

Clark County Maryland Parkway Corridor Transit-Oriented Development Plan

Public Engagement Appendix

The planning team engaged with a diverse range of stakeholders early and often in the process, creating continuous opportunities for the public to be involved. Despite navigating a global pandemic and limited opportunities for in-person outreach, engagement ensured that traditionally underserved or difficult-to-reach groups (such as seniors, minorities, low-income households, people with disabilities and people with limited or no English proficiency) had ample opportunity to participate and share their feedback. Public engagement included several components, as summarized in this appendix.

PUBLIC ENGAGEMENT OVERVIEW

- a. In-Person Community Meeting
- b. Community Online Survey #1
- c. Community Online Surveys #2
- d. Public Review Period
- e. Stakeholder Advisory Workgroup

PUBLIC ENGAGEMENT SUMMARY

a. **In-Person Community Meeting**

The first in-person meeting window took place in January 2020. The project team conducted a community open house which included an overview of the project and process, discussion of the community's vision for different parts of the corridor, and discussion about TOD potential along the corridor.

See pages 3-12 of this PDF for a summary memo from Meeting Window 1 which includes feedback from the in-person community meeting.

b. **Community Online Survey #1**

The remainder of this planning process took place during the COVID-19 pandemic with virtual community engagement. In May 2020, a 6-week long online community survey was launched to understand what the community values along this Corridor, what improvements are needed, and how the pandemic was affecting the way the Las Vegas community lives, works, and plays. Over 750 responses were gathered.

See pages 13-69 of this PDF for a memo summarizing results from the first online community survey.

c. **Community Online Surveys #2**

In October 2020, the project team took an innovative approach to gathering detailed



community feedback using a map-based online survey platform. Seven surveys were used, one for each priority focus area, with ongoing promotion and response analytics. There were also hard-copy versions of the surveys produced for those who may not have access to the internet. These were made available at strategic locations within the Priority Focus Areas. One major part of the surveys was development type visual preference for subareas within each priority focus area. Community amenities were another large area of feedback gathered, allowing participants to place pins on the map showing where additional amenities and transportation improvements are needed. 690 total responses were gathered.

See pages 70-95 of this PDF for a memo summarizing results from each focus area-specific online community survey.

d. **Public Review Period**

A public review period of the final TOD Plans occurred from late June to late July 2021. The public review draft plans were live on the project website, and linked to from the City, County, and RTC websites. Two live public listening sessions took place on July 14th. These listening sessions provided an overview presentation of the plans and an opportunity to answer questions and receive comments from the public. Promotion took place for two weeks ahead of the public meeting to promote both the meeting itself and the public review opportunity of the TOD Plans. No objections to the Plan content were received.

See pages 96-153 of this PDF for the presentation used in the public review listening sessions.

e. **Stakeholder Advisory Workgroup**

The Stakeholder Advisory Workgroup (SAW) was used as the core advisory committee to provide input and direction on the overall purpose and goals of this planning initiative, to identify areas of common interest and/or concern, to receive updates and comment on project progress, to share detailed information on specific demonstration project concepts, and to review draft results and finalized reports prior to more formal presentations to other stakeholders and the general public. The SAW group includes a diverse group of direct stakeholders in the Plan's outcomes, including owners or representatives from Maryland Parkway businesses, organizations, and institutions. Participation by SAW members remained steady, and even grown, throughout the pandemic. The group convened once in person in late January 2020, and then met eight times virtually.

See page 3 of this PDF for a summary memo from Meeting Window 1 which includes feedback from the first SAW meeting which was in-person. See pages 154-233 of this PDF for summary memos from the eight virtual SAW meetings.



Maryland Parkway TOD Plan

Meeting Window #1 Feedback Memo

The Maryland Parkway Corridor Transit Oriented Development (TOD) Plan is a collaborative endeavor between the Regional Transportation Commission of Southern Nevada (RTC), the City of Las Vegas, Clark County, stakeholders and community members to improve transportation and spur transit-oriented development along the Maryland Parkway corridor. Based on extensive input from local stakeholders and multi-agency technical groups, the resulting Plan will identify priority locations for TOD, preferred types of development and characteristics, as well as implementation actions and tools to guide investment along the corridor.

This memo summarizes the combined feedback from the following community engagement activities held during Meeting Window #1 (January 27–29, 2020):

- Community Meeting #1
- Stakeholder Advisory Workshop (SAW) #1
- CC Multi-Agency Technical Group Meeting
- CLV Multi-Agency Technical Group Meeting
- CLV Planning Commission Presentation
- Stakeholder Interviews (6)

Discussions covered a range of topics, including opportunities and challenges related to walkable/bikeable station areas, TOD types for different Focus Areas, project goals, ideas for further community engagement, and more. Detailed notes and TOD activity poster photo reductions from the Community Meeting are compiled under separate cover.

The remainder of this memo summarizes participants' feedback and includes a range of ideas offered on key topics. The memo is organized into the following sections:

- I. Goals**
- II. Challenges**
- III. TOD Characteristics/Opportunities**
- IV. TOD Station Areas**
- V. Further Engagement Opportunities**

I. Goals

Participants described many aspirations for the future of the Maryland Parkway corridor. In considering results from the range of engagement activities, several commonalities emerged. Below are five outcomes for which to strive through planning and investment.

1. Significant Mode Shift

- Prioritize a shift from single-occupancy vehicles to transit
- Increase ridership
- Change negative perception of riding the bus
- Create an easy transit experience
- Ensure ease of first- and final-mile connections

2. Easy, High-Quality Transit and Destination Experience

- Design a quality built environment with pedestrian/bicycle amenities and wayfinding to support convenient, enjoyable experiences
- Connect to priority destinations: Medical District, schools, senior housing, grocery stores
- Provide sufficient, easy-to-access parking
- Provide a range of retail (cafes, restaurants, shopping, groceries, pharmacies, etc.) easily accessible to station areas

3. Diverse Housing Options

- Initiate a comprehensive approach to housing at the station area level
- Build new housing and renovate/improve existing housing
- Provide affordable and market rate housing in mixed-income developments

4. Safe, Comfortable Environment

- Increase pedestrian comfort (e.g., shade/covered areas, crosswalks)
- Enhance bicycle amenities (e.g., racks at stations and on buses)
- Explore traffic control measures
- Add lighting
- Address crime and safety concerns

5. Incentivized Development

- Spur new, desirable, cohesive development
- Address barriers to development
- Consider code changes and financial incentives (such as Tax Increment Financing) to spur development

II. Challenges

Participants provided input related to possible obstacles to creating walkable and bikeable station areas centered around bus rapid transit.

Ridership and Accessibility

- Regional auto-dependency/current lifestyle trends
- Negative perception of riding the bus
- Distance to service/destination
- Transit timing
- Needs of the senior population
- Current transit rider displacement—need to accommodate long-time residents and the elderly
- Transit cost—consider free transit zones

Safety and Comfort

- Downtown traffic congestion and parking
- Redistributing current traffic
- High-speed automobiles
- Minimal pedestrian and bicycle amenities
- Lack of shade
- Insufficient street lighting
- Antisocial behavior, loitering, and homeless camping
- Need for increased security at Maryland Square and elsewhere

Commercial/Business Uses

- Lack of economic diversity—current Downtown employers are predominantly casinos and employees cannot afford the high Downtown housing prices
- Retail viability—need tenants and customers to support development; high rent impacts retail prices to customer
- Cost per square foot and vacancy rates
- Need for property owner support to reinvest in properties

Development

- Existing built-out corridor and suburban style development—need compact development along the corridor to foster walkability
- Insufficient housing to support true downtown urban living
- Lack of affordable housing
- Current City/County parking requirements are unsustainable and create sprawl
- Limited land availability/lack of affordable land
- Right-of-way constraints
- Sustainability
- Cost to build and finance high-quality design

III. TOD Characteristics and Opportunities

Participants described preferred types of development, land uses, and characteristics they'd like to see around stations and/or along the Maryland Parkway corridor.

Development Characteristics and Tools

- Implement strong neighborhood-to-transit connections to increase ridership and energize neighborhoods
- Identify infill opportunities and redevelop the largely built-out corridor in a more desirable way
- Promote compact development to foster walkability
- Include high-density, mixed-use development
- Consider transitions to existing neighborhoods
- Look to successful urban TOD as models, such as Seattle, Portland, Los Angeles, and Phoenix
- Create design guidelines, and use the MP overlay and form-based code as tools to implement desired, high-quality projects
- Use inclusionary zoning to ensure housing for low to moderate incomes
- Identify sustainable approaches

Land Use Types

- Include vertical mixed uses with retail on ground floor and residences above
- Provide housing with a range of prices, including transitional, affordable, workforce, and mixed-income housing
- Apply a regional solution to affordable housing—needs to be mixed income at the right percentage of affordable versus market rate
- Examine viability for retail types based on market conditions
- Develop experiential retail—BRT can be part of the experience
- Include parks and public open space around stations

Distinct Identity/Beautification

- Create destinations
- Address blight
- Build on existing identity with distinct Districts
- Develop memorable corridor and transit line branding
- Include signage and wayfinding
- Designate areas to display public art in coordination with plans underway through Maryland Parkway Public Art Strategic Design

Transit Modes

- Increase BRT ridership
- Improve the pedestrian and transit user experience
- Provided shade with covered areas and shade tree landscaping
- Add pedestrian and bicycle amenities, including wide sidewalks and bike lanes
- Support a range of modes, including walking, riding bicycles, scooters, etc.

- Consider distribution of BRT stations
- Develop parking strategies to ease access

Funding and Development Incentive Opportunities

- Encourage private investment into the corridor
- Explore public-private partnerships
- Consider creating an Improvement District
- Consider redevelopment districts and Tax Increment Financing (TIF) to attract developer investment
- Explore changes to code to encourage developers (e.g., steel versus wood construction, form-based zoning, zero lot lines/5' setbacks)

Safety

- Enhance safety and security
- Install signage and enforce no loitering, camping, defacing/destruction of RTD property
- Carefully consider placement of benches and RTD stop covers so they do not attract loitering and camping
- Use Crime Prevention through Environmental Design (CPTED) techniques and design with visibility into stations

IV. TOD Station Areas

Community members recommended a number of station areas as having the most potential for Transit-Oriented Development, and provided feedback on potential TOD Types.

Focus Areas with Most Potential for TOD

- Medical District
- Grand Central Parkway—adjacent uses
- Downtown
- 4th Street
- Maryland/Carson Avenue
- Charleston—Huntridge Park (turning into Children’s Sculpture Park), Huntridge Theater
- Maryland Parkway between Charleston and Sahara
- Sahara to Karen—dense population center; redevelopment area with great potential; shared by City/County
- Sunrise Hospital
- Between Desert Inn and Flamingo
- Boulevard Mall—space for infill/redevelopment
- Maryland Square—redevelopment opportunities, affordable housing and senior center; note deed restrictions (e.g., methadone clinic; retain 1,000 parking spaces)
- Flamingo
- Between Tropicana and Flamingo
- University- UNLV to Downtown connections. Target, Albertsons, Best Buy.
- Southern Corridor—Maintain affordable housing and address gentrification concern
- Russell Road to the Airport

TOD Types

- Address character of transition areas between TOD Types
- Include vertical mixed use in TOD typology
- Maintain historic areas along the corridor
- Ensure that a “Medical” typology would not be mono-focused on medical uses; include a mix of uses (residential, retail, amenities)

Other Recommendations

- Develop larger, more distinct stations
- Identify stations with potential around an anchor (e.g., UNLV, Downtown, Huntridge, Medical District)

TOD Type Workshop Exercise Results

The Regional Transportation Commission’s OnBoard Mobility Plan (2018) defined nine different TOD Types specific to Southern Nevada. These TOD Types provided a starting point for evaluating the most appropriate types of development for the proposed Maryland Parkway Corridor Focus Areas. One TOD Type, the Las Vegas Strip, was excluded from this exercise due to its inapplicability along the corridor. During Community Workshop #1, participants placed stickers on maps to indicate which TOD Types would be most appropriate for the different Focus Areas. Results are tallied below. Any Focus Area with a clearly preferred TOD Type is highlighted in orange.

	TOD Types							
	Downtown Local	Downtown Regional	Educational Campus	Employment District	Entertainment District	Medical District	Town Center	Urban Neighborhood
TOD Stations								
Medical Center			1	2		3		
Palomino			1	1		1		
Shadow			3	1				
Grand Central Parkway	1	3		1				3
Bonneville Transit Center		2		4	3		2	
4 th Street		1		2	2			3
8 th Street		2		2	1		1	1
Maryland	2				2		1	1
Charleston	2	3			3		3	1
Oakey	1		1	1		1	1	4
Sahara	3	2		1			2	1
Karen					1		1	1
Sunrise Hospital	1		1	2		1		
Desert Inn	1	1					3	
Boulevard Mall	7	1	1	2	1		6	2
Katie	4			2			1	2
Flamingo	1	1						
University Ave.	1	6	5		1		1	
University Rd.	1		1	1				
Tropicana	2	1	1		1	1		
Reno	2			2			4	3
Hacienda	2			2		1	3	
Russell		1				1		

V. Further Engagement Opportunities

During the first phase of meetings and interviews, stakeholders suggested additional groups, engagement tools, and coordination points to consider going forward.

