

MARYLAND PARKWAY CORRIDOR



TRANSIT-ORIENTED DEVELOPMENT PLAN

Flamingo Road Focus Area

Final Plan - July 2021



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



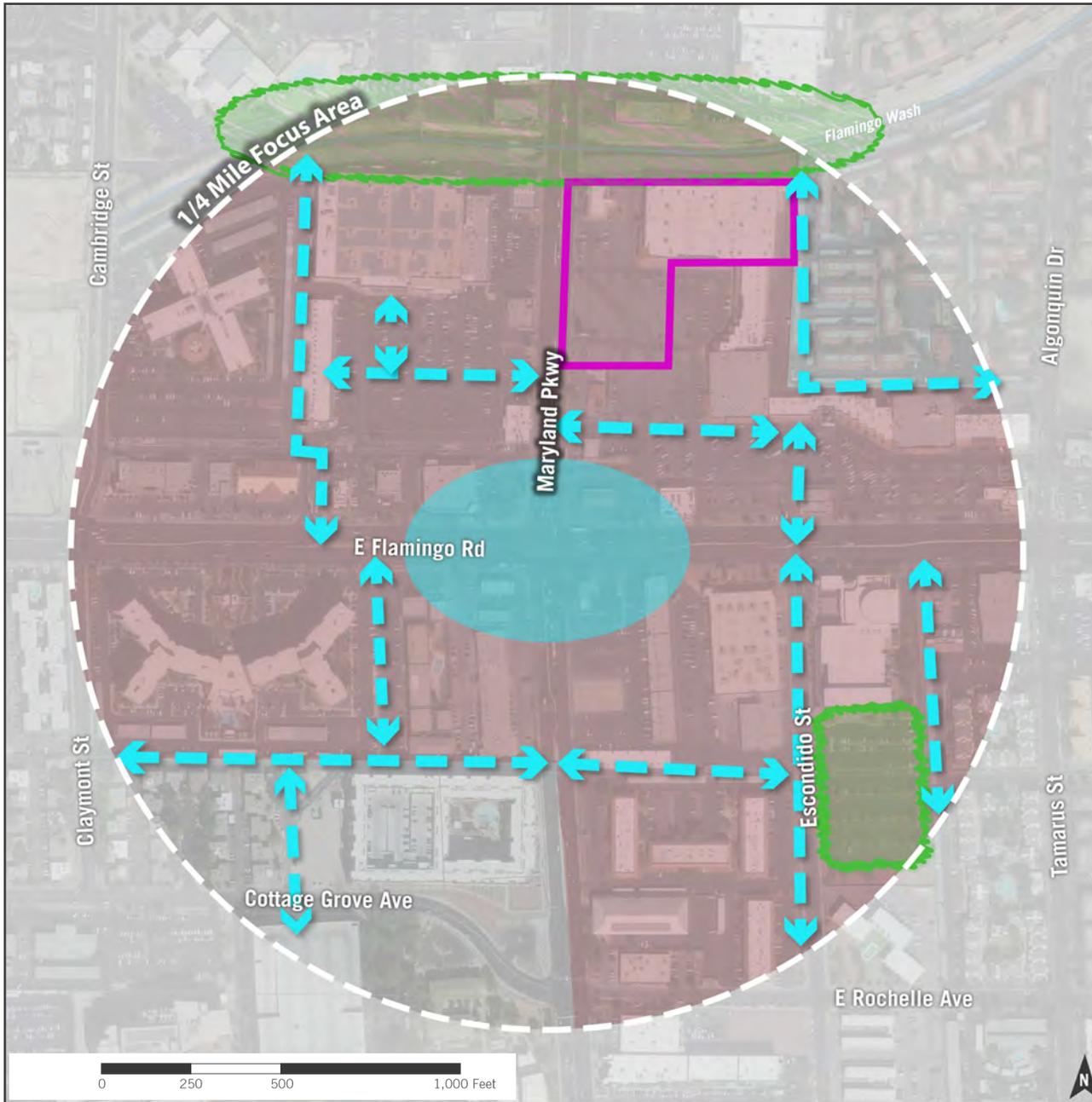
Note: This TOD Plan is not prescriptive; rather, the document offers a collection of potential policies and programs including design guidelines. The County and the local development community can choose to incorporate a sampling of insights from this plan, as it deems appropriate over time. It is likely 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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FLAMINGO ROAD 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 Flamingo 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

Amenitize This focus area is close to TOD-ready but needs amenity, infrastructure, and/or connectivity improvements

Land Use and Building Form

- Predominant TOD Type - Town Center (see pages 20-21 for more detail)
- Priority Revitalization/Adaptive Reuse Opportunities (see pages 50-51 for more detail)

Mobility

- Mobility Hub and Priority Mobility Corridors and Connections (see pages 24-27; 46; 52-53 for more detail)

Parks, Public Space, Amenities

- Phased Improvements to Flamingo Wash to Transform into a Public Amenity (see pages 48-51 for more detail) and
- Flexible Use Clark County Library Public Space (see page 47 for more detail)

Land Use

The most prominent TOD type in the focus area is Town Center. The Town Center TOD type is envisioned in all four quadrants of the intersection of Maryland Parkway and Flamingo Road. The Town Center TOD type is envisioned 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. The intersection of Maryland Parkway and Flamingo Road is identified as a priority location for introducing new development and revitalization that reflects the mix of uses envisioned in the Town Center TOD type.

Building Form and Design

Community input revealed a relatively consistent vision for the building form and design in the focus area. Community members indicated a strong preference that the area mapped Town Center TOD include a highly walkable, mixed use development pattern with buildings that engage safe and comfortable pedestrian facilities. Mobility improvements highlighted below and detailed within this Plan should frame a block-like pattern that help to break up the existing pattern of large surface parking lots and provide a framework for new development with active ground floor oriented to the new edges.

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

Aligning with the priority recommendations highlighted above, the major mobility improvements recommended in the TOD Plan are intended to introduce a high level of pedestrian connectivity throughout the focus area with an emphasis on connecting to the planned BRT station and a large-scale mobility hub that is recommended near the planned station. Pedestrian improvements could come about as improvements to existing roadways, as part of new roadway connections, through existing surface parking lots, and along the periphery of sites as they redevelop, as feasible. Priority pedestrian facilities include new east-west and north-south connections.

Parks, Public Spaces, and Amenities

Community input revealed a strong preference for improvements to the Flamingo Wash through the focus area. Improvements can and should include pedestrian and open space improvements and an orientation of building improvements and new development to facilitate more “eyes” on the corridor. In addition, community input supported creating a multi-functional community space on the footprint of some or all of the parking associated with the Clark County Library along Escondido Street. A portion of the existing parking immediately adjacent to the building could be used for a programmable outdoor space.



Walkable mixed use development



A large-scale multi-modal mobility hub



An improved wash as a public amenity



1

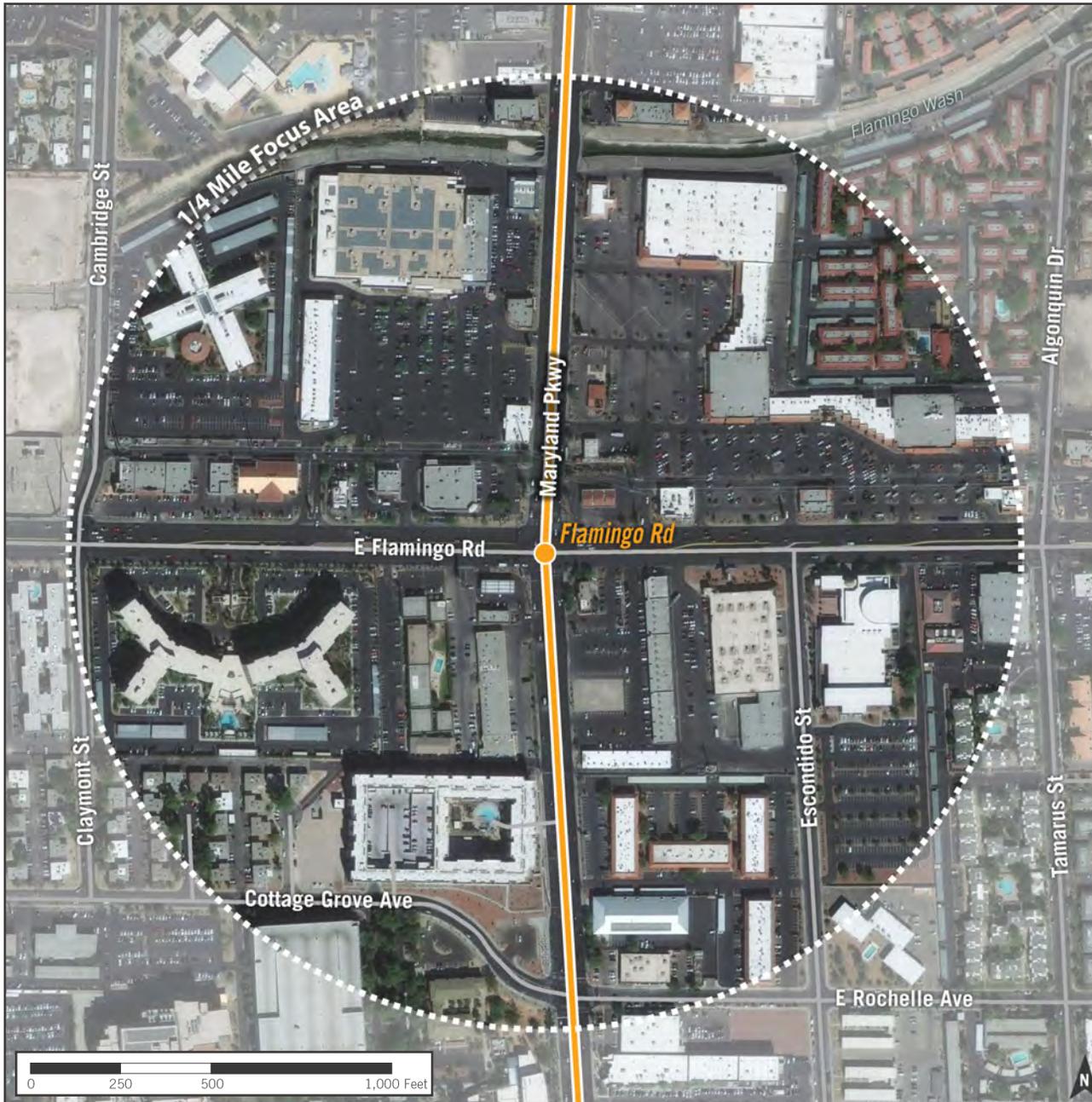
FOCUS AREA CONTEXT

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

Proposed Station Location	Near the intersection of Maryland Parkway and Flamingo Road
Neighborhoods	Paradise
Existing Land Uses	Primarily auto-oriented commercial with some multi-family residential.
Unique Assets	Flamingo Wash, proximity to UNLV, high-density housing
Major Destinations/Landmarks	Clark County Library, University of Nevada-Las Vegas; Alberston's Grocery Store

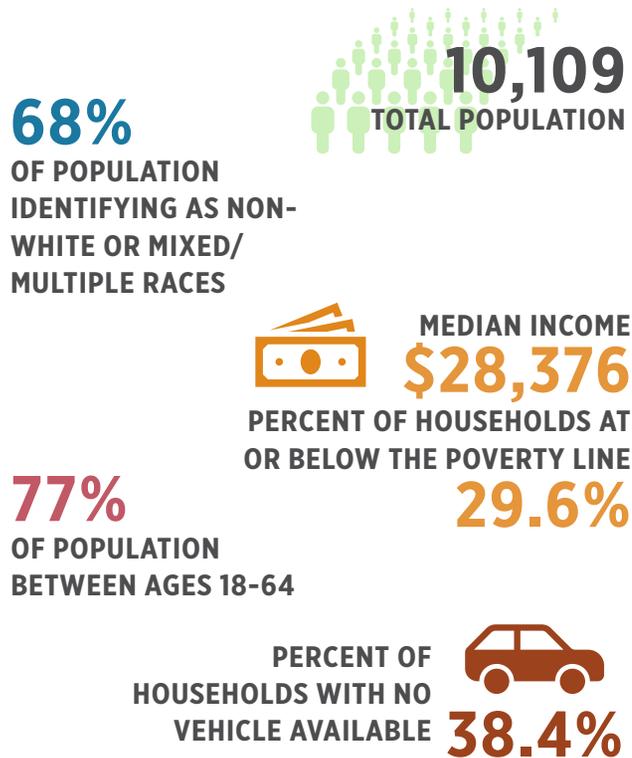
LEGEND	
	Roads / Highway
	Maryland Parkway Transit Corridor
	Maryland Parkway Corridor Transit Station
	1/4 Mile Focus Area

Current Ridership

Two transit routes currently serve this focus area. There are currently 2,782 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).

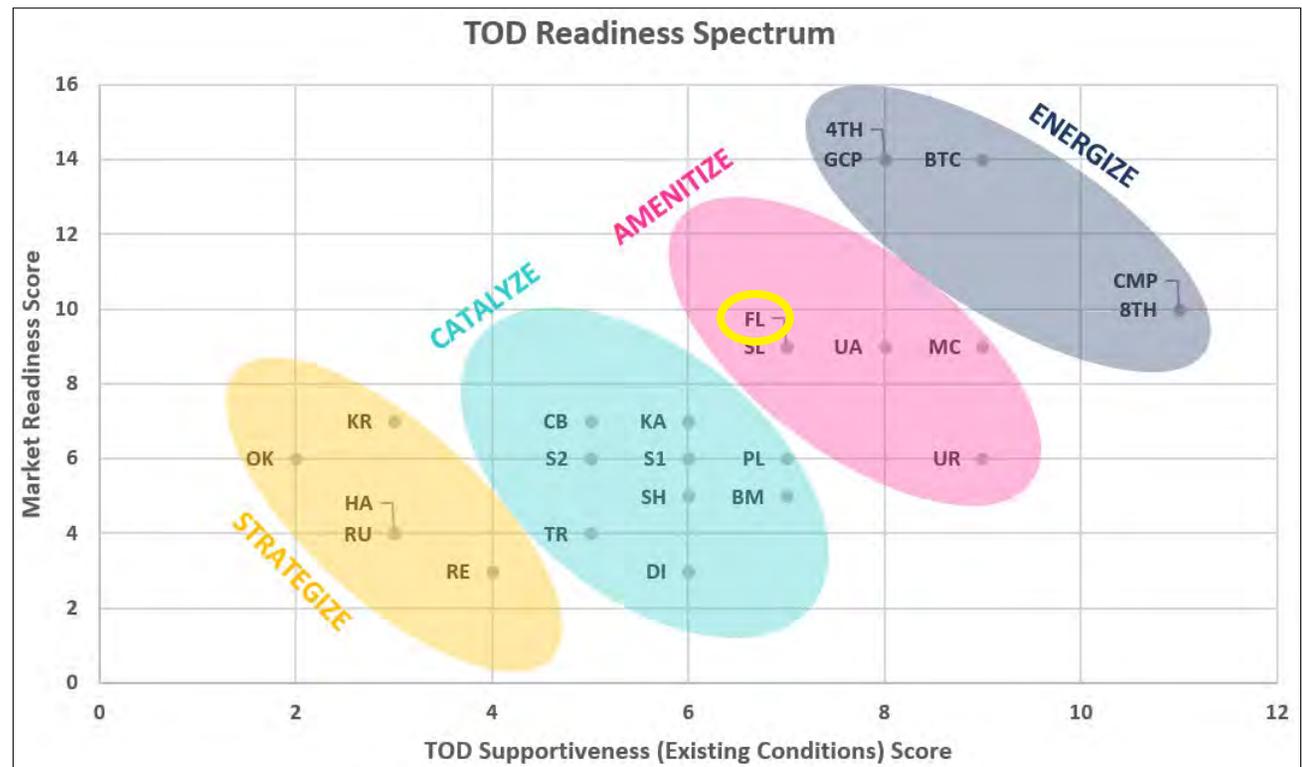


TOD Readiness Spectrum: **Amenitize**

The Flamingo Road Focus Area falls into the Amenitize category on the TOD Readiness Spectrum. This category is defined as areas that are close to TOD-ready but need amenity, infrastructure, and/or connectivity improvements. It scored mid-range in TOD Supportiveness and high in 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 Flamingo Road Focus Area include Town Center, Urban Neighborhood, and Educational Campus. 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 ANALYSIS

New Housing Demand 2020-2030

■ Multifamily Units

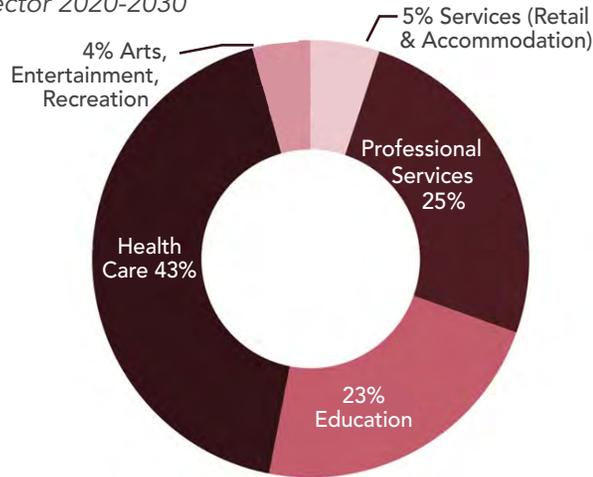


Conservative Growth



Optimistic Growth

New Office Demand by Sector 2020-2030



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 Flamingo Road Focus Area are summarized in the accompanying charts, but key findings for each sector include the following:

Housing

Accounting for the 4,090 units currently under construction in the County (including 368 in the Market Area), there is a net demand for 131,680 new units, or 13,168 new housing units per year. Applying recent trends, 40% of this growth can be expected in multifamily housing (including apartments and condos), or an additional 52,700 multifamily units by 2030. Based on the projected county-wide growth of 52,700 multifamily housing units by 2030 and applying these capture rates, the Flamingo Road Market Area could capture between 500 and 1,600 new multifamily housing units over this time period. This translates to average annual production of between 50 and 160 new multifamily units per year, or one large project every 1-2 years.

