grocery Store, Baker Park

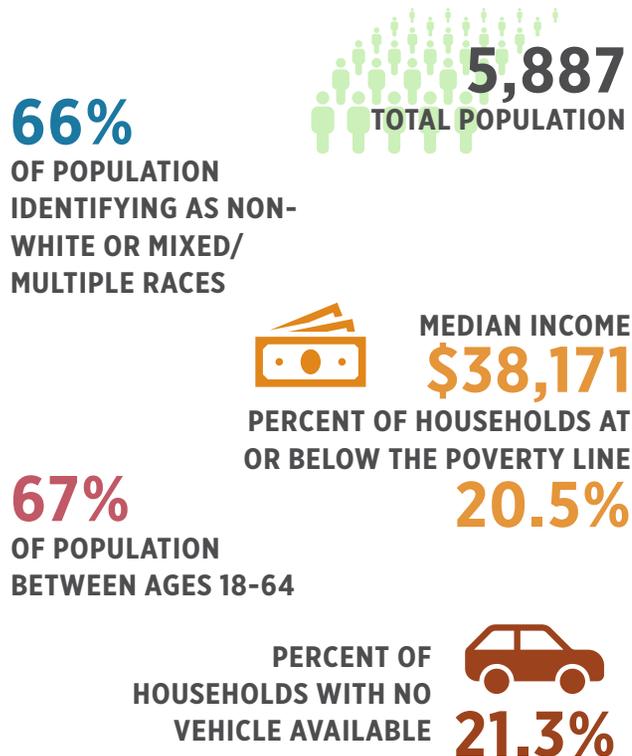
LEGEND	
	Roads / Highway
	Maryland Parkway Transit Corridor
	Maryland Parkway Corridor Transit Station
	1/4 Mile Focus Area

## Current Ridership

Two transit routes currently serve this focus area. There are currently 2,175 average daily boardings. No new transit routes are currently planned for this focus area besides the Maryland Parkway Corridor Bus Rapid Transit system.

## Demographics

The following statistics help us understand who lives in this focus area (Source: 2018 American Community Survey 5-Year Estimate).

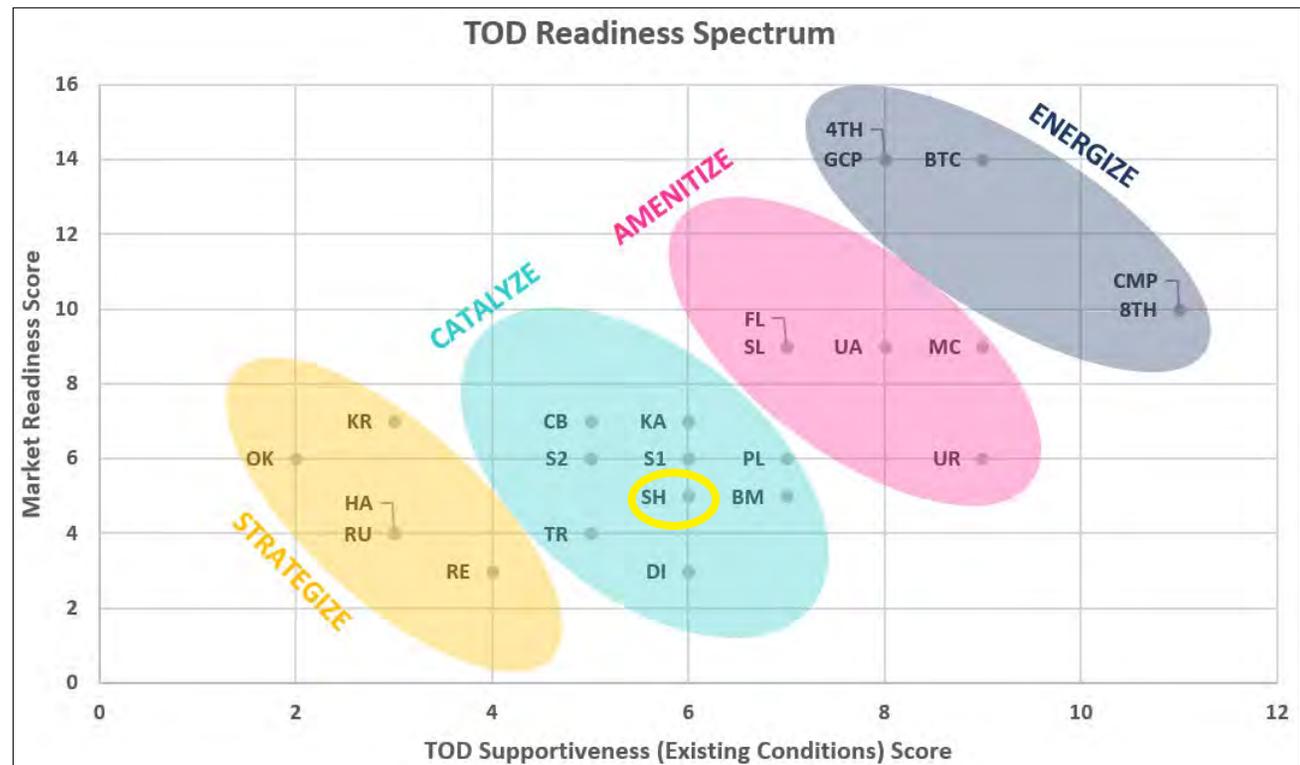


## TOD Readiness Spectrum: Catalyze

The Sahara Avenue Focus Area falls into the Catalyze category on the TOD Readiness Spectrum. This category is defined as areas that may be supportive of TOD but need catalytic development to spur the market. It scored mid-range in TOD Supportiveness and Market Readiness based on analysis done in the Existing Conditions and Needs Assessment and the Market Readiness Analysis. The chart below shows the entire TOD Readiness Spectrum, with all focus areas plotted and categorized.

## TOD Types

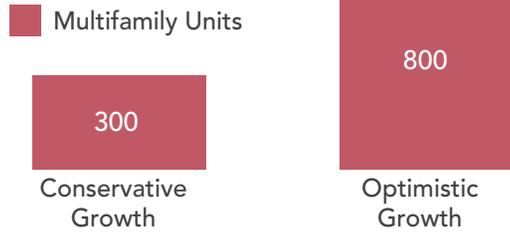
Nine TOD Types were identified as part of RTC's OnBoard Mobility Plan. The applicable TOD Types identified within the Sahara Avenue Focus Area include Town Center and Urban Neighborhood. More information about these TOD Types is available on pages 20-21.



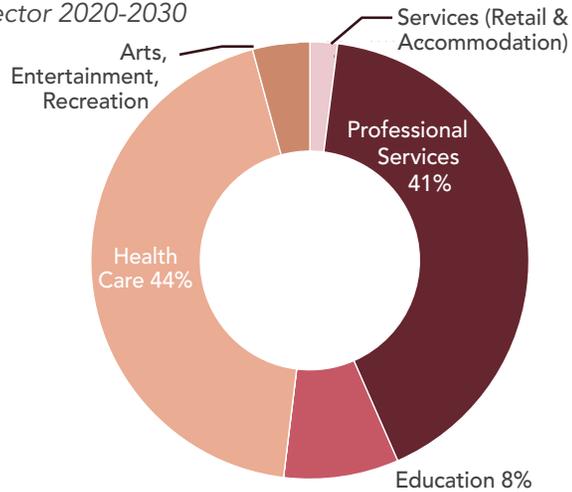
For more information on the TOD Readiness Spectrum, see the *Priority Focus Areas Selection Memo*.

# MARKET OPPORTUNITIES

New Housing Demand 2020-2030



New Office Demand by Sector 2020-2030



Market Area Capture of New Retail Sq. Ft. 2020-2030



Source: Economic & Planning Systems

## DEMAND ANALYSIS

As a component of the Maryland Parkway Corridor TOD Planning effort, a detailed Market Readiness Analysis was produced for each Priority Focus Area. Included in that report is an analysis of the demand in the focus area across three sectors — housing, office and retail — to better inform how future development can both leverage the transit investment and successfully respond to market demands and pressures. Findings for the Sahara Avenue Focus Area are summarized in the accompanying charts, but key findings for each sector include the following:

### Housing

Based on the projected countywide growth of 52,700 multifamily housing units by 2030 and applying these capture rates, the Sahara Avenue Market Area could capture between 300 and 800 new multifamily housing units over this time period. This wide range of development potential reflects the uncertain nature of the area's market. The optimistic growth forecast would accommodate an additional two to three projects of this scale (300 to 400 units).

### Office

Accounting for the share of employees within each employment sector that utilize office space (e.g., 100% of employment in Finance and Insurance, versus 50% of employment in Health Care), over the next 10 years the Market Area is expected to see demand for an additional 135,000 square feet of office space.

### Retail

Within the Market Area, the opportunity for capture of new spending is highest in Convenience Goods and General Merchandise and is also strong in Shopper's Goods and Eating & Drinking. These retail sectors with the strongest potential are also the most likely to locate in a TOD area. The combination of TOD and an auto-oriented existing environment means that the Market Area may be able to attract a variety of retailers.

## DEVELOPMENT SITES AND FEASIBILITY

The Commercial Center mall, located south of E Sahara Avenue and west of Maryland Parkway, has a number of small commercial spaces surrounding a large parking lot. The mall is not under single ownership and is a destination for local and culturally diverse businesses with a large number of small business tenants. These attributes indicate continued viability for this space despite the outmoded design and age of the buildings. Opportunities in this area may involve building on the current mix of businesses and destination appeal of the mall by supporting investment in the center.

Development feasibility was assessed based upon land sale prices and rental rates, yielding the following findings:

- The lack of development activity in the Market Area and the lower than average rents for most uses indicates that new development may not be feasible in the Market Area. The higher than average vacancy rates also indicate there is existing space that can accommodate new tenants, which may also lower demand. While there are a handful of potential development sites within the focus area, flexibility will likely be needed to address feasibility

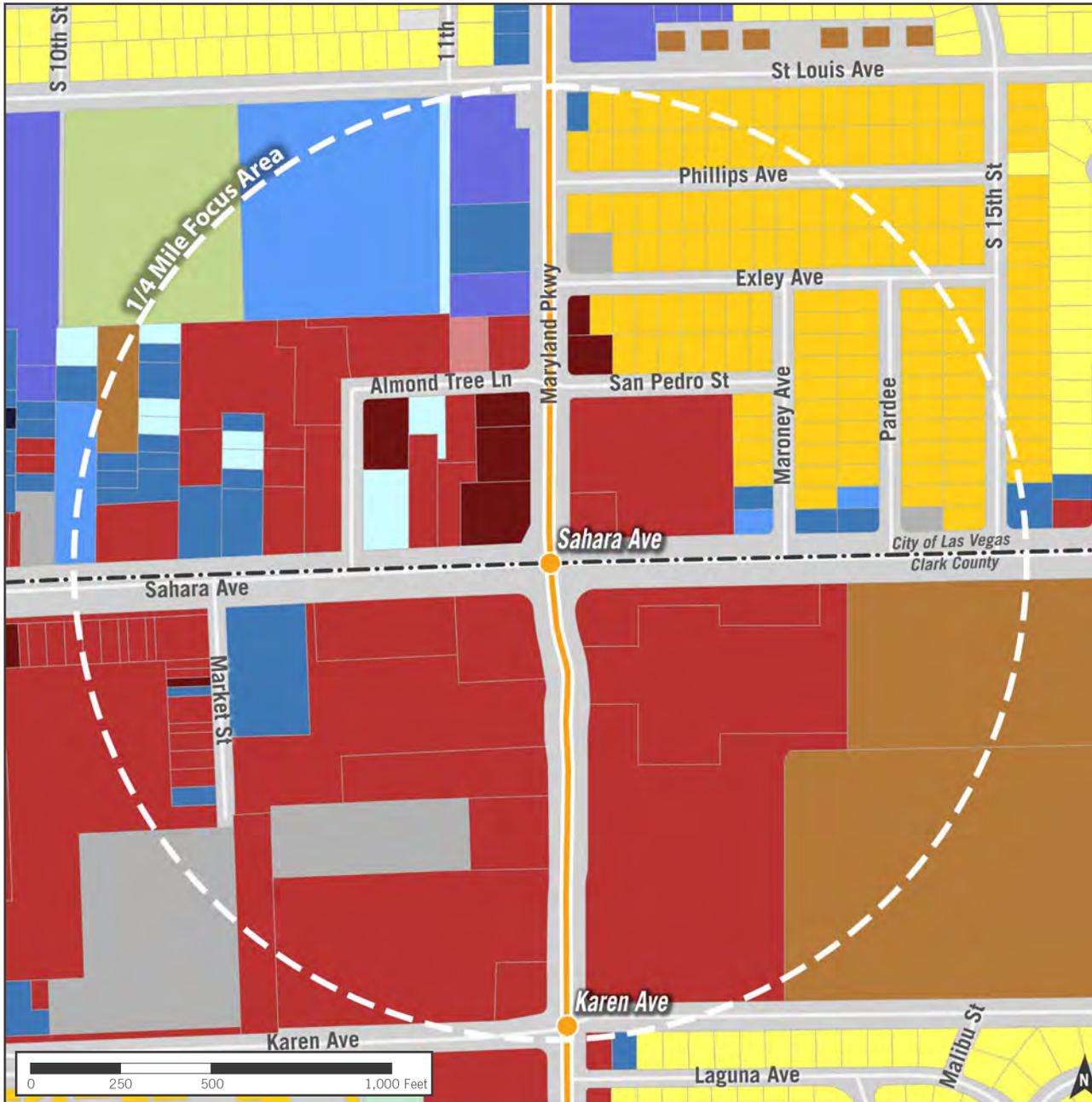
gaps for new development. Providing support for a new project that can prove market demand and establish supportable rents, coupled with the construction of the transit station, can help to change the

market dynamics of the area. Additionally, reinvestment in existing commercial uses may help to illustrate demand for new commercial development and supportability of higher rental rates.



Source: Economic & Planning Systems

# EXISTING LAND USE AND BUILT FORM

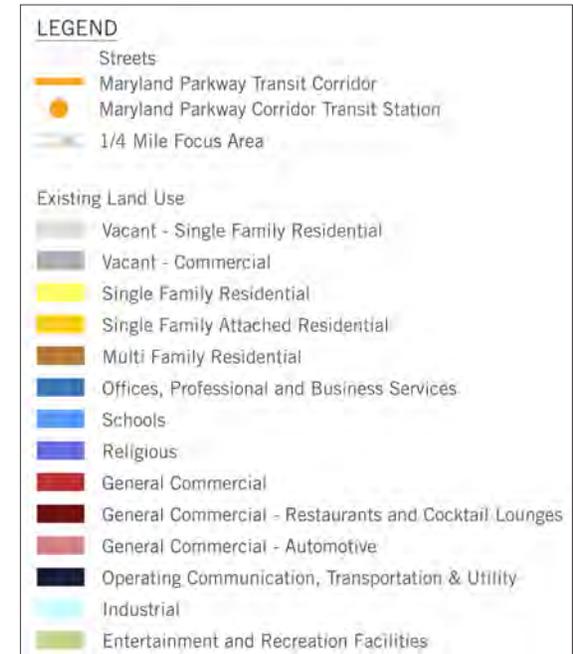


## EXISTING LAND USE

The majority of the uses within the Sahara Avenue Focus Area are commercial, including a large grocery store southeast of the station, restaurants and bars, retail, and a variety of services. The commercial uses are accompanied by large surface parking lots.

Religious and institutional uses make up a notable amount of the land use with the large lot in the northwest corner of the focus area for the John C Fremont Middle School, and several smaller lots for a variety of community centers and churches.

The area north of Sahara Avenue and west of Maryland Parkway is made up of many



small lots that have a range of uses, including some office space, a radio and TV station, research, industrial, medical uses, financial services and auto shops. There is little continuity in the type or configuration of uses in this area. It should be noted that these parcels are part of the City of Las Vegas 2050 Master Plan. See Chapter 2 of this document for more information about this area.

The other major component of the focus area is residential. The northeast corner of the focus area is made up of low- to medium-density single family attached uses, primarily duplexes, and the southeast corner is medium-density multi-family residential.

Mixed into the commercial and office uses are a relatively large number of local businesses, including a stamp shop, a tattoo parlor, several small bars, spas, a salon, and a music store. Whenever possible, these small establishments should be preserved to maintain the character of the area.

There are several vacant and/or underutilized lots in the focus area. The most significant being the lots southwest of the intersection, which include two large empty lots and a vacant box store.

The low density and pad commercial development, as well as the vacant and underutilized parcels, provide an opportunity to add density to this area, given its prime location at the intersection of two major vehicular thoroughfares and transit lines.

## EXISTING BUILT FORM

The majority of the commercial development in this area is made up of older low-density strip malls and box stores on large, deep lots, with smaller pad-style and automobile-oriented buildings immediately along the roadways. Buildings are oriented to the parking lots instead of to the street.