Audiences

Residents/Property Owners

- Residents
- Property owners
- Homeowners associations
- Property management/apartment management groups
- Tenants/tenant groups
- High-density apartments (52) between Desert Inn and Flamingo

Neighborhood Groups

- Neighborhood associations
- Neighborhood/block groups

Diversity

- Diverse stakeholders
- Senior Centers—Maryland/Bonanza Senior Housing
- Refugee populations

Business Organizations and Individuals

- Retail Association of Nevada
- National retailers
- Grocery stores
- Downtown Alliance
- Boulevard Mall
- Fremont Street Experience
- Downtown Projects (DTP)
- Plaza Hotel
- Developers (Nevada Hand and Ovation Utilities)
- Go Med Circular Autonomous Shuttle
- Utilities

Educational Institutions

- University of Nevada, Las Vegas (UNLV)
- Orr Middle School
- Valley High School
- New High School
- Ruby Thomas Elementary
- Las Vegas Academy

Faith Community

- Reformation Church
- Other places of worship

Community-Based Organizations, Foundations, Advocacy, and Special Interest Groups

- Transportation Resource Advisory Committee and Community Collaboration (TRAC) for RTC
- Fast RTC
- Maryland Parkway Coalition
- Affordable Housing Partners
- Nevada Housing Coalition
- Medical District Planning Committee

Policy Makers

- City Council
- Planning Commission
- City and County government staff

Potential Outreach Tools and Forums

- Use visualizations to convey potential development to staff, neighbors, developers, and other stakeholders
- Conduct intercept/pop-up events (UNLV, senior centers, schools, grocery stores)
- Consider Tagalog interpreters for pop-up events in target neighborhoods
- Hold block parties (e.g., Baker Park)
- Capitalize on UNLV events (e.g., Festival of Community and basketball games)
- Town Hall Meetings
- Offer transportation to help elderly residents attend meetings
- Consider survey fatigue
- Use public art to roll out/encourage public involvement
- Post on social media (e.g., Nextdoor, Facebook, Twitter)
- Develop talking points for elected officials
- Use Retail Association of Nevada's 2,400-person mailing list
- Distribute newsletter articles, emails, meeting announcements, and fact sheets

Other Coordination Recommendations

- Designate project champions
- Consider appointment of a liaison to the Stakeholder Advisory Workgroup
- Develop a lobbying strategy
- Share ideas with new Economic Development Department
- Educate community on: equitable TOD, workforce housing, and other topics
- Coordinate with concurrent planning processes and existing Plans
 - 5-Year Consolidated Plan (investment program, CBDG funding, land banking)
 - Maryland Parkway Public Art Strategic Design Plan
 - Maryland Parkway Comprehensive Planning Ordinance
 - Charleston Improvements/Public Works



An aerial photograph of a university campus. In the foreground, a large, black, cylindrical sculpture with vertical ridges stands on a paved walkway. The walkway leads to a central green lawn with a circular flower bed. The background features several university buildings, including a prominent white building with a red sign that says "HOTEL" and another building with "CCB" on it. The sky is blue with light clouds.

TOD Community Survey Final Report

Prepared on July 17, 2020 by [Purdue Marion & Associates](#)

Summary

The City of Las Vegas, Clark County and the RTC conducted a 6-week community survey to inform the Maryland Parkway TOD Plan, specifically looking to understand what the **community values** along this Corridor, what improvements are needed, and how the **current crisis** may be affecting the way the Las Vegas community lives, works, and plays.

How we marketed the survey

- RTC/CLV/CC websites
- Elected official newsletters
- Email blasts - RTC Rte 109, community list
- Geo-targeting boosted posts on both the City of Las Vegas and Clark County Facebook pages

High-level results:

756 responses (745 - English, 11 - Spanish)

Best performing sources: Eblasts and Geo-Targeted Facebook Ad



E Gates
D Gates
TSA Pre✓



Ground

Survey Responses

Wheelchair

D, E Gates
First Class

D, E Gates

D, E
GATES
←

Summary of Responses to "Other"

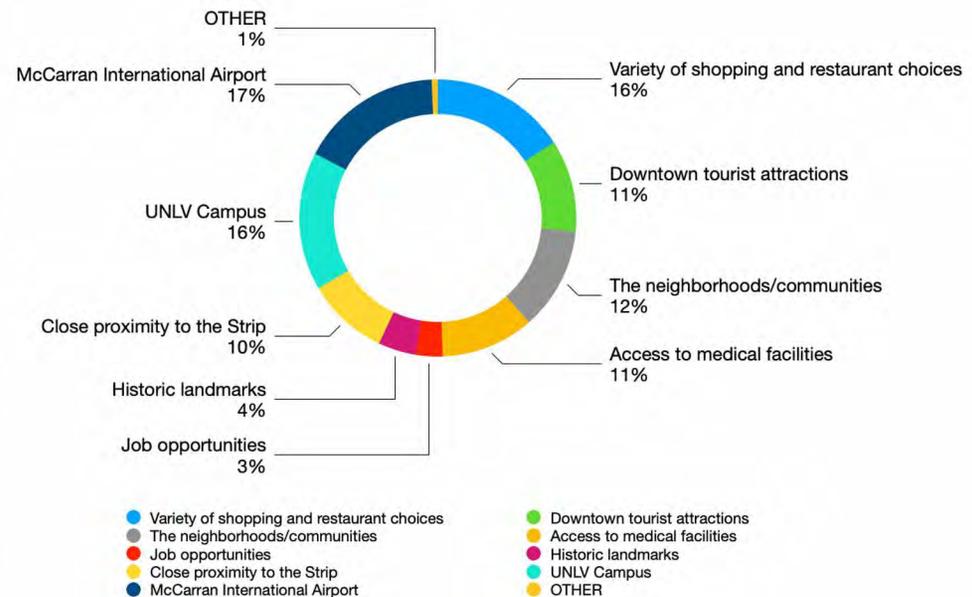
- I don't go to these places often enough/Don't go downtown much
- Decatur and Sahara
- More route to Summerlin and Henderson and more bus spots with covers from the son
- None/None of these
- I live and work in Summerlin
- Eastside - Sunrise Manor
- South end of the loop
- Henderson area
- I ride the bus to UPS corporate office which is on the return drive towards McCarran
- Rancho Drive and Torey Pines
- North west
- McCarran
- County Government Center

Question 2

What do you think are the best features of the entire Maryland Parkway Corridor today?

Choose up to 3.

Options	Votes
Variety of shopping and restaurant choices	308
Downtown tourist attractions	210
The neighborhoods/communities	233
Access to medical facilities	212
Job opportunities	61
Historic landmarks	86
Close proximity to the Strip	186
UNLV Campus	315
McCarran International Airport	323
OTHER	14



Summary of Responses to "Other"

- I don't know
- Never been on the corridor
- Just a useful corridor for traveling north and south
- None/Nothing
- There are no best features except for those that want to gamble or be in the Downtown development area.

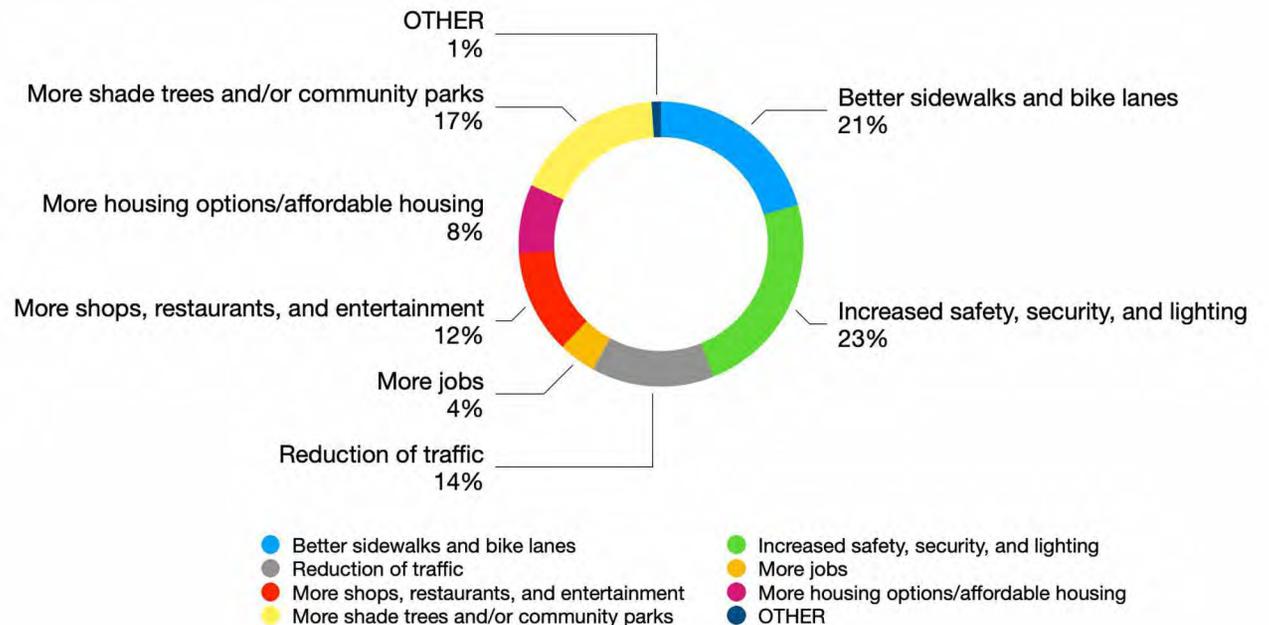
- Rent a car
- dont use rest of it
- I don't believe there is enough to attract the average resident of the Las Vegas Valley to these congested and deteriorating commercial corridors.
- My house is one street over by the golf course. What like to see a major clean-up
- Opportunity for unique (car-free) development

Question 3

What do you think is most needed to improve the Maryland Parkway Corridor?

Choose up to 3.

Options	Votes
Better sidewalks and bike lanes	404
Increased safety, security, and lighting	460
Reduction of traffic	274
More jobs	84
More shops, restaurants, and entertainment	232
More housing options/affordable housing	153
More shade trees and/or community parks	337
OTHER	21



Summary of Responses to "Other"

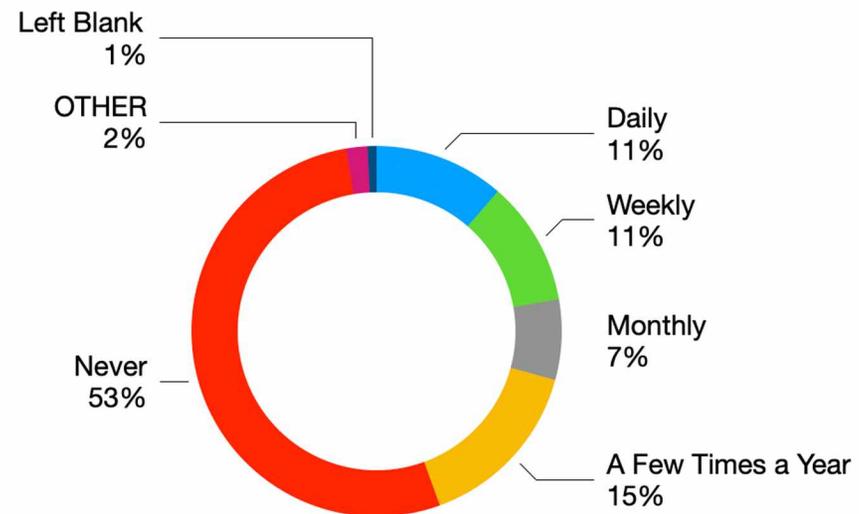
- None of the above. Why do we need development here instead of spending elsewhere?
- Street parking due to Freeflow zoning that includes street parking as feature
- Public transit & mixed use zoning development. (For ex. Vancouver Canada.)
- saME
- Place to sit down while waiting for the bus.
- Too many transients. Need to increase speed limit.
- restaurants and entertainment closer to the street
- Bike lanes, safety and trees. No parks, will just attract homeless
- Repaving
- well let me put it this way now if y'all don't want to do that much to this area cause the homeless problem that we has in that area is going to make anything that y'all make look good look mess up with in time.
- Underground transportation--fastest, safest and most accessible through tunnels connecting major activities (buildings, jobs, entertainment, schools, etc.)
- Homeless
- Less Police Thugs
- more upscale shopping

- The right to be able to drive my car if I want. So far everything is being described as everything is for people without transportation at the expense of lanes that are for normal vehicle traffic. I'm 65 if I'm sick I'm not taking the bus to get to the hospital. If I need to shop it should be equally my right to be able to take my car
- Light rail train/Light rail
- better site visibility when entering Maryland from commercial properties.
- Traffic flow

Question 4

About how often do you ride public transit along or to/from the Maryland Parkway Corridor?