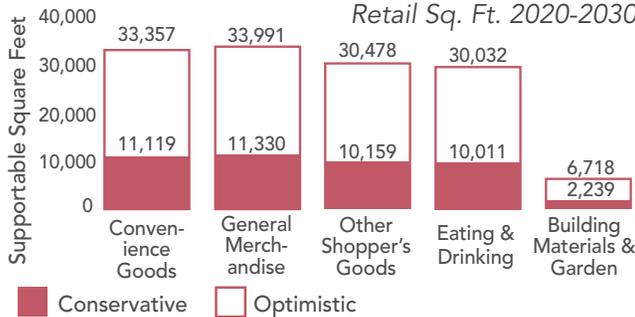
Office

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 300,000 square feet of office space. This demand is primarily generated by the Health Care industry, accounting for 43% of demand, indicating that major development opportunities are likely to be associated with hospitals and related medical offices and clinics.

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. While there will be limited new demand for Building Material and Garden stores, and there is an opportunity for some Market Area capture, TOD locations are more likely to attract local and community-oriented retailers.

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



DEVELOPMENT SITES AND FEASIBILITY

The focus area is mostly developed with few vacant parcels. There are limited apparent development opportunity sites based on existing uses, land values, and density of development. Two potential sites were identified that could be developed for TOD. The most readily developable sites are the remaining undeveloped parcels of a planned project between University Center Drive and Cambridge Street on the north side of Flamingo Road. The other potential site is the Mission Center shopping center on the northeast corner of Flamingo Road and Maryland Parkway, which has a major vacancy. The vacant portion of the center fronts the drainage wash on its north edge.

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

- Retail uses appear to generate land values and lease rates that support new development. The size of the consumer base in the focus area between residents, students, and employees continues to support retail uses serving their everyday needs. Retail, especially food-oriented businesses, could serve as an attraction, anchor, and a catalyzing component within the focus area.
- Multifamily development in the area is providing strong rental rates and could support new development, if student-oriented. It is more difficult to assess the feasibility of traditional, non-student-

oriented apartments due to the lack of recent market rate apartment development in the area.

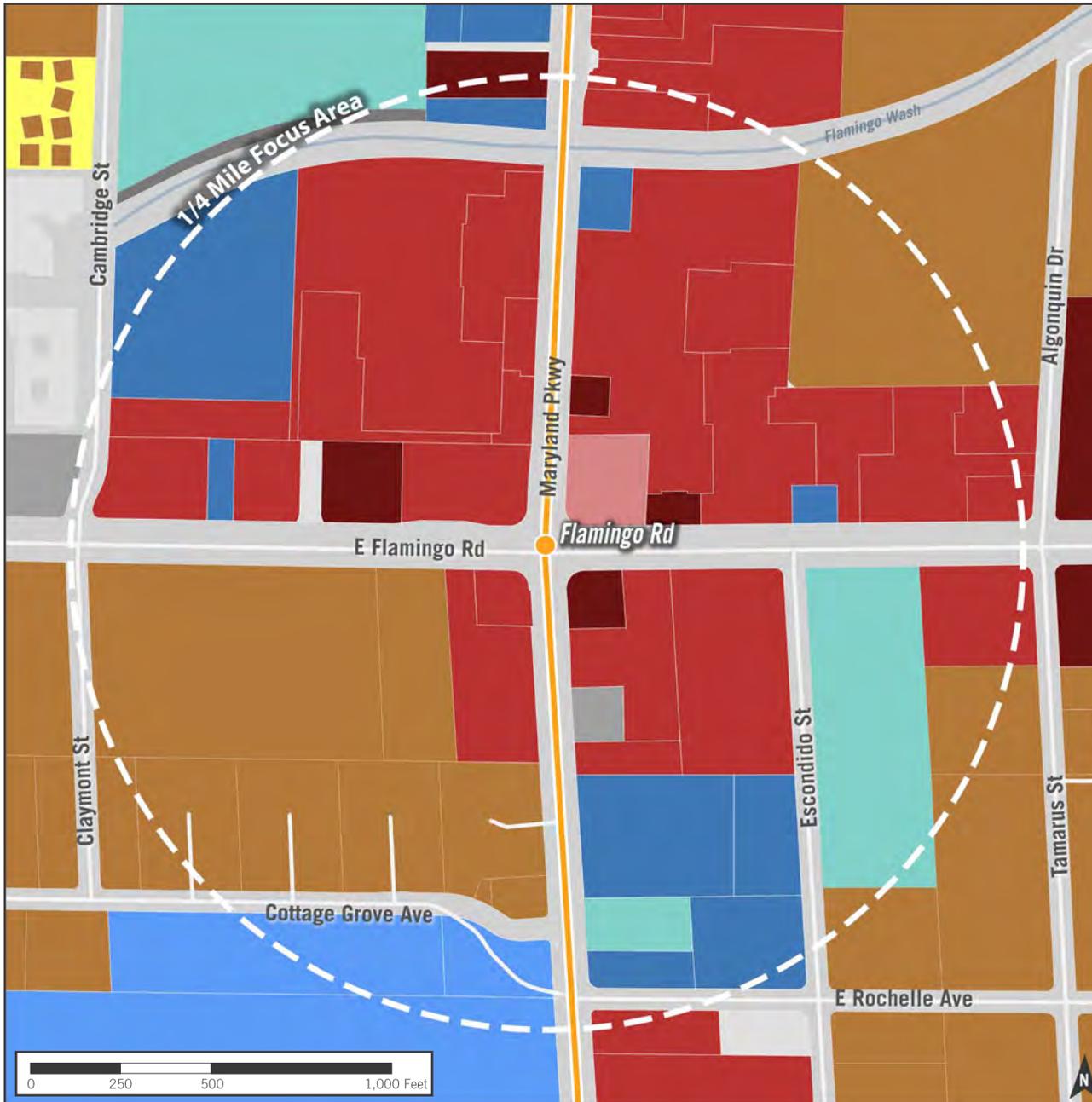
- Hotel land sales in the market area indicate they can support new development; however, it is unclear if a hotel use on

Maryland Parkway is supportable given the proximity to the Las Vegas Strip. A hotel use that is oriented to UNLV visitors and activity may be in demand but may not be able to overcome competition from more casino and entertainment-oriented hotel options that can also serve UNLV activity.



Source: Economic & Planning Systems

EXISTING LAND USE AND BUILT FORM



EXISTING LAND USE

The primary land uses in the Flamingo Road Focus Area are commercial, residential, and office. The majority of commercial uses are immediately adjacent to and north of the intersection, office uses are located in the northwest and southeast corners, and the residential uses are primarily south and west of the station, with the higher density residential uses located along Flamingo Road to the west and touching the far eastern edge of the focus area.

The commercial uses in this area are primarily characterized by single-story pad and strip

Note: Existing land uses on this map do not reflect official Clark County designations, but rather are intended to show what exists on the ground today.



mall developments with large surface parking lots around the intersection of Maryland Parkway and Flamingo Road. Two large box stores are located on the northern edge of the focus area, adjacent to Flamingo Wash, although the building on the east side of Maryland Parkway is vacant. Commercial uses in this area are primarily neighborhood and university serving retail, pharmacies, and restaurants. There is significant opportunity for these commercial parcels and parking areas to redevelop and densify in the future.

There are a variety of residential densities in the focus area. There is a small area of small multi-family between Cottage Grove Avenue and Flamingo Road, but the predominant housing type is multifamily. East of Maryland Parkway this mostly consists of small-scale apartment clusters. West of Maryland Parkway are several significantly higher density multi-family buildings.

The majority of the office uses in the focus area are administrative, professional services, or financial institutions. A cluster of governmental administration buildings are located at Maryland Parkway and Rochelle Avenue while a large and more diverse collection of office uses are located in a single building in the far northwest corner of the focus area, south of Flamingo Wash.

The other notable uses in the area are civic and public use areas. The primary civic use in the focus area is the Clark County Library and associated parking. The area of civic/community facility northwest of the focus area is the uses and open space associated with the Cambridge Recreation Center.

EXISTING BUILT FORM

The built form of the commercial uses in the Flamingo Road Focus Area, adjacent to the intersection, is primarily single-story, automobile-oriented uses and surface parking. There are several strip malls, pad site developments, and box stores. Most are older developments, set back from the street.

The multi-family buildings within the focus area range significantly in height and form, with the smallest buildings on the east side, trending to the largest on the far west side of the area. Those on the east side are two-story stucco and Spanish-style apartment clusters with shared amenities. The west side includes two large apartment complexes, a modern 5-story development with structured parking and an older, resort-style 10-story building. The area of multi-family immediately north of UNLV is made up of simple two-story quadplexes with minimally landscaped lots, shared alleys, and surface parking. This area benefits from an excellent tree canopy.

The office building style varies significantly within the focus area. The smaller administrative buildings in the southeast quadrant are single-story Spanish-style buildings. The larger shared office complex in the northwest quadrant is three-story brick, office park style building. Both have large areas of shared surface parking.

The Clark County Library is the most unique building in the focus area. The large two-story neoclassical building stands out within the neighborhood and signifies its significance as a community gathering place.



Commercial strip mall along Maryland Parkway



Multifamily high-rise along Flamingo Road



Clark County Library facade

STRENGTHS, WEAKNESSES, OPPORTUNITIES, AND THREATS



UNLV Campus edge



New residential development along the corridor



Flamingo Wash

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

The strengths of the Flamingo Road Focus Area are primarily a result of its density and variety of uses in combination with its proximity to the UNLV Campus. These factors mean that many people live and work within the area, greatly increasing its transit-supportiveness.

Shopping/dining/
retail options

Proximity to
UNLV

Density of
residents &
multifamily
housing

WEAKNESSES

Weaknesses within the focus area are predominately associated with safety and security, including a high crime rate, an uncomfortable pedestrian realm (which also contributes to crime and lack of safety) and the large homeless population, mostly located along Flamingo Wash.

High crime &
lack of safety

Large
homeless
population

Poor
pedestrian
environment

OPPORTUNITIES

The existing density, lack of safety, and poor pedestrian environment all create major opportunities for the focus area. Leveraging the density for affordable housing and creating a safe and comfortable pedestrian realm, particularly through more trails and green space, will create a more vibrant, active, and transit-supportive focus area.

Affordable Housing

Improved pedestrian environment

Increased green spaces, linear parks & trails

Connectivity to UNLV



Cambridge Recreation Center

THREATS

Threats to the Flamingo Road Focus Area include increasing vacancies in the area, displacement, and the very auto-oriented nature of the built environment and culture in the area. However, careful planning, infill, and an emphasis on affordability could help mitigate these threats as new development occurs.

Vacant businesses (existing and increasing due to COVID)

Displacement

Vehicle-centric culture

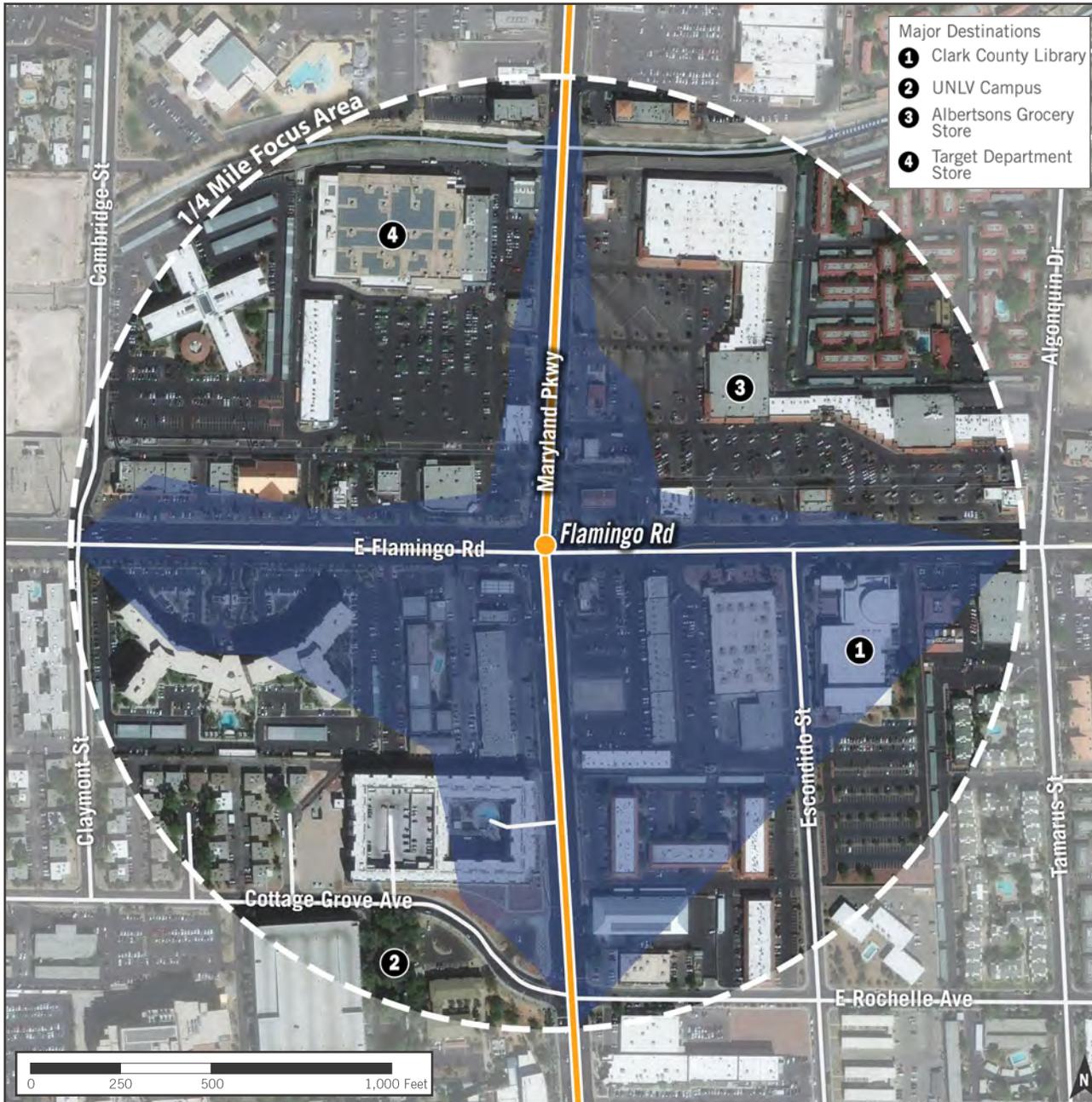


Gas stations along Maryland Parkway



Vacancy along Maryland Parkway

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 southeast quadrant due to Escondido Street creating a smaller block than the other quadrants. Despite the walkshed coverage in the southeast quadrant, there are no formal mid-block pedestrian connections. A limited street network, few formal pedestrian connections, and large surface parking lots lead to major gaps in the walkshed throughout the rest of the focus area.