Almost all of the commercial, office, and institutional buildings within the focus area are one story. The few exceptions are the buildings within the Commercial Center on the far west side of the focus area, and a few of the miscellaneous buildings just north of Sahara Avenue.

The residential area in the northeast portion of the focus area is made up of older, single-story duplexes. Almost all of the buildings take the same form, with a driveway and carport on either side of the southwestern-style structure with a small landscaped area in-between.

The higher-density residential south of Sahara Avenue is made up of 2-3 story clustered apartment buildings in two large complexes. The buildings are in groups of four or more, organized around small shared open spaces. Both of the complexes have an internal street network, a pool and tennis court, over 30 buildings, and only a few shared entries off the main roadway.



*Commercial strip mall and parking*



*Multi-family residential neighborhood*



*John C. Fremont Middle School*

# STRENGTHS, WEAKNESSES, OPPORTUNITIES AND THREATS



Transit stop on Sahara Avenue



Almond Street Lane Businesses



Vacant building

A Strengths, Weaknesses, Opportunities, and Threats (SWOT) analysis conducted with the Stakeholder Working Group resulted in a lot of insightful comments, key themes of which are highlighted on this page.

## STRENGTHS

Many of the strengths for the Sahara Avenue Focus Area are rooted in the size and significance of the two major roadways and transit routes that intersect here. This also allows the area to support a large and diverse group of businesses.

Lots of people and cars in the area

Proximity to variety of business types

Transit connections

## WEAKNESSES

While the size of the intersection and the amount of vehicle traffic comes with benefits, it also introduces less positive elements to the area including a mostly auto-oriented environment that is unsafe, and lacks shade and amenities, which in turn, contributes to a higher crime rate and business turnover.

Lack of shade

Vacant buildings

Crime

Auto-oriented and unsafe for pedestrians

## OPPORTUNITIES

The major intersection, as well as its proximity to Downtown Las Vegas creates many opportunities in the area. The wide Right of Way (ROW) and several vacant parcels and buildings provide the space needed to leverage the prominent location, intensify the area, and create a vibrant, pedestrian-friendly TOD.

Infill or  
redevelop  
vacant lots  
and buildings

Wide  
ROW

Gateway to  
Downtown  
Las Vegas

## THREATS

Efforts to act on the above opportunities will need to contend with the historically automobile-oriented development patterns that the area is accustomed to, this includes potential push-back or uncertainty from existing property owners and the market, which may need incentivizing before additional density is possible.

Auto-  
oriented  
culture and  
design

Existing  
property  
owners

Financing and  
market  
readiness for  
development



*Public ROW*

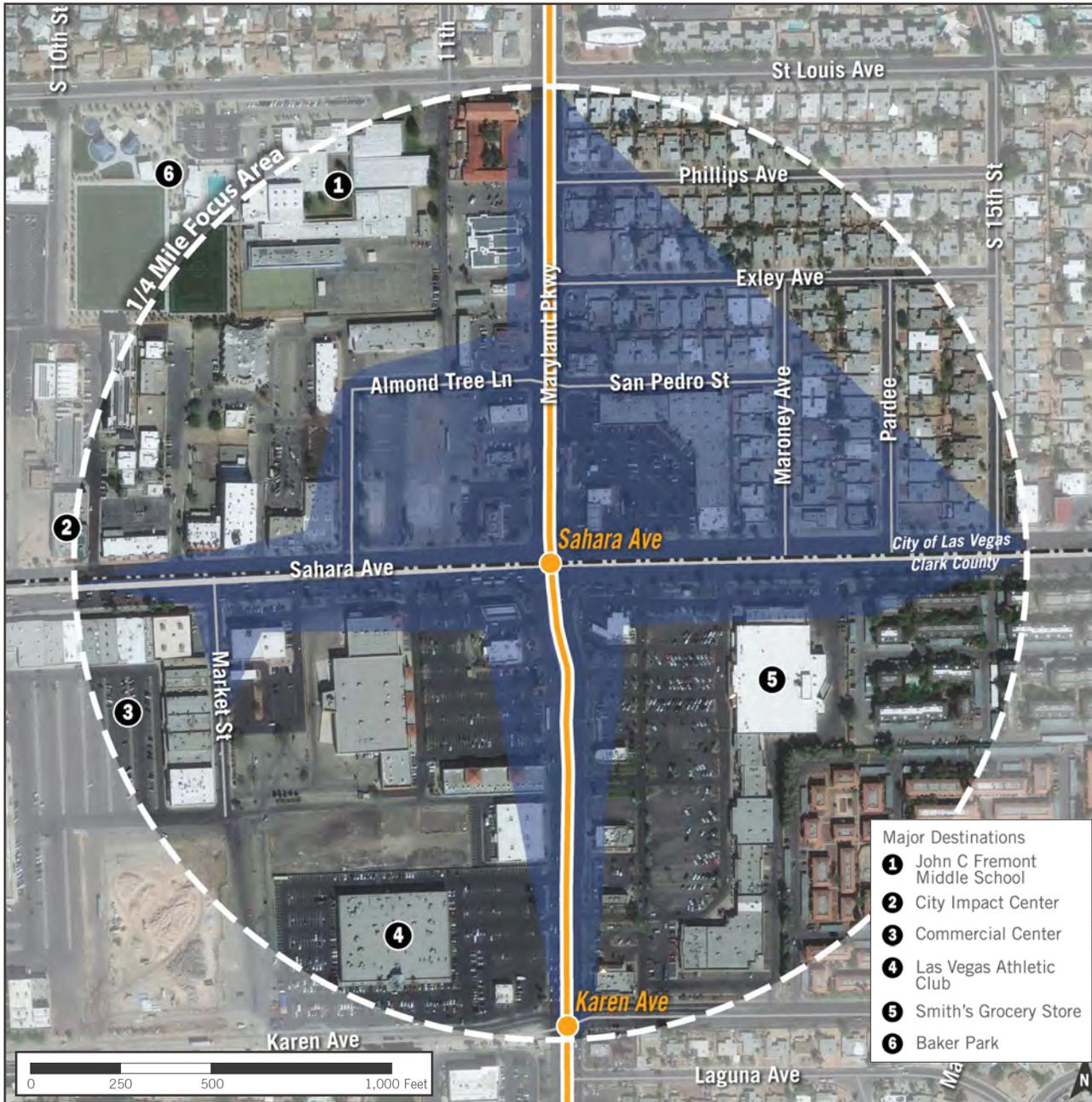


*Drive-thru businesses along Maryland Parkway*



*Large surface parking lot*

# EXISTING WALKABILITY



## WALKSHED ANALYSIS

A perfect walkshed on a grid street pattern would be a complete diamond, centered on the origin point. The walkshed in this focus area has perfect coverage in the northeast quadrant. Formal pedestrian connections from Almond Tree Lane to the northwest are limited, leading to gaps in the walkshed around John C Fremont Middle School and south towards Sahara Avenue. The large surface parking lots and minimal pedestrian facilities south of Sahara Avenue lead to minimal walkshed coverage.

This focus area has some local destinations which are highlighted on the map with black numbers. All of these major destinations fall outside of the focus area walkshed, although the Las Vegas Athletic Club would be more conveniently accessed from the proposed station at Karen Avenue. Additional connections from the station to these major destinations and improved pedestrian facilities within the large surface parking lots would greatly increase walkability within the focus area.

- Major Destinations**
- 1 John C Fremont Middle School
  - 2 City Impact Center
  - 3 Commercial Center
  - 4 Las Vegas Athletic Club
  - 5 Smith's Grocery Store
  - 6 Baker Park

**LEGEND**

- Roads / Highway
- Maryland Parkway Transit Corridor
- Maryland Parkway Corridor Transit Station
- - - 1/4 Mile Focus Area
- 1/4 Mile Walkshed

## PEDESTRIAN NETWORK AND INFRASTRUCTURE

Existing infrastructure and pedestrian safety are generally poor along Maryland Parkway and Sahara Avenue near the focus area. While all major streets within one mile of the focus area have sidewalks on both sides of the street, they are generally narrow with no separation between motorists and pedestrians. Combined with the presence of light poles and utilities, the path of travel of nearby sidewalks are inconsistent. Shade is limited to bus shelters along Sahara Avenue as the tree canopy remains underdeveloped or absent altogether along Maryland Parkway and Sahara Avenue, thereby increasing the risk of heat exposure.

The Sahara Avenue Focus Area is represented by wide curb-to-curb widths (108' on Maryland Parkway) and low intersection density with only 14 intersections (defined here as where two roadways meet), which is relatively low for an area of this size, and only 3 traffic control signals. These two factors create a disconnected street network that offers few route options or safe crossings for pedestrians. Only 38% of the intersections present have marked crosswalks or ADA ramps. Stakeholders reported that people crossing at unmarked and unprotected mid-block locations is common in the focus area because of the lack of intersection crossings.

Walking was rated as the most desired mode of travel in the focus area, with 40% of Community Survey respondents reporting that as their preferred mode. Only 22% indicated walking as their usual mode of travel in the area at this time. Safer and more comfortable street crossings was rated as the most important improved infrastructure option in the Community Survey.



*Sidewalk in focus area*

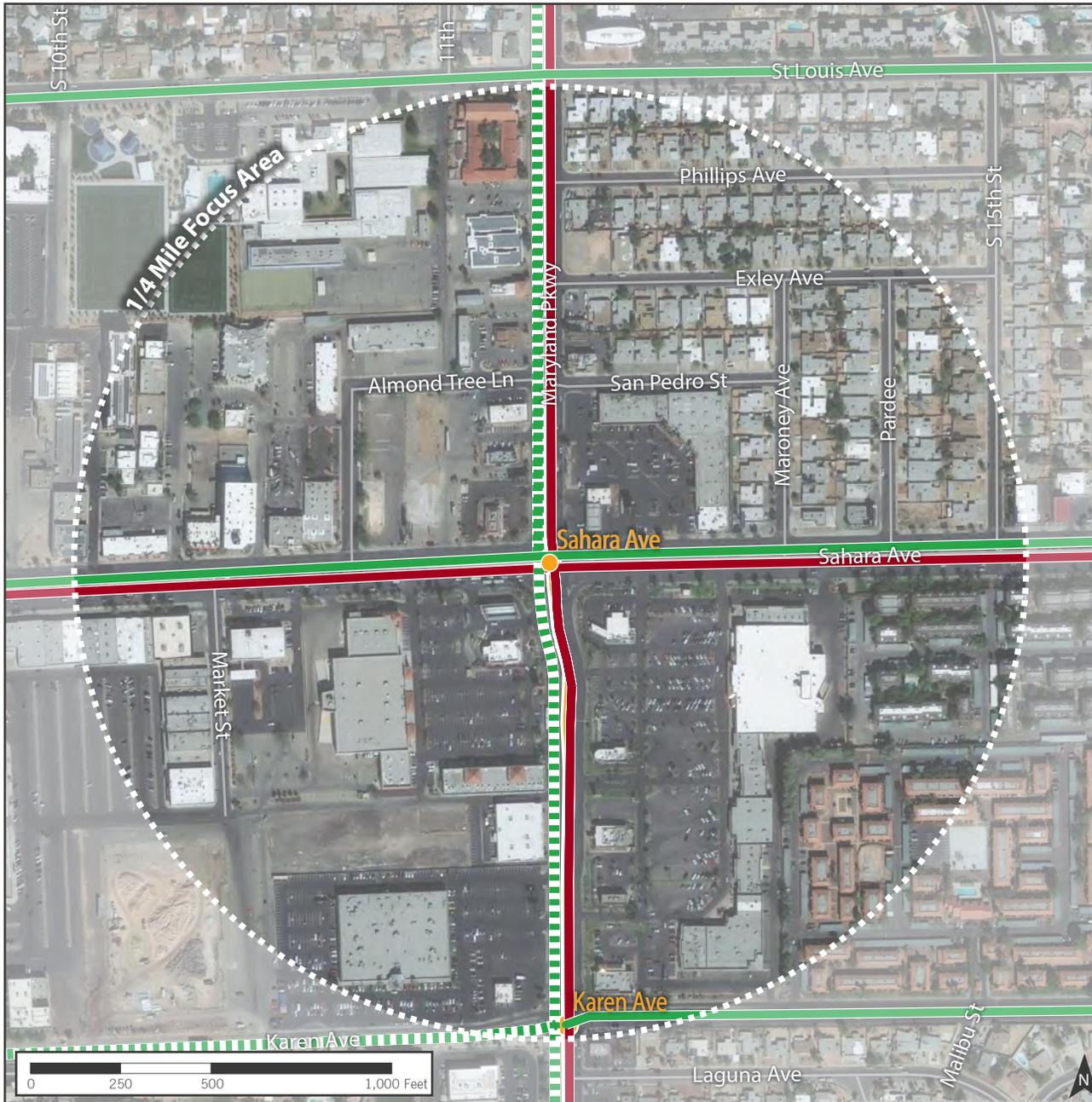


*Pedestrian crossings across Maryland Parkway*



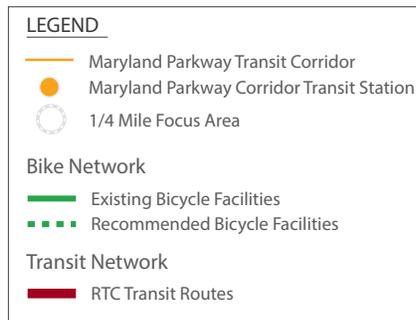
*Lack of pedestrian connections through parking areas*

# OTHER EXISTING FIRST + FINAL MILE CONNECTIONS



## BICYCLING

Bicycle access to the Sahara Avenue Focus Area is limited. Shared bus/bike-only lanes on Sahara Avenue currently provide a route for people biking to the future station. Bike lanes on E St Louis Avenue and Karen Avenue provide additional east-west routes within one-quarter mile of the station. The implementation of planned bikeways on Maryland Parkway will provide an important north-south connection directly to the station for people biking. When this and other planned bikeways are put in place, a comprehensive network of bicycle facilities with a spacing of about one-half mile or less will support bicycling as a first and final mile option.



## TRANSIT

The focus area is currently served by two bus routes, the 109 – Maryland Pkwy and SX – Sahara Express. The Sahara Express operate 24 hours a day, seven days a week, arriving every 15 minutes during the day. While only 21% of Community Survey respondents indicated they currently ride transit as their usual mode of travel in the focus area, 40% noted that is how they would prefer to travel if the infrastructure was in place to support it.

## DRIVING AND PARKING

Driving is the dominant mode of travel currently in the area (47% of Community Survey respondents). Maryland Parkway and Sahara Avenue are the main through routes for driving in the focus area. The street grid is limited, with local streets providing neighborhood access in the northeast part of the focus area, while large commercial lots with surface parking dominate the rest of the focus area.

On-street parking is available on a few residential streets within one-half mile of the station, but there is no publicly available off-street parking.



*Bike facilities along E St Louis Avenue*



*Sahara Express bus service*



*Oversized surface parking lots within the focus area*



# 2

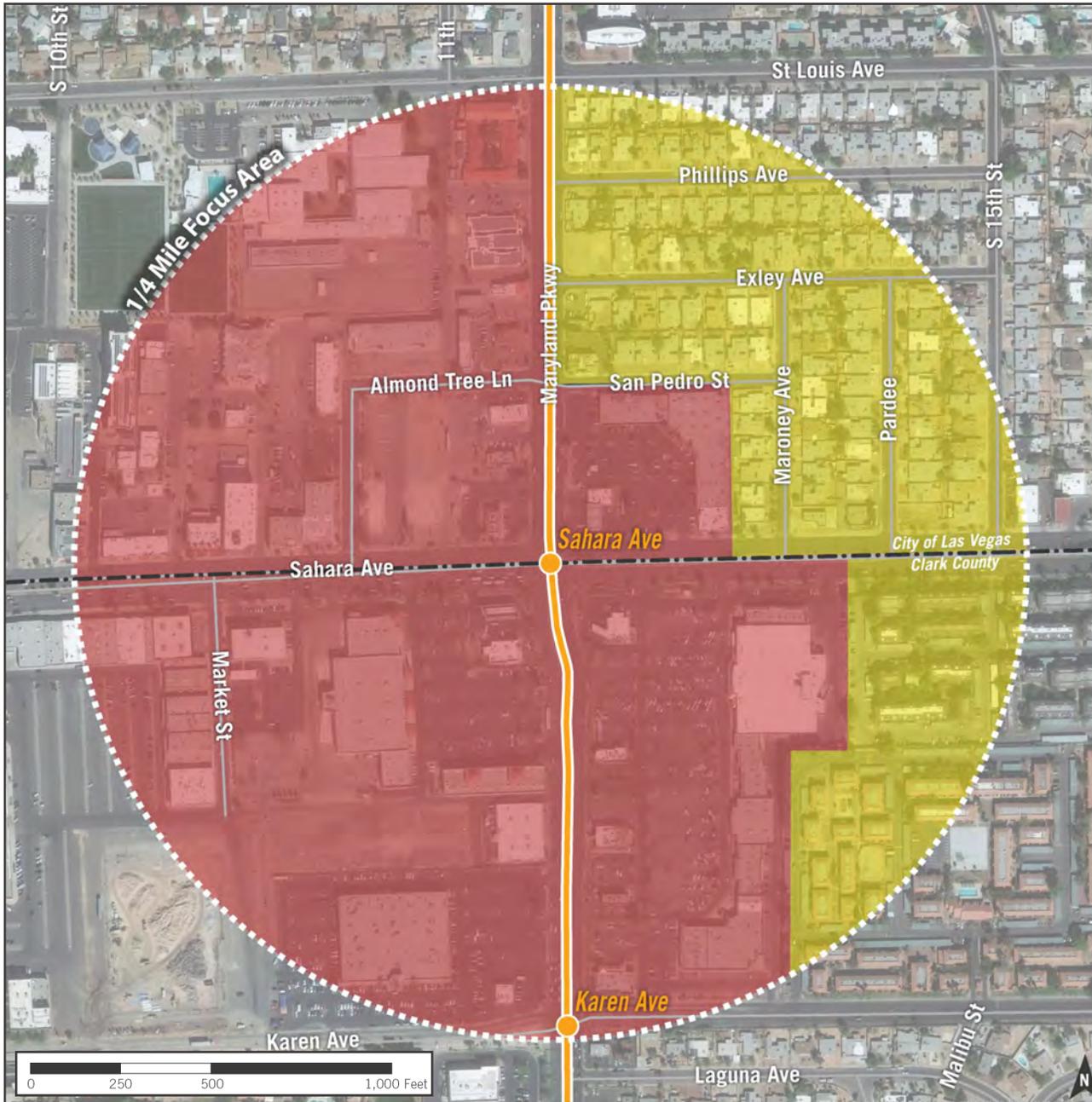
## FOCUS AREA RECOMMENDATIONS

Successful Transit-Oriented Development is not achieved by a single catalytic development or streetscape improvement, but rather, by a series of interventions over time that encourage the focus area environment to prioritize transit supportive characteristics. Such characteristics include a diversity and mix of uses, building frontages that activate the pedestrian realm at a human scale, easy access to essential community amenities and services, quality and convenient connections to other mobility options, and a priority on safety within the public realm for users of all ages and abilities.