Options	Votes
Daily	86
Weekly	82
Monthly	53
A Few Times a Year	115
Never	400
OTHER	14
Left Blank	6



● Daily
 ● Weekly
 ● Monthly
 ● A Few Times a Year
 ● Never
 ● OTHER
 ● Left Blank

Summary of Responses to "Other"

- I would use this system often..once it is in place.currently I am few times a year..this is my neighborhood
- Daily when I return to unlv
- Never but I would all the time if there were light rail. It completely changed my old neighborhood in Denver for the better.
- Before I had a car, I used it almost daily. I now have a car
- Until the pandemic, I was riding every day. Once the pandemic and the rides were free I was riding couple days a week. Now that we've is opening up and are charging again, I haven't and can't ride because I have no money to be going anywhere. I have no job, I'm not getting unemployment and I didn't get stimulus. So now that the buses are charging to go anywhere, I can't use transportation to find a job so now I have to try to walk everywhere in this heat.
- Very recently it was daily. Now, a few times a year.
- Not often much anymore, but I was using it at least weekly for a long time.
- Ride my bike
- I did for about a year and hope to never, ever, ever ride the public transit again. It was interesting, but not always in a positive way. Not as weird as the Charleston bus, but traumatic nonetheless.
- Never, too slow and unsafe and long waits
- I would if there was light rail

- Only when I need to go to the airport
- Never because it is way too inefficient here in las vegas. I did all the time in seattle.
- Used to but now usually drive

Zip codes not pictured with less than 10 responses:

30144

37601

60113

90405

94010

89005

89040

89105

89139

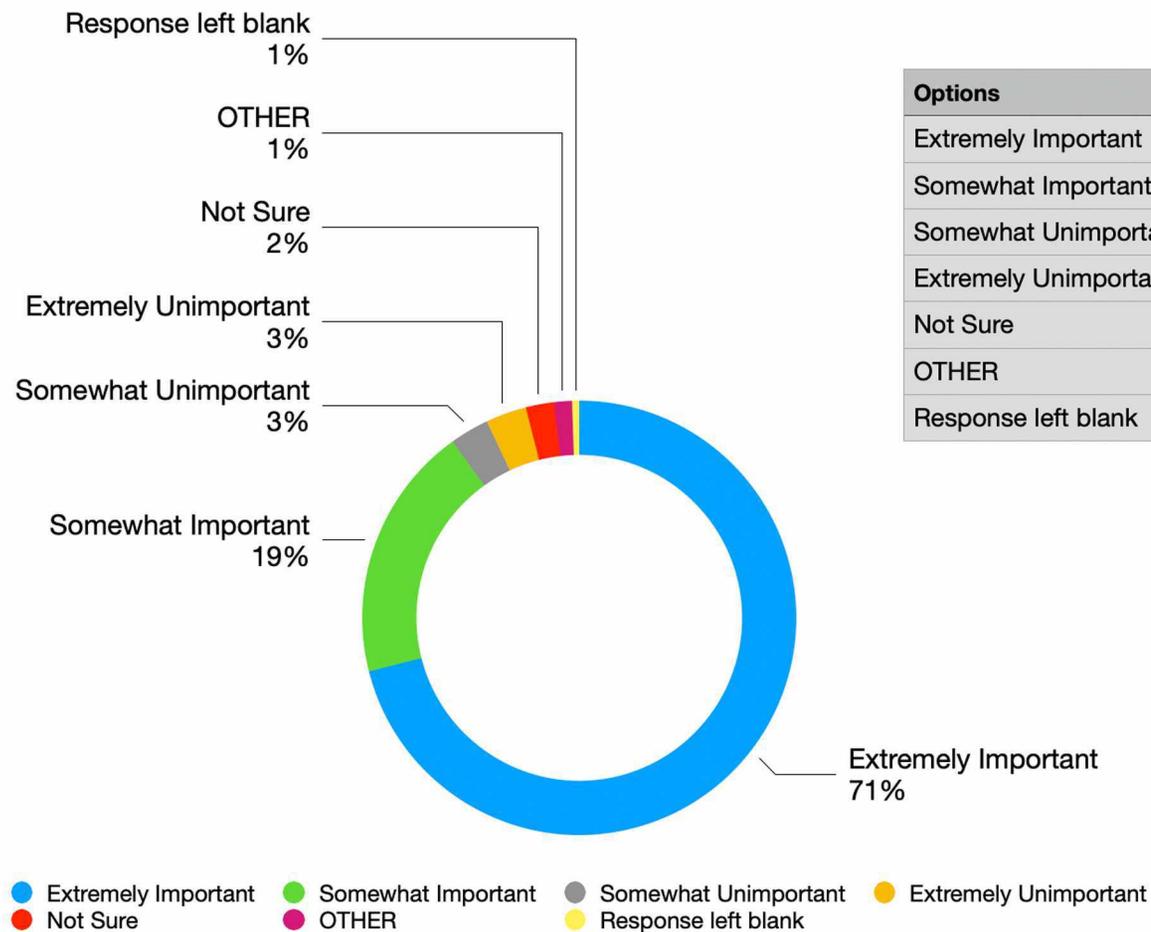
89158

89193

Question 6

As high-quality transit is built along the Maryland Parkway Corridor, how important is it to create a mixture of housing, office, retail, and other amenities integrated into a walkable and safe neighborhood?

Choose one.



Summary of Responses to "Other"

- Important so long as the homeless problem goes away too
- I believe there is a mixture already in place.
- housing should not be up against such a high traffic area.
- I think this it is a great idea to promote this however I'm not sure if it will work for this area. The majority of the area is within a low socioeconomic range/status and I'm not sure this corridor will help to change this nor promote public transportation throughout the Valley.
- This corridor is not dense enough to be walkable unless it is UNLV or downtown. Don't force it, you are just throwing away tax dollars
- Once Maryland Parkway is cleaned up the community will be walkable. We need to clean up of the vagrants, homeless, and the crime
- Interesting survey. You didn't ask if I opposed light rail in my neighborhood. All I see is terrible traffic along Maryland. Horrible idea.
- You really really need to work on the SAFE part before you work on infrastructure.
- We already have that in the homes and the neighborhoods that's around the area. It seems like this is politely stated oh, just another way to increase the saturation of individuals living in a small space when we already have a city that is just about to the maximum usage of our resources already

Question 7

How has the current COVID 19 pandemic affected your life?

Some respondents said they have had little to just minor impacts (still working, but from home, can't do some of their regular activities), and have actually found more time for self-reflection, spending more time with family and loved ones, been able to do home improvement projects, spend more time walking and biking, etc.

Others, however, have been impacted significantly. Some themes include:

- Loss of job/job insecurity/reduced income
 - No money for food
 - Lack of resources
- Working or schooling remotely
 - Some challenges in managing kids' school while working
 - Concerns about how/when school restarts
 - More reliance on technology
- Social isolation
 - Causing fear/anxiety/stress/impacts to mental health
 - Lack of outdoor recreation, shopping, entertainment
- Transportation challenges
 - Buses are running less frequently, and no shade for waiting

- Reluctance to use mass transit for fear of catching COVID, and others not following safe practices
- Less safe
 - Fear of contracting COVID – family and friends experiencing illness/death
 - Increased crime and homelessness
 - Less auto traffic resulting in people driving at high rates of speed
 - One comment that our public spaces need to be larger to accommodate social distances (to include walking areas and connections)

Question 8

Do you have any other comments, questions, or concerns?

- Desires/wants for the area
 - Wide sidewalks/walkable area
 - Buffers between sidewalks and auto
 - Protected bike lanes
 - Use Spencer Service Corridor for bike/walk park
 - Bike boxes at lights
 - More public areas
 - Mix of office, retail and residential
 - More affordable housing (there is a fear of gentrification)

- Increased greenery, especially shade trees
- Higher end retail brands
- Better lighting
- Better traffic flow for teachers/students at UNLV
- Micro-transit
- Keep historic feel to downtown
- Some concerns about the potential impact the proposed changes may have on surrounding residential areas
- Safety
 - Homeless
 - Drug use
 - Doesn't feel safe to walk
 - More lighting
 - Increase police patrol
 - Add bridges/crosswalks
- Lite Rail
 - Many comments to either avoid or delay HCT, but more in support
 - Reduction of traffic lanes will make it more walkable and inviting
 - LTR would spur development and investments
 - Needs to be connected to airport
 - Reduction of traffic lanes will make it more congested
 - Expensive
 - Use personal rapid transit instead (small, non-stop vehicles)

- An east/west corridor is needed (Charleston)
- Focus on extending monorail instead
- Can't social distance on HCT
- Transit
 - Change \$3 pass to a 4-hour minimum instead of 2 hour – buses are often late
 - Have 24/7 bus route for night shift workers
 - More bus stops, especially on major streets
 - Need cooling stations
 - Want smart bus shelters
 - Rte 109 never on schedule (either early or late)
 - Rte 109 is crowded – use larger buses
 - Add express route from downtown to UNLV

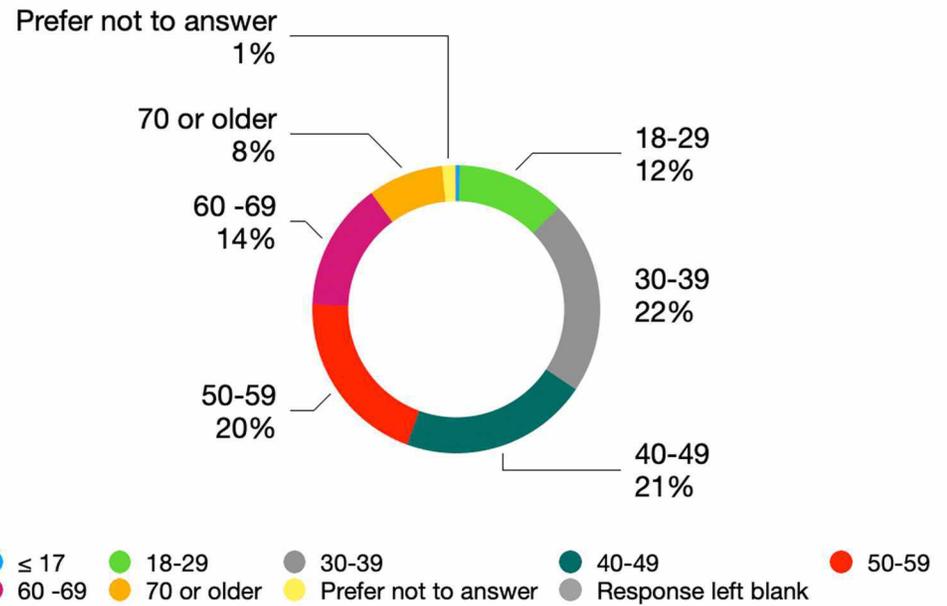
Question 9

Demographic Questions – Tell Us About Yourself

Age

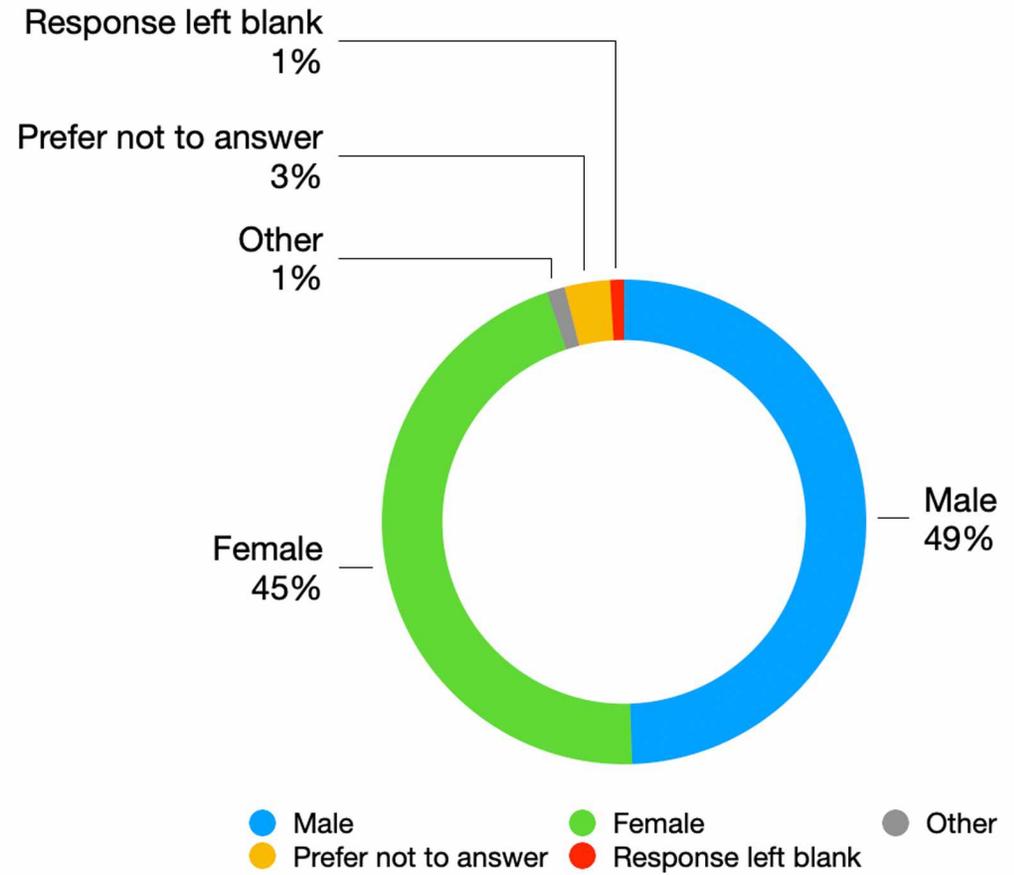
Age

≤ 17	3
18-29	92
30-39	165
40-49	160
50-59	151
60 -69	109
70 or older	64
Prefer not to answer	11
Response left blank	1