This focus area has four regional destinations which are highlighted on the map with black numbers. Only one of these major destinations, the Clark County Library, falls within the 1/4 mile walkshed from the proposed BRT station. Despite the Albertson's grocery store and Target department store being in close proximity to the intersection, there is no formal pedestrian facility to walk between them. Apart from walking down Maryland Parkway itself, there are no direct pedestrian connections between the intersection and the UNLV campus. Safe, comfortable pedestrian facilities are needed between buildings and across large parking lots in order to better connect these major destinations to the station and to increase walkability within the area.

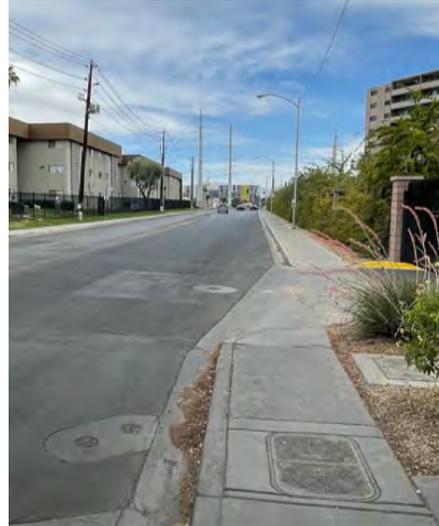
PEDESTRIAN NETWORK AND INFRASTRUCTURE

A disconnected street network and a predominance of large commercial parcels mean there are few route options for people walking in the Flamingo Road Focus Area. Aside from Maryland Parkway and Flamingo Road, there are only three through streets within a quarter-mile of the planned BRT station, which means people walking must use major arterials for a significant portion of their trip, particularly if they are coming from north of the station.

Maryland Parkway and Flamingo Road are primarily auto-focused and very wide, with six lanes of general purpose traffic. Sidewalks are narrow and provide no separation from motorists. Large commercial and multi-family residential surface parking lots about the sidewalk and frequent driveways create potential conflict points between pedestrians and motorists along both E. Flamingo Road and S. Maryland Parkway. The absence of trees and streetscape furniture also negatively impacts pedestrian scale and comfort.

South of the station, people walking from the UNLV campus and adjacent high-density housing have more route options, and the streets to the southeast form a better-connected grid. However, most walkways eventually dead end at parking lots before reaching the station, and only 38% of intersections in the focus area have marked crosswalks or ADA ramps present.

23% of Community Survey respondents said they currently walk around the focus area, while 40% said they would like to if there were new and improved infrastructure.



Sidewalks in focus area neighborhood

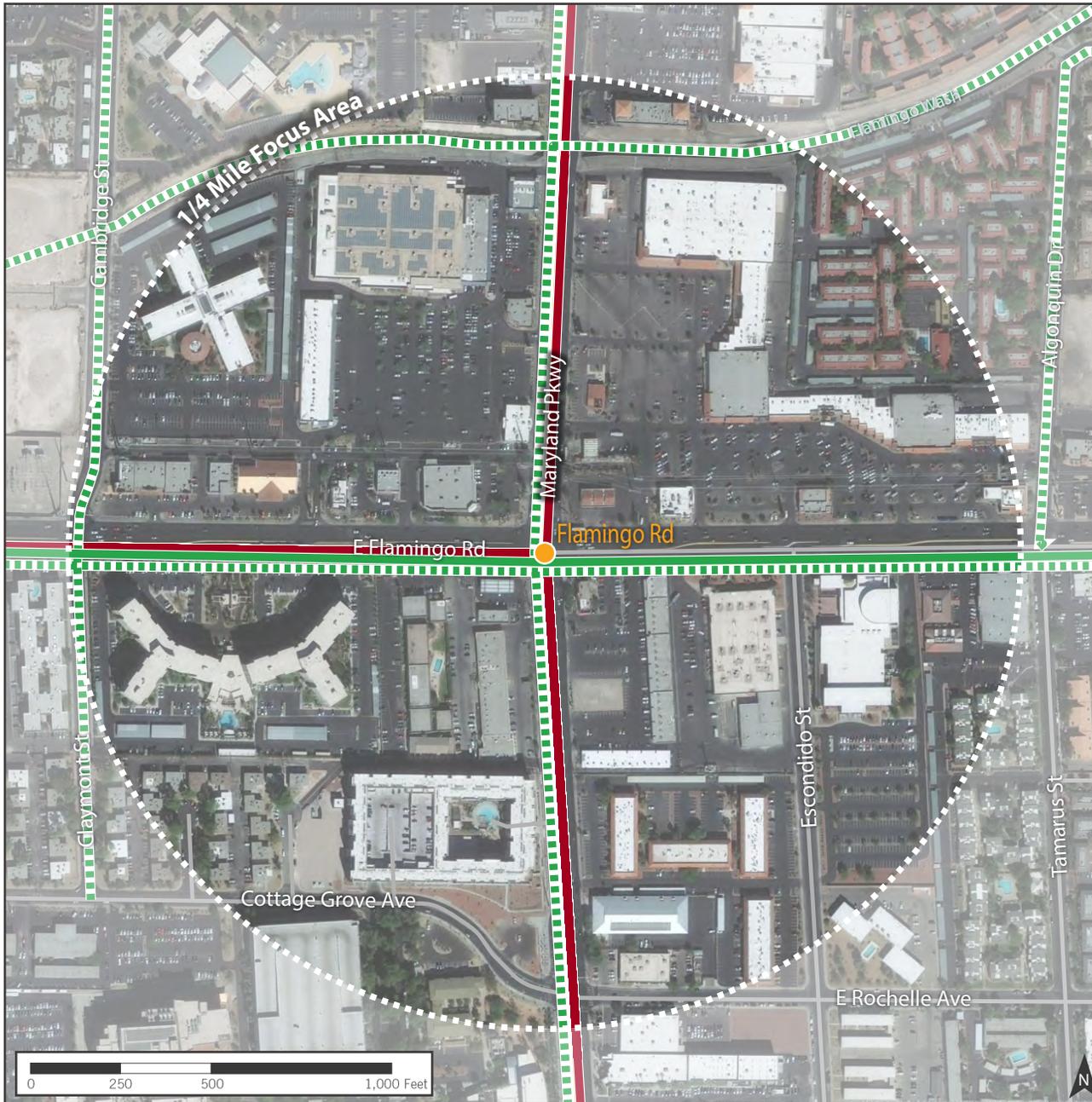


Pedestrian crossings across Maryland Parkway



Poor pedestrian connections through parking areas

OTHER EXISTING FIRST + FINAL MILE CONNECTIONS



BICYCLING

Bicycle access to the Flamingo Road Focus Area is currently limited to an east-west bus/bike lane on Flamingo Road that directly serves the station and connects to the north-south bike lane on Spencer Street, outside of the focus area. Several planned facilities, including a north-south bike lane on Maryland Parkway, a north-south bike lane on Claymont Street/Cambridge Street, and a north-south bike lane on Algonquin Drive, will help to address gaps in the existing network. There are also plans to upgrade the existing bicycle facility on Flamingo Road to a separated bike lane and to implement a shared use path along the Flamingo Wash that connects to UNLV.

A quarter of Community Survey respondents said they would like to bike around the focus area, but only 7% do so today.

LEGEND

-  Maryland Parkway Transit Corridor
 -  Maryland Parkway Corridor Transit Station
 -  1/4 Mile Focus Area
- Transportation Network
-  RTC Transit Routes
 -  Existing Bicycle Facilities
 -  Recommended Bicycle Facilities

TRANSIT

The Flamingo Road Focus Area is currently served by several transit routes, including the 109 – Maryland Parkway, which provides connections to McCarran International Airport and the Las Vegas Strip, and the 202 – Flamingo. Flamingo Road is part of the Cross Valley Connector corridor, a planned light rail or BRT route in RTC’s Phase 1 High Capacity Transit Network.

Existing bus stops at the intersection are large and have a high level of amenities, including shelters, seating, and trash cans. Each stop is located 250 to 500 feet from the intersection, meaning people transferring between routes have a significant walk.



Residential street



Bus service along Flamingo Road

DRIVING AND PARKING

Roadways near the station are wide and auto-oriented. On street parking supply is very limited and there is no publicly operated off-street parking in the focus area. Large privately-owned surface parking lots present opportunities for shared parking agreements.



Existing bus shelter



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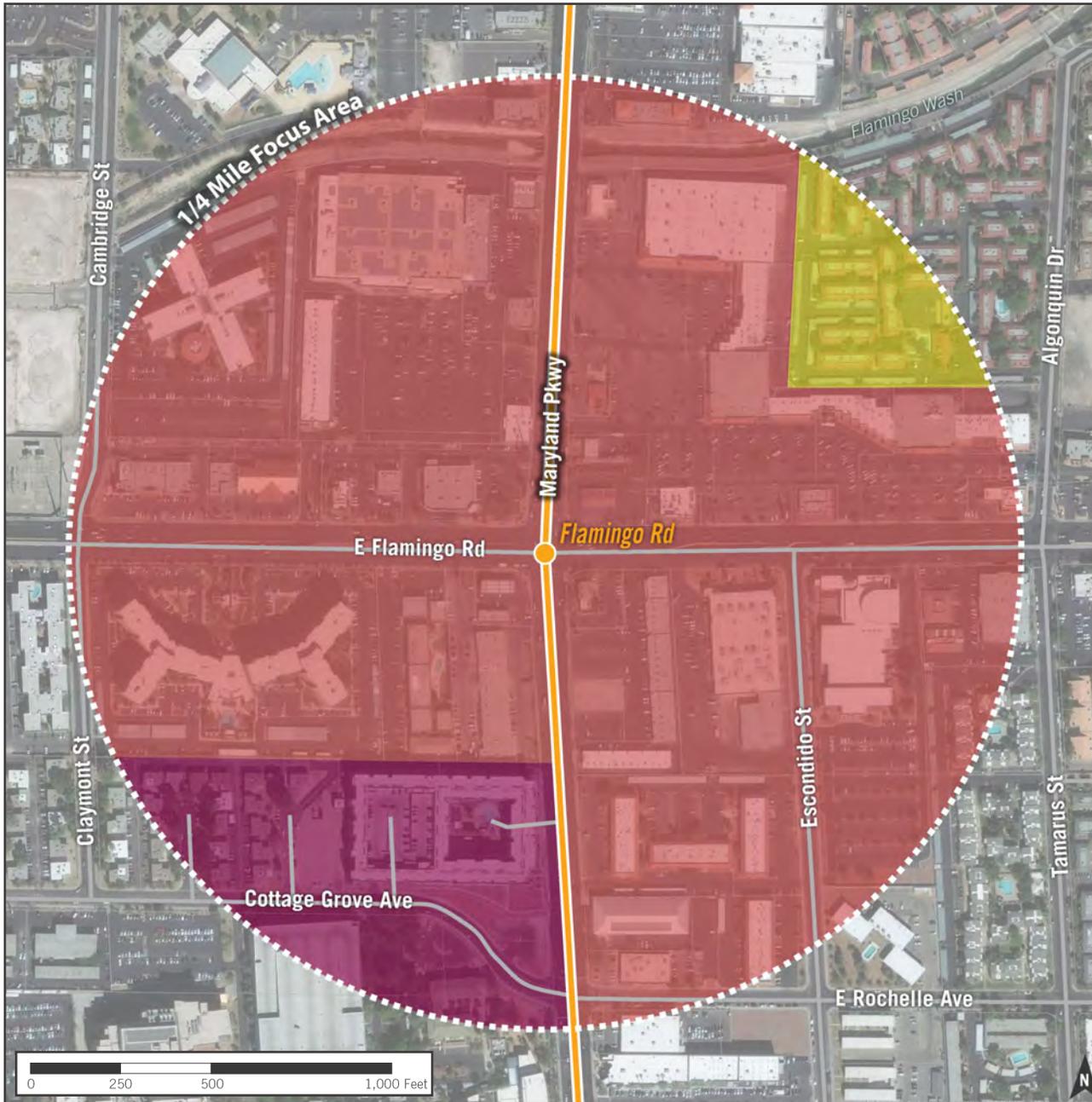
FOCUS AREA RECOMMENDATIONS

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 Flamingo Road Focus Area is categorized as an Amenitize focus area on the TOD Readiness Spectrum. While the area has many qualities that make it transit supportive, it is in need of additional amenities, infrastructure, and mobility improvements to reach its potential as a vibrant and walkable TOD area. The recommendations that follow aim to supplement the existing 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 can work to get the corresponding regulations, amenities and connections in place that will compel corresponding development to respond accordingly.

TOD TYPES

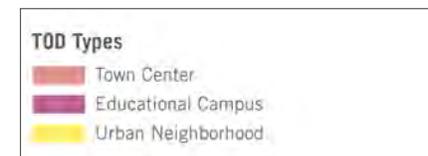


WHAT ARE TOD TYPES?

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.

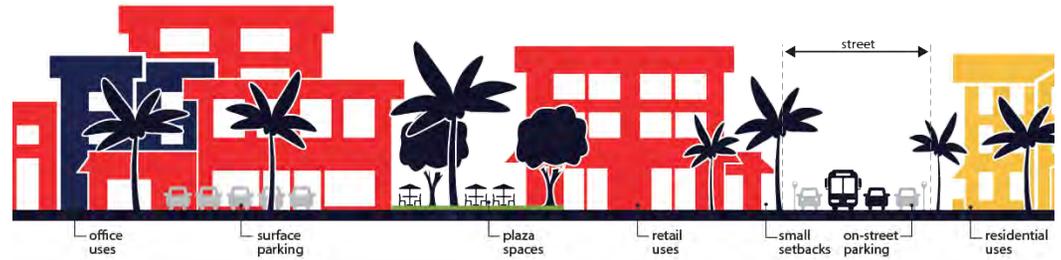
During RTC's OnBoard Mobility Plan, nine TOD types were established that are context-specific to Southern Nevada. The density, building form, block layout, types of use, time of activation and approach to equity differs in each of the nine TOD types.

The Flamingo Road Focus Area contains three of the nine TOD Types including: Town Center, Urban Neighborhood, and Educational Campus. Descriptions of each are on the page to the right.



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.



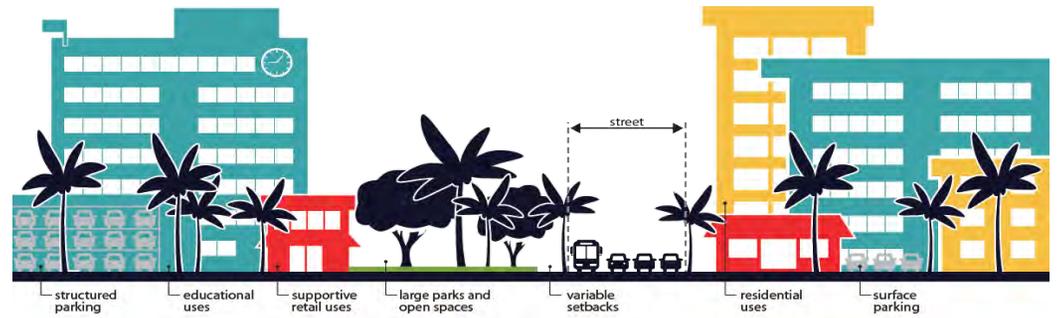
TOD TYPE: URBAN NEIGHBORHOOD

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



TOD TYPE: EDUCATIONAL CAMPUS

High student activity during the day. Primarily educational use with some on-campus housing and retail. Excellent walkability with large outdoor spaces.