The Sahara Avenue Focus Area is categorized as a Catalyze focus area on the TOD Readiness Spectrum. So, although the primary emphasis is encouraging new catalytic development and revitalization, the recommendations that follow aim to supplement that infrastructure and development investment by pairing it with intentional, community vetted amenities and public spaces that help achieve the transit supportive characteristics described above. Included in this chapter are a mix of broader policy and regulatory recommendations, and location-specific amenity, connectivity, parking, and land use recommendations, all informed by community and stakeholder input gained through this Plan process.

While the recommendations in this chapter should not necessarily be regarded as a first phase in successful implementation of TOD, by providing the policy guidance in this document, the hope is that the County and City can work to get the corresponding regulations, amenities and connections in place that will compel corresponding development to respond accordingly.

# TOD TYPES



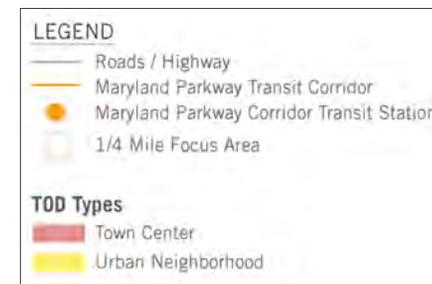
## WHAT ARE TOD TYPES?

Transit-Oriented Development (TOD) is a type of development located close to high quality, high capacity transit, that creates a compact, walkable, mixed-use and dense environment. TOD areas contribute to livable communities and serve as activity centers that provide a range of benefits to the region, local community, and individual households.

During the RTC's *OnBoard Mobility Plan*, nine TOD types were established that are context-specific to Southern Nevada. The density, building form, block layout, types of use, time of activation and approach to equity differs in each of the nine TOD types.

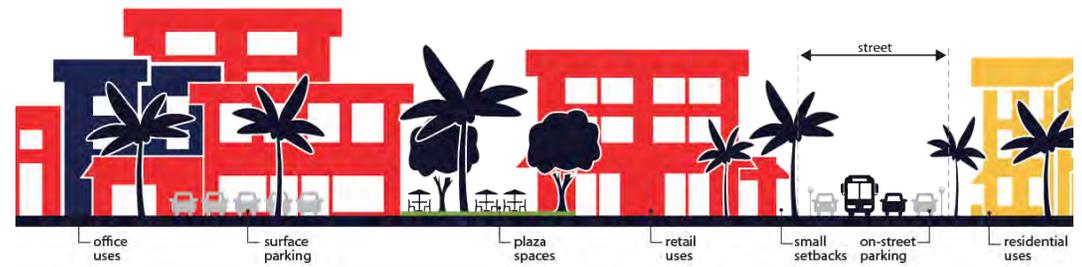
The Sahara Avenue Focus Area contains two of the nine TOD Types including: Town Center and Urban Neighborhood. Descriptions of each are on the page to the right.

For more information about the TOD Types within the City of Las Vegas, north of Sahara Avenue, see the City of Las Vegas 2050 Master Plan.



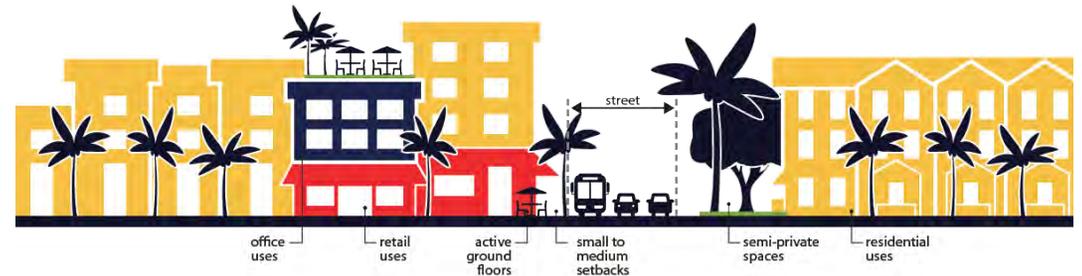
## TOD TYPE: TOWN CENTER

Mostly retail/commercial uses with some housing and public gathering spaces. Local destination for residents and visitors. Increased activity when special events take place.



## TOD TYPE: URBAN NEIGHBORHOOD

Medium density development that primarily serves local residents. Mostly housing with some retail and services.



## MIX OF USES

The most requested use for the Sahara Avenue Focus Area was commercial and retail. While there is already a significant amount of commercial land within the focus area, this indicates that not all of the retail and service needs are being met and more walkable, community-serving retail uses should be considered. Residential and employment uses were also a high priority for the focus area.



## DEVELOPMENT TYPE PREFERENCES



### WHAT SHOULD THIS AREA LOOK LIKE IN THE FUTURE?

While the TOD Types mapped on page 20 provide more detailed guidance on the mix of uses that each focus area should aspire to achieve to best support the transit investment along Maryland Parkway, the types of development that can occur within those TOD Types are still intentionally broad. To help better calibrate development type recommendations to the Sahara Avenue Focus Area, community members were asked to provide feedback on a set of visual preference images for four geographic areas within the focus area. Candidate images were selected that embody TOD supportive development characteristics such as limited building setbacks and engagement with the street, active ground floor frontages, an integrated mix of uses, and placemaking elements that would encourage transit users to linger and activate adjacent public spaces. Variation occurred, however, in elements such as building height, type, form and configuration of the public realm. *(Variable characteristics tested, along with the community's preference, indicated at right.)*

As future land use and development code decisions are made within Clark County, these inputs can be helpful in informing regulatory mechanisms that compel development that is not only transit-supportive, but also would be well received by the community.

### Area #1

Community Survey  
Preference: 2-3 story,  
active ground floor  
frontage with pedestrian  
amenities

Visual preference image  
options were calibrated to  
provide input on building  
height, development  
features and public realm  
interface in this area.



### Area #2

Community Survey  
Preference: Duplexes/  
triplexes

Visual preference image  
options were calibrated to  
provide input on type  
of residential use, density,  
and transition to single-  
family residential in this  
area.



### Area #3

Community Survey  
Preference: Development  
with prioritized public  
gathering and open space

Visual preference image  
options were calibrated to  
provide input on building  
height, development  
features and public realm  
interface in this area.



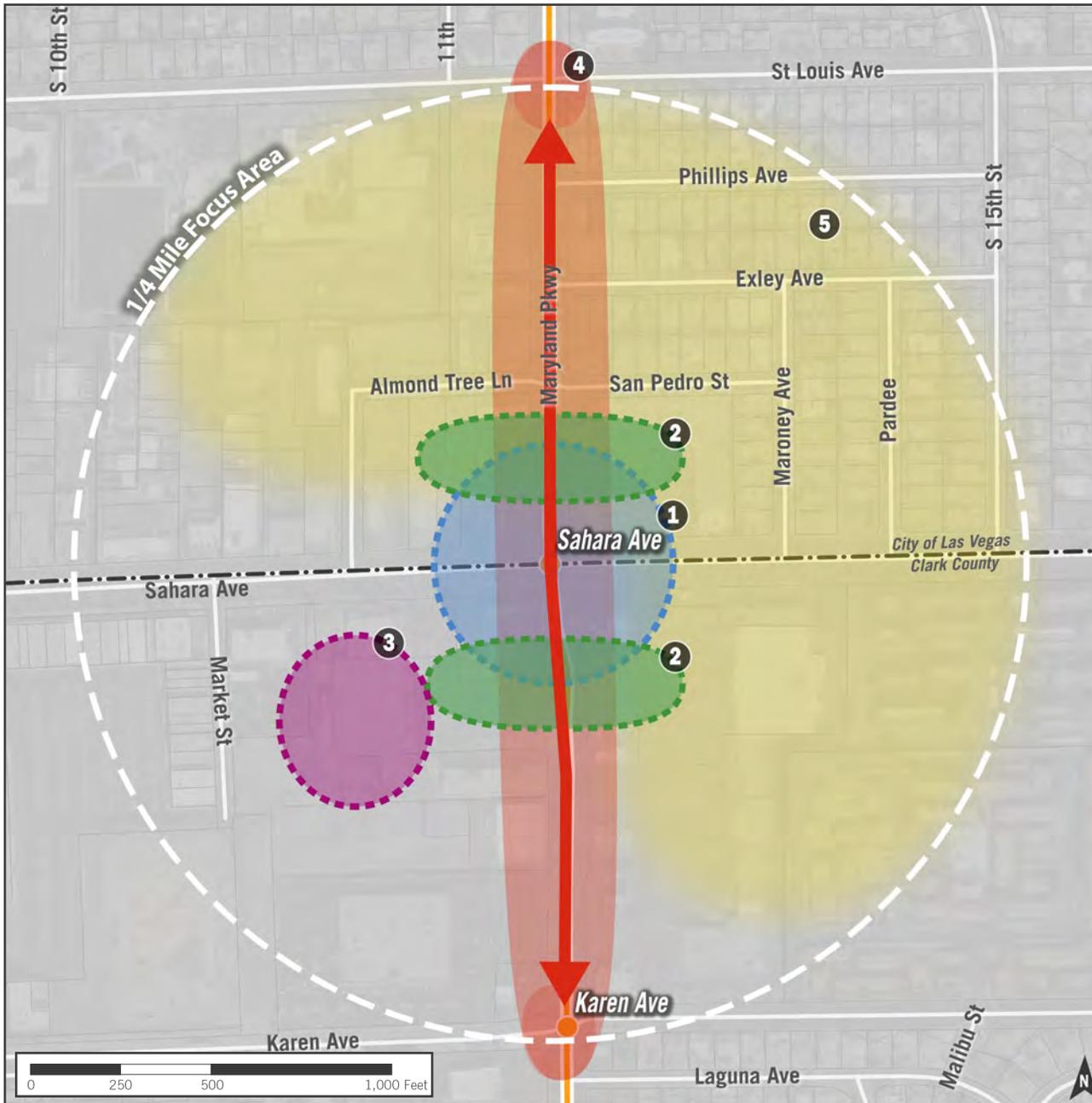
### Area #4

Community Survey  
Preference: Mixed-Use  
apartments with active  
ground floor

Visual preference image  
options were calibrated to  
provide input on type  
of residential use, density,  
and transition to single-  
family.



# COMMUNITY AMENITIES, SERVICES, AND PUBLIC REALM IMPROVEMENTS



As part of the Maryland Parkway Corridor Community surveys, participants were asked to identify where they would like to see additional amenities and infrastructure. The map at left is a high-level representation of the key takeaways from those survey results, based on clusters of pins placed by the community. The full results can be found in the Sahara Avenue Survey Results Memo.

These preferences, in combination with TOD best practices and an analysis of access to existing community amenities and infrastructure, informed the recommendations below and on the following pages.

## Legend - Key Takeaways

- 
**1. Safety Improvements Near Intersection**  
 Safer crossings and improved safety/security infrastructure were highly desired and should be added near the intersection and transit stops.
- 
**2. Park Space Near Intersection**  
 Parks/open spaces were a top community priority and should be added north and south of the intersection.
- 
**3. Amenities and Services at Big Box Store**  
 Many uses were requested for a large, vacant store including shops, restaurants, grocery stores, and services, see project on page 46 for details.
- 
**4. More Shops and Restaurants Along Maryland Parkway and at Intersections**  
 Many people requested more shops and restaurants, primarily along the corridor and especially at major intersections.
- 
**5. More Housing Options**  
 Diverse, affordable housing options were a priority, particularly north and east of the intersection.

## Shops and Restaurants

**Intent:** Ground-floor retail and dining options support and benefit from increased density and foot traffic and create a local destination.

Public input indicates a desire for retail along Maryland Parkway, particularly where it intersects with Phillips, Exley, Sahara, and Karen Avenue, and along the length of Sahara Avenue as well. While most of these areas are already occupied by retail uses, both the survey results and best practices indicate a need for more variety and density, including more non- automobile-oriented uses. Many requests for the area just north of Sahara Avenue indicate that the retail in this area may not be sufficiently serving the community's needs.

## Office Spaces

**Intent:** Flexible office spaces are included as part of new vertically mixed-use development and provide diverse employment options.

The community survey results indicate some desire for office space north of Sahara Avenue and west of Maryland Parkway. Office uses in this quadrant would add day-time activation and diverse employment options to the area.

## Grocery Stores/Healthy Food Options

**Intent:** Food access is prioritized in focus areas that are currently lacking healthy food options, improving access for the whole transit corridor.

Community input revealed minimal need for additional food access, which is consistent with the location of the grocery store southeast of the intersection. A small market or convenience store would benefit those on

the west side of Maryland Parkway, but is not a top priority for the area.

## Daily Services

**Intent:** A variety of neighborhood supporting daily goods and services allow nearby residents and transit riders to meet their needs without additional vehicle trips.

Findings from the survey highlighted the area southwest of the intersection, where there is dining, retail, bars, and vacancies. Given these results and the current uses, additional services such as a pharmacy, salon, or financial services, etc. should be considered.

## Educational Facilities

**Intent:** Quality education facilities are easily and safely accessible from high frequency transit stations.

The community did not express much need for additional educational facilities in the focus area, likely because of the John C. Fremont Middle School and the proximity to a few K-12 schools. The biggest priority for improving education access in the area should be ensuring safe walking paths for students to and from the school.

## Health Care/Social Services Facilities

**Intent:** Transit users and focus area residents have proximate access to health care and social service facilities, enhancing access for the whole transit corridor.

The surveys showed some level of community desire for additional health care or social services facilities within the focus area. Access to affordable health care would

be very beneficial to the focus area, which has a relatively low median income.

## Housing Options/Affordable Housing

**Intent:** Focus areas have a variety of housing types and styles at multiple price points that benefit from new and improved amenities and support additional uses and density.

Community feedback indicates a strong desire for more housing options throughout the neighborhood. Proximity to two major transit lines makes this a prime opportunity for affordable and workforce housing.

## Recommendations from the Workforce Housing Plan

Based on the guidance provided for the County in the Workforce Housing Plan and the specific needs of the focus area, the priority housing types for Sahara Avenue are quadplexes, townhomes, and group living apartment. Effective tools for the area include regulatory incentives, using underutilized land or buildings, a redevelopment district, public subsidies, and property deed restrictions.



Quadplexes

**Typical Lot:** 2+ acres 

**Density:** 20-35 du/acre 

**Height:** 3-5 stories 



Townhomes

**Typical Lot:** 2-4,000 SF 

**Density:** 12-20 du/acre 

**Height:** 2-4 stories 



Group Living Apartments

**Typical Lot:** 2+ acres 

**Density:** 20-35 du/acre 

**Height:** 2-5 stories 



Baker Park near Maryland Parkway



Trees along Sahara Avenue



Lighting in residential neighborhood

### **Community Parks and Open Spaces**

**Intent:** Residents and transit riders can safely access parks and open spaces in the focus area via multiple modes.

There is very limited access to Community Parks and Open Spaces in the Sahara Avenue Focus Area. There is a large park adjacent to the Middle School in the far northwest corner of the area, but it is not easily accessible to the neighborhoods east of the corridor, who have almost no nearby open space. The northeast quadrant of the area is particularly underserved.