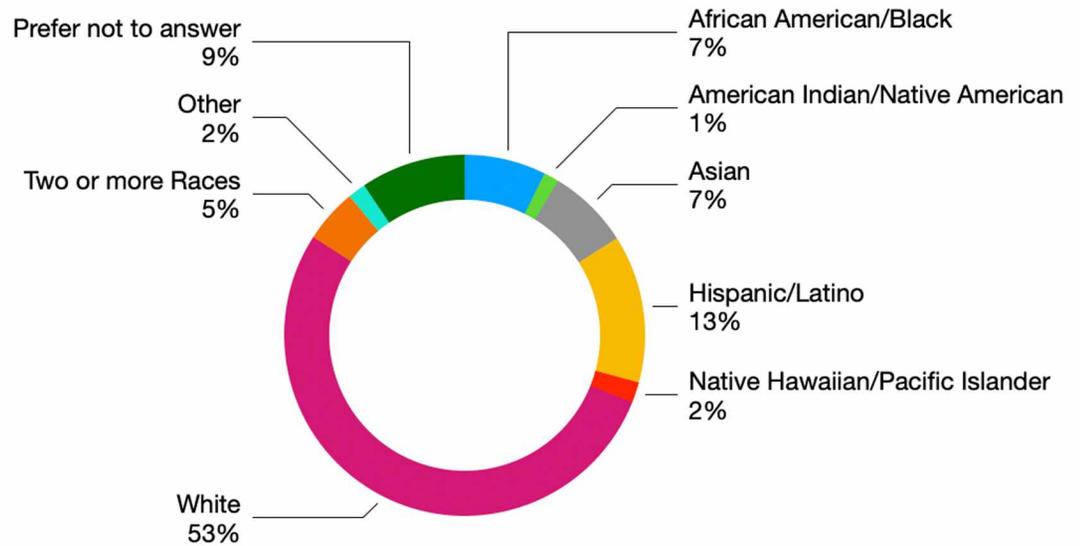
Gender

Gender	
Male	374
Female	343
Other	9
Prefer not to answer	23
Response left blank	7



Race or Ethnicity

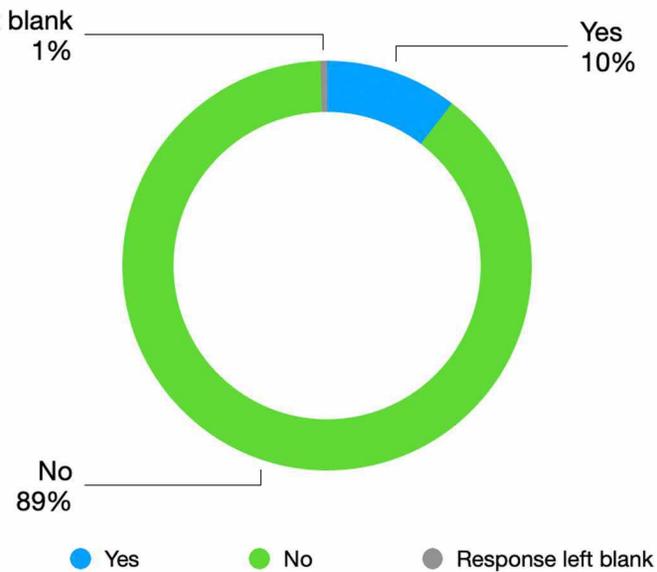
Race or Ethnicity	
Choose All That Apply	
African American/Black	59
American Indian/Native American	11
Asian	59
Hispanic/Latino	107
Native Hawaiian/Pacific Islander	15
White	429
Two or more Races	39
Other	13
Prefer not to answer	76



- African American/Black
- American Indian/Native American
- Asian
- Hispanic/Latino
- Native Hawaiian/Pacific Islander
- White
- Two or more Races
- Other
- Prefer not to answer

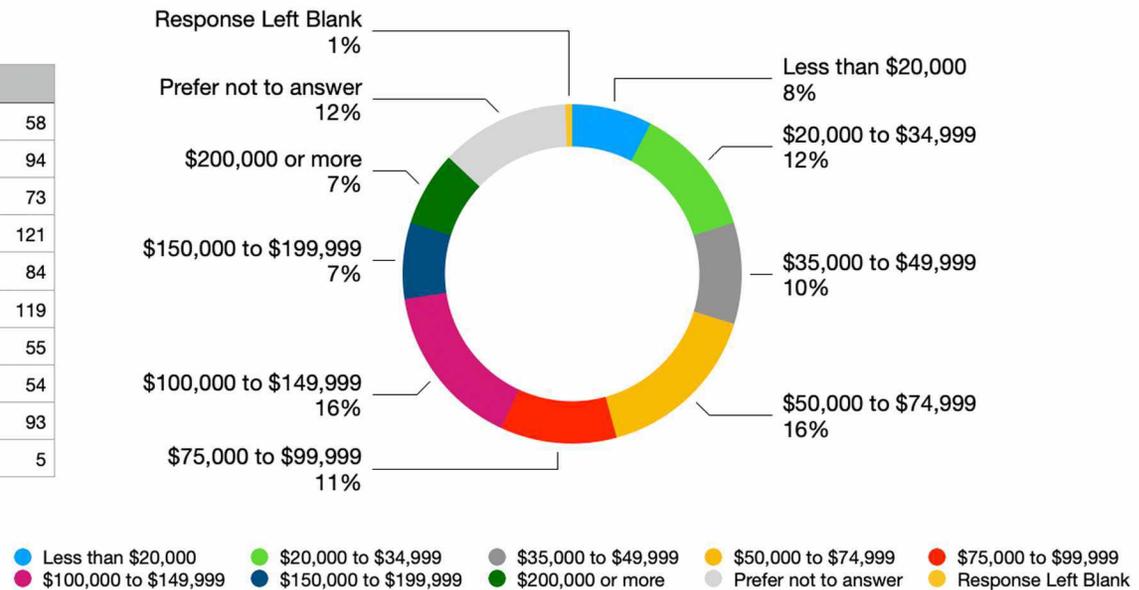
Do you have a Long Term Disability

Response	Count
Yes	79
No	673
Response left blank	4



Household Income Range

Income Range	Count
Less than \$20,000	58
\$20,000 to \$34,999	94
\$35,000 to \$49,999	73
\$50,000 to \$74,999	121
\$75,000 to \$99,999	84
\$100,000 to \$149,999	119
\$150,000 to \$199,999	55
\$200,000 or more	54
Prefer not to answer	93
Response Left Blank	5



Survey Source Breakdown



Source	
Websites	119
Social Media	26
Eblasts	299
Geo-Targeted Facebook Ad	281
Electeds	1
QR Code	1
Blank source	29
Total	756

An aerial photograph of the University of Nevada, Las Vegas (UNLV) campus during sunset. The sky is a mix of deep blue and golden orange, with scattered white clouds. The sun is low on the horizon, creating a bright glow. In the foreground, a multi-lane road with traffic is visible, along with a 'Cafe Rio' sign and a 'RUMBI' sign. The middle ground features several large, modern brick and concrete buildings, including a prominent tower with 'UNLV' written on it. In the background, the city skyline of Las Vegas is visible under the twilight sky.

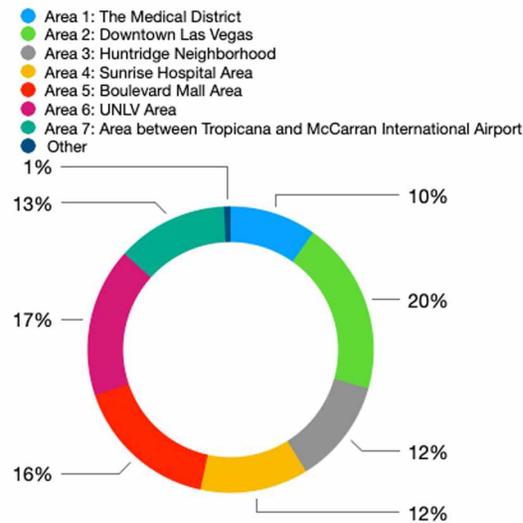
Appendix A English Survey Response Breakdown

Question 1

To the right is a map of the Maryland Parkway Corridor in orange. Despite its naming, the Corridor extends from the Medical District on Alta Drive, through Downtown Las Vegas on Carson Avenue, and south along Maryland Parkway to the McCarran International Airport.

Please check any areas below where you live, work, or frequently visit. Check all that apply.

Areas	Votes
Area 1: The Medical District	235
Area 2: Downtown Las Vegas	471
Area 3: Huntridge Neighborhood	284
Area 4: Sunrise Hospital Area	294
Area 5: Boulevard Mall Area	395
Area 6: UNLV Area	406
Area 7: Area between Tropicana and McCarran International Airport	302
Other	18



Summary of Responses to "Other"

- I don't go to these places often enough/Don't go downtown much
- Decatur and Sahara
- More route to Summerlin and Henderson and more bus spots with covers from the son
- None/None of these
- I live and work in Summerlin

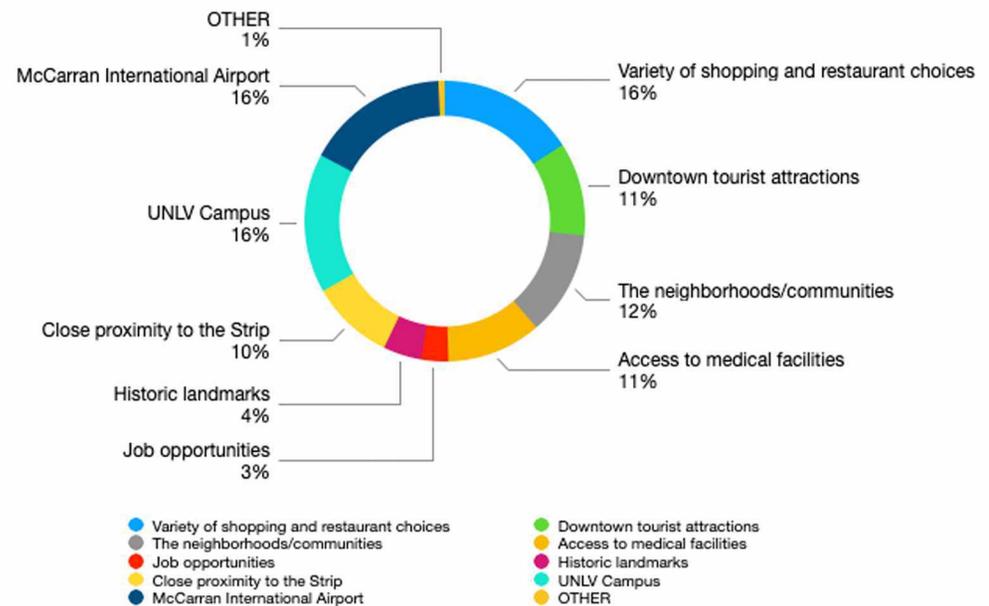
- Eastside - Sunrise Manor
- South end of the loop
- Henderson area
- I ride the bus to ups corporate office which is on the return drive towards McCarran
- Rancho Drive and Torey Pines
- North west
- McCarran
- County Government Center

Question 2

What do you think are the best features of the entire Maryland Parkway Corridor today?

Choose up to 3.