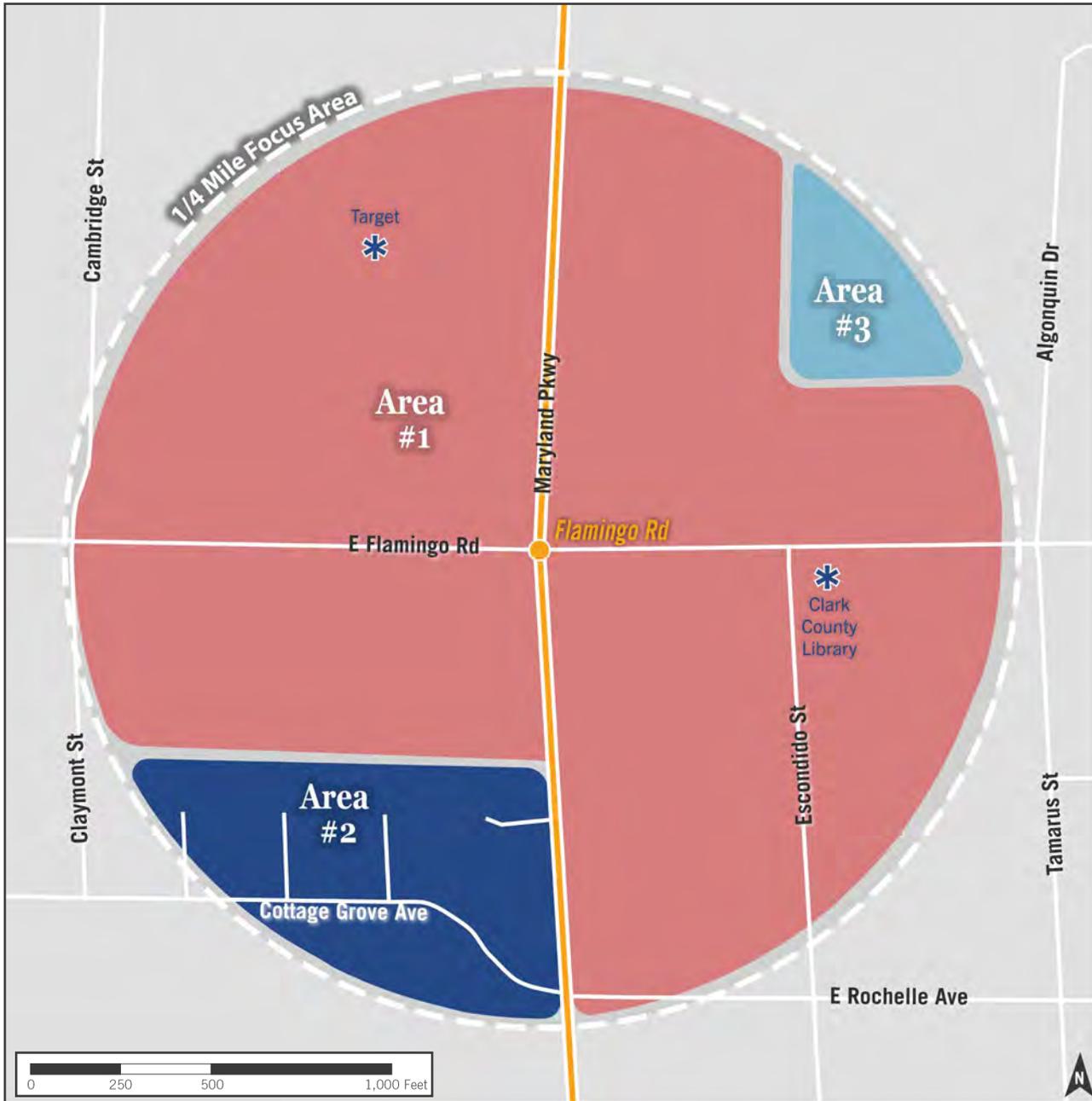


MIX OF USES

Residential and commercial/retail uses were the most highly requested land uses for the Flamingo Road Focus Area. While these are the two most common existing uses, this community preference indicates a desire for more dense, walkable, and community-serving residential and retail developments. Employment and open space were also a high priority and should be included in new development as well.



DEVELOPMENT TYPE PREFERENCES



WHAT SHOULD THIS AREA LOOK LIKE IN THE FUTURE?

While the TOD Types mapped on the previous spread 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 Flamingo Road Focus Area, community members were asked to provide feedback on a set of visual preference images for three 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, building 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: Mixed-use lifestyle center with internal pedestrian promenade

Visual preference image options were calibrated to provide input on Town Center formats, circulation, and pedestrian realm design in this area.



Area #2

Community Survey Preference: Lower-scale, walkable urban streetscape environment

Visual preference image options were calibrated to provide input on campus engagement with the street, building heights, and pedestrian realm design in this area.



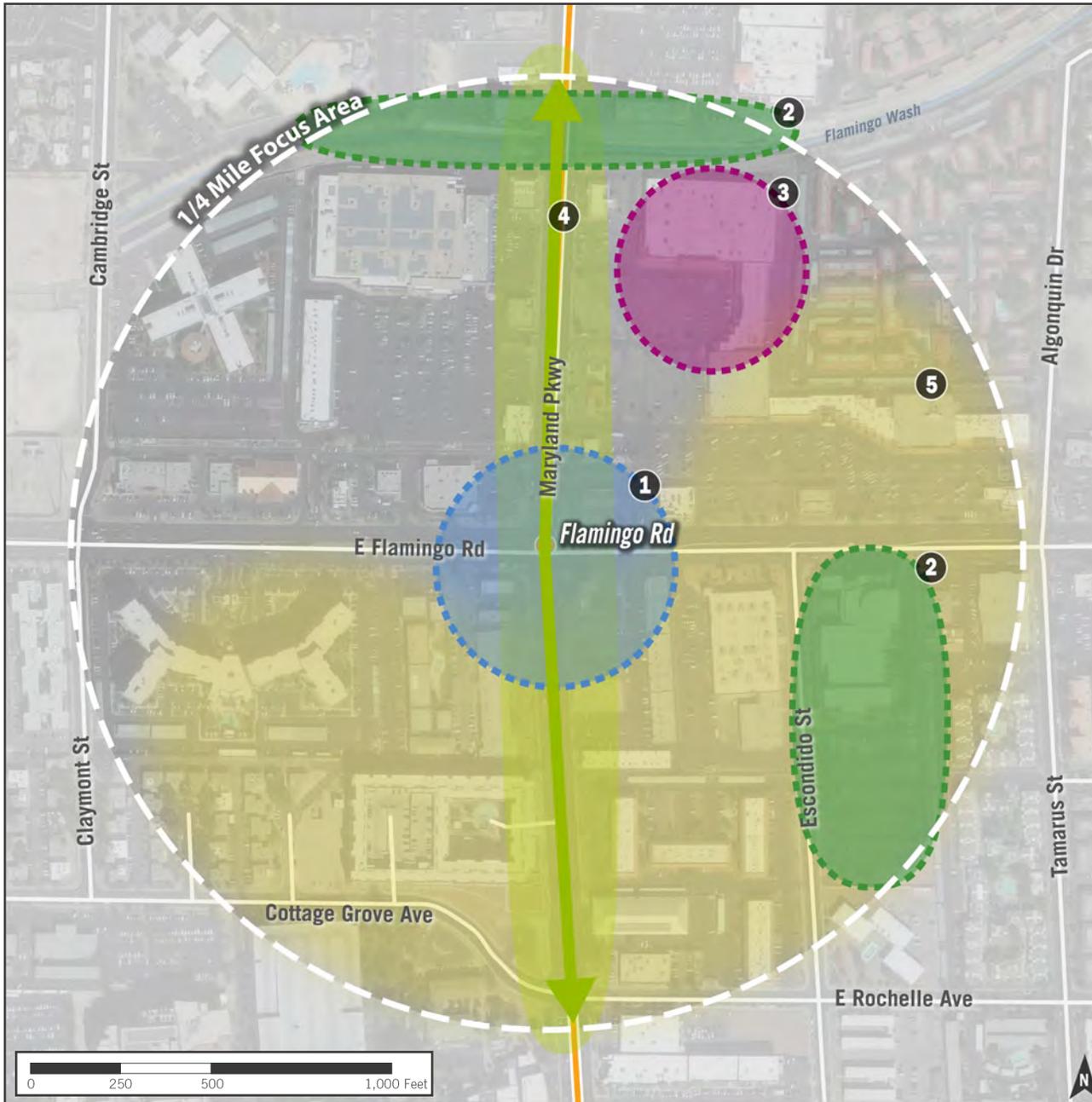
Area #3

Community Survey Preference: Duplexes and Triplexes and Townhomes (tie)

Visual preference image options were calibrated to provide input on preferred types of residential uses and buildings, appropriate density, and how best to transition to single-family uses in this area.



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 *Flamingo Road 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. Mobility Improvements at Intersection**
A variety of infrastructure improvements were requested at Flamingo Road and Maryland Parkway including safer crossings and improved bike facilities, see project on page 46 for details.
-  **2. New Park and Open Space**
New park space should be added throughout the area, particularly adjacent to Flamingo Wash and the library, see projects on pages 47-49 for details.
-  **3. Amenities at Empty Box Store**
Adding new uses such as shops/restaurants, grocery, and services to the underutilized building northeast of the intersection was a top community priority, see project on pages 50-51 for details.
-  **4. Shade Trees Along Maryland Parkway**
More shade trees were highly requested along the corridor and around Flamingo Wash.
-  **5. More Affordable Housing/Options**
Housing options were a significant community priority and should be added throughout the area and especially south 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.

As one of the top requested amenities, public input indicates a desire for more retail throughout the focus area and particularly along Maryland Parkway. While much of this area is already occupied by retail uses, both the survey results and best practices indicate a need for more variety and density, including non automobile-oriented uses. The results also indicated a desire for new uses in the vacant building northeast of the intersection.

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 minimal desire for more office uses within the focus area. If new offices uses are added they should be part of mixed use development east of Maryland Parkway.

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.

Despite an existing grocery store and a department store with food in the focus area, grocery/healthy food options were a top requested priority, which indicates the existing facilities may not be meeting the needs of the community and should be supplemented with other healthy food options.

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 appetite for additional services within the focus area, which would support the residential density. Additional services such as a pharmacy, salon, daycare, or gym should be considered throughout the area and particularly around the vacant box store and adjacent to UNLV.

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 proximity to several K-12 schools and UNLV. The biggest priority for improving education access in the area should be ensuring safe paths for students to and from the schools.

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 community desire for additional health care or social services facilities within the focus area and especially around the intersection. Access to affordable health care would help support the residential density and student population.

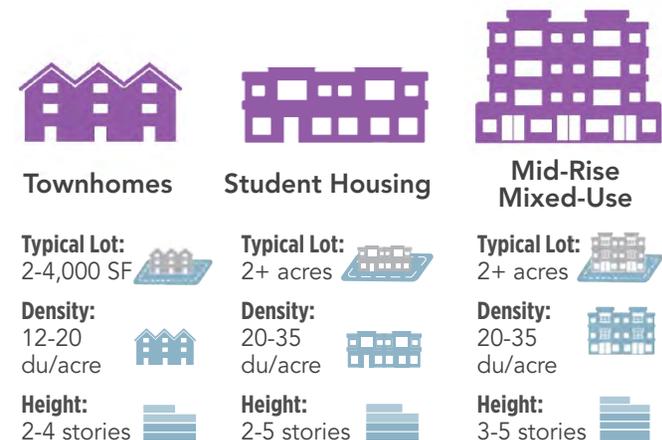
Housing Options/Affordable Housing

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 affordable housing options throughout the focus area. With the proximity to a major transit route along Maryland Parkway, the UNLV student population, and significant employment uses, it is a prime opportunity for affordable 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 Flamingo Road are townhomes, student housing, and mid-rise mixed use. Effective tools for the area include regulatory incentives, process and zoning accommodations, public subsidies, partnerships with private or non-profit groups, and property deed restrictions.





Cambridge Recreation Center green space



Trees along Claymont Street



Vehicle-oriented lighting along Maryland Parkway

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 public access to Community Parks and Open Spaces in the Flamingo Road Focus Area. There is a small amount of public green space associated with the Cambridge Recreation Center immediately northwest of the focus area, but the Flamingo Wash is a significant pedestrian barrier to the Center for the neighborhoods to the south. There is also green space on the UNLV Campus, which again, is not particularly accessible to the neighborhoods and does not feel as open to the public.

Many participants noted this deficiency and recommended new open space, particularly along Flamingo Wash and around the Clark County Library, which is immediately adjacent to a large portion of the area's housing stock. Collocating new parks with development or revitalization projects and existing community amenities would make it more easily accessible to the public and for those traveling along these major thoroughfares. New parks associated with the Wash would also provide a major connectivity benefit to the area and improve one of the least safe portions of the focus area.

Smaller areas of green space should also be considered in underutilized parking lots in the area. Breaking up the large parking areas with these spaces would also make the retail uses 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 commercial portions of the focus area is notably sparse. Particularly in the areas immediately adjacent to the intersection, large expanses of pavement create an inhospitable pedestrian environment. While the residential areas and the UNLV Campus have significantly more tree coverage, they would also benefit from additional tree canopy. New shade trees were a top community priority and were most requested along Maryland Parkway and Flamingo Road. These trees can be collocated with new green spaces along the corridor and within parking lots, as well as in buffers between pedestrian routes, roadways, and parking aisles. They should also be added as part of improvements to the Flamingo Wash, which would benefit the environment for both pedestrians and local flora and fauna as they return to the wash.

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 Flamingo Road,

it is primarily oriented to the roadways and parking lots and offers less coverage for pedestrian routes. There weren't many responses for safety and security infrastructure during the survey process, indicating this may be lower on the community's list of priorities for the area. However, additional pedestrian lighting is highly recommended, particularly near the transit stops and in the residential neighborhoods. 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 density of the Flamingo Road Focus Area and the density of current and future community amenities, including the Cambridge Recreation Center, Flamingo Wash, Clark County Library, and UNLV, 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 major destinations, 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 Flamingo Road Focus Area would greatly benefit from wayfinding especially given its proximity to several major destinations. Signage, particularly near transit stops can direct people to nearby destinations including UNLV, Clark County Library, the Strip, Cambridge Recreation Center, and even further destinations such as Downtown Las Vegas and the airport. Signage can also be leveraged to establish the area's character.

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 Flamingo Road, which should be a priority improvement 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 density of residential and commercial uses, and proximity to UNLV increases the number of people walking in this area and it should be amenitized to match this level of use.