Several participants noted this deficiency and recommended new parks, particularly near the intersection and transit stops. Collocating new parks with development or revitalization near the intersection would make these amenities more easily accessible by those traveling along these major thoroughfares and visiting the businesses in the area.

In addition to public spaces near the busy intersection, additional parks and open spaces should be considered for the neighborhoods east of the corridor.

Many of the businesses and strip malls along Maryland Parkway have oversized parking lots that create an excellent opportunity for plazas and green space. Breaking up the large parking areas with these spaces would also make the area more easily navigable for pedestrians and benefit the environment.

### **Shade Trees**

**Intent:** Major pedestrian and bicycle routes throughout the focus area have shade trees to allow comfortable travel, mitigate urban heat island effect, and encourage non-automobile trips.

The tree canopy in the focus area is notably sparse. Neither the businesses or the residential neighborhoods have adequate tree coverage. These trees can be collocated with new green spaces along the corridor, as well as in buffers between pedestrian routes and roadways. The majority of trees along Maryland Parkway through the focus area are palm trees and do not provide shade. More shade trees can be found along Sahara Avenue, but there are few to none in the adjacent parking lots or side streets. The segment of the corridor with the best tree canopy is the apartment complexes in the southeast quadrant. Despite relatively low survey responses requesting shade trees, they should be added throughout the focus area to improve pedestrian comfort and improve the environmental quality.

### **Safety and Security Infrastructure**

**Intent:** Adequate safety and security infrastructure is provided for pedestrians and cyclists to remove barriers to traveling to and from the station.

While there is adequate street lighting along both Maryland Parkway and Sahara Avenue, it is primarily oriented to the roadways and

parking lots and offers less coverage for pedestrian routes. While there was limited input pertaining to safety and security from the survey, indicating this may be lower on the community's list of priorities for the area, additional pedestrian lighting is highly recommended, particularly near the stops. Emergency Light Boxes near transit stops would also significantly contribute to a feeling of security for pedestrians and cyclists in the area. For more information on safety and security see CPTED and Safety on page 42 of this Plan.

### Public Art Opportunities

**Intent: Opportunities for public art are included in focus areas, and particularly near transit stations, to cultivate a unique sense of place and community pride.**

The visibility of the Sahara Avenue and Maryland Parkway intersection, as well as the amount of traffic seen on both of these thoroughfares, create a great opportunity for public art. Public art will help this area develop a more unique identity along the corridor. However, results from the online survey indicate this is a relatively low priority for the community. If public art is added, it should be near the transit stops or at the intersection of Sahara Avenue and Maryland Parkway, but more basic needs for pedestrian safety and comfort should be addressed first, if possible.

### Signage and Wayfinding

**Intent: Clear signage and wayfinding allow all users, regardless of mode, to easily locate the transit station and nearby destinations.**

While signage and wayfinding was not included in the online survey it is a key part of creating a successful, easy-to-navigate focus area. The Sahara Avenue Focus Area would greatly benefit from wayfinding as a crossroads for two major transit routes. Signage, particularly near transit stops can direct people to nearby destinations including the Commercial Center, Baker Park, John C. Fremont Middle School, New Orleans Square, and even further destinations such as the Strip, Downtown, and the airport.

### Street Furniture

**Intent: Street furniture is provided along major pedestrian routes within the focus area to create a comfortable pedestrian realm, moments of respite, and encourage non-automobile trips.**

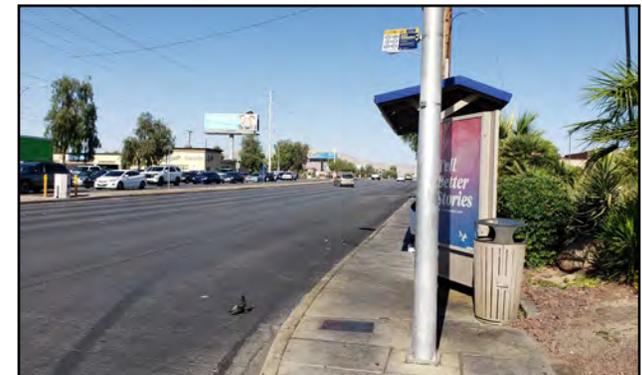
There are few pedestrian amenities present along Maryland Parkway and Sahara Avenue, which should be priority improvements for pedestrian traffic, particularly near transit stops. Furnishings in this area should include benches, trash/recycling receptacles, bike parking, planters, and pedestrian-scaled lighting. The variety of businesses increases the number of people walking in this area and it should be amenitized to match this level of use.



*Art within New Orleans Square*

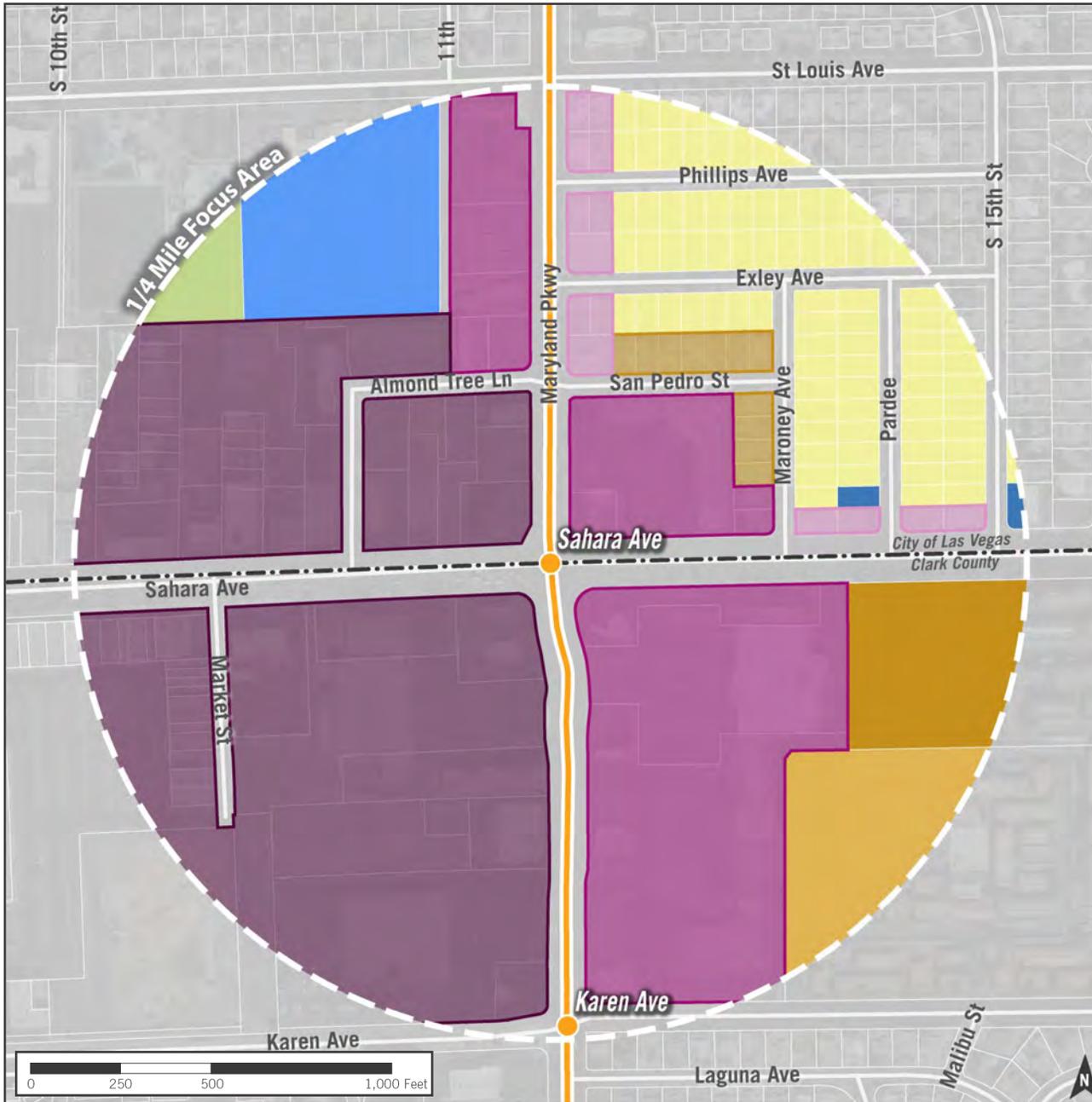


*Signage at Sahara Avenue Transit Station*



*Lack of landscape buffer along Sahara Avenue*

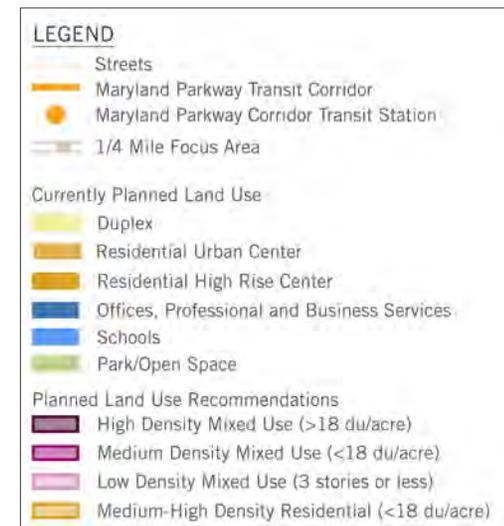
# PLANNED LAND USE



## PLANNED LAND USE

Planned Land Use (PLU) recommendations are informed by analysis and community feedback shared earlier in this document. The TOD Types and Mix of Land Uses on pages 20-21 informed the types of uses and quantitative mixture. The Development Types information provides additional insight on heights and densities the community would like to see within this focus area. The community surveys also included place-based desired land use feedback which was incorporated into these PLU recommendations.

The map on this page shows applied PLU recommendations for parcels within the Sahara Avenue Focus Area. The recommendations for PLU within this focus area are intended to support transit-oriented development as well as help to implement



the community's vision in this location. PLU can be used to guide infill development and revitalization in this focus area to contribute to a high-quality, walkable, mixed-use place with a vibrant pedestrian realm adjacent to the BRT station.

The areas envisioned for Mixed Use will need an increased variety of uses from what exists today in order to achieve this vision. The bullets below outline the additional land uses needed to achieve a true mix within these Mixed Use PLU areas:

- South of Sahara Avenue - both residential and office/professional
- North side of Sahara areas - residential
- West side of Maryland Parkway between Almond Tree Lane and St. Louis Avenue - both residential and office/professional
- East side of Maryland Parkway, between San Pedro Street and Philips Avenue - office/professional and residential
- East side of Maryland Parkway, north of Philips Avenue - office/professional and commercial

It is intended that the County considers these recommendations when updating the Comprehensive Plan and Unified Development Code.

For more information about Planned Land Use for the City of Las Vegas, north of Sahara Avenue, see the City of Las Vegas 2050 Master Plan.

## MIX OF USES

In order to best leverage the transit and streetscape investments being made to the Maryland Parkway Corridor, it is key to increase the mix of land uses within 1/4 mile of the proposed station. A mix of land uses, such as retail, entertainment, residential, office, and institutional, can help achieve a critical mass of people. An ideal mix of uses balances live/work/play activities that support sustained activity throughout the day.

In order to help achieve a vertical mix of uses in addition to a horizontal mix of uses, it is recommended that a new "Mixed Use" planned land use is added to the County's list of Planned Land Use Codes. This will allow for flexibility that is not currently in the Code and can benefit all areas of TOD around future high-capacity transit investments.

Generally, the mix of uses should be predominantly retail/commercial with the addition of housing and public gathering spaces. Within the existing residential neighborhoods, the mix of uses should remain predominantly residential but with the addition of some local-serving retail and services along the peripheries and at key intersections, either in a horizontal mixed-use format or as the ground floor of a higher density residential mixed-use building.

## DENSITY

Successful TOD requires a critical mass of people, or density, near the station at any

given time. Active focus areas promote ridership along transit lines and help to leverage the public investment.

Multifamily residential on the southeast side of Sahara Avenue and Maryland Parkway, behind the shopping center, is currently the highest density development in the focus area. These apartment buildings are closely clustered together and range from 2-3 stories.

Consideration of increased permitted building heights within the area should be potentially up to at least 5 stories. Within the focus area, increased density should be focused along Maryland Parkway south of Almond Tree Lane/San Pedro Street, along Sahara Avenue west of Maroney Avenue, and within the entire southwest quadrant.

## TRANSITIONS

Density and height should step down towards the existing neighborhood in the northeast quadrant of the focus area. This area contains many duplexes as well as single-family detached homes, all one-story. If redevelopment of an increased density occurs on the northeast corner of Sahara Avenue and Maryland Parkway, it is recommended that an increase in residential density is permitted immediately adjacent to those areas to create a more gradual transition to the neighborhood. Attached single-family residential (such as townhomes, side-by-side triplexes, or quadplexes) could serve as an appropriate transition.

# THOROUGHFARE TYPES

Adopted Complete Streets policies and guidelines provide the baseline for enhancing thoroughfares in the Sahara Avenue Focus Area. RTC adopted a Complete Streets policy and a report, including design guidelines, in 2012. The 2013 RTC Complete Streets Design Guidelines for Livable Communities expands upon the guidelines in the report and establishes a typology for complete streets that facilitate mobility for all modes of transportation, with a particular focus on people walking. Land use context and specific modal functions such as transit routes and bikeways are also important drivers of street design. Best practices in bike facility design have evolved significantly since 2012, and more recent national guidance, such as NACTO’s urban bikeway design guide, should be used to determine the appropriate bike treatment for thoroughfares in the Sahara Avenue Focus Area. In addition to those resources, outside of Downtown Las Vegas, Title 19.04 of the Unified Development Code (UDC) provides guidance in the form of Complete Streets Standards for a series of different thoroughfare types.

## Boulevard

### Corridor-wide recommendations:

Boulevards are designed for higher motor vehicle volumes and moderate speeds. They traverse and connect districts and cities and serve as primary transit routes. High-speed boulevards function as regional connectors and are often truck routes.

Maryland Parkway and Sahara Avenue are Boulevards that function as the retail and commercial heart of the neighborhood. These thoroughfares should serve as Main Streets with a higher level of amenities and streetscaping for people walking, including wider sidewalks, pedestrian-scale lighting, and shade trees. Transit and bikes are priority modes, and future design will dedicate space to bus lanes and bike lanes with adequate physical separation from motor vehicle traffic.

## Avenue

### Corridor-wide recommendations:

Avenues have moderate to high motor vehicle capacity and low to moderate speed. They act as connectors between, or the main streets of, urban centers.

S 15th Avenue is an Avenue that provides a connection through an Urban Neighborhood in the focus area. While it does not have any specific modal priority, it provides balanced access for people walking, driving, and biking.

## Street

### Corridor-wide recommendations:

Streets are local and neighborhood facilities that serve all uses. They should have wide sidewalks, on-street parking, and landscaping. They can be either residential or commercial. They are not typically transit routes, and are suitable for bikeway treatments in which bikes share the lane with motor vehicles, such as Bike Routes and Bike Boulevards.