Options	Votes
Variety of shopping and restaurant choices	305
Downtown tourist attractions	207
The neighborhoods/communities	231
Access to medical facilities	210
Job opportunities	60
Historic landmarks	85
Close proximity to the Strip	184
UNLV Campus	309
McCarran International Airport	317
OTHER	14



Summary of Responses to "Other"

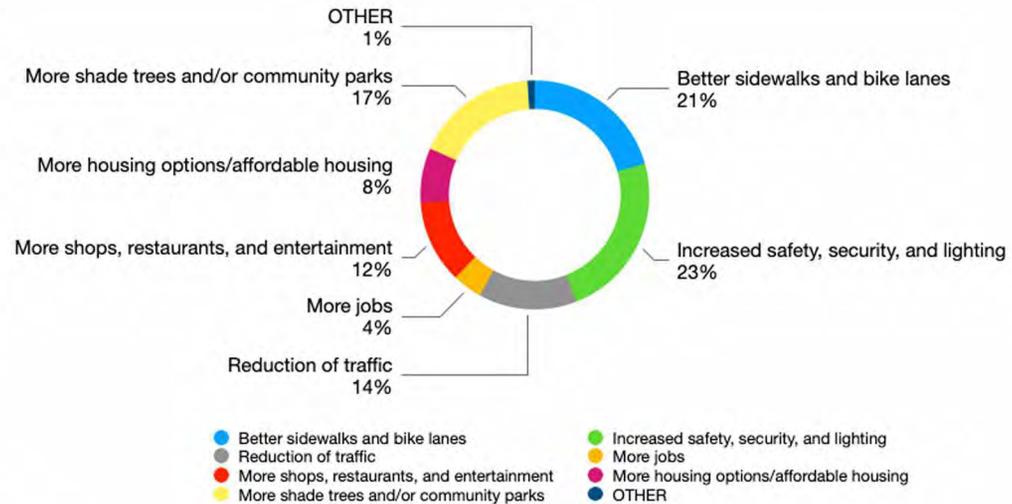
- I don't know
- Never been on the corridor
- Just a useful corridor for traveling north and south
- None/Nothing
- There are no best features except for those that want to gamble or be in the Downtown development area.
- Rent a car
- dont use rest of it
- I don't believe there is enough to attract the average resident of the Las Vegas Valley to these congested and deteriorating commercial corridors.
- My house is one street over by the golf course. What like to see a major clean-up
- Opportunity for unique (car-free) development

Question 3

What do you think is most needed to improve the Maryland Parkway Corridor?

Choose up to 3.

Options	Votes
Better sidewalks and bike lanes	398
Increased safety, security, and lighting	453
Reduction of traffic	269
More jobs	81
More shops, restaurants, and entertainment	227
More housing options/affordable housing	149
More shade trees and/or community parks	335
OTHER	20



Summary of Responses to "Other"

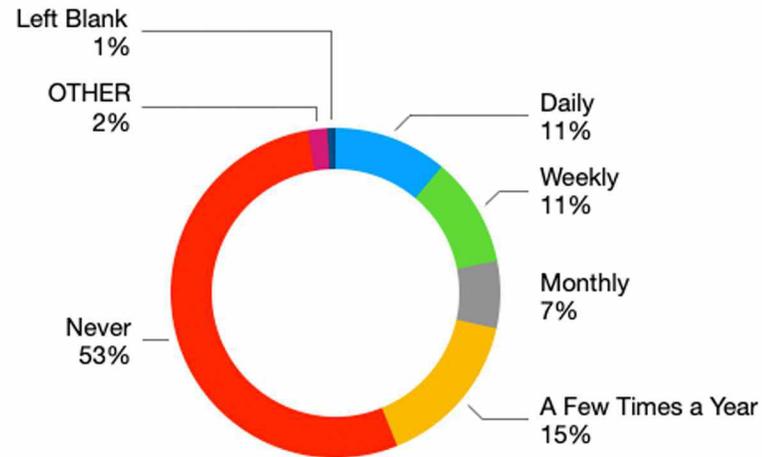
- None of the above. Why do we need development here instead of spending elsewhere?
- Street parking due to Freeflow zoning that includes street parking as feature
- Public transit & mixed use zoning development. (For ex. Vancouver Canada.)
- saME
- Place to sit down while waiting for the bus.
- Too many transients. Need to increase speed limit.
- restaurants and entertainment closer to the street

- Bike lanes, safety and trees. No parks, will just attract homeless
- Repaving
- well let me put it this way now if y'all don't want to do that much to this area cause the homeless problem that we has in that area is going to make anything that y'all make look good look mess up with in time.
- Underground transportation--fastest, safest and most accessible through tunnels connecting major activities (buildings, jobs, entertainment, schools, etc.)
- Homeless
- Less Police Thugs
- more upscale shopping
- The right to be able to drive my car if I want. So far everything is being described as everything is for people without transportation at the expense of lanes that are for normal vehicle traffic. I'm 65 if I'm sick I'm not taking the bus to get to the hospital. If I need to shop it should be equally my right to be able to take my car
- Light rail train/Light rail
- better site visibility when entering Maryland from commercial properties.

Question 4

About how often do you ride public transit along or to/from the Maryland Parkway Corridor?

Options	Votes
Daily	83
Weekly	80
Monthly	49
A Few Times a Year	115
Never	398
OTHER	14
Left Blank	6



● Daily ● Weekly ● Monthly ● A Few Times a Year ● Never ● OTHER ● Left Blank

Summary of Responses to "Other"

- I would use this system often..once it is in place.currently I am few times a year..this is my neighborhood
- Daily when I return to unlv
- Never but I would all the time if there were light rail. It completely changed my old neighborhood in Denver for the better.
- Before I had a car, I used it almost daily. I now have a car

- Until the pandemic, I was riding every day. Once the pandemic and the rides were free I was riding couple days a week. Now that we've is opening up and are charging again, I haven't and can't ride because I have no money to be going anywhere. I have no job, I'm not getting unemployment and I didn't get stimulus. So now that the buses are charging to go anywhere, I can't use transportation to find a job so now I have to try to walk everywhere in this heat.
- Very recently it was daily. Now, a few times a year.
- Not often much anymore, but I was using it at least weekly for a long time.
- Ride my bike
- I did for about a year and hope to never, ever, ever ride the public transit again. It was interesting, but not always in a positive way. Not as weird as the Charleston bus, but traumatic nonetheless.
- Never, too slow and unsafe and long waits
- I would if there was light rail
- Only when I need to go to the airport
- Never because it is way too inefficient here in las vegas. I did all the time in seattle.
- Used to but now usually drive

Question 5

What zip code do you live in?

*66 total zip codes. If the zip code is not listed here, there were less than 25 people who responded with that zip code.

Most popular zip codes:

89104 - 135 people

89119 - 86 people

89169 - 79 people

89109 - 77 people

89101 - 56 people

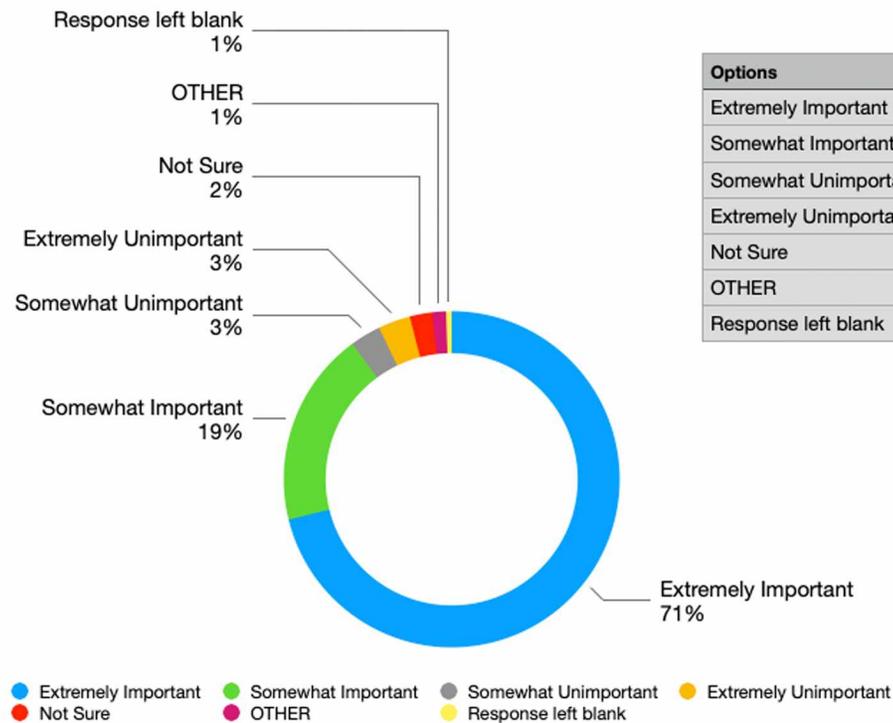
89121 - 47 people

89102 - 25 people

Question 6

As high-quality transit is built along the Maryland Parkway Corridor, how important is it to create a mixture of housing, office, retail, and other amenities integrated into a walkable and safe neighborhood?

Choose one.



Options	Votes
Extremely Important	530
Somewhat Important	140
Somewhat Unimportant	22
Extremely Unimportant	23
Not Sure	16
OTHER	10
Response left blank	4

Summary of Responses to "Other"

- Important so long as the homeless problem goes away too

- I believe there is a mixture already in place.
- housing should not be up against such a high traffic area.
- I think this it is a great idea to promote this however I'm not sure if it will work for this area. The majority of the area is within a low socioeconomic range/status and I'm not sure this corridor will help to change this nor promote public transportation throughout the Valley.
- This corridor is not dense enough to be walkable unless it is UNLV or downtown. Don't force it, you are just throwing away tax dollars
- Once Maryland Parkway is cleaned up the community will be walkable. We need to clean up of the vagrants, homeless, and the crime
- Interesting survey. You didn't ask if I opposed light rail in my neighborhood. All I see is terrible traffic along Maryland. Horrible idea.
- You really really need to work on the SAFE part before you work on infrastructure.
- We already have that in the homes and the neighborhoods that's around the area. It seems like this is politely stated oh, just another way to increase the saturation of individuals living in a small space when we already have a city that is just about to the maximum usage of our resources already

Question 7

How has the current COVID 19 pandemic affected your life?

The top 3 trends/responses that emerged from this question are:

- Traveling less/staying home more
- Working from home
- Loss of work/job/income

Question 8

Do you have any other comments, questions, or concerns?

The top trends/responses that emerged from this question center around:

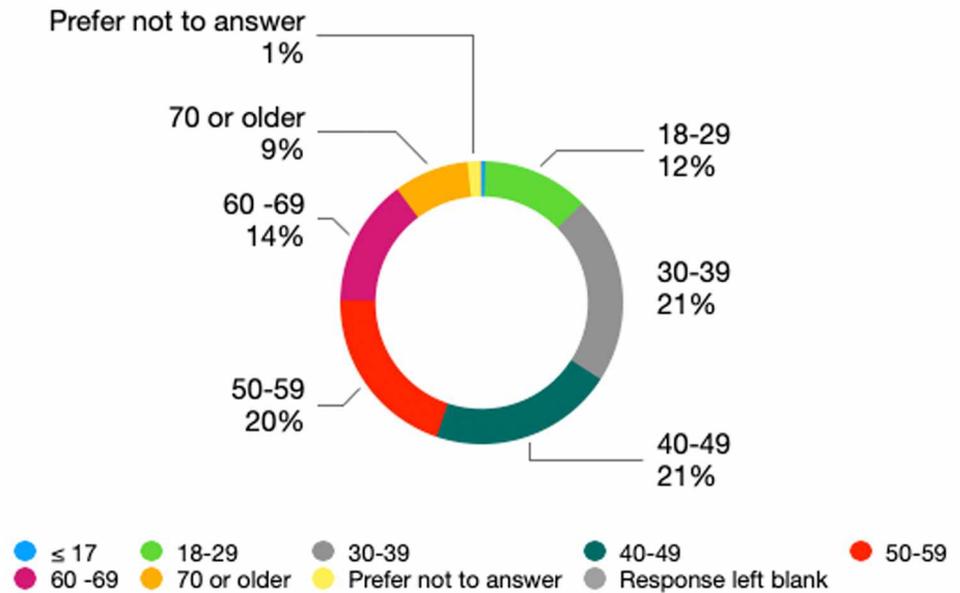
- Safety
- There are no other comments, questions, or concerns
- Other forms of transportation (bikes/bike lanes, light rail, etc.)