Public Art on the UNLV Campus

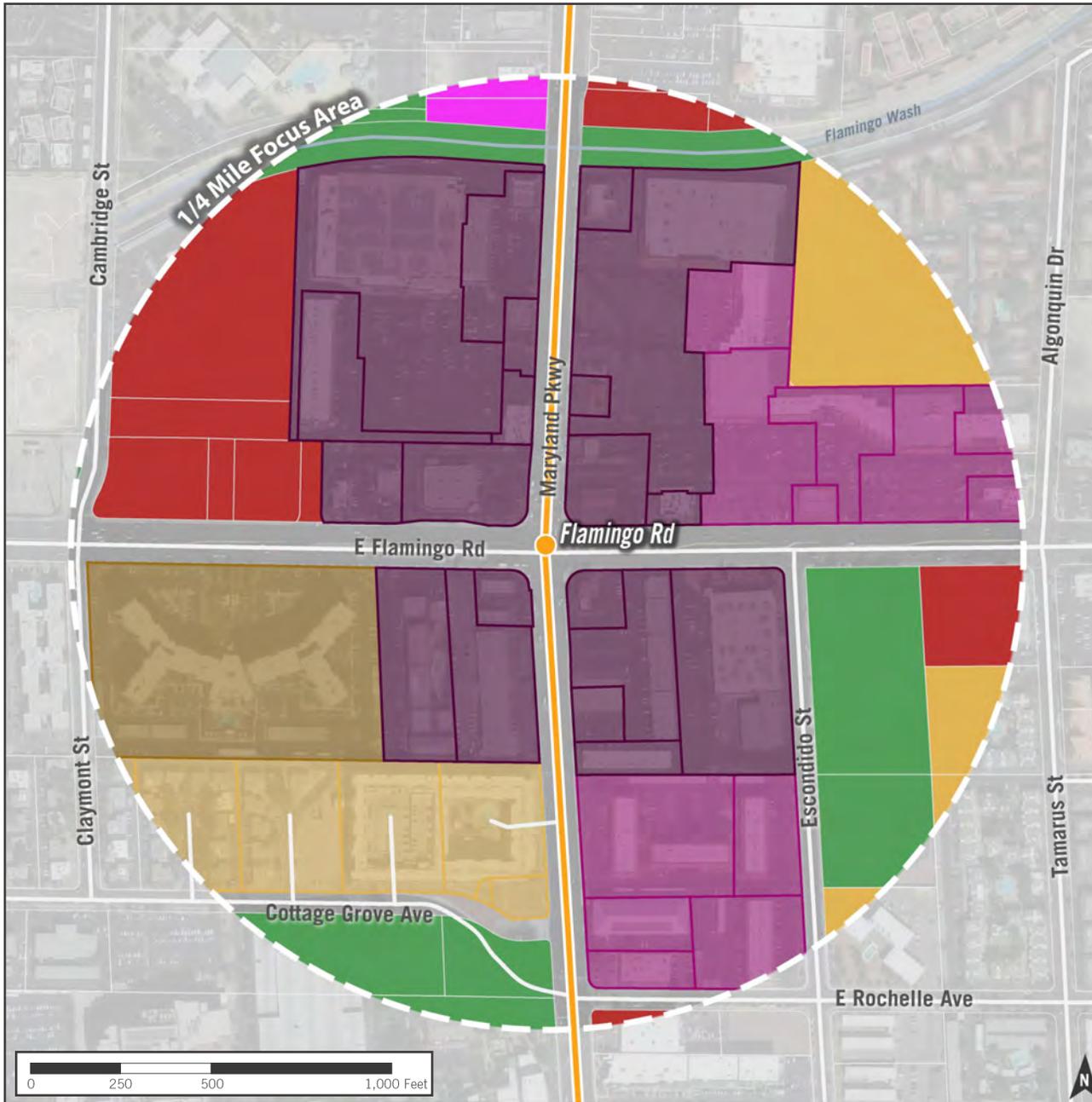


Landscaping along sidewalk



Sheltered transit stop

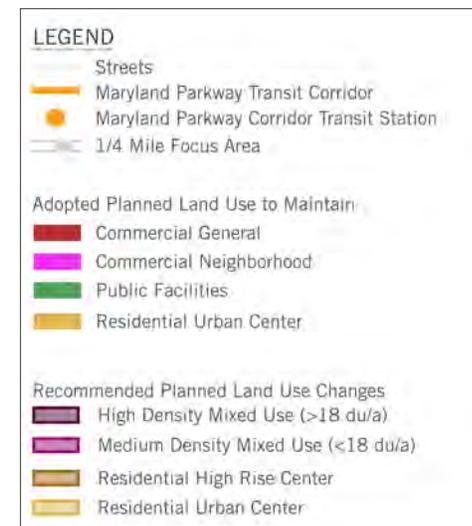
PLANNED LAND USE



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 survey 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 Flamingo Road Focus Area. These recommendations 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 redevelopment 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:

- Northwest quadrant - residential and office/professional throughout
- Southwest quadrant - residential and office/professional along Maryland Parkway; commercial and office/professional west of the shopping center
- Southeast quadrant - residential and office/professional near proposed station; commercial and residential to east and south
- Northeast quadrant - residential and office/professional throughout

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

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, residential, office/professional, entertainment, public facilities, and institutional can help achieve a critical mass of people within close proximity to the station. 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 in the northern half focus area should be predominantly retail/commercial with the addition of housing, office/professional services, and public open spaces. South of Flamingo Road, the mix of uses should remain the same but be more integrated vertically especially close to the proposed station. Changes are not recommended to existing residential neighborhoods. PLU recommendations over existing residential show a revision to Residential High Rise Center and Residential Urban Center to maintain and densify housing options, rather than change to Commercial as shown in the adopted future land use.

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.

Existing residential development within the southwest quadrant of the focus area is already high density, including the Vegas Towers Apartments and The Degree (student housing). Elsewhere in the focus area, residential is low to medium density, consisting of mostly 1-3 story multifamily apartments.

Commercial development is low-density, consisting of mostly one-story big box stores, strip-style retail, and pad site development. Office/professional uses are generally low-density, 1-story buildings surrounded by surface parking in either a business center or pad site style development.

Increased permitted building heights within the area should be considered, potentially up to 5 stories with taller buildings permitted near UNLV, the existing high-rise apartment buildings, and along the Flamingo Wash.

TRANSITIONS

Density and height should step down towards the existing neighborhoods to the southeast and northeast. Attached single-family residential (such as townhomes), small-scale multi-family (such as quadplexes) or 2-3 story mixed-use buildings with residential on the upper floors could serve as an appropriate transition.

THOROUGHFARE TYPES

Adopted Complete Streets policies and guidelines provide the baseline for enhancing thoroughfares in the Flamingo Road 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 Flamingo Road Focus Area.

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 Flamingo Road are Boulevards in a Town Center TOD type that function as the retail and commercial heart of the neighborhood. These thoroughfares serve as main streets and should be designed 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.

There are no Avenues in the quarter-mile Flamingo Road Focus Area.

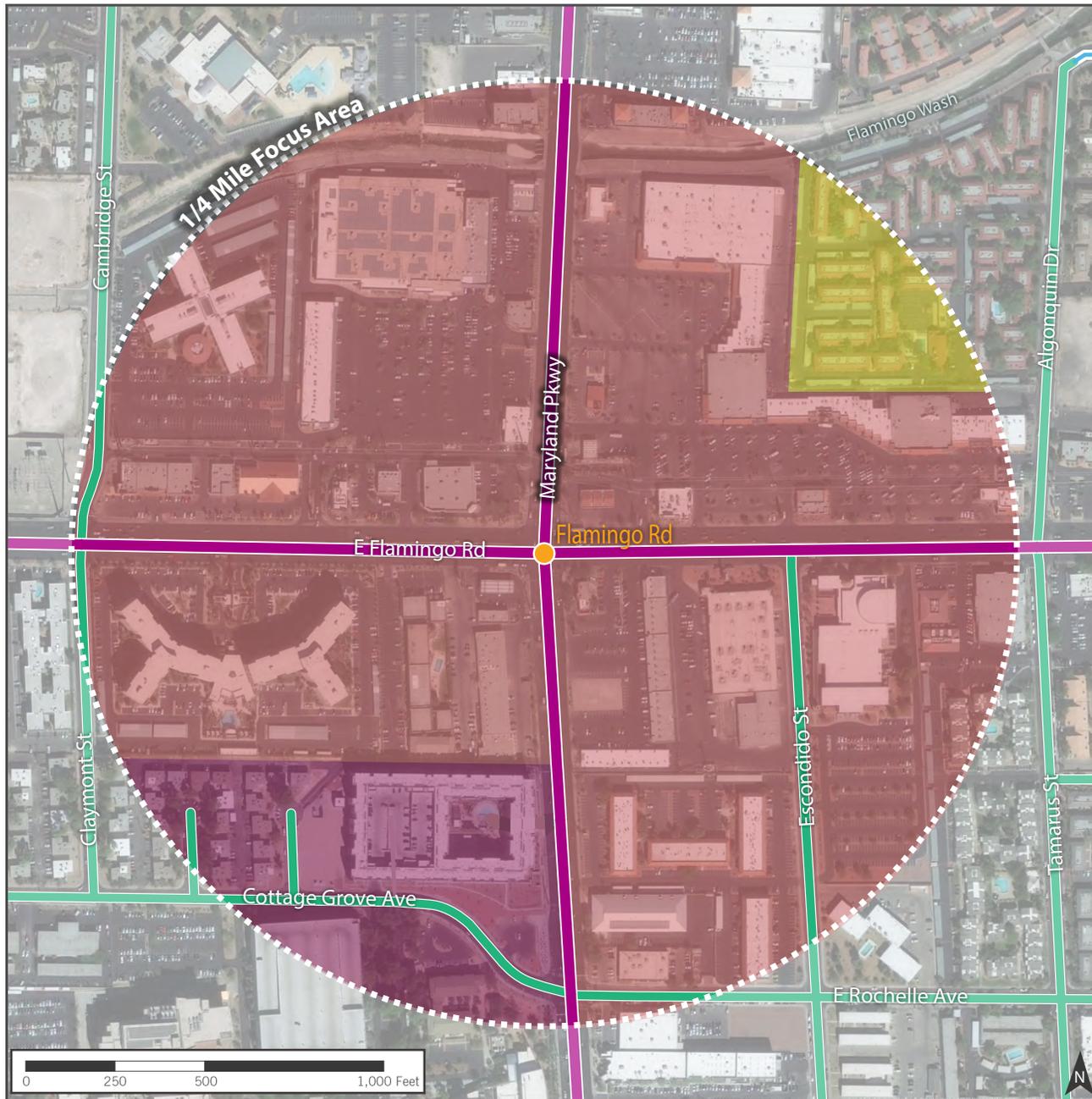
Street

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 only three Streets within a quarter-mile of the planned Flamingo Road BRT station: Cambridge Street/Claymont Street, Cottage Grove Avenue/Rochelle Avenue, and Escondido Street. The modal priorities for these streets vary.

Cambridge Street/Claymont Street is a planned bikeway and should be designed to optimize the experience of people biking. Cottage Grove Avenue forms the northern boundary of the UNLV campus and should prioritize people walking. Escondido Street and Rochelle Avenue are within the Town Center TOD type. Escondido Street is adjacent to the Library, a potential new park or plaza, and commercial establishments, and should provide balanced access for people walking, biking, and driving, as well as potential delivery access.



LEGEND

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

Thoroughfare Types

-  Boulevard
-  Avenue
-  Street

TOD Types

-  Town Center
-  Educational Campus
-  Urban Neighborhood

TRANSIT ATTRIBUTES SUPPORTING MULTI-MODAL CONNECTIVITY



Off-board fare payment and real-time arrival info



Maps of the focus area aid navigation



Secure bike parking and vending machines at Bonneville Transit Center

MOBILITY HUBS

Mobility hubs are places where multiple travel options come together, along with supportive amenities, services, and technology. They are typically located around transit stops and stations with the goal of providing seamless transfers and first-last mile solutions — offering multiple options to deliver passengers to their destinations. In addition to public transit, mobility hubs may include shared micromobility (such as bikeshare and e-scooters), pickup/dropoff zones for ridehail and private vehicles, wayfinding and information, and enhanced amenities and services. Mobility hubs vary in size and available services and can be thought of more as an organizing principle for the transportation system than as a specific type of infrastructure.

Cities across North America have adopted mobility hub guidelines and typologies to help them create a better passenger experience at transit stops and stations, particularly at stops that are served by high capacity transit such as light rail and Bus Rapid Transit (BRT). The mobility hub concept can be applied to everything from a regional train hub where many different modes come together, to a transit stop in a residential neighborhood. The level of amenities changes, but the principle remains the same – that people should be able to easily access information, transit services, and other modes.

RTC's On Board Mobility Plan identifies two types of mobility hubs for Las Vegas – regional and neighborhood. The Plan does not propose a mobility hub for Maryland Parkway and Flamingo Road. However, as the intersection of two Phase 1 High Capacity Transit lines, the area is a good candidate for a neighborhood mobility hub.

One of the principles of mobility hub design is that connections between transit services and to other transportation options should be conveniently close together and easy to navigate. Several parcels at the corner of Maryland Parkway and Flamingo Road may be possibilities for a Mobility Hub. Even if an ample contiguous space is not available for a large transit station, amenities such as secure bike parking, scooter parking, electric vehicle charging, and public space can be spread out and located within a block or so of the BRT stop with wayfinding elements to connect them.

The parking lot behind the library could be converted back to a plaza with a mobility hub focus: short-term bike parking, bike lockers, interactive trip planning kiosks, and electric vehicle charging stations paired with shaded seating, food carts, and other park-like elements. Wayfinding signs would help people find their way between the plaza and BRT stations on Maryland Parkway and Flamingo Road, as well as navigate to other nearby destinations like UNLV. Other mobility hub elements could be in the parking lot on the SE corner or closer to the multi-family housing complexes and north end of the UNLV campus.

CONNECTIONS

All Maryland Parkway transit stations should facilitate direct, easy-to-navigate transit connections. Wayfinding signs and informational kiosks, including real-time arrival information, are especially important at a Mobility Hub.

- 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 are prominently displayed at stops and platforms. Area maps featuring nearby destinations and bike and pedestrian routes are displayed on informational totems or kiosks.

TRANSIT SPEED AND RELIABILITY ELEMENTS

As future high-capacity transit corridors, both Maryland Parkway and Flamingo Road will include transit speed and reliability elements. Flamingo Road already includes speed and reliability elements: a bus/bike and right-turn only lane keeps existing service from being delayed by traffic, and bus stops are located on the far-side of the intersection, which allows the bus to clear the traffic light before it stops to drop off passengers.

Signal prioritization

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 lanes

Maryland Parkway BRT will operate in Business Access and Transit (BAT) lanes. BAT lanes allow general purpose traffic to make right turns at intersections or driveways. Flamingo Road will be designed with a high level of transit priority as well, ranging from BAT lanes to exclusive guideways for light rail, depending on which mode is chosen during FTA project development.



A signal in Seattle gives priority to buses and bikes



Right turn lanes can act as queue jumps for transit



Exclusive bus lanes are effective at reducing delay

FIRST AND FINAL MILE ACTIVE TRANSPORTATION



High-visibility crosswalk



An accessible path through a parking lot at UNLV



Wide tree-lined sidewalk near UNLV Campus

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 must be guaranteed 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.

Most people will travel through the focus area on Maryland Parkway or Flamingo Road to access the BRT station. Large commercial parcels that are dominated by surface parking lots make it difficult for people walking to find parallel routes. The UNLV campus located in the southwest portion of the proposed focus area serves as a critical catalyst for future pedestrian realm improvements. Sidewalks along Flamingo Road and Maryland Parkway adjacent to campus grounds are wide. There is also a healthy tree canopy on the north end of the UNLV campus that provides shade and positively contributes to the scale of the environment. Extending these amenities to the BRT station and other destinations in the focus area, such as the Mission Center and Maryland Crossing shopping centers, will create a more comfortable environment.

Because University Center Drive curves west for a change in elevation, it is not a convenient option for people walking between the center of campus and points northeast. As UNLV works to improve circulation on campus, they should consider options for a more direct pathway due south from the intersection of Flamingo Road and University Center Drive into the heart of campus.

Claymont Street and Cottage Grove Avenue are walking routes to UNLV from the northeastern side of campus. In the case of Cottage Grove Avenue, it is a direct route to UNLV preschool and other family-friendly facilities. It is critical the sidewalks on these streets are shaded as much as possible during the day, and well-lit at the pedestrian scale during the night.

About 600 feet south of Flamingo Road on the east side of Maryland Parkway is the Nevso Drive alignment, part of a string of alleyways from directly perpendicular to Maryland Parkway, running east past Tamaurus Street, to Spencer Street. Along the Nevso Drive alignment, there are obstructions in the form of chainlink fences and gates between property lines. As this area develops, easements should be encouraged, incentivized, and granted to create a direct publicly accessible walkway running the entirety of the stretch between Maryland Parkway and Spencer Street. Making this pathway open to all would create a new direct route and add to the permeability of the residential neighborhoods along Tamaurus Street. With the promise of more convenient and direct walking routes like this one, more people may be encouraged to walk to not only transit, but also locations like the Clark County Library (via the back entrance), UNLV Robotics Lab, and Pioneer Plaza Shopping Center. The conditions of such an easement would include guarantees of pedestrian-scale lighting, regular maintenance, and cleaning. This walkway could expand even farther to Eastern Avenue if this were to become a well-utilized shortcut in the greater neighborhood east of UNLV.

Any new curb cuts coming off Flamingo Road -- subject to state jurisdiction -- should be limited and not become the primary vehicle entrance to future developments.

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 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.