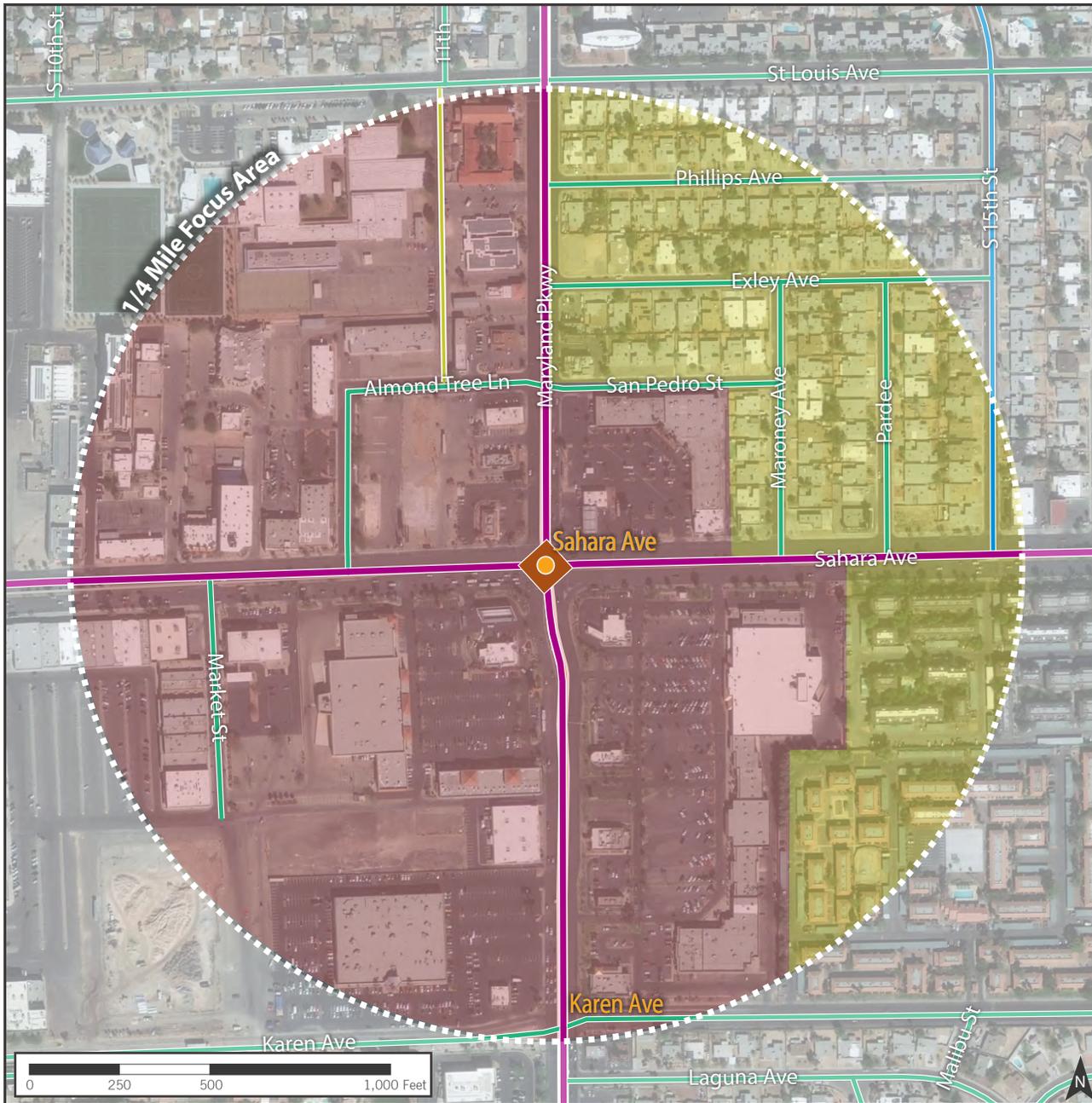
There are a number of neighborhood streets within the Sahara Avenue Focus Area. Karen Avenue is a future bikeway that should be designed to give priority to people biking. In the Town Center context, it provides access to businesses. Future design should provide a higher level of amenities for people walking and consider the need for urban freight and delivery access.

## Alley

### Corridor-wide recommendations:

Alleys are narrow streets, usually without sidewalks and often without curbs. They provide access to the backs of buildings and garages, and are often used as walking routes because of their very low vehicle volumes.

The alley behind Fremont Middle School is an informal walking route that should be assessed for comfort and safety improvements for pedestrians.



**LEGEND**

-  Maryland Parkway Transit Corridor
-  Maryland Parkway Corridor Transit Station
-  1/4 Mile Focus Area

**Thoroughfare Types**

-  Boulevard
-  Avenue
-  Street
-  Alley

**TOD Types**

-  Town Center
-  Urban Neighborhood

# TRANSIT ATTRIBUTES SUPPORTING MULTI-MODAL CONNECTIVITY



An RTC bus stop with a high level of amenities



A Sahara Express stop with a mid-block crossing



An example of bike parking at the Bonneville TC

## STATION PLACEMENT

The *On Board Mobility Plan*, Southern Nevada's vision for transportation and mobility for the next 20 years, identifies Sahara Avenue as a future BRT corridor with an implementation timeframe of 11 to 20 years. An upgrade to BRT service would likely involve extensive station planning and design. In the near-term, the Sahara Express eastbound and westbound stops at Maryland Parkway should be evaluated for re-location and improvement. The intersection is already a major transit transfer point and stops will need to accommodate an increase in passengers after BRT service begins. The westbound stop is about 300 feet from the intersection, meaning passengers transferring between the two services must walk a distance of about one block. While commercial driveways currently complicate relocation of the stop, driveway consolidation and stop redesign should be a priority. This could include moving the stop closer to the intersection, adding amenities such as additional shade, and expanding the passenger waiting area and moving it behind the sidewalk, through easements onto private property if necessary. If re-locating the westbound bus stop proves not to be an option, a mid-block crossing with a pedestrian signal near the current stop location should be considered.

The eastbound Sahara Express stop is located close to the Maryland Parkway intersection but would also benefit from additional amenities and an expanded passenger waiting area as well as added

distance from the curb. RTC is currently engaged in a system-wide effort to move bus shelters back from sidewalks, keeping them out of the path of travel for people walking on the sidewalk and creating a more comfortable waiting environment by locating transit stops farther from fast-moving traffic on arterial streets.

At minimum, basic bus shelters with clearly visible signs and branding, seating, and shade from the sun should be present at transit stops and stations. Stops and stations should meet American's with Disabilities Act (ADA) requirements. Sahara Express stops at Maryland Parkway already meet these basic standards. As a major transit connection location, the following amenities should also be considered at Sahara Avenue stops, as a short-term upgrade or in conjunction with BRT service:

- Off-board transit fare payment. Off-board fare payment speeds up boarding and contributes to shorter travel times. Fare payment options should include some that do not require a credit card, bank account, or smart phone.
- Landscaping. Landscaping plants should be selected for ease of maintenance and suitability for the climate, with native plants preferred.
- Bike and micromobility parking. Parking for bikes and scooters can be easily customized to fit the available space and level of use at each stop or station, ranging from secure, fully-enclosed bike lockers at BRT stations to a few bike racks.

## CONNECTIONS

All Maryland Parkway transit stations should facilitate direct, easy-to-navigate transit connections. Wayfinding signs and informational kiosks, including real-time arrival information, help people transfer from BRT to local bus service. Sahara Express stops at Maryland Parkway are good candidates for upgraded connection information.

- Real-time information on transit arrivals and the availability of shared-mobility services helps people understand their options, make informed decisions, and optimize their travel experience. Basic information on transit arrivals, delays, and travel alternatives should be prominently displayed. Interactive kiosks and smart-phone apps provide the opportunity for customized real-time information and mapping.
- Clear directional signage allows people to navigate between transit lines and other mobility services within the area surrounding the station, as well as to nearby destinations.
- Paper or interactive transit route maps should be prominently displayed at stops. Area maps featuring nearby destinations and bike and pedestrian routes can be displayed on informational totems or kiosks.

## TRANSIT SPEED AND RELIABILITY ELEMENTS

If BRT is to be a convenient, attractive option for passengers, the entire public transit system must be fast and reliable. The Sahara Express already includes a number of transit priority elements, including a bus-only lane and far-side bus stops that allow the bus to clear the traffic light before it stops to drop off passengers. Coordinated signal prioritization for the BRT and Sahara Express services should be explored for the intersection of Sahara Avenue and Maryland Parkway. Signal prioritization is a component of intelligent transportation systems (ITS). One form of signal prioritization is to optimize and synchronize the signal timing along a corridor for the average operating speed of a bus. Transit signal priority (TSP) involves technology on the bus and in the traffic signal that trigger the light to turn green, or stay green for longer, when the bus approaches.

## TRANSIT SERVICE DESIGN

Maryland Parkway BRT and Sahara Express schedules should be coordinated to the greatest extent possible to minimize connection times for the predominant transfer flows.



*Passengers boarding the Sahara Express*



*A signal in Seattle gives priority to buses and bikes*



*Real-time information helps transit passengers make informed decisions*

# FIRST AND FINAL MILE ACTIVE TRANSPORTATION



Source: Getty Images

High-visibility crosswalks



Source: SDOT (Creative Commons)

Wide sidewalks, benches, and pedestrian lighting



A mid-block crossing with a pedestrian signal

## PEDESTRIAN ACCESS

### Corridor-wide recommendations:

With pedestrians as the highest priority throughout the corridor, all focus areas must make commitments to safe access. This includes the following key components:

- Incorporation of high-visibility crosswalk design elements in all crosswalks.
- Requirements that construction and excavation permits be issued upon ensuring continued pedestrian traffic.
- Prioritizing new crosswalks in locations with a relatively high rate of pedestrian-vehicle conflicts and crashes.

Connections should be designed in the most direct and convenient way possible. By protecting the most direct walking route to the point of payment and platforms for transit, riders will be encouraged – not dismayed – by the experience getting to and from the station. The following measures can help ensure direct access:

- Allowance of proposed crosswalks placed along direct pedestrian routes to transit stops, schools, parks, senior centers, community centers, hospitals, as an exception to any crosswalk warrant/minimum demand requirements.
- Where parking facilities exist, a clearly demarcated walkway connecting all access and egress points to one another helps preserve pedestrian safety.

Given the substantial existing width (and crossing time) across Sahara Avenue, it is a priority to focus on tightening that distance. Tools to reduce this time crossing includes the installation of median islands for pedestrian refuge along the crosswalk in the centerline of the street, as well as extension of curbs into the outside lane. This will require the elimination of slip lanes rounding the southern corners of the intersection.

The Midtown Maryland Parkway District requires a minimum 20-foot wide pedestrian realm along all arterial and collector streets. This requirement includes both a through sidewalk and amenity zone. Additionally, a 10-foot-wide pathway connecting the sidewalk network to each site is required and shall not be gated. Extending the standards for the District into the City of Las Vegas boundaries should be encouraged for the purposes of continuity.

Additional enhancements to incorporate in the focus area include:

- Daylighting (the process of reducing visual barriers) at intersections by removing 20-25' of street parking approaching the intersection, to improve the line of sight for all travelers.
- New mid-block crossings to improve the accessibility and safety of pedestrian travel along Maryland Parkway and Sahara Avenue.
- Pedestrian travel enhancements in the surface parking lots and along the street through internal pathways and access management/driveway reductions along Sahara Avenue and Maryland Parkway.

## ADA ACCESS

### Corridor-wide recommendations:

The transportation experience set by the Americans with Disabilities Act (ADA), includes minimum dimension standards for barrier-free access, like an 8-foot-by-5-foot level pad at the head of the bus stop. Upgrading all sidewalks in the focus area to be continuously paved, level, and connected to curb ramps can ensure independence for people who may otherwise need to wait for an operationally expensive paratransit vehicle.

Universal design beyond compliance starts by listening to -- and centering the experience of -- the disability community in every single design choice. Every focus area must emulate this practice. Some of following examples of universal design are intended to provide an environment of safety and inclusion beyond compliance:

- Defining "pedestrian access" as "reasonable access for disabled persons in wheelchairs and similar devices" – to be consistent with Clark County and City of Las Vegas standards for pedestrian malls.
- Maintaining at least an 8-foot-wide platform at all bus stops, not just at the front.
- Touchless signalization that does not require the pushing of pedestrian and bicycle crossing indicators (aka "beg buttons") to receive a walking signal. Either a walking and biking signal shall

occur at least once every single traffic signal cycle, or it must be activated using a motion sensor. Extend touchless access to water fountains, doors, and lighting, and keep at least one sensor and switch within reach of people of all possible heights.

- Step-free access for all principal walkways along the most direct path of travel. And where there are ramps, multiple handrails with varying heights and embedded directions in braille must be included.
- No unnecessary distractions in materials. For example, any changes to pavement texture should only be to indicate a change in the pedestrian realm or to direct people to and from station entrances.



*ADA compliant curb ramp*



*Bus stops with wide platforms*



*An ADA accessible path through a parking lot*



*Protected bike facilities are comfortable for all*



*Bike lanes should continue through intersections*



*Driveway crossings should be clearly marked*

## BIKE ACCESS AND SEPARATION

### Corridor-wide recommendations:

Bicyclists are not all the same and what is required to make them feel safe and comfortable will vary. For example, some bicyclists travel much slower than vehicles, while others travel at higher speeds. On average, bicyclist speeds range from 12 to 20 mph. Some experienced bicyclists (a very small percentage of the total potential bicycling population) are comfortable sharing a lane with cars. For the rest of the population, the type of bicycle facilities that feel safe and comfortable vary based on a combination of motorist speed, traffic volume, roadway width, presence and location of on-street parking, and other design elements. Using traffic volume thresholds to recommend a specific type of bicycle facility is a good starting point; guidance can be found in the NACTO Urban Bikeway Design Guide. Bicycle facilities physically separated from motor vehicle traffic are effective in attracting people of all ages and abilities, who may not feel comfortable bicycling with vehicle traffic.

Over time, expanding the definition of protected infrastructure for bikes to include scooters, and small motorized carts may become vital for continued safety in route to transit. These measures also protect pedestrians, because in locations where there is not a protected bicycle lane, people may choose to ride on the sidewalk instead, thus increasing the discomfort of people simply walking on the sidewalk.

Secure bicycle parking helps make sure people biking feel confident that they have a place to park at the end of the ride. Trip-end storage facilities may be provided in the form of bicycle racks, on-demand bicycle lockers, or bicycle rooms like that available at the Bonneville Transit Center. Bicycle parking should always be sited with consciousness towards eyes on the parking area, good lighting for personal safety, and where they do not put someone at risk or in conflict with vehicular traffic, or intruding on the accessibility of the sidewalk. Good signage is also important to ensure the various parking options are easy to find throughout the focus area (secure parking vs. free standing racks, parking that will accommodate longer bikes/cargo bikes, etc). Secure bike parking could be provided in collaboration with partners in the Focus Area, such as the school district to provide bike parking for the middle school students.

## SHARED-MOBILITY SERVICES

### Corridor-wide recommendations:

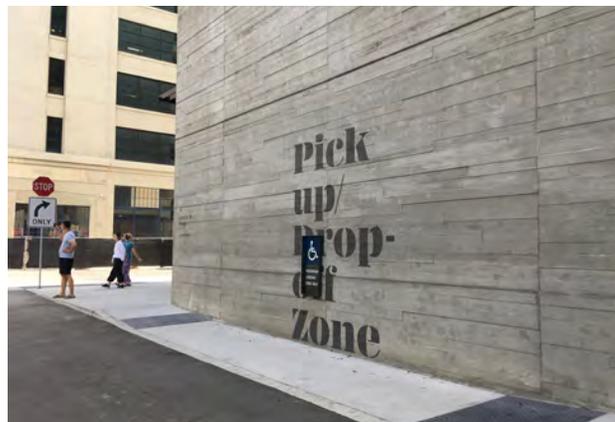
Shared Mobility can require the use of curbside space in both static and temporary ways. In visible and accessible locations with sufficient sidewalk space along a local street just off an arterial or collector road, a car share or bike share spot may be useful to help newer users safely identify and unlock their vehicle while comfortably pulling into moving traffic. In the case of a dockless location, it is also important that users disembarking their vehicle have sufficient space to park their bike without interfering with free movement along the pedestrian realm's through zone (sidewalk).

In locations where there is a high volume of pick-up and drop-off activity, as well as bus stops with high frequency, a definitive placement of where one goes to be picked up/dropped off by a Transportation Network Company (TNC) vehicle is vital, as a misplaced vehicle – even if just waiting for minutes – may be interfering with safe bus movements in and out of stops.

TNC pickup and dropoff zones should be implemented near transit stations. Designated areas within parking lots may be most suited to the Sahara Avenue Focus Area, especially with the many nearby surface parking lots. Best practice guidelines for the placement of micromobility stations and curb design from NACTO should continue to be followed. Given to proximity to Downtown and the Strip, microtransit and “call and ride” services should also be explored for this area.



*Off-street TNC pick-up/drop-off near transit*



*A curbside designated TNC pick-up/drop-off zone*



*RTC Bike Share (Photo credit RTC)*

# TDM AND CURB SPACE MANAGEMENT



TDM programs can be targeted to employees, residents, and visitors



TDM programs provide incentives to take transit



When travel behavior shifts, less parking is needed

## TRANSPORTATION DEMAND MANAGEMENT (TDM)

### Corridor-wide recommendations:

When parcels in the TOD Focus Areas go through the development or revitalization process, a concern may be how proposed buildings and spaces – and the people who live, work, or visit them – can exist without contributing to traffic congestion, compromised air quality, and unreliable neighborhood parking availability. To ameliorate this concern, building owners and managers along the Maryland Parkway Corridor must be prompted to enact transportation demand management (TDM) programs targeted to tenants and visitors alike. TDM programs and policies create incentives for people to choose environmentally sustainable modes of transportation.

- For employers, it may help increase employee satisfaction to directly subsidize the cost of commuter transit passes.
- For residents, a bicycle storage room conveniently placed on the ground floor can encourage more people to use their bike regularly.
- For visitors, people who ride transit may receive a discount on their purchases.

Building owners and tenants can benefit from this behavior shift as well; not only will the expense of constructing and maintaining on-site parking be reduced through less demand, but developments that incentivize biking and walking and highlight the proximity and accessibility of

nearby transit services are well positioned to attract tenants desiring a unique livable experience in the Las Vegas Valley.

Club Ride is an RTC program to reduce commute trips by vehicle through incentives and reporting. Participants in the free program report their daily commute choice (including the choice to work from home) and enter a monthly raffle for gift cards and free RTC bus passes. All participants also receive discounts from merchants and services throughout the Las Vegas Valley region.