Question 9

Demographic Questions – Tell Us About Yourself

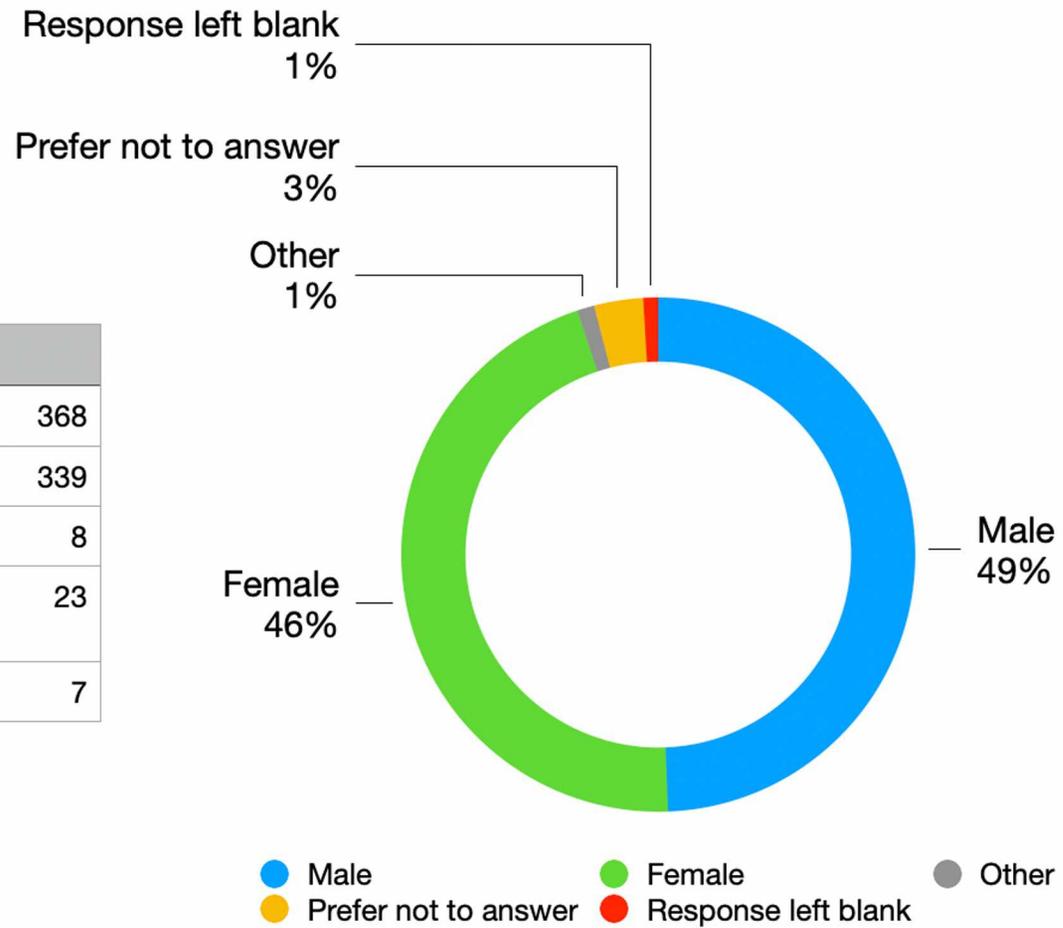
Age

Age	
≤ 17	3
18-29	91
30-39	160
40-49	157
50-59	150
60 -69	108
70 or older	64
Prefer not to answer	11
Response left blank	1



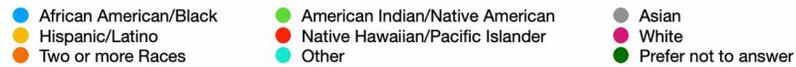
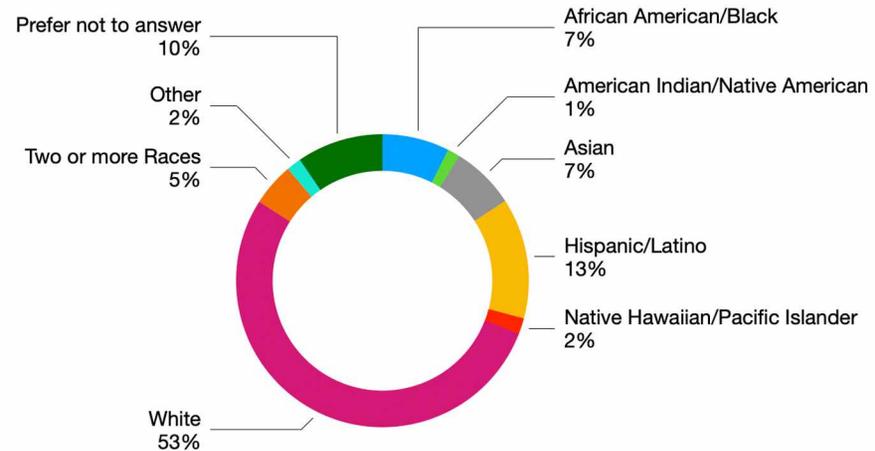
Gender

Gender	
Male	368
Female	339
Other	8
Prefer not to answer	23
Response left blank	7



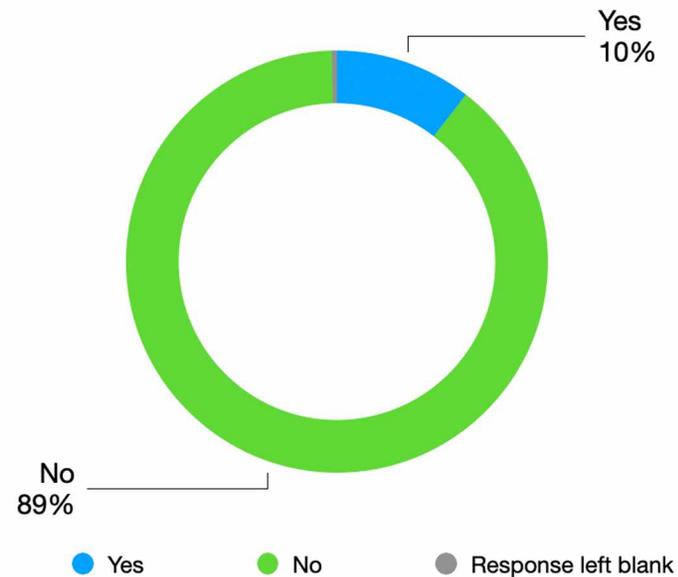
Race or Ethnicity

Race or Ethnicity	
Choose All That Apply	
African American/Black	59
American Indian/Native American	11
Asian	56
Hispanic/Latino	106
Native Hawaiian/Pacific Islander	14
White	423
Two or more Races	38
Other	13
Prefer not to answer	76



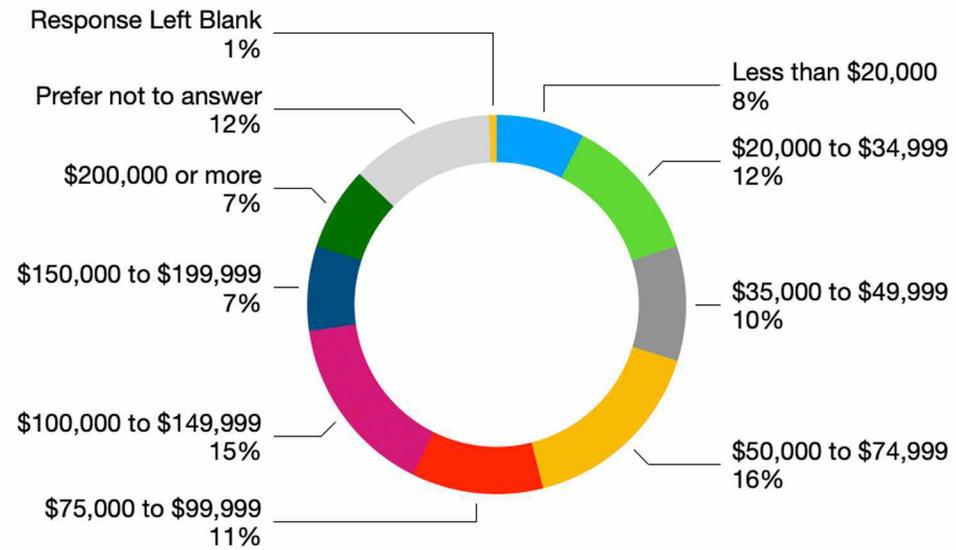
Do you have a Long Term Disability

Do you have a Long Term Disability	
Yes	78
No	664
Response left blank	3



Household Income Range

Household Income Range	
Less than \$20,000	56
\$20,000 to \$34,999	93
\$35,000 to \$49,999	73
\$50,000 to \$74,999	121
\$75,000 to \$99,999	84
\$100,000 to \$149,999	115
\$150,000 to \$199,999	54
\$200,000 or more	53
Prefer not to answer	91
Response Left Blank	5



- Less than \$20,000
- \$20,000 to \$34,999
- \$35,000 to \$49,999
- \$50,000 to \$74,999
- \$75,000 to \$99,999
- \$100,000 to \$149,999
- \$150,000 to \$199,999
- \$200,000 or more
- Prefer not to answer
- Response Left Blank



Welcome to

CLARK COUNTY + McCARRAN INTERNATIONAL AIRPORT

LAS VEGAS

Baggage Claim
Ground Transportation
Ticketing
A B C & E Gates

English Survey Source Breakdown

SAFETY RULES
The Rules of Conduct
International & Family
If you have a child
Please use the Stroller
If you have a stroller
Please use the Stroller
If you have a stroller
Please use the Stroller

Source	
Websites	119
Social Media	26
Eblasts	288
Geo-Targeted Facebook Ad	281
Electeds	1
QR Code	1
Blank source	29
Total	745

The image shows the exterior of a multi-story hospital building. The building is light-colored with dark window frames. A prominent sign on the upper part of the building features a stylized sunburst logo above the word "Sunrise" in a large, white, serif font, with "Hospital" in a smaller, white, sans-serif font below it. To the right of the main sign, the number "3186" is displayed in large, black, sans-serif digits. In the foreground, several lush green palm trees are visible, partially obscuring the lower part of the building. The sky is a clear, light blue.

Sunrise
Hospital

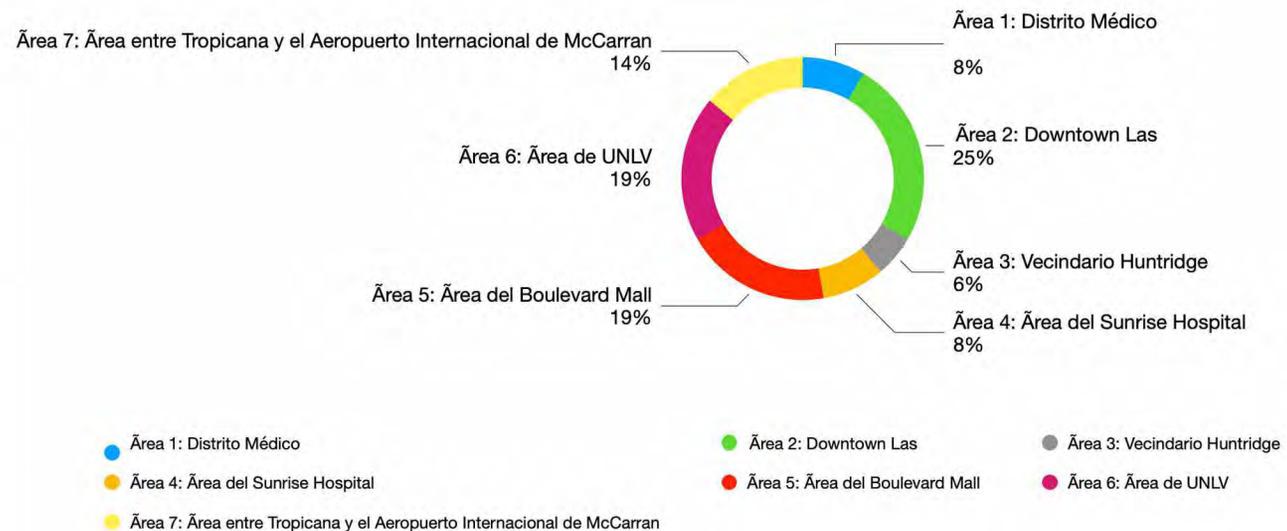
Appendix B
Spanish Survey
Response Breakdown

Question 1

A la derecha se encuentra un mapa del *Corredor de Maryland Parkway* en anaranjado. A pesar de su nombre, el Corredor se extiende desde el Distrito Médico en Alta Drive, a través del Downtown Las Vegas en Carson Avenue, y hacia el sur a lo largo de Maryland Parkway hasta el Aeropuerto Internacional de McCarran.

Por favor elija las áreas adonde vive, trabaja o visita frecuentemente. Elija todas las respuestas que correspondan.

Áreas	Votes
Área 1: Distrito Médico	3
Área 2: Downtown Las	9
Área 3: Vecindario Huntridge	2
Área 4: Área del Sunrise Hospital	3
Área 5: Área del Boulevard Mall	7
Área 6: Área de UNLV	7
Área 7: Área entre Tropicana y el Aeropuerto Internacional de McCarran	5

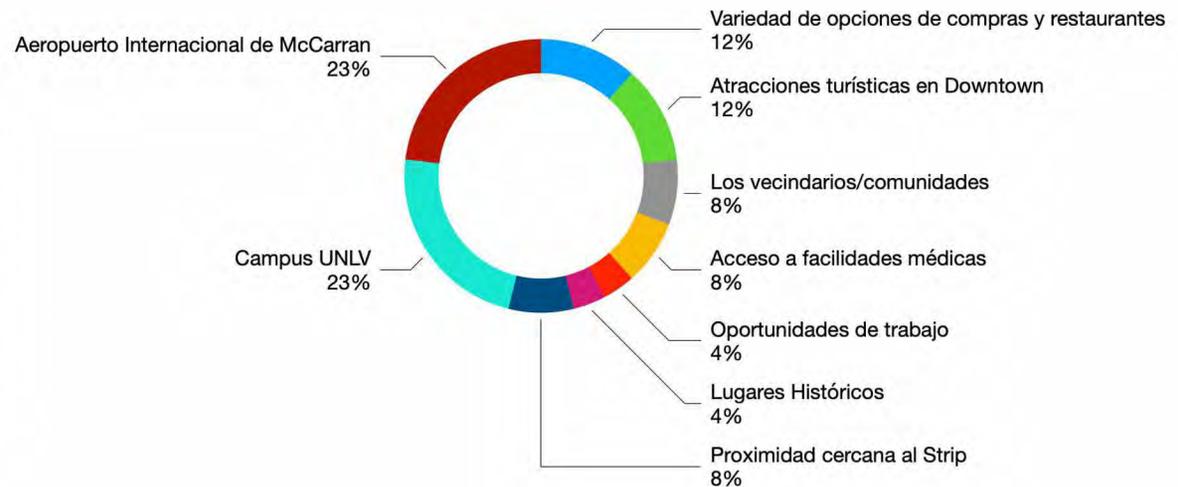


Question 2

¿Hoy en día, cuáles cree que son las mejores características de todo el Corredor de Maryland Parkway?