Designated and marked standing zones for shuttle vehicles and buses along Flamingo Road, one of the busiest east-west corridors for Las Vegas residents and tourists alike, is a priority to consider. Bike share is not currently in operation in this area, but a campus-based system should be considered.



An off-street passenger pickup location



RTC bike share (Photo: RTC)



Sidewalk impeded by utility pole

ADA ACCESS

Corridor-wide recommendations:

Even though there are several surface parking lot parcels still in use close to Maryland Parkway, universally accessible designs must run the entire path from any new development's primary and secondary entrances to the sidewalk, and across all curb cuts. Where new primary entrances are established in the middle of the block, crossings should be warranted.

Any newly constructed surface parking spaces should be ADA accessible, especially in locations with uses focused on healthcare and clientele predominantly focused on older adults and people with disabilities.

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, and 2 inches for the posted route numbers on a sign. Upgrading all sidewalks in the focus area to be continuously paved, level, connected to curb ramps, and 36-inches wide can ensure independence for people who may otherwise need to wait for an operationally expensive paratransit vehicle.

However, going above and beyond compliance to the ADA helps create a place that is truly inclusive for people with disabilities. 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 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 able to 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.

In general, each corner of all existing 4-way signalized and unsignalized intersections in this focus area should have two curb ramps with tactile warnings. Preceding the curb ramps on the sidewalks, there must be a level space for a wheelchair to turn.

North of the Flamingo Wash along the west side of Maryland Parkway are multiple public services, including the Cambridge Community Center, a State of Nevada Health Center, and the Clark County Social Services Department. The path of travel to and from the Flamingo Road station and these social services should be consistently and universally accessible.

On the UNLV campus, there are efforts to safely accommodate universal access needs through surface parking lots. By having a wide (at least 6-8 feet) curb ramp, tactile warning, and high-visibility pavement marking running a straight line between pathway gaps on campus, this practice should become the minimum expectation for pedestrian accommodations across all surface parking lots along the Maryland Parkway Corridor.

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.

Apart from Maryland Parkway, Cambridge Street and Flamingo Road are both designated bikeways in this focus area. Upon future conversion into a fully accessible shared-use path, the Flamingo Wash promises to be a consequential addition to the protected bicycle network. To that end, enabling access to and from the path from the surrounding urban grid will be vital. Clearly marked and signed access routes to and from the Flamingo Wash should utilize best practices of bicyclist-scaled wayfinding systems, including:

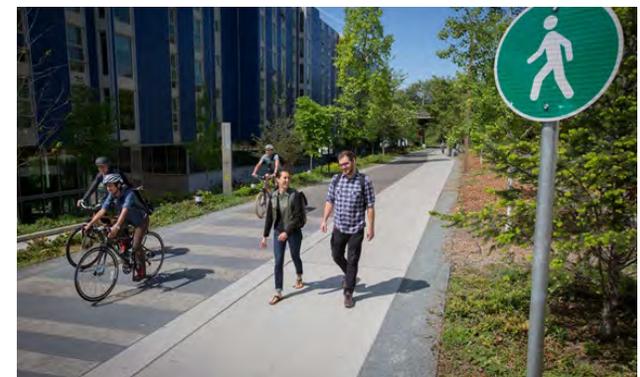
- Filling in existing marked bicycle facilities with a solid contrasting color, including across large intersections.
- Setting up “confirmation” signs to remind people they are presently on a designated bikeway and biking in the desired direction towards the Flamingo Wash or another destination
- Setting up “decision” signs at the intersection of multiple designated bikeways (which will be necessary along the Flamingo Wash itself at all access and egress points)
- Setting up “turn” signs in advance of when the bicyclist must turn to remain on the same designated bikeway in their desired direction.



Protected bike facilities are planned on Maryland Parkway and Flamingo Road



Bike crossing and turn boxes at an intersection



A shared-use path with clearly marked areas for walking and biking

TDM AND CURB SPACE MANAGEMENT

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.

Beyond the northern edge of the campus core, UNLV's sphere of influence as a major employer and trip generator extends even further into the Flamingo Road Focus Area with the College of Engineering's Robotics Laboratory at 4101 Escondido Street. UNLV is a critical partner in TDM programs, as they offer programs that help reduce parking demand on campus and in the area, including:

- The U-Pass, which provides all UNLV Rebel Card holders a majority (at least 50%) discount off the regular price for an RTC pass on a monthly or semester-long basis.
- A policy of no required parking permits for bicycles, provided they are parked in campus bike racks

To that effect, all residential buildings targeting University students, faculty, and/or staff as tenants must not only be aware of existing programs, but work to regularly promote them to tenants, through regularly emailing information, printing brochures to be packaged with building orientation materials, and in public spaces throughout the building (e.g., lobby) Such materials can be arranged through coordination with the UNLV Parking and Transportation Services office.

Similar packages of transit incentives and informative materials should be distributed by the several large retail employers in the Flamingo Road area, including Albertsons, Dollar Tree, and Target.

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 on the curbside requires an innovative approach which optimizes the curbside to meet an evolving “highest and best use” from an access and mobility perspective. By serving different purposes -- such as bus-only travel lanes during rush hour and essential service pickup/delivery during the midday -- a flexible multi-use curb zone responds to different demands over time.

Curbside regulation would ideally be phased in, starting with parking regulation (including pavement markings to define distinct spaces), and then working with the community to communicate the economic and mobility benefits of a more dynamic use of the curbside space.

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. These priorities would evolve through a community-driven process. Because of the nascent nature of dynamic curbside usage, it is advised to refer to NACTO and ITE sources on curb management.

The curbside lanes along Flamingo Road are currently used as a bus-only lane. These lanes are marked as such, but because the intent of bus lanes is to maintain faster bus travel times, additional effort should be made to discourage intrusions onto this lane from private vehicles that are not using the lane for the purposes of turning, access, or egress. Flamingo Road is to continue having bus-only lanes, additional design interventions should include:

- Repeated overhead signage saying the lanes are for buses and bicyclists only
- Grooved pavement along the edge between the bus lane and the rest of travel lanes
- Painting of lanes to a high-contrast color
- Setup of cameras above lanes at bus stops to discourage any private vehicles from interfering with bus stops



Curbs serve many uses including stormwater management and parking



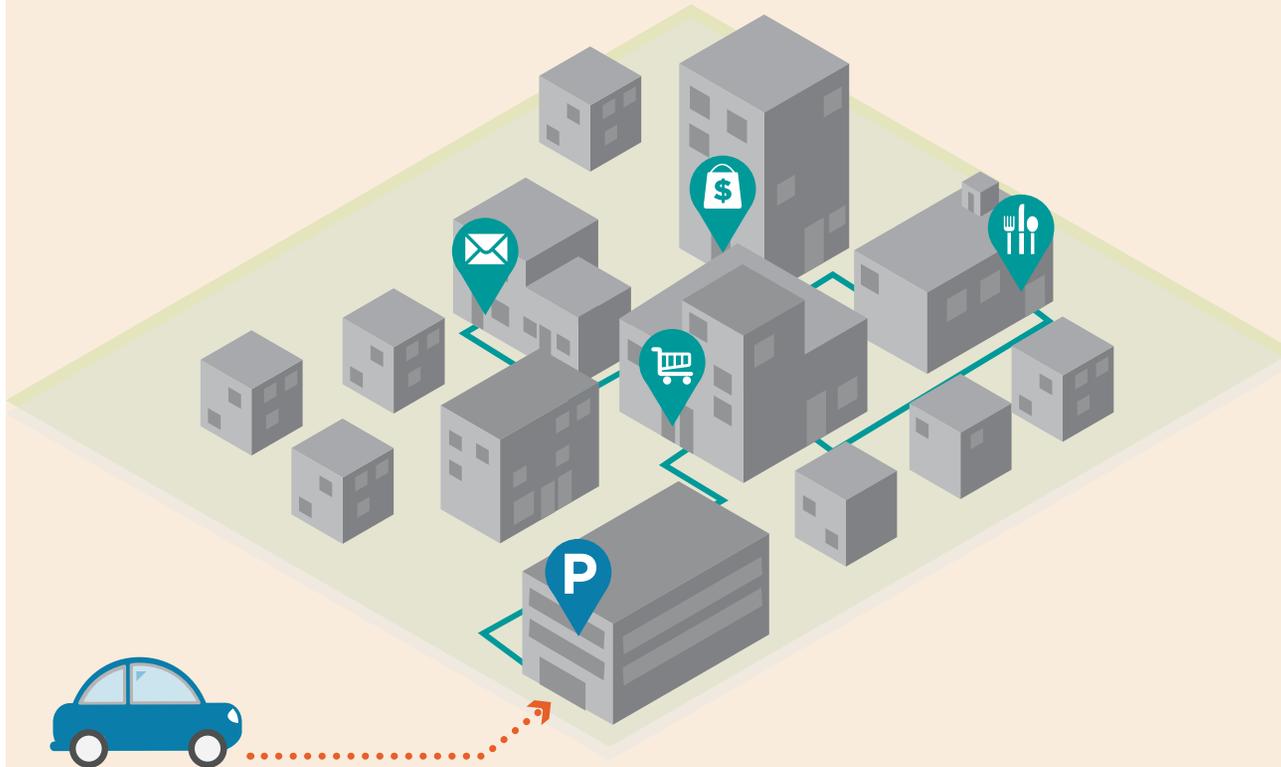
A designated TNC pick-up/drop-off zone



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:

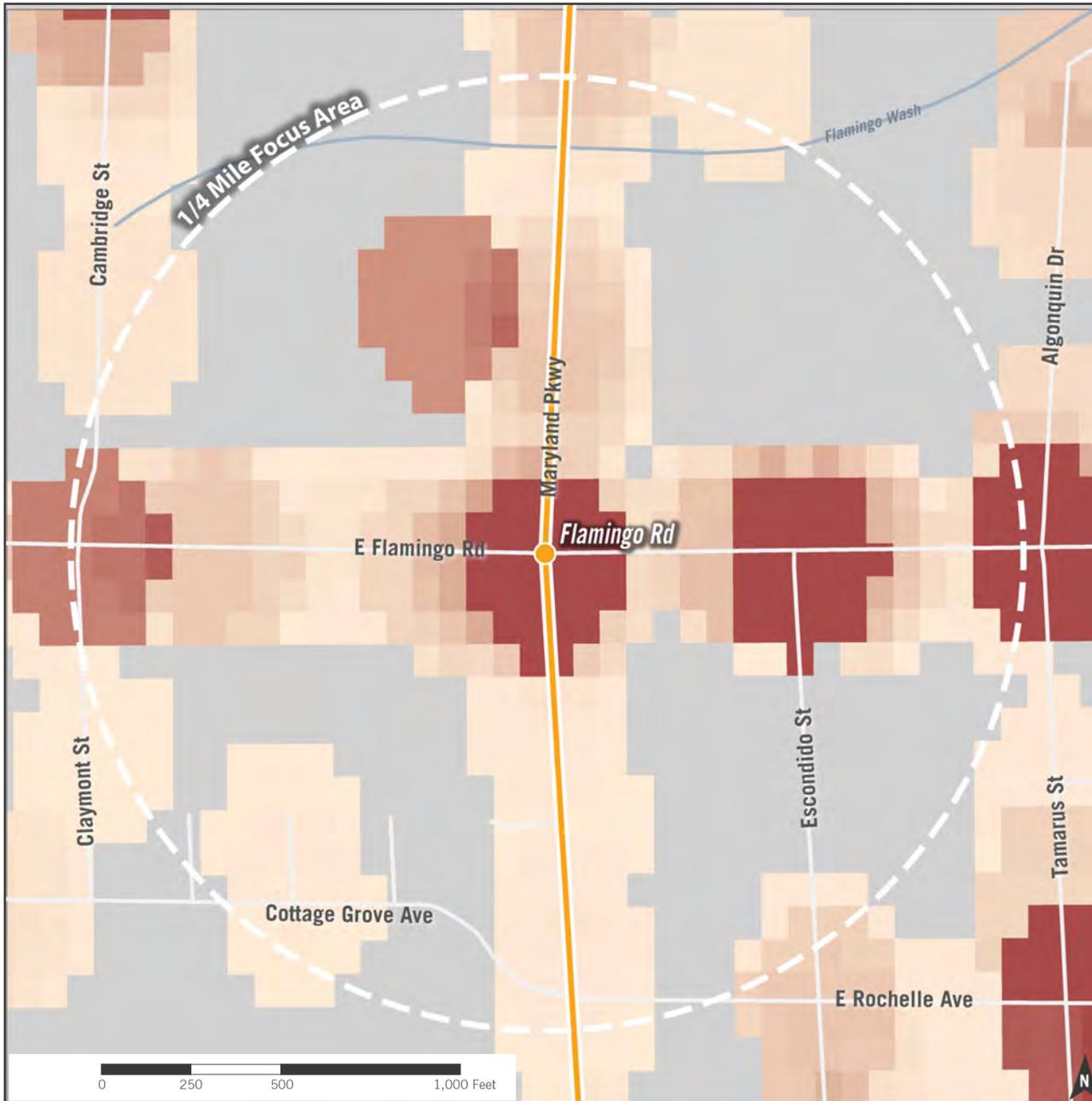
- Consolidating time limits to fewer options, such as 2 or 4 hours only
- Consider allowing all priced parking to have unlimited time limits, allowing the user to pay to park for as long as they wish
- Allowance of shared parking for uses across multiple locations

One way to reduce the costly burden of constructing required parking supplies is to allow development to include shared parking supplied off-site. With the prevalence of underutilized surface parking lots and on-street parking located throughout the focus area, there are multiple opportunities for existing parking supplies to be incorporated into future development proposals.

In the Flamingo Road Focus Area, there may be residences inhabited by UNLV students living off-campus who, due to the proximity to campus, do not have a vehicle and instead walk or bike to campus and rely on transit. To the extent possible, such students should be given the opportunity to “unbundle” the cost of their rent from the cost of an on-site parking space. Making parking an optional, fee-based amenity ensures that the cost of parking is paid for by those that use it, based on how much of it they use, while residents who don’t own a vehicle have lower housing costs.

In the event that new development forces an expanded parking supply, they may start out as paid facilities that are managed through a parking management district. A proceed of parking revenues must contribute to labor and capital improvements, including regular mobility hub maintenance, electric vehicle charging stations, covered outdoor walkways, cooling/misting stations, lighting and repaving pedestrian routes to area periphery, and multi-lingual signage.

CPTED AND SAFETY



CRIME HOT SPOTS

There is a relatively large amount of crime in the Flamingo Road Focus Area compared to the Clark County portion of the Maryland Parkway Corridor. 666 Calls for Service were recorded in this focus area between June 2018 and December 2020. The top types of crime recorded included "Other Disturbances" (62%) and various types of Assault/Battery (11%). Crime is assessed based on Calls for Service reported by the Las Vegas Metropolitan Police Department (LVMPD), aggregated to the nearest block face.

Within this focus area, crime is particularly prevalent near Flamingo Road, east of Maryland Parkway. Within the focus area, there is also some uptick in crime near the intersection near Cambridge Street and Flamingo Road. There is also a hot spot of crime just southeast of the focus area near the intersection of Rochelle Avenue and Tamarus Street.



Corridor-wide best practices:

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 Flamingo Road Focus Area to allow students, residents, employees, and transit users to feel secure and create a more vibrant pedestrian realm.

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 homeless people 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 Flamingo Road Focus Area would benefit from application of all of the CPTED principles, particularly along Flamingo Road and adjacent to Flamingo Wash, where crime hot spots are indicated. Pedestrian lighting that is oriented to the sidewalks and increased lighting on side streets and in neighborhoods would improve the natural surveillance. Creating a safer pedestrian environment along Escondido Street should be a particularly high priority. More clear paths and entries for pedestrians, including crosswalks and sidewalks through large parking areas, would improve access control. More effective and maintained buffers between the street and private businesses would improve territorial reinforcement and the area's image. This principle applies to Flamingo Wash, a hot spot for litter and encampments, which contribute to a feeling of deterioration, crime, and lack of safety in an area.