The adoption of TDM programs is already cited in the Clark County Unified Development Code as a potential factor “which may justify the approval” of a waiver of development standards particular to the quantity of provided parking. Among the potential TDM components specified in the Code include:

- Ride-sharing programs such as carpools, vanpools, and shuttles (and/or preferential parking locations for carpools)
- Transit pass subsidies for employees
- Adoption of compressed work hours, alternative work schedules, and telework programs for employees
- Provision of a guaranteed ride home program (which can be in the form of a limited taxi/TNC reimbursement for the emergency use of employees commuting without a personal vehicle)

## MODAL DESIGNATIONS FOR CURB SPACE USE

### Corridor-wide recommendations:

The curbside lane is a valuable segment of infrastructure; it is used for bus stops, curbside parking, loading, and travel. As emerging uses, such as parklets, transportation network company (TNC) loading, bicycle parking corrals, scooter zones, and curb extensions have gained in popularity across cities, developing a plan to accommodate them requires an innovative approach which optimizes the curbside to meet an evolving “highest and best use” from an access and mobility perspective. A well-planned, flexible multi-use curb zone responds to different demands over time (such as bus-only travel lanes at rush hour and essential service pickup/delivery during midday).

Curbside regulation would ideally be phased in, starting with clarifying existing regulation (such as pavement markings), communicating the economic and mobility benefits of a more dynamic curbside and working with the community to define priorities.

As noted, priorities would shift depending on the time period, but also the street type. A predominantly commercial block defined by commercial loading in the morning may evolve to accommodate short-term visitor parking in the midday, and then a valet stand or passenger loading in the evening. Because of the nascent nature of dynamic curbside usage, it is advised to refer to NACTO and ITE sources on curb management.



*Curbs serve many uses including stormwater management and parking*



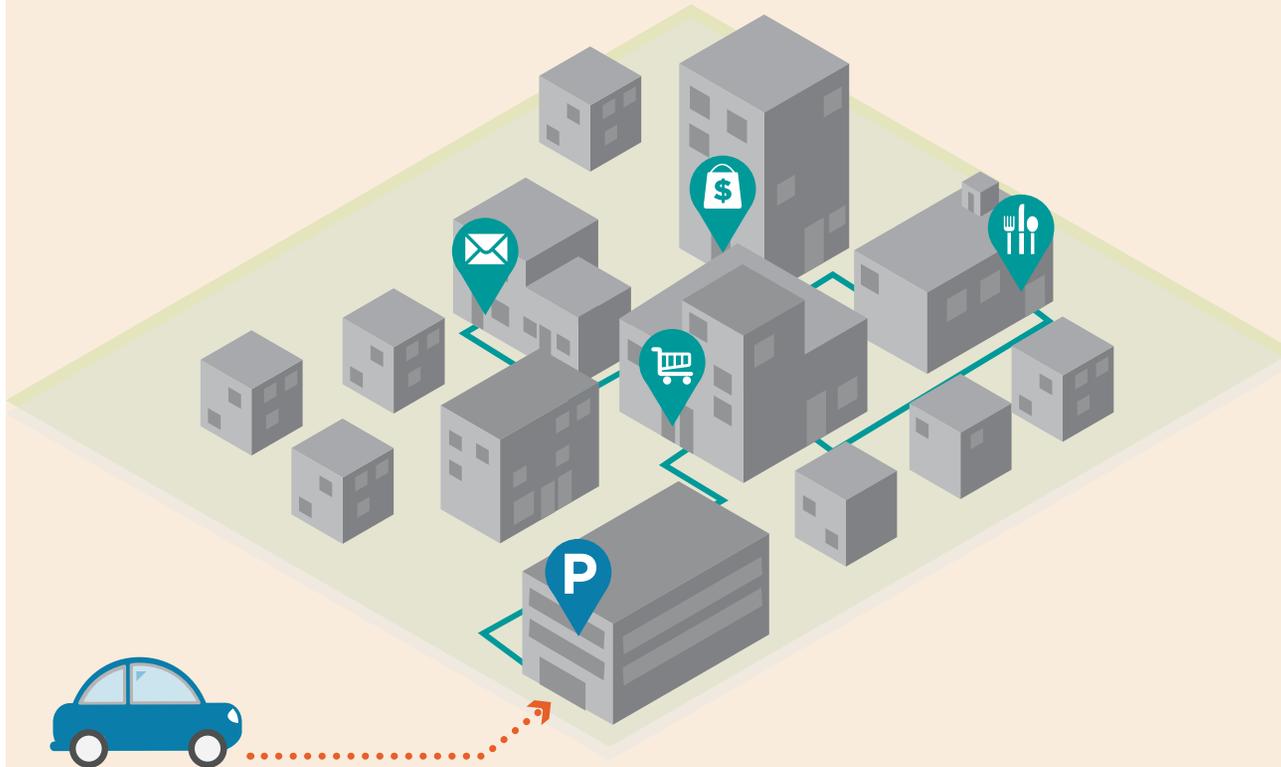
*Parklets and outdoor dining are increasingly popular*



*Curb extensions and bike parking are emerging uses*

# PARKING MANAGEMENT

## Corridor-wide recommendations:



An illustration of the “park once” experience, in which patrons can park once and frequent shops, dining, and entertainment all within a single trip

## PARKING STRATEGY

Over the long-term along the Maryland Parkway Corridor, it is important to anticipate that parking needs may evolve over time, especially if high-quality transit service is added, land values increase, and consumer preferences continue shifting

towards walking, biking, and riding transit to all essential goods and services within a short distance of home. Thus, any parking strategies for the area should recognize all factors of a multimodal transportation network and abide by a series of principles.

## Principles of Parking

The key principle of parking is to maximize supply efficacy while ensuring a space is available. All parking policy, regulation, and management practices should be designed to fill at least 85% of all on-street parking spaces at any given time and 90% of off-street parking spaces. To reach that goal, a variety of tools should be made available at the disposal of the public and private sectors alike, including:

- Pricing existing curbside parking to meet occupancy goals
- Pricing off-street parking at a relatively lower rate per hour to incentivize more long-term usage in garages and more turnover on curbside parking
- Encouraging shared parking agreements at off-street parking facilities to expand the supply of publicly available parking at minimal expense

Another principle of parking is to support a “park-once” experience where patrons can park once and frequent shops, dining, and entertainment all within a single trip. This requires using parking as a means to support multimodal transportation options. Strategies to meet this principle include:

- Priority placement of parking spaces closest to destination front doors for ADA vehicles, electric/hybrid vehicles, carpool vehicles, and car share vehicles.
- Consolidating curb cuts and parking entrances

- Requiring all new parking to be structured (to maximize the utilization of land, improve pedestrian conditions, and reduce the heat island effect of surface pavement)
- Requiring ground-floor frontage with retail uses at all parking structures

Regarding parking requirements, the establishment of minimums – particular in areas intended to facilitate more urban and multimodal transportation needs – create the unintended consequence of oversupplied parking, reduced developable spaces, and increased development capital costs. Parking requirements should be simplified to allow developers greater flexibility and maximize buildout potential of mixed-use transit-oriented developments. Key aspects of this principle include:

- The elimination of minimum parking requirements
- The institution of maximum parking requirements
- The consolidation of land uses in defining any parking requirements (e.g., combining all office, retail, and institutional uses under “non-residential”)
- If parking minimum requirements still exist, there must be:
  - allowance of incorporating curbside parking spaces, shared and designated off-site parking spaces within a quarter mile to meet parking requirements

- elimination/reduction of requirements for all senior housing, affordable housing, and student housing
- reduction of requirements for developments enacting a TDM plan
- Encourage the “unbundling” of residential-serving parking spaces from residential units by requiring landlords to lease parking spaces separately so that those who do not own vehicles are not paying for an unused services and can opt out of this expense, thus increasing housing affordability. The same concept can be applied for employment areas with constrained resources in the form of a parking “cash-out.”

A final principle of parking is that it should be customer-friendly. Too often, overregulation and mismanagement of parking supplies in high-demand areas results in customer frustration and discouragement from the visitor. To meet these needs, the public and private sectors should consider:

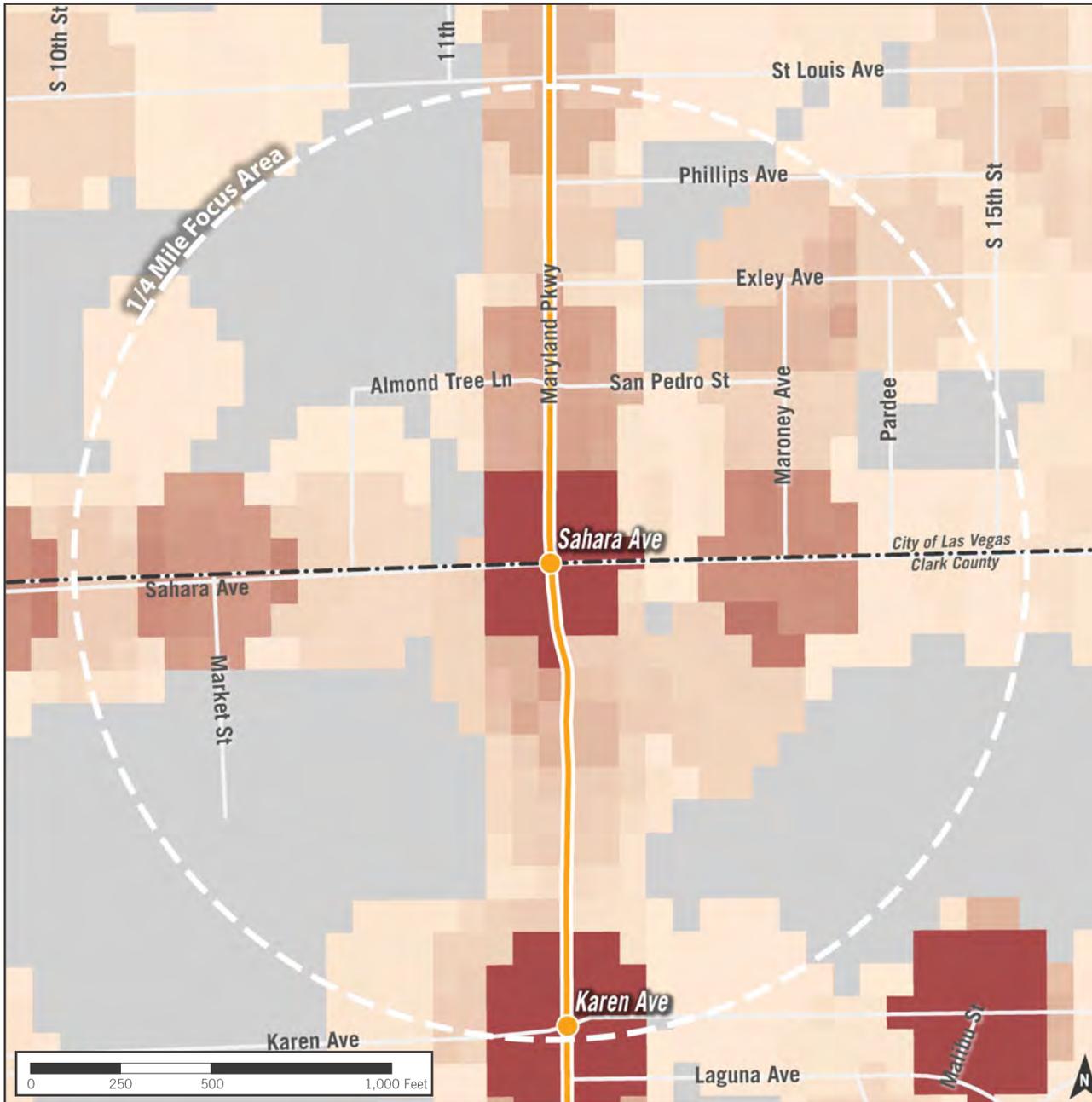
- Consolidating time limits to fewer options, such as 2 or 4 hours only
- Consider allowing all priced parking to have unlimited time limits, allowing the user to pay to park for as long as they wish
- Allowance of shared parking for uses across multiple locations

Given the sizable privately-managed supply of parking and the open access between adjacent commercially-serving surface lots in the area, shared parking agreements should be pursued. Shared parking agreements are arrangements with private parking lot owners that provide for privately owned off-street parking to be available to the public during specified periods of time, usually when the parking lot is in low demand for its associated tenants. Compensation for use of private lots may be made in the form of lease agreements that also outline specific provisions related to maintenance, operations, security, and liability.

A typical example of shared parking would be a land use that creates parking demand during the day, which could then become available to the public during non-business hours (evenings and/or weekends) or at other times when there is an overabundance of available parking. The agreement with the parking lot owner would stipulate the times during which public users may park in the lot and terms for compensation and operation.

If excessive empty parking supply remains, there are creative ways to monetize the space and create new destinations, such as the installation of a pop-up food truck event or drive-in movie theater.

# CPTED AND SAFETY



## CRIME HOT SPOTS

The amount of crime within the Sahara Avenue Focus Area is average relative to the rest of the Corridor. Crime is assessed based on Calls for Service reported by the Las Vegas Metropolitan Police Department, aggregated to the nearest block face.

Within this focus area, crime is particularly prevalent near the intersection of Sahara Avenue and Maryland Parkway and near the intersection of Karen Avenue and Maryland Parkway. Crime hot spots are most prevalent in the northeast quadrant of the focus area. Also noteworthy is prevalent crime just southeast of the focus area near Malibu Street and Karen Avenue.

531 Calls for Service were recorded in this focus area between June 2018 and December 2020. The top types of crime recorded included "Other Disturbances" (54%) and types of Assault/Battery (11%).



## Corridor-wide recommendations:

### CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)

CPTED is a set of strategies to mitigate crime and promote safety through design. The four main principles are natural surveillance (making sure areas are visible and well lit), natural access control (guiding people and vehicles clearly through a space), territorial reinforcement (creating a sense of ownership over spaces by delineating public from private), and maintenance (preventing deterioration to create a more positive community image, i.e. the Broken Windows Theory). These principles can be applied to the Sahara Avenue Focus Area to allow students, residents, employees, and transit users to feel secure and create a more vibrant pedestrian realm.

### HOMELESSNESS

While specific design interventions, such as lighting, clear sight lines, and station amenities and improvements, can help people feel safer using transit, they do not mitigate an underlying issue: the reliance of those experiencing homelessness on transit. Helping the homeless population requires targeted policies and programs such as: collocating social services at transit hubs and along transit corridors (see Hub of Hope); using trained “rangers” or formerly incarcerated attendants with specific soft skills for norms enforcement rather than ticketing or arrest (see Urban Alchemy); integrating social workers into enforcement efforts; and training transit enforcement officers in crisis intervention.

## STRATEGIES

The Sahara Avenue Focus Area would benefit from application of all of the CPTED principles, particularly at the intersections of Maryland Parkway and Sahara Avenue and Karen Avenue, where crime hot spots are indicated. Pedestrian lighting that is oriented to the sidewalks and a better line of sight between businesses and the sidewalk would improve the natural surveillance. More clear paths and entries for pedestrians and more controlled vehicle access, including more curbs, striping, and crosswalks, would improve access control. More effective and maintained buffers between the street and private businesses would improve territorial reinforcement and the area’s image. The neighborhood to the northeast of the station is particularly impacted by the maintenance principle of CPTED. Many of the homes in the area are dilapidated, there is litter along the streets, and the yards are often not maintained.

## DESIGN ELEMENTS

Design elements that should be added throughout the focus area, and particularly along Maryland Parkway and Sahara Avenue, include improved transit stops with additional amenities, more consistent and pedestrian-oriented lighting fixtures, landscaped buffers and plantings, crosswalks, and clear pedestrian paths to and through private parcels. Elements such as improved landscaping and public art would also contribute to the safety of the area by improving the image, and therefore people’s pride and ownership, in the area.