Puedes escoger hasta 3.

Options	Votes
Variedad de opciones de compras y restaurantes	3
Atracciones turísticas en Downtown	3
Los vecindarios/comunidades	2
Acceso a facilidades médicas	2
Oportunidades de trabajo	1
Lugares Históricos	1
Proximidad cercana al Strip	2
Campus UNLV	6
Aeropuerto Internacional de McCarran	6



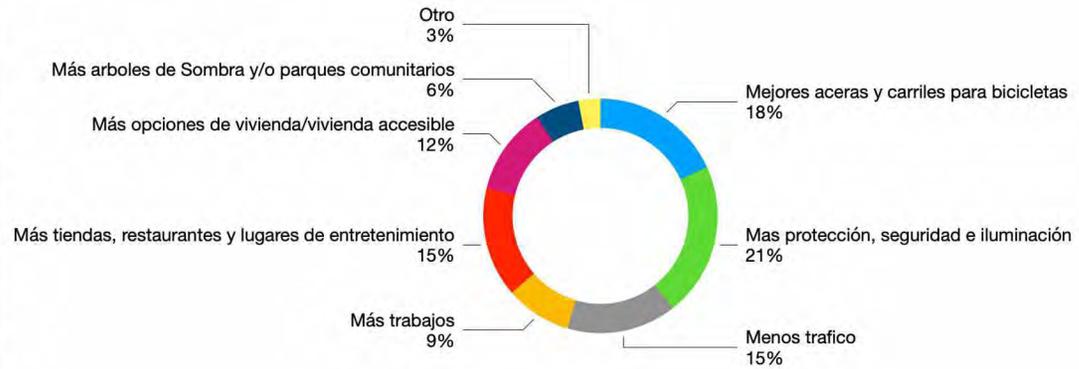
- Variedad de opciones de compras y restaurantes
- Oportunidades de trabajo
- Aeropuerto Internacional de McCarran
- Atracciones turísticas en Downtown
- Lugares Históricos
- Los vecindarios/comunidades
- Proximidad cercana al Strip
- Acceso a facilidades médicas
- Campus UNLV

Question 3

¿Qué cree que es lo más necesario para mejorar el corredor de Maryland Parkway?

Elija hasta tres.

Options	Votes
Mejores aceras y carriles para bicicletas	6
Más protección, seguridad e iluminación	7
Menos tráfico	5
Más trabajos	3
Más tiendas, restaurantes y lugares de entretenimiento	5
Más opciones de vivienda/vivienda accesible	4
Más árboles de Sombra y/o parques comunitarios	2
Otro	1



- Mejores aceras y carriles para bicicletas
- Mas protección, seguridad e iluminación
- Menos tráfico
- Más trabajos
- Más tiendas, restaurantes y lugares de entretenimiento
- Más opciones de vivienda/vivienda accesible
- Más árboles de Sombra y/o parques comunitarios
- Otro

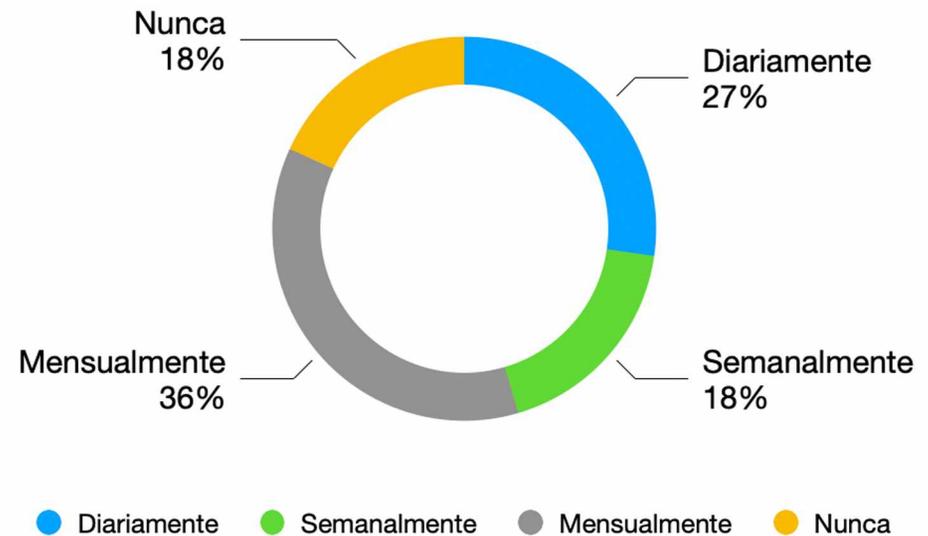
Response to "Other"

- Traffic flow

Question 4

¿Aproximadamente que frecuente viaja en transporte público a lo largo o desde/hacia el Corredor de Maryland Parkway?

Options	Votes
Diariamente	3
Semanalmente	2
Mensualmente	4
Nunca	2

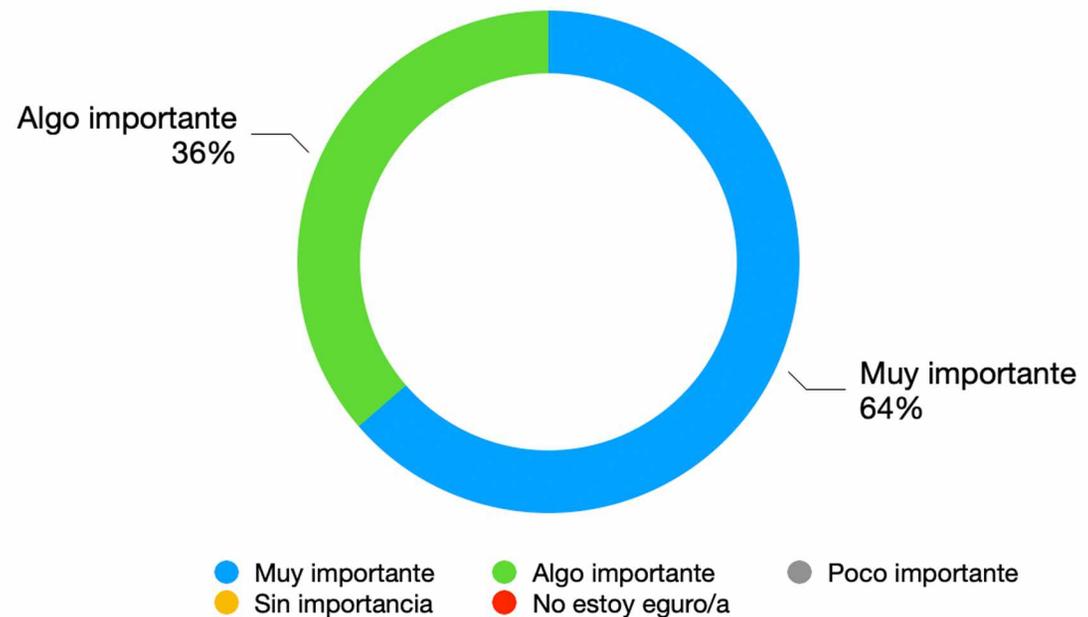


Question 5

Mientras se desarrolla un tránsito de alta calidad a lo largo del corredor de Maryland Parkway, ¿Qué tan importante es crear una combinación de viviendas, oficinas, tiendas y otros servicios integrados en un vecindario seguro y transitable?

Elige uno.

Options	Votes
Muy importante	7
Algo importante	4
Poco importante	0
Sin importancia	0
No estoy eguro/a	0



Question 6

¿Cómo ha afectado su vida la pandemia del COVID-19?

- no
- Seeking more outdoor activities like walking biking running.
- For the better
- Not leaving home as much
- terrible, no social life, inconveniences, mental anger due to no social life, no outlet
- I live alone; I telework alone. Physical Touch is my primary love language. I've been hurting!
- lost my job
- Furloughed
- We had to work from home and could not visit normal businesses and activities that we normally do.
- Ability to travel.
- I'm unable to access employment counseling and vocational rehab services to help me get employed because they are not operating due to Covid-19--I am long-term unemployed so I really need those services since I don't qualify for unemployment benefits and I have little savings left.

Question 7

¿Tiene algún otro comentario, pregunta o inquietud?

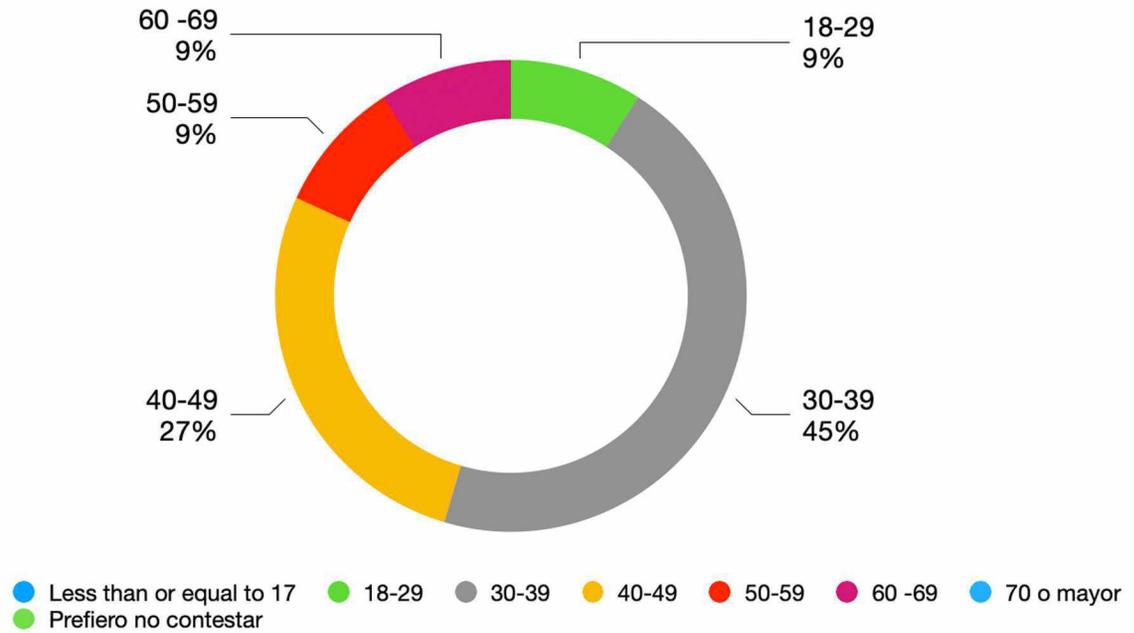
- None/No
- I feel we need light rail
- More and frequent buses are all we need, is that too hard to understand? A small tiny bus is ok as long as you make it more frequent because time is most important for people to arrive to their work clocking in. We don't need huge buses that creates traffic because it can't squeeze and takes lots of space. We need tiny buses that can squeeze in traffic and frequent enough just like how they do it in Europe, buses come very often. That simple and flexible solution is more tiny buses to come often
- Safety as a pedestrian and/or bus rider is most important.
- I do think the Maryland Parkway Corridor could use more parks but I worry about safety in the parks.