DESIGN ELEMENTS

Design elements that should be added throughout the focus area, and particularly along Maryland Parkway and Flamingo Road, include improved transit stops, especially the stop southwest of the intersection on Maryland Parkway, more consistent and pedestrian-oriented lighting fixtures, landscaped buffers and planting, 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 territorial reinforcement



Lack of maintenance



3

FOCUS AREA PRIORITIES

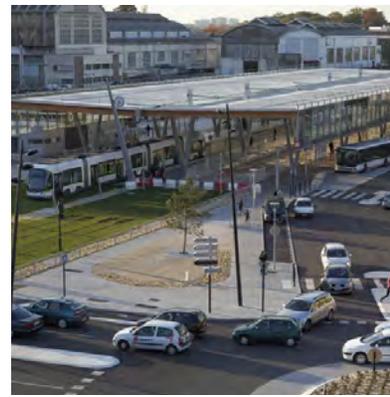
Significant opportunities for mobility improvements, community amenities, development, and revitalization exist within the Flamingo Road Focus Area. Projects in this area can capitalize on the area’s unique assets, particularly the Flamingo Wash, and the increased transit investment. The priority improvements in this area include increasing mobility access and options, providing new public gathering spaces, revitalizing the Flamingo Wash, and redeveloping vacant and underutilized areas.

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. The proposed projects are a mix between independent projects, including a mobility hub and public space for the Clark County Library, and phased projects, which begin with the improvement of the Flamingo Wash and can be followed up by transit- and trail-oriented development and revitalization in the northeast corner of the focus area. Recommendations are supported by precedent imagery, 3D graphics, and case studies to help provide a guide for the County in implementing these priority improvements.

Priority projects for Flamingo Road should focus on creating vibrant and comfortable pedestrian-oriented places, adding density and desired uses, turning the area’s assets into true amenities, and revitalizing empty and underutilized spaces. All improvements aim to realize the opportunities near the transit stops and the Flamingo Wash 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 - LARGE-SCALE MOBILITY HUB OPPORTUNITY



Connection to On Board Mobility Plan
The On Board Mobility Plan provides significant guidance for proposed mobility hubs in the Las Vegas Valley. All efforts on Maryland Parkway should align with this document. The Plan recommends a “Neighborhood” scale mobility hub at UNLV but supports additional hubs along high-capacity transit routes. More detail can be found in the Plan, [here](#).



Images of mobility hubs from Haluchère, France; Denver, CO; and Los Angeles, CA

CONNECTING MAJOR MOBILITY CORRIDORS AND DESTINATIONS

A large-scale mobility hub helps connect people, and particularly transit riders, to a variety of mobility options. A hub should provide access to transit, bicycle and e-bicycle share, bicycle parking, vehicle parking, micro-mobility share (such as e-scooters), car share (such as Zipcar), ride share pick-up and drop-off, shuttles, and wayfinding. There are several parcels at the intersection of Flamingo Road and Maryland Parkway (see orange squares in diagram above) that provide a strong opportunity for a major mobility hub

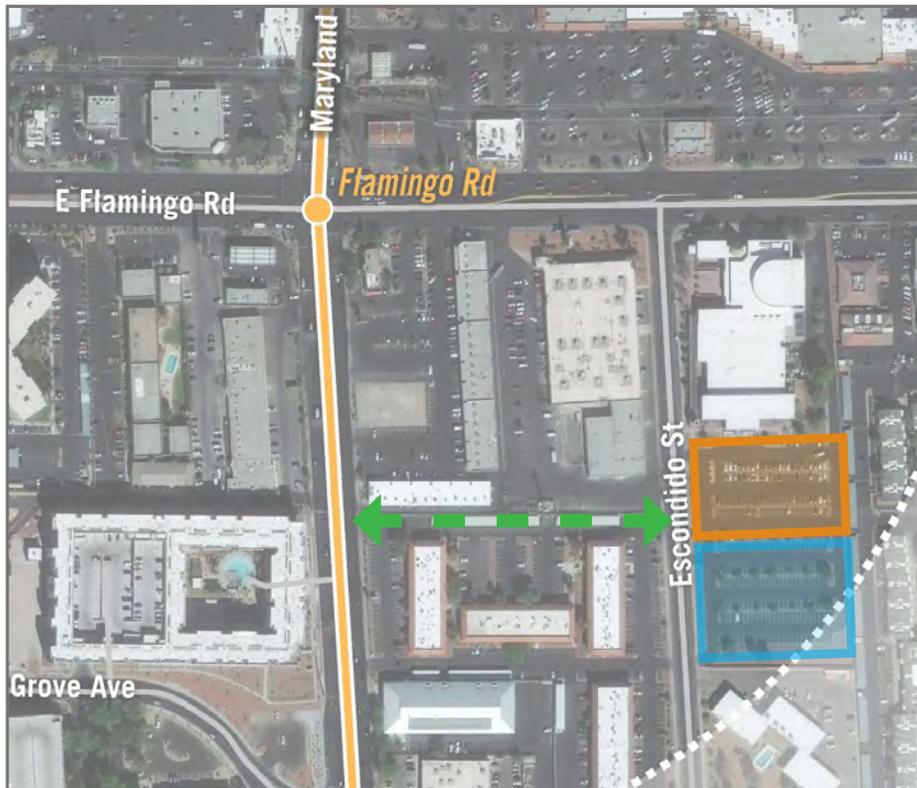
connecting high capacity transit users from both major corridors to nearby destinations and neighborhoods.

Large-scale mobility hubs should be designed to be clear, safe, and easy to use, with substantial signage providing information about mobility options, transit frequency, etc; amenities such as large shelters or small buildings for people to wait, seating, plaza space, landscaping, and lighting; and the opportunity for small scale retail such as kiosks and coffee carts. Mobility hubs should also have a well-defined sense of place to help users understand and connect to their location as they continue on their journey.

First and Final Mile Connections

In addition to amenities and mobility options at the hub itself, mobility hubs should be connected to safe transportation routes that allow transit riders to easily travel the first or last mile to their destination. A mobility hub requires an improved and robust pedestrian and bicycle network surrounding it to accommodate those using bikes, micro-mobility, wheelchairs, etc. Wayfinding should also clearly direct users to and from the hub to destinations like UNLV, Clark County Library, Flamingo Wash (once it is established as a trail), the Strip, and the Convention Center.

PRIORITY PROJECT - LIBRARY PUBLIC SPACE



Images of flexible public spaces and library plazas from Lawrence, KS; Belmar, CO; and Los Angeles, CA (bottom two)

CREATING A MULTI-FUNCTIONAL COMMUNITY SPACE

The Clark County Library, which is a significant community asset, has the opportunity to become even more of a gathering space and amenity for the area. The parking for the library is underutilized, with more spaces than necessary to serve the building. Some of this extra space can be re-purposed as an outdoor public space that will be mutually beneficial to the library by providing other types of community gathering. A plaza is recommended for the area south of the building, taking about

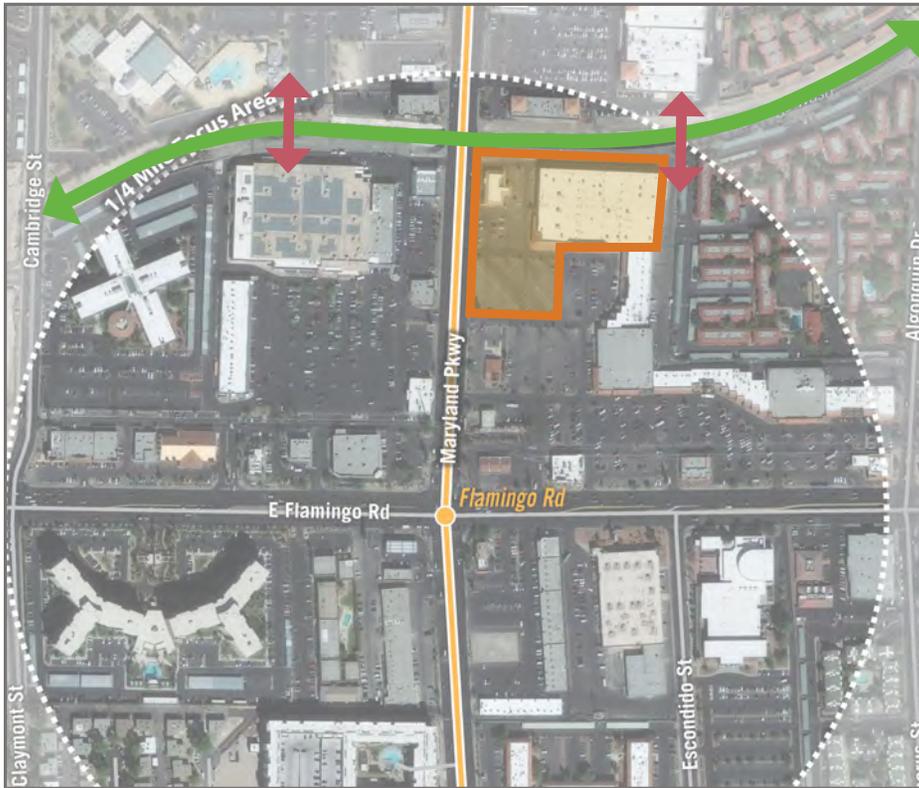
two to three rows of parking. The orange box on the diagram above shows the parking that could be removed for the plaza, while the parking in the blue box would be preserved. This space could be designed to be a creative, interactive, and multi-functional public space, which could include perimeter seating and landscaping, fun design elements, public art, and movable seating to allow it to convert to an event space for markets, classes, etc.

In order to better connect transit riders and other pedestrians and cyclists along Maryland Parkway to the library and new public space, an improved connection is recommended from

Maryland Parkway to and across Escondido Street (see green dashed line in the diagram above). In order to create a safe and accessible connection, a row of parking from the administrative buildings to the south could be considered for removal. The connection should be well-lit, comfortable, and well-marked.

The remaining library parking (see blue box in the diagram above) can be designed to be curbsless in order to provide additional flexible event spaces as needed. Creating a major gathering space for community events provides a valuable destination and asset for the focus area and surrounding neighborhoods.

PRIORITY PROJECT - FLAMINGO WASH OPPORTUNITIES



Images of improved washes and pedestrian amenities from Tempe, AZ; San Antonio, TX; and Las Vegas, NV (bottom two)

TURNING A BARRIER INTO A COMMUNITY AMENITY

Flamingo Wash, an open drainage channel that runs through southeastern Las Vegas, is both a major issue and opportunity for the area. The wash, which is concrete to the east and dirt to the west of Maryland Parkway, is currently a significant barrier to connectivity in the area. It is also an eyesore and safety concern, collecting trash and debris and largely serving as a homeless encampment. A two-step approach is recommended for transforming the wash into an asset for the community.

Short Term Improvements - Step 1: Safety, Clean-up, and Connections

The first phase of improving the Flamingo Wash is to make it safe, clean, and less of a mobility barrier. A coordinated effort will be needed to first relocate the homeless population in the area. Those living in the wash should be provided with social services and resources. Similar to recommended efforts to mitigate homelessness for all focus areas (see page 43) this effort should focus on norms enforcement (a non-threatening approach to community policing based) and assistance rather than ticketing or arrest. Following this

step, there should be an immediate follow-up of removing trash, adding lighting, and removing access points to the wash. These steps will improve the image of the corridor and deter future crime and camping in the wash. Once the safety concerns are reduced, the focus should be improving connectivity in the area. Pedestrian bridges should be considered to break-up long, impassable blocks. The network to these locations should also be improved. Crossings will reduce barriers and also create natural surveillance.



Images of natural washes and greenways from Los Angeles County (top two, bottom right); and Denver, CO.

Long Term Opportunities - Step 2: Naturalization and Greenway Design

After safety and connectivity concerns are addressed, the focus for the wash can transition to naturalizing and amenitizing it. This phase can be more flexible in its timing and can be completed as funds and resources become available. The first portion of this effort should be naturalizing this segment of the channel. This process includes removing concrete, re-engineering the banks to a more gentle slope (as feasible), adding soil and boulders, and planting riparian landscapes and

trees. In addition to creating a more attractive channel this process also expands the flood capacity, improves water quality, mitigates the urban heat island, filters pollutants, and provides habitat for local species. As part of this process, a greenway should be added to the wash with signage and wayfinding, lighting, public art, seating, and tree canopy. Leveraging investment and growth along the corridor to create a multi-use trail along the wash will transform it from a barrier to an asset that improves the environment, creates a community amenity, and provides transit riders with additional mobility options.

CASE STUDY: TUJUNGA WASH, LOS ANGELES COUNTY

Phase One of the Tujunga Wash Greenway and Stream Restoration Project in Los Angeles County revitalized and restored a one mile segment of the Tujunga Wash, which was channelized in concrete with the rest of the LA River in the 1940s and 50s. The wash is located in an urban neighborhood in the San Fernando Valley. The \$7-million project returned the stream bed to a natural riparian habitat with native landscaping, a multi-use greenway trail, seating, public art, and interpretive displays. The new, naturalized stream helps contribute to improved water quality and a habitat for local species while adding significant recreational space to the neighborhood. Phase Two of the project repeated the process for an additional half mile. This project aims to provide an example of success and to be the first step in a series of waterway restoration projects along the length of the Tujunga Wash and throughout the Los Angeles Valley.

PRIORITY PROJECT - REVITALIZATION OPPORTUNITIES ON NORTHEAST CORNER



Images of re-used box stores in Tukwila, WA; Vancouver, Canada; and Denver metro, CO

Adaptive re-use development fronting a shared public space/greenway

PROVIDING A SUPPORTIVE MIX OF TRAIL-ORIENTED USES

The long-term improvements to Flamingo Wash and the potential for activation of the properties along the wash, create a unique opportunity for re-use and revitalization projects that interact with both the improved wash and greenway and create an active edge along it. A greenway trail along the wash here should connect users to any new businesses, the mobility hub, and the transit stations in this area. Creating additional community gathering space along with any building improvements could be considered to provide activation and transparency.

Adaptive Re-Use as a Strategy

Complete redevelopment of vacant buildings allows for a wider variety of uses and building forms, but requires either the remaining attached businesses to also become vacant or careful separation and demolition. Adaptive reuse of existing spaces is often more economically viable, making use of an existing investment in a building and associated circulation, but reuse also comes with some constraints and should include considerable 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 articulation

and ornamentation, adding publicly accessible private open space, subdividing the interior, improving pedestrian connections, and using existing square footage more efficiently. Active commercial uses such as shops and restaurants, creative grocery concepts (public market, small-scale, or urban-style stores), neighborhood services, and civic uses such as a library, community center, or indoor recreation facility are all uses that were identified as community desires that would be helpful nearby the wash in an effort to help activate and amenitize it. Development could also expand towards Maryland Parkway to create an active edge along the street.



Images of trail-oriented development in Greenville, SC; and Seattle, WA (bottom and right)

Tie-Into Flamingo Wash

In addition to creating Transit-Oriented Development to leverage the investment in the Maryland Parkway Corridor, the County can also use improvements to the Flamingo Wash to create high-quality mixed-use or community-oriented development. A recent publication by the Urban Land Institute summarizes the success of Trail-Oriented Development, and the use of investment in bicycle and pedestrian infrastructure to catalyze high-quality development. Any development along the trail, and particularly adjacent to Maryland Parkway should fully utilize this proximity and design the improvements to also orient to the wash, with

entrances, public space, and outdoor seating between the building and the greenway trail. A strong mobility and design connection should be made between the greenway and the development to create a comfortable and easily navigable transition for pedestrians and cyclists. Clear signage and public art should also be used here to add visibility, recognizable character, and accessibility.

In addition to re-developing the box store and connecting to Flamingo Wash, infill between the building and Maryland Parkway should be considered as part of a development project in this area. This will strengthen the mutually beneficial connection between the transit corridor, the greenway, and the development.



CASE STUDY: PONCE CITY MARKET, ATLANTA, GA

The Ponce City Market Development, an adaptive re-use project that includes a food hall, apartments, and retail, is located on the Atlanta Beltline Greenway. The Greenway provides direct access to the development for pedestrians and cyclists, which in turn allowed the City Market to use reduced parking standards. Proceeds from paid parking at the project are given directly back to the Greenway for public art and festivals. The City Market was designed with a long, transparent frontage along the Beltline with a plaza and outdoor seating area overlooking the Greenway. The site of the Market was designed to provide easy access between the street and Greenway, using creative solutions like a public passageway and bridge to provide pedestrian and bicycle access from all sides. The project was also designed with active ground floors, public green space, and abundant bicycle parking throughout the site, making it a seamless tie-in to the Greenway.