*Lack of natural surveillance*



*Lack of natural access control*



*Lack of territorial reinforcement*



# 3

## FOCUS AREA PRIORITIES

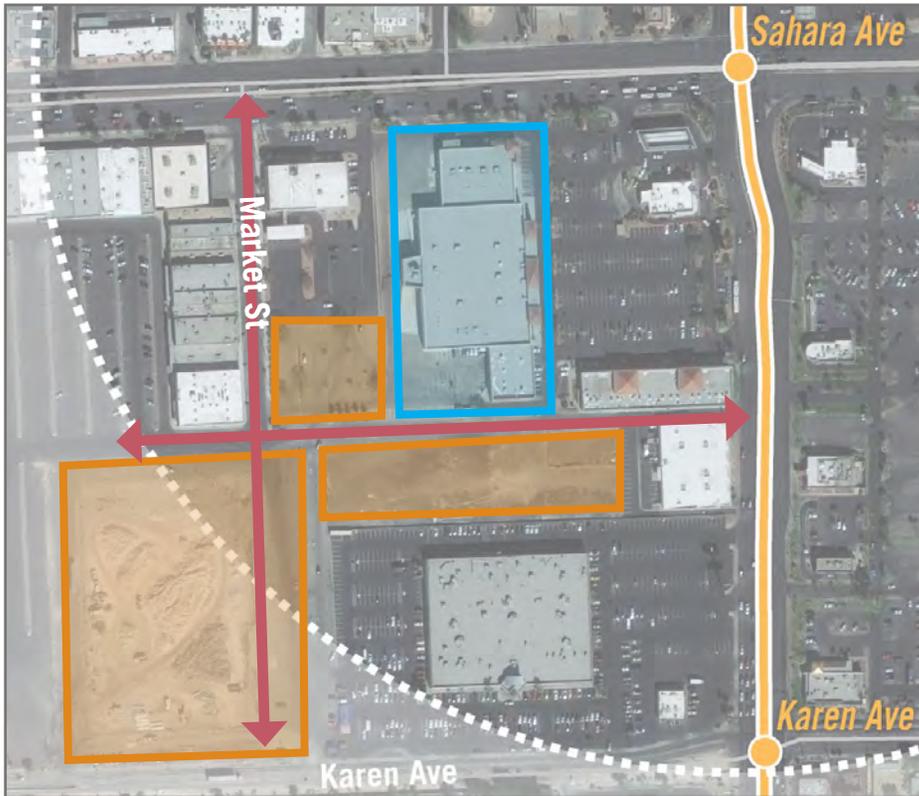
There are a number of excellent opportunities for improvements and development within the Sahara Avenue Focus Area, capitalizing on the increased transit investment and making the corridor more transit-supportive. While many of the substantial development and revitalization opportunities are in the vacant and underutilized lots on the west side, improvements to the pedestrian network and urban design are recommended throughout the area.

This chapter provides an overview of and recommendations for the highest priority projects for this focus area, as determined by community feedback, anticipated impact, and feasibility. Projects range from transportation and streetscape improvements, to infill opportunities, to building improvements and redevelopment. Recommendations are supported by precedent imagery, 3D graphics, and case studies to help provide a guide for the County in implementing these priority improvements. These recommendations are not prescriptive and instead offer a set of potential improvements that can be completed as is feasible, over time.

Infill and revitalization projects should focus on increased density, providing affordable housing, and adding shops, restaurants, and services, as prioritized by the community through this process. The transportation projects focus on walkability and comfort for residents, visitors, and in particular, transit riders. All improvements aim to realize the opportunities near the transit stops and create a walkable, safe, and vibrant TOD focus area.

Note that the Priority Projects outlined in this chapter have been conceived through community and stakeholder input throughout this process, as well as supporting technical analysis. While each Priority Project provides best practice guidance on how to create a transit-supportive environment within this focus area, references to specific parcels or buildings are intended to be purely illustrative of a concept. The successful implementation of these projects can be comprised of alternative forms, alignments, and uses, as appropriate to each site, but ought to strive to achieve the key themes and priorities expressed and articulated by the community in this effort.

# PRIORITY PROJECT - INFILL / REVITALIZATION OPPORTUNITIES ON SOUTHWEST QUADRANT



**ADDING DENSITY WITH MIXED-USE INFILL DEVELOPMENT**  
 (see orange boundaries on diagram above)

Several vacant parcels in the southwest quadrant of the focus area are prime for infill development. These include 955 E. Sahara Avenue, the long lot north of the Las Vegas Athletic Club, and the unused parking area between Market Street and the empty grocery store. These would be supported by improved connections east/west and north/south.

The recommended uses for these lots are mixed-use development with active ground-

floor retail and residential above, or for the smallest lot, two-story retail and public space. This area is lacking in residential options and increased density would be supported by the high capacity transit lines on both Maryland Parkway and Sahara Avenue. Suggested retail uses, as informed by survey results, include local shops and restaurants, grocery options, and services such as a daycare or gym. Buildings should orient to Market Street, which extends through to Karen Avenue, and the east/west alley, which should be formalized and improved as a clear, direct and safe connection - for all modes - to Maryland Parkway.



Images of small to mid-scale mixed-use/infill from Portland, OR; Carrollton TX; Memphis TN; and Estes Park, CO



## Affordable Housing Opportunities

These infill parcels also offer a strong opportunity for more affordable housing for the focus area, which is centrally located and proximate to major transit corridors and employment options. Given the size of the lots and their recommended density, townhomes, mixed-use, and group living style apartments are the suggested potential development types. These building types are particularly appropriate on the southern-most lot facing Karen Avenue, which has townhomes fronting the south side of the street.



Example big box conversion in existing lot (consider parking infill)



Big box store conversion, Olathe KS

**REUSE OR REDEVELOPMENT OF VACANT BUILDINGS**  
 (see blue boundary on diagram, page 46)

The building at 2575 and 2555 S. Maryland Parkway in the southwest quadrant, which was previously a grocery store, is now vacant, creating an opportunity for potential reuse or redevelopment to more transit-supportive uses, as feasible. Complete redevelopment of the parcels would allow for a wider variety of uses and building forms, but would require the building at S. 2585 Maryland Parkway to also become vacant. Adaptive reuse of the existing space may

be more economically viable, making use of the existing investment in the building and circulation, but also comes with some constraints and should include facade and site improvements. Successful examples of adaptive reuse of similar spaces often include techniques such as conversion to a two-story building, creating transparency on the ground floor, adding facade ornamentation, adding publicly accessible private space, subdividing the space, improving pedestrian connections, and using the square footage more efficiently. There is also a potential opportunity to add infill development in the adjacent parking

lots to better frame the building entry and circulation. Active commercial uses such as shops and restaurants, creative grocery concepts (public market, small-scale, or urban-style stores), and neighborhood services are appropriate for this lot. Other ideas for re-purposed big box buildings that have been effective elsewhere include mixed-use public/farmers markets or food courts, community centers, libraries, startup incubators, or indoor sports facilities such as a bike park or climbing gym. Any potential reuse or redevelopment should improve pedestrian connections and add public space.

# PRIORITY PROJECT - INFILL / REVITALIZATION OPPORTUNITIES ON SOUTHWEST QUADRANT



Re-use of box stores and mixed-use infill from Atlanta, GA; Vancouver, Canada; California; Gresham, OR; Norfolk VA; and Houston TX

## ↔ NEW CONNECTIONS

(see pink arrows on diagram, page 46)

As shown on the diagram on page 46, in addition to the infill and revitalization opportunities, new street connections should be added to this portion of the focus area to support new density, businesses, and housing. At least one major north/south and east/west connection should be formalized and improved to enhance traffic flow and provide access to new development. The north/south connection is recommended as an extension of Market Street all the way

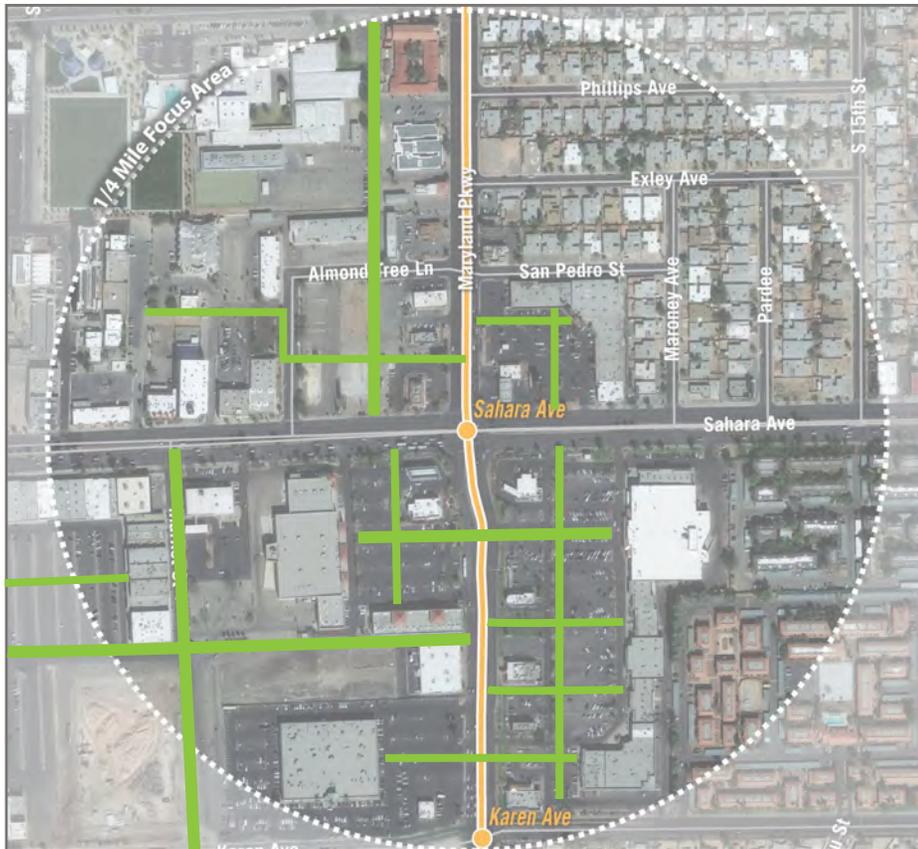
south to Karen Avenue. The east/west route should connect Maryland Parkway to the Commercial Center via an existing internal driveway. These connections should be formally established, improved, and include safe, easy-to-use pedestrian infrastructure.

## OTHER OPPORTUNITIES

Other opportunities in this portion of the focus area include adding green/public space as part of new development, adding amenities such as public art and

pedestrian lighting, and tying into the unique Commercial Center and New Orleans Square immediately to the west and the Las Vegas Athletic Club to the south. This could include matching the architectural style, providing complimentary signage, wayfinding, and art, and connecting via adjacent public space. Some parking for the Commercial Center mall could also be re-purposed as shared community space as the lot is underutilized. Better pedestrian connections should also be made through these lots to make the area more walkable.

## PRIORITY PROJECT - PEDESTRIAN CONNECTIONS



Images of safe pedestrian connections from California and Olympic College, WA

### CREATING SAFE PEDESTRIAN ROUTES THROUGH EXISTING PARKING

In order to make the focus area safe and comfortable for pedestrians, the large areas of surface parking should be broken up by frequent, safe, and comfortable pedestrian routes. Large parking lots are a major deterrent of pedestrian use and create a safety hazard for people trying to reach the commercial uses and neighborhoods in the focus area from Maryland Parkway or Sahara

Avenue. These safe pedestrian routes are of even greater importance with the increased foot traffic created by the high-capacity transit corridors and those using the transit lines to access the area businesses.

Pedestrian connections should be at least four feet wide, but ideally six feet or more, and wherever possible, accompanied by pedestrian-scale lighting and a landscaped strip to provide a buffer from fast-moving traffic and reduce the urban heat island effect. These routes should be added in a

gridded configuration to parking areas with a frequency of approximately 200-300', and striping and signage should be provided where they cross vehicle circulation.

In addition to connections within parking lots, some of the alleyways and driveways within the focus area, particularly in the large blocks west of Maryland Parkway, should be formalized into pedestrian routes with sidewalks, lighting, signage and wayfinding, and if feasible, tree coverage.

# PRIORITY PROJECT - PAD SITE RETROFIT / URBAN DESIGN



Suggested phase of design intervention



Typical Condition



  Phase One

  Phase Two

  Phase Three

## TRANSFORMING AUTO-ORIENTED USES TO PEDESTRIAN FRIENDLY PLACES

There are several pad site developments along Maryland Parkway within the Sahara Avenue Focus Area. The majority of these are restaurants (with and without drive-thrus), gas stations, or convenience stores. The majority of these, and most pad sites, are auto-oriented, lacking site design and amenities, building frontages along the street, and pedestrian infrastructure and comfort. They are also often over-parked and physically separated from the street and sidewalk.

The graphics above, and the recommended improvements at right, provide a framework for incrementally improving pad sites to create a more vibrant, pedestrian-friendly corridor. Each of the phases represents an increased level of effort and investment. Not all pad sites need to be completely re-designed and retrofitted, as many are still filling a community need, but almost all could be improved to some degree to better align with the corridor's TOD goals. The map to the left shows the potential pad sites along Maryland Parkway within the focus area and the suggested phase of design intervention for each.

## Potential Phased Improvements

### Phase One:

- Site improvements: increased or improved landscaping, outdoor seating, amenities (bike racks, trash receptacles, etc), and pedestrian connections to the building.
- Building improvements: shade awnings and facade repairs or upgrades.

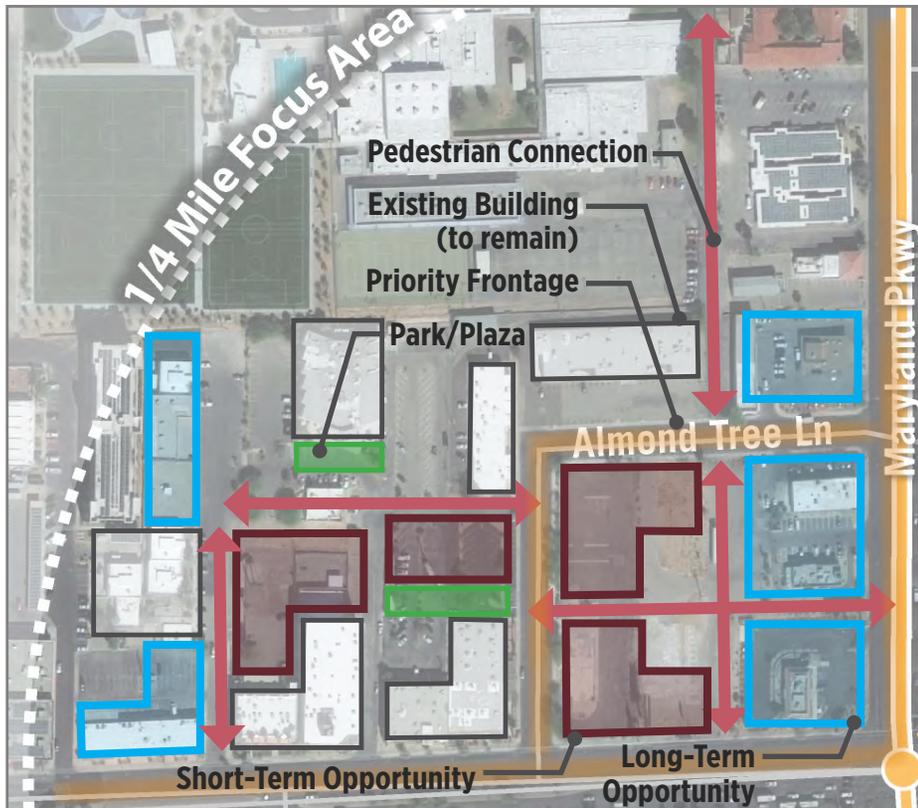
### Phase Two:

- Reconfigure drive-thru aisles behind building and reduce parking (if necessary), reclaiming space for outdoor seating or landscaping.
- Site improvements: additional landscaping and outdoor seating.
- Building improvements: increased transparency (windows, doors).
- Circulation improvements: add additional pedestrian and bicycle connections and safety measures.

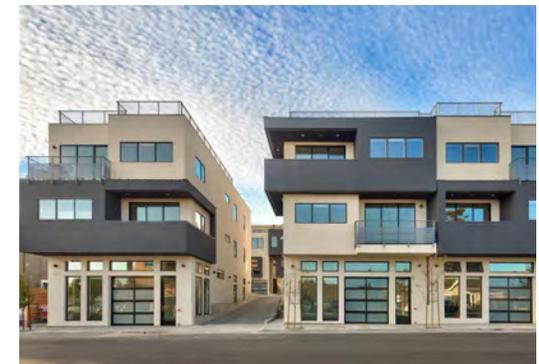
### Phase Three:

- Remove drive-thrus, reclaim space for building additions that increase capacity and provide opportunity for additional uses.
- Replace chain establishments with local businesses to cultivate more authentic, area-specific character. Provide additional facade improvements and increased transparency.
- Consider adaptive re-use opportunities.

## PRIORITY PROJECT - ALMOND TREE LANE PARCELS



**Note:** While the location of this priority project is in the City of Las Vegas it was included in this Plan for Clark County as it is a major opportunity and coordination and transitions to the area should be intentionally planned. For more information on these parcels see the City of Las Vegas 2050 Master Plan.



Images of small-scale mixed-use/multifamily infill from Camas, WA; Philadelphia, PA; Providence RI; and Oakland CA

### CONSOLIDATING PARCELS FOR REDEVELOPMENT THAT ADDS DENSITY AND SUPPORTIVE USES

The intersection of Maryland Parkway and Sahara Avenue is a prime location, with significant vehicle, transit, and pedestrian traffic. However, many of the parcels in the northwest quadrant of this intersection are vacant or underutilized. By making a number of public realm improvements and creating a redevelopment district for the area, both short and long-term development opportunities

can be capitalized on. The diagram above shows recommended improvements including enhanced pedestrian connections (pink arrows) and new park/plaza space (green outlines). It also indicates the existing buildings that should be preserved (dark gray outline) and the key frontages that new development should be designed to face. The immediate development opportunities on empty parcels are indicated in maroon while the longer term opportunities, which would require additional vacancies and consolidation of parcels, are shown in blue. A redevelopment district would help the City of

Las Vegas capture funding and direct capital improvements to that area more easily.

The recommended uses for this area include small-scale mixed-use and multifamily infill developments. Active ground floor retail should be located along the priority frontages, facing the street. Parking should be located behind buildings except for a single row of diagonal spaces between the building and the street. Alleys and streets should be improved with art, pedestrian amenities, and trees/landscaping. The unique character of the local businesses should be preserved in this area.

# PRIORITY STREETSCAPES, INTERSECTIONS AND CROSSINGS

## MAJOR STREETS

Maryland Parkway and Sahara Avenue are wide arterials that serve all modes through and to the focus area. Both are future high-capacity transit corridors. The lack of street connectivity in the area means there are few alternative routes for people walking and biking. A Complete Streets approach to improvements on these arterials is critical, including design that provides adequate separation between people walking, people biking, people accessing transit, and motor vehicle traffic. Additionally, a driveway consolidation strategy should be considered. Multiple retail and commercial driveways on both streets interrupt the sidewalk, creating conflict zones between motorist traffic and people walking and biking.

## BIKEWAYS

Other than Maryland Parkway itself, Karen Avenue provides the only existing and planned bicycle connection within ¼-mile of the future BRT station. Improvement and extension of this facility should follow NACTO Urban Bikeway Design Guide guidance for the appropriate facility type.

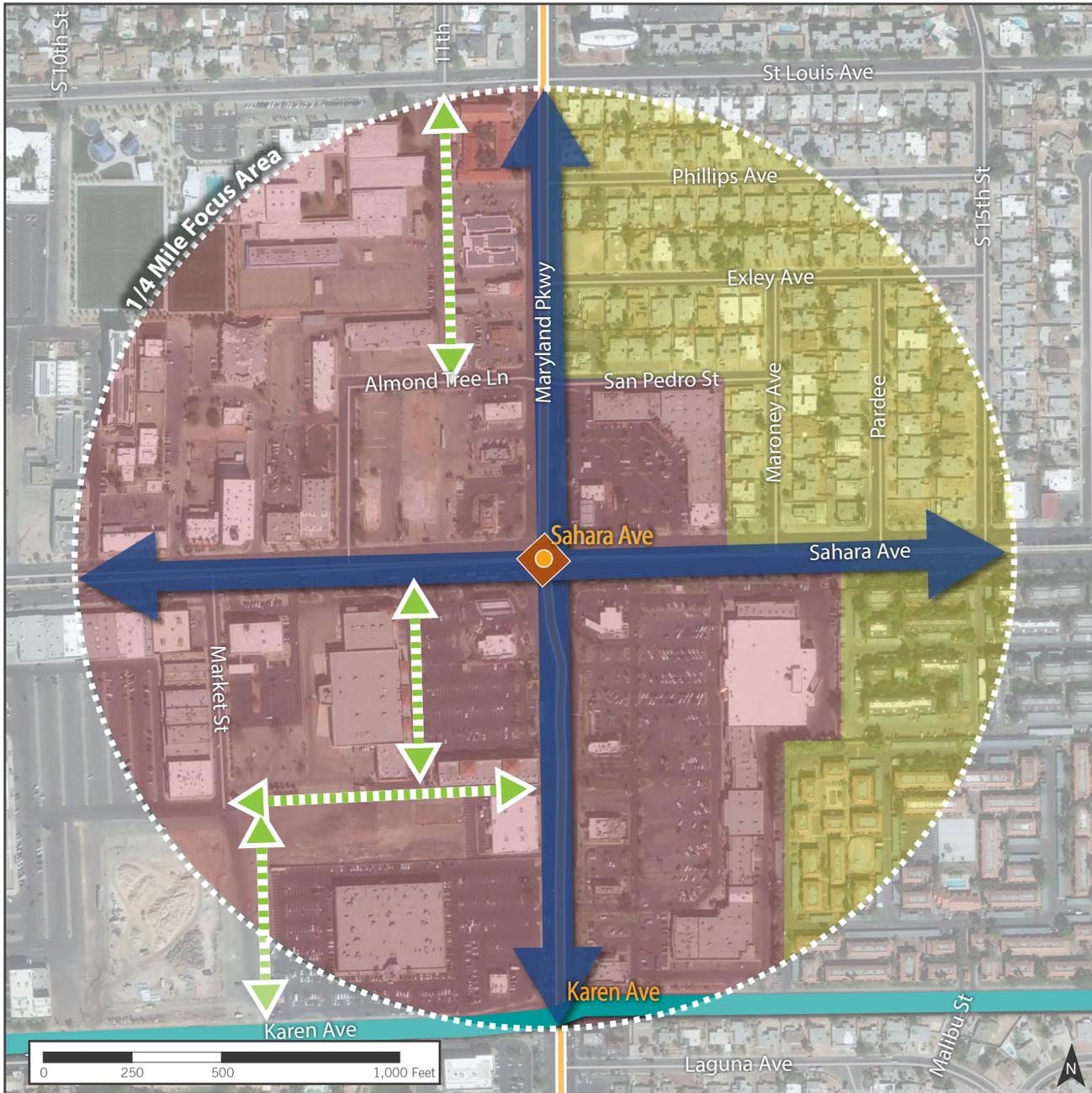
## PEDESTRIAN PATHWAYS

To the northeast of the intersection of Maryland Parkway and Sahara Avenue, streets form a grid pattern that provides multiple possible routes for people biking. The other sides of the intersection are dominated by commercial lots with large surface parking lots that present a barrier to connectivity to people walking from surrounding neighborhoods. Providing comfortable pedestrian routes through these lots should be a short term priority, and should be integrated into future redevelopment and revitalization.

The alley that runs from St. Louis Avenue to Almond Tree Lane is an informal walking route and provides opportunities for enhancement as a shared space, where motor vehicle volumes and speeds are very low, and people walking and biking have priority.

## INTERSECTIONS

Existing conditions at the Sahara Avenue and Maryland Parkway intersection create challenges for pedestrians, cyclists, and transit users, and therefore should be prioritized for future improvements. The intersection serves as a key point for bus transfers in which riders are required to cross the intersection to reach connecting services. While medians along Sahara Avenue help to shorten crossing distances, pedestrians and bicyclists must travel 140 feet to reach the other side of the street. Tools to reduce this time crossing include the installation of median islands for pedestrian refuge along the crosswalk in the centerline of the street, as well as extension of curbs into the outside lane. This will require the elimination of slip lanes rounding the southern corners of the intersection. Continental crosswalks are slightly faded and would benefit from upgrades to help improve the visibility of pedestrians and cyclists who frequent the intersection.



**LEGEND**

-  Maryland Parkway Transit Corridor
-  Maryland Parkway Corridor Transit Station
-  1/4 Mile Focus Area

**Focus Area Priorities**

-  Bikeways
-  Major Streets
-  Pedestrian Pathways
-  Intersections

**TOD Types**

-  Town Center
-  Urban Neighborhood



# 4 IMPLEMENTATION STRATEGY

The implementation strategy that follows summarizes several key action items from Chapters 2 & 3 of this document, in order to provide the County with actionable steps to begin to implement Transit-Oriented Development within the Sahara Avenue Focus Area. These recommendations represent catalytic investments and improvements that should be undertaken to generate new development activity that is transit-supportive, walkable, and vibrant. The vision that has been expressed by the community for the Maryland Parkway Corridor can be realized through the successful completion of these priority action items, as well as through implementation of other recommendations included in this Plan.

While these priority action items have been listed in an order that was informed by Stakeholder Working Group feedback, they are intended to be flexible enough to be achieved non-sequentially, and at a time when the political and economic climate can support them. Each item also identifies a set of Next Steps/Quick Wins, in an effort to provide lower cost, momentum-generating efforts that can build toward achieving the broader goals, should they prove to be challenging due to unforeseen circumstances.

## IMPLEMENTATION PRIORITIES SUMMARY

Priority Action Item	Category	Phasing	Lead Champion(s)
<b>ALMOND TREE LANE PARCELS</b>	Public Private Partnership (PPP)	Near-term (1-2 years)	City of Las Vegas (Economic Development and Planning)
<b>PEDESTRIAN CONNECTIONS THROUGH EXISTING PARKING</b>	Capital Project	Near-term (1-2 years)	City of Las Vegas, Clark County
<b>SAHARA AND MARYLAND INTERSECTION PUBLIC REALM IMPROVEMENTS</b>	Public Private Partnership (PPP)	Near-term (1-2 years)	Clark County (Public Works and Parks and Recreation), City of Las Vegas (Public Works and Park and Recreation), RTC
<b>INFILL/REVITALIZATION OPPORTUNITIES IN SOUTHWEST QUADRANT</b>	Policy/ Regulation, Public Private Partnership (PPP)	Mid-term (3-5 years)	Clark County Public Works, County Commissioners
<b>PAD SITE RETROFITS</b>	Policy/ Regulation, Public Private Partnership (PPP)	Mid-term (3-5 years)	Clark County

Priority Action Items in this table are sorted by phasing.

### OVERARCHING PRIORITIES

The Priority Action Items in this chapter each contain information intended to help guide implementation - Phasing, Lead and Supporting Champions, and Next Steps/ Quick Wins. However, in addition to those details that help inform each priority action recommendation, the following set of overarching priorities should be considered as a basis for all Transit-Oriented Development along the Maryland Parkway Corridor:

- Focus on projects that have identified funding and are moving forward—time is of the essence to incorporate TOD principles into project planning;
- Identify Key Stakeholders and their roles to deliberately include TOD in future planning, design and construction;
- Maximize inter-agency cooperation and funding between Clark County, the City of Las Vegas (CLV), the Regional Transportation Commission (RTC), the University of Nevada-Las Vegas (UNLV), and focus area landowners to meet mutual goals; and
- Provide preferences for projects that enhance the accessibility, safety, and comfort of people who are using active transportation and transit.

## PRIORITY ACTION ITEMS

Priority Action Items in this section are sorted by Stakeholder Working Group Priority.

### PEDESTRIAN CONNECTIONS THROUGH EXISTING PARKING

Stakeholder Working Group Priority #1

Phasing: Near-term (1-2 years)

Formalizing interior routes through existing surface parking can help make the walking and bicycling experience in this area more safe, pleasant, diverse, and convenient.

Opportunities to increase the access points for people walking and biking from the Bus Rapid Transit (BRT) station to businesses and residences in this area should be a priority.

#### Next Steps/Quick Wins:

Consult with John C Fremont Middle School, Christ Church Episcopal and adjacent businesses to determine the feasibility and interest in formalizing the S 11th St alley as a walking and biking route between St. Louis Avenue to Almond Tree Lane.

#### Implementation Champions

**Lead Champion(s):** City of Las Vegas , Clark County

**Supporting Champion(s):** RTC, Clark County School District, neighborhood groups

### INFILL/REVITALIZATION OPPORTUNITIES IN SW QUADRANT

Stakeholder Working Group Priority #2

Phasing: Mid-term (3-5 years)

Building upon the momentum of the recently re-established redevelopment area in this part of unincorporated Clark County, this area could be successfully redeveloped leveraging its tax increment financing (TIF) potential. Additionally, during the great recession, the Nevada Chapter of the Urban Land Institute (ULI) expended significant effort on using redevelopment tools on this particular area (Commercial Center). With the redevelopment agency in place, much of ULI's work is still relevant and could be easily utilized by Clark County and local property owners.

#### Next Steps/Quick Wins:

Clark County could establish a pilot façade improvement project in this area to prove the concept. Façade Improvement Projects are typically funded through tax increment financing from established redevelopment areas. Now that a redevelopment area has been re-established for this portion of the Sahara Focus Area, the County could look into funding such a facade improvement pilot in the short-term.



*Pedestrian-oriented public space*

Clark County and/or RTC could also program a portion of their share of Fuel Revenue Indexing funds to provide an improved street connection from Market Street to Karen Avenue to improve access to the parcels in this area.

#### Implementation Champions

**Lead Champion(s):** Clark County Public Works, County Commissioners

**Supporting Champion(s):** Nevada Chapter of ULI, Maryland Parkway Coalition, business and landowners in southwest quadrant of focus area, various Chambers of Commerce, RTC



*Pedestrian-oriented fast food*



*Restaurant with attention to urban design*



*Walk-up restaurant window*

## PAD SITE RETROFITS

*Stakeholder Working Group Priority #3*

*Phasing: Mid-term (3-5 years)*

Clark County or CLV could work with an interested property owner to launch a pilot project for retrofitting a pad site. The framework and design recommendations on page 50 provide an incremental approach to improve pad sites to create a more vibrant, pedestrian-friendly corridor. Each of the phases represents an increased level of effort and investment. Not every pad site needs to complete an entire retrofit, but each progressive phase is more TOD supportive than the previous.

The pilot project could involve public realm support from either jurisdiction to connect better from the public right-of-way to the building or through the parking lot. This would pair with a matched investment from the property owner in building design improvements.

This type of project and partnership could be a stepping stone for CLV or the County to launch a formal study or initiative to support additional pad site retrofits. CLV or the County could also explore grant opportunities that may help fund such a program.

## Next Steps/Quick Wins:

CLV or the County could first work to identify a pad-site property owner along Maryland Parkway who is already planning design improvements to their property. The pilot project could be launched in coordination with this property owner to “ground truth” the design recommendations and provide a case study for moving forward with a formal initiative.

Either jurisdiction could also initiate a study to understand what incentives may work for supporting pad site redevelopment, what can be achieved with the existing Maryland Parkway Overlay, and to further understand the feasibility of supplying such incentives.

The champions outlined below could also conduct a pad site retrofit urban design seminar to share this vision with property owners and solicit interest in such a program.

### Implementation Champions

**Lead Champion(s):** Clark County

**Supporting Champion(s):** RTC, Maryland Parkway Coalition, Nevada Chapter of ULI, various Chambers of Commerce, County Commissioners

## SAHARA AND MARYLAND INTERSECTION PUBLIC REALM IMPROVEMENTS

*Stakeholder Working Group Priority #4*

*Phasing: Near-term (1-2 years)*

Improvements to the intersection of Sahara Avenue and Maryland Parkway will collectively help ease the comfort and safety of people walking through this area. These improvements should include the installation of pedestrian refuge islands, the elimination of slip lanes at corners, and the extension of curbs into the outside lane.

Additionally, publicly-accessible private open space near the intersection of Sahara Avenue and Maryland Parkway is desired. Increased transit ridership due to the BRT means more people walking and biking through the area, likely supporting local businesses if they are accessible and provide a pleasant outdoor setting. Public art near this intersection should also be considered, in line with the guidelines from the Maryland Parkway Public Art Strategic Design Plan.

### Next Steps/Quick Wins:

A low-cost replacement of markings at Sahara Avenue and Maryland Parkway, which are currently faded, is an immediate step to increase driver awareness of people crossing the street and reduce ambiguity over whether pedestrians have the legal right-of-way when crossing. The RTC, Clark

County, and the City of Las Vegas can quickly repaint all crosswalk lines to be complete from curb to curb with a high-visibility hue and continental pattern. Additionally, quick build measures such as using paint and bollards to tighten curb radii, extend curbs, or create refuge islands could be considered for this intersection. Finally, consider adding a Leading Pedestrian Interval to signals in all directions, and continue to monitor pedestrian flows and crowding especially around bus arrivals and departures.

The City and County can initiate a study or review of opportunities for publicly accessible private open spaces in the area. This study should also include review of existing private open spaces associated with local businesses, and existing publicly accessible private open spaces in particular, to identify potential improvements that either jurisdiction would be interested in supporting. Property owners should be engaged and use of existing or new incentivizing tools to develop or improve these spaces should be considered.

### Implementation Champions

**Lead Champion(s):** Clark County (Public Works and Parks and Recreation), City of Las Vegas (Public Works and Parks and Recreation), RTC

**Supporting Champion(s):** Nevada Department of Transportation

## ALMOND TREE LANE PARCELS

*Stakeholder Working Group Priority #5*

*Phasing: Near-term (1-2 years)*

All nine parcels south and east of Almond Tree Lane are owned by the same entity and consolidation of parcels has already occurred. As such, these parcels could be combined for a significant TOD. Additionally, the CLV has a well-established record of success using redevelopment tools to remove blight and transform areas.

### Next Steps/Quick Wins:

The CLV should meet with the representatives/owners of these parcels to discuss development plans and find opportunities for mutual benefit that achieves the TOD vision for this area. Conducting a design charrette with the property owners focused on achieving TOD principles would promote successful development outcomes. Concurrently, the CLV should implement the 2050 Master Plan and Title 19.07 TOD rezoning.

### Implementation Champions

**Lead Champion(s):** City of Las Vegas (Economic Development and Planning)

**Supporting Champion(s):** FEM LLC, City of Las Vegas Councilmembers, Clark County, RTC, Nevada Chapter of ULI, Maryland Parkway Coalition, various Chambers of Commerce