PRIORITY STREETSCAPES, INTERSECTIONS, AND CROSSINGS

MAJOR STREETS

Maryland Parkway and Flamingo Road are wide arterials that serves all modes through and to the focus area. The lack of street connectivity in the focus 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.

Future high capacity transit corridor design on both streets presents an opportunity to reassess the way right-of-way is allocated and create a high-quality public realm, walking, and biking environment.

A driveway consolidation strategy should also be considered. Multiple retail and commercial driveways interrupt the sidewalk, creating conflict zones between motorist traffic and people walking and biking.

BIKEWAYS

Existing and planned bike facilities on Maryland Parkway and Flamingo Road will provide the most direct access to the focus area. The presence of numerous driveways and the existing lack of separation between bicyclists and vehicles negatively impacts safety and comfort. Upgrading these facilities to include an element of separation is a priority, and marked driveway crossings should be included in the design.

The planned Flamingo Wash shared-use path will serve as an important east-west alternative and ideal connector for bicycle travel to the focus area, nearby amenities, and the residential neighborhood northeast of the station.

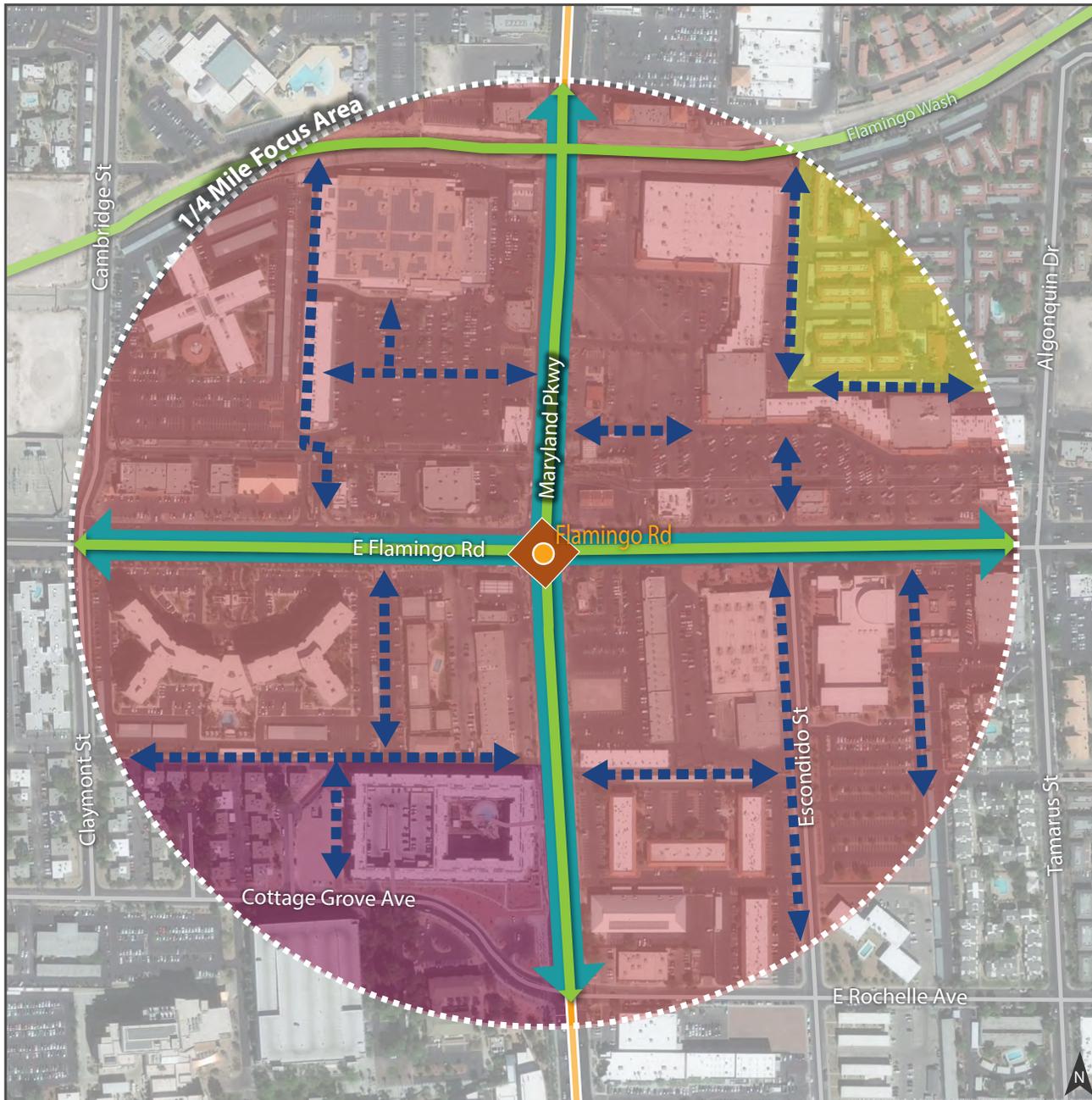
PEDESTRIAN PATHWAYS

Creating a more connected walking grid is a priority for this focus area. Opportunities to create new street connections and shared-use pathways between or through large commercial parcels should be explored, particularly to the north of Flamingo Road connecting to the future Flamingo Wash shared-use path. South of Flamingo Road, the Nevso Drive alignment and adjacent alleys and walkways into UNLV are priority locations.

In the near term, ADA accessible paths through parking lots may be the best option for better connectivity. Full sidewalks, with curbs, planters, and pedestrian-scale lighting, are the best option, but high-visibility pavement marking combined with tactile warnings and ramps are an acceptable minimum standard.

INTERSECTIONS

The intersection of Flamingo Road and Maryland Parkway is the highest priority for improvements for people walking and biking. Reconstruction of the intersection for BRT service may provide opportunities to add pedestrian refuge islands in center medians on both Maryland Parkway and Flamingo Road. Curb radii should be tightened on all corners to slow the speed of turning vehicles, and high-visibility crosswalks should be repainted.



LEGEND

-  Maryland Parkway Transit Corridor
 -  Maryland Parkway Corridor Transit Station
 -  1/4 Mile Focus Area
- Focus Area Priorities**
-  Intersection
 -  Major Street
 -  Bikeway
 -  Pedestrian Pathway
- TOD Types**
-  Town Center
 -  Educational Campus
 -  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 Flamingo Road 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)
PROTECTIONS FOR PEDESTRIANS	Capital Project	Near-term (1-2 years)	Nevada Department of Transportation, RTC
REVITALIZATION OPPORTUNITIES ON NORTHEAST CORNER	Policy/ Regulation, Public Private Partnership (PPP)	Mid-term (3-5 years)	Clark County (Community and Economic Development)
LARGE SCALE MOBILITY HUB OPPORTUNITY	Policy/ Regulation, Public Private Partnership (PPP)	Mid-term (3-5 years)	RTC, Clark County, owners of parcels selected as possibilities for a mobility hub site
LIBRARY PUBLIC SPACE	Capital Project	Mid-term (3-5 years)	Las Vegas-Clark County Library District
FLAMINGO WASH OPPORTUNITIES	Policy/ Regulation, Public Private Partnership (PPP), Capital Project	Long-term (6+ years)	Clark County (Public Works, Comprehensive Planning, Social Services, Code Enforcement/Public Response, Community and Economic Development, Park Police, Parks and Recreation), Clark County Commissioners

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 University of Nevada- Las Vegas (UNLV), the Regional Transportation Commission (RTC), 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.

REVITALIZATION OPPORTUNITIES ON NORTHEAST CORNER

Stakeholder Working Group Priority #1

Phasing: Mid-term (3-5 years)

The long-term improvements to Flamingo Wash and the potential for activation of the properties along the wash, create a unique opportunity for re-use and revitalization projects that interact with both the improved wash and greenway and create an active edge along it.

Next Steps/Quick Wins:

- Consider relocating large scale mobility hub location to NE Corner and combining with Flamingo Wash Improvements and the vacant big box store
- Bring in the Urban Land Institute (ULI) in for a seminar on successful trail-oriented development in other locales

Implementation Champions

Lead Champion(s): Clark County (Community and Economic Development)

Supporting Champion(s): Nevada Retail Association, Commercial Real Estate Development Association (NAIOP) Southern Nevada Chapter, various Chambers of Commerce, ULI Nevada Chapter



Urban form grocery store



Trail-oriented development



Active patio fronting river trail

FLAMINGO WASH OPPORTUNITIES

Stakeholder Working Group Priority #2

Phasing: Long-term (6+ years)

The Flamingo Road and Maryland Parkway intersection is one of the busiest transit transfer intersections in the entire system. There is a very high volume of transit traffic on both corridors going in all directions, and this amenity would be highly desirable to improve circulation, walkability and safety in this area.

One of the final remaining phases of the Flamingo Wash multi-use trail is located just north of the future Flamingo Road Bus Rapid Transit (BRT) station. Depending on the timing of the Flamingo Wash Trail completion, a protected bikeway along Maryland Parkway connecting the station to the trail in both directions should be a priority.



Upper Las Vegas Wash Trail

This project is a new concept that has yet to receive funding or programming support and it will involve several different organizations to be successful. The project offers a significant improvement to public health and safety.

Next Steps/Quick Wins:

- Meeting with stakeholders (including local community leaders and advocates for safe walking and bicycling) to discuss overall concept, programming, steps and schedule, outreach and strategy
- Homeless outreach to connect with services and possible relocation
- Clean up of wash
- Design and installation of lighting along all publicly accessible spaces
- Removal of access points to areas of the waterway which are irrelevant to bicycle and pedestrian conveyance.
- Design and install bioswales and other interim minimal landscaping
- Create a plan for reuse of space, pedestrian bridges over wash, etc.
- Fund the plan from potentially eligible sources such as Community Multiscale Air Quality Model (CMAQ), Southern Nevada Public Land Management Act, general fund,

Clark County Regional Flood Control District, private and philanthropic sources

- Assemble a full plan for directional cues to and from the expanded Flamingo Wash trail. This includes wayfinding signage, but also pavement markings within the right-of-way which identify the directional routes one should take upon entering and leaving the trail.

Implementation Champions

Lead Champion(s): Clark County (Public Works, Comprehensive Planning, Social Services, Code Enforcement/Public Response, Community and Economic Development, Park Police, Parks and Recreation), Clark County Commissioners

Supporting Champion(s): Las Vegas Chapter of The Sierra Club, Progressive Leadership Alliance of Nevada, Las Vegas Metropolitan Police Department Homeless Outreach Team, Nevada Homeless Alliance, Shannon West Homeless Youth Shelter, HELP of Southern Nevada, Nevada Partnership for Homeless Youth, UNLV, Clark County Regional Flood Control District, Southern Nevada Bicycle Coalition, RTC

PROTECTIONS FOR PEDESTRIANS WALKING TO AND FROM FLAMINGO STATION

*Stakeholder Working Group Priority #3
Phasing: Near-term (1-2 years)*

The two highest priority needs for people walking to the Flamingo Road Station are improvements to the intersection of Maryland Parkway and Flamingo Road, and measures to improve pedestrian connectivity in an area with very few through streets that is dominated by large commercial parcels.

Reconstructing of the intersection of Flamingo Road and Maryland Parkway for BRT service provides an opportunity to increase comfort and safety for people walking. Flamingo Road presents a significant barrier, with ten lanes of traffic (including bus lanes), near major pedestrian trip generators such as UNLV, multifamily housing, and retail destinations.

The lack of street connectivity in the focus area presents a challenge to access for people walking, as there are very few route options. In the long-term, new street connections are highly recommended. In the short-term, optimizing the walking experience on both Maryland Parkway and Flamingo Road is key, and this can be supplemented with relatively low-cost pedestrian pathways through parking lots.

Next Steps/Quick Wins:

- Explore opportunities to tighten curb radii on all corners of the Maryland Parkway/Flamingo Road intersection, including with temporary/quick-build materials such as paint and bollards especially prior to crowding around bus platforms and crosswalks by transit riders.
- Consider adding a Leading Pedestrian Interval to signals to give people walking a head start crossing Flamingo Road
- Conduct a traffic study to determine the feasibility of removing dedicated right-turn lanes and/or one of the two dedicated left-turn lanes per direction on Flamingo Rd, with the aim of using the right-of-way to install pedestrian refuge islands and/or widen sidewalks
- Identify priority routes through parking lots that can be converted to ADA accessible pathways to create a more complete grid with route options between Maryland Parkway, Flamingo Road, and parallel streets

Implementation Champions

Lead Champion(s): Nevada Department of Transportation, RTC

Supporting Champion(s): Clark County, neighboring business owners and land owners



Pedestrian walkway in parking lot



Temporary bulb out with paint and bollards

LARGE SCALE MOBILITY HUB OPPORTUNITY

Stakeholder Working Group Priority #4
Phasing: Mid-term (3-5 years)

The RTC OnBoard plan has identified the UNLV area as a location for a Mobility Hub along the Maryland Parkway Corridor. The Flamingo Road and Maryland Parkway intersection serves as a key transfer point



Well lit bus transfer station



Secure bike lockers

within the broader system and is a potential location for such a hub, as it would not require out-of-way maneuvers for buses. The intersection's proximity to existing bicycle and pedestrian infrastructure and to UNLV makes it a prime location for a large-scale mobility hub. Parcels identified for consideration are cost-prohibitive given high land acquisition cost for such highly visible frontage. Clark County could leverage one of the following locations as a pilot mobility hub:

- Part of the revitalization of the northeast corner parcels/Flamingo Wash improvements (with property owner interest)
- Public library parking lot

Next Steps/Quick Wins:

RTC and Clark County should work together to confirm sites for mobility hubs based on which location would require the least diversions from planned fixed transit routes.

Clark County, in partnership with RTC and UNLV, should identify all the potential paths of travel and rights-of-way one would conceivably take to walk to and bike to the mobility hub site based on existing conditions, including shortcuts across vacant parcels and surface lots. Those paths of travel should be identified using a combination of pavement markings, directional floor decals, and tactile markers for ADA purposes.

On all steps of the journey from bus stops to the mobility hub, clear bi-lingual directional signage should direct people to the mobility hub, along with nearby destinations and all mobility options (bus transfer points, bicycle share, ridehailing pickup/dropoff locations).

On this site, bicycle racks, bicycle lockers, permitted food trucks, chairs, tables, and shade structures could be set up for public use during the same hours in which transit is operating. RTC could explore opportunities to allow locally-owned businesses to operate on the site. To entice more purposes to visit this location, Clark County may want to establish and promote ancillary services at this site that cross-promote with the public library or transportation needs (e.g., Transportation Network Companies business license renewal, voter registration, etc.)

Implementation Champions

Lead Champion(s): RTC, Clark County, owners of parcels selected as possibilities for a mobility hub site

Supporting Champion(s): RTC Bike Share, neighboring employers including Albertsons, UNLV, Target, Nevada State Board of Nursing

LIBRARY PUBLIC SPACE

Stakeholder Working Group Priority #5

Phasing: Mid-term (3-5 years)

This project will involve a nontraditional, yet potentially highly supportive, stakeholder in smart growth, transportation and land use development. It is, however, an unfunded project that will require a significant push to generate a high enough priority to be funded—likely, exclusively, by the Las Vegas-Clark County Library District. There is a possibility that between the RTC and Clark County Public Works, there could be some funding for the pedestrian linkages along Escondido Street.

Next Steps/Quick Wins:

- Meet with Library District Executive Director to explore Library District interest & partnering potential
- Based on response from Library District, develop concept for further consideration at higher levels
- Meet with Las Vegas-Clark County Library District Foundation to elicit funding and support
- Meet with the Library District Board to present concept and pursue possible joint funding between Clark County, RTC, and the Library District

- Secure approvals and support from Clark County Commission & RTC
- Program funding from eligible sources

Implementation Champions

Lead Champion(s): Las Vegas-Clark County Library District

Support Champion(s): Clark County, RTC, County Commissioners, UNLV Center for Academic Enrichment and Outreach, Library District Board, Las Vegas-Clark County Library District Foundation



Public space outside library



Play space outside library



Farmers Market outside library