Question 8

Preguntas Demográficas: Cuéntenos sobre usted

EDAD

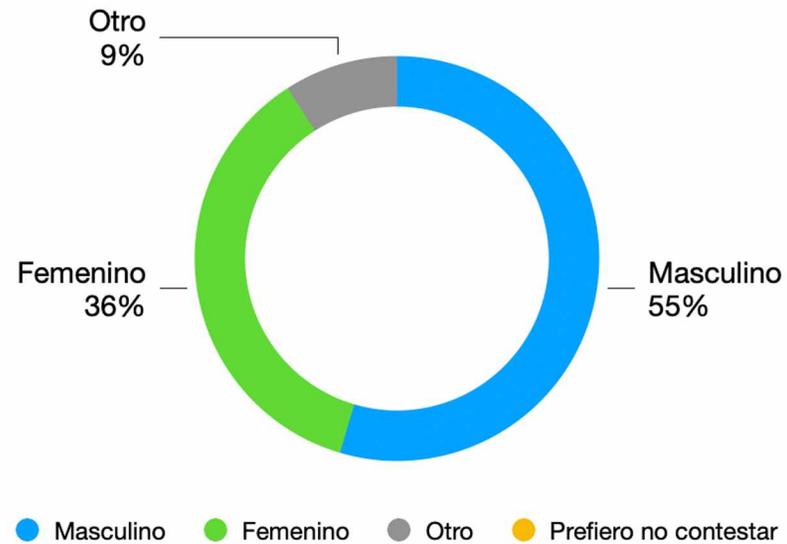
EDAD	
Less than or equal to 17	0
18-29	1
30-39	5
40-49	3
50-59	1
60 -69	1
70 o mayor	0
Prefiero no contestar	0



GÉNERO

GÉNERO

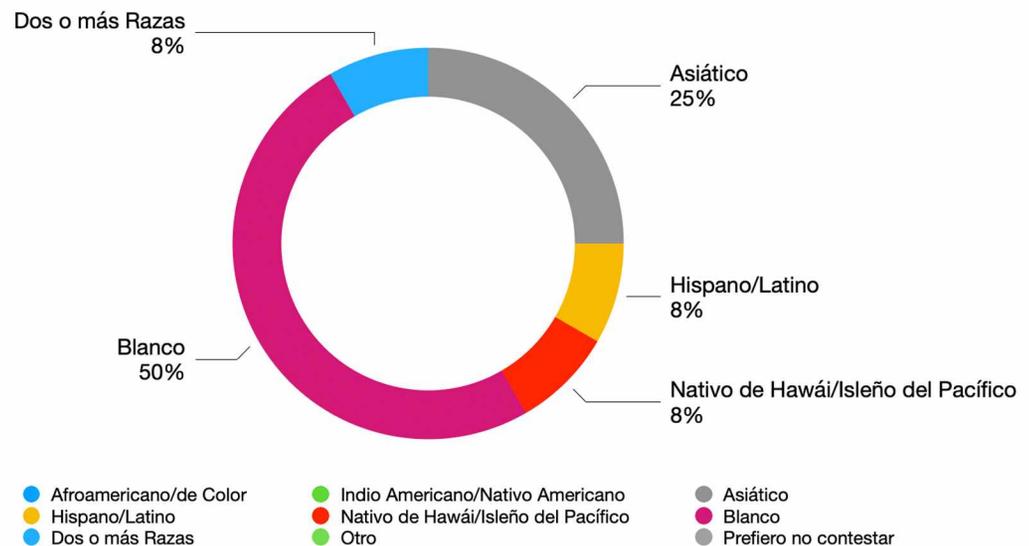
Masculino	6
Femenino	4
Otro	1
Prefiero no contestar	0



RAZA O ORIGEN ÉTNICO (elija todos los que correspondan)

RAZA O ORIGEN ÉTNICO

Afroamericano/de Color	0
Indio Americano/Nativo Americano	0
Asiático	3
Hispano/Latino	1
Nativo de Hawái/Isleño del Pacífico	1
Blanco	6
Dos o más Razas	1
Otro	0
Prefiero no contestar	0



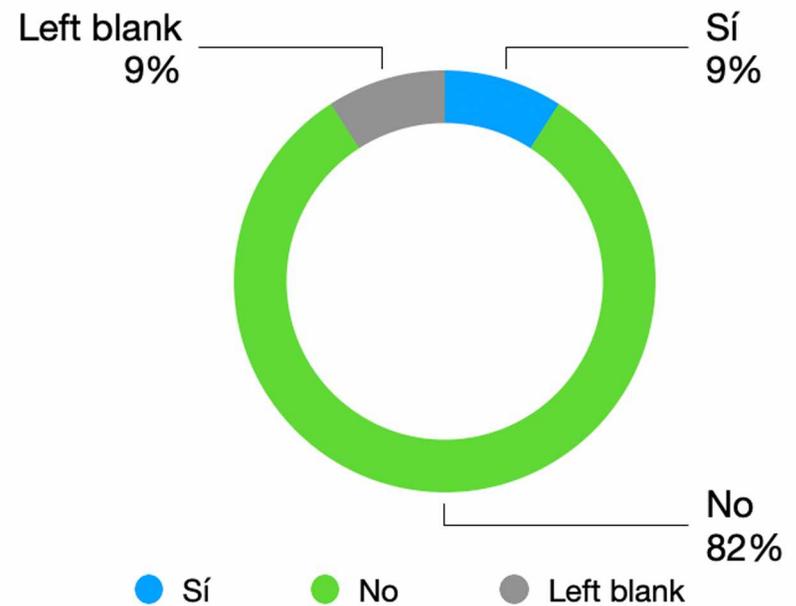
¿Cuál es su código postal?

- 89014
- 89052
- 89104
- 89106
- 89113
- 89119
- 89123
- 89129
- 89138
- 89178

¿Tiene una discapacidad a largo plazo?

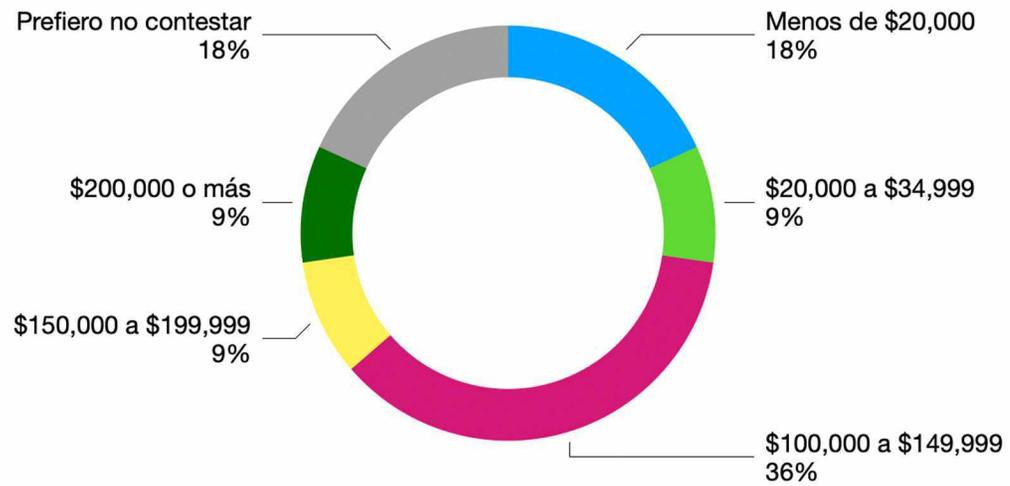
¿Tiene una discapacidad a largo plazo?

Sí	1
No	9
Left blank	1



Rango de Ingresos del Hogar

Rango de Ingresos del Hogar	
Menos de \$20,000	2
\$20,000 a \$34,999	1
\$35,000 a \$49,999	0
\$50,000 a \$74,999	0
\$75,000 a \$99,999	0
\$100,000 a \$149,999	4
\$150,000 a \$199,999	1
\$200,000 o más	1
Prefiero no contestar	2



- Menos de \$20,000
- \$20,000 a \$34,999
- \$35,000 a \$49,999
- \$50,000 a \$74,999
- \$75,000 a \$99,999
- \$100,000 a \$149,999
- \$150,000 a \$199,999
- \$200,000 o más
- Prefiero no contestar



Spanish Survey Source Breakdown

Source	
Websites	0
Social Media	0
Eblasts	11
Geo-Targeted Facebook Ad	0
Electeds	0
QR Code	0
Blank source	0
Total	11



Maryland Parkway Corridor TOD Plans

Community Survey Results - Summary Memo

Sahara Avenue Focus Area

This memo summarizes the feedback from the Maptionnaire-based community survey for the **Sahara Avenue Focus Area**. The project team asked the community and stakeholders to complete the survey in order to help us understand what the community values and what improvements are needed in this Focus Area. The survey went live first with the Stakeholder Advisory Working Group (SAW) on September 28, 2020 and then was made available to the public on October 12, 2020. The survey closed and final results were pulled on January 5, 2021.

**Total survey
respondents:**
72

Promotion

The survey was promoted in a variety of ways including:

- Geo-targeted ad
- Project website
- Multiple eblasts to the project's Community List
- Distribution to the TAC committee
- Eblasts to RTC Route 109 list
- Press release distribution resulting in Fox 5 story and story/PSA on KDWN
- Promotion on both Clark County and City of Las Vegas websites, social, newsletters and NextDoor
- Promotion on all elected officials' social, newsletters
- Distribution to Latin and Urban chamber membership
- Presentations to Paradise and Winchester Town Boards
- Inclusion in McCarran Airport employee newsletter
- Inclusion in employee newsletters for area business like Target, Planet Fitness and Record City Music Store
- Eblast through Metro South Command
- Hispanic organizations such as REACH, Puentes, Mi Familia Vota and Mesa UNLV
- Las Vegas Medical District Stakeholder Group presentation
- Downtown Professional District and 5 Points Business Association eblasts
- Eblasts and newsletters through dozens of apartment managers, homeowner and neighborhood associations
- Eblasts and newsletters through nine churches in study area
- Eblasts to several professional and civic organizations like AIA, American Public Works Assn, Community Associations Institute, as well as various Rotary, Lions and Kiwanis clubs

Clark County Corridor-Wide Ad Analytics

- Link clicks: 944
- Reach: 48,378 (Total number of unique people who saw the ad)
- Shares: 31
- Post Engagements: 1,220 (Total number of actions people took involving the ad including liking/reacting, commenting, sharing, clicking the link, etc.)

Survey Contents

The remainder of this memo summarizes respondents' feedback. The memo is organized by the major sections of the survey:

1. Focus Area Destinations
2. Development Type Visioning
3. Community Amenities
4. Locating Community Amenities and Infrastructure
5. Current vs. Preferred Mode of Travel
6. Mix of Uses (Optional)
7. TOD Types (Optional)
8. Respondents' Demographics

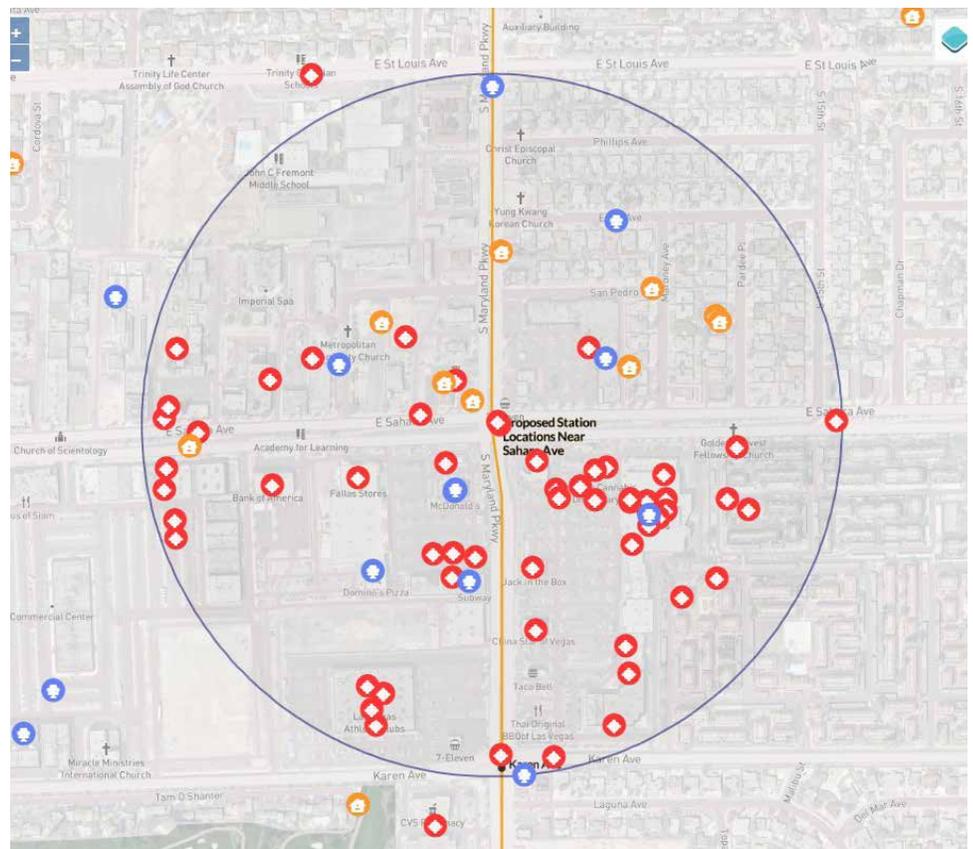
1. Focus Area Destinations

1A) "Do you live, work, or frequently visit anywhere in or near the Sahara Avenue Focus Area?"

	Total Responses
Live	32
Work	19
Visit	80

1B) "What are you visiting here?"

	% of Responses
Retail Store	41%
Daily Service (ie: Daycare, Laundromat, Gym, etc.)	13%
Restaurant or Bar	15%
Park or Public Space	6%
Entertainment Venue	9%
Other	16%



Other Responses:

CVS, dry cleaner, family and friends homes, grocery store, medical appointments, other shopping, bus access, bank

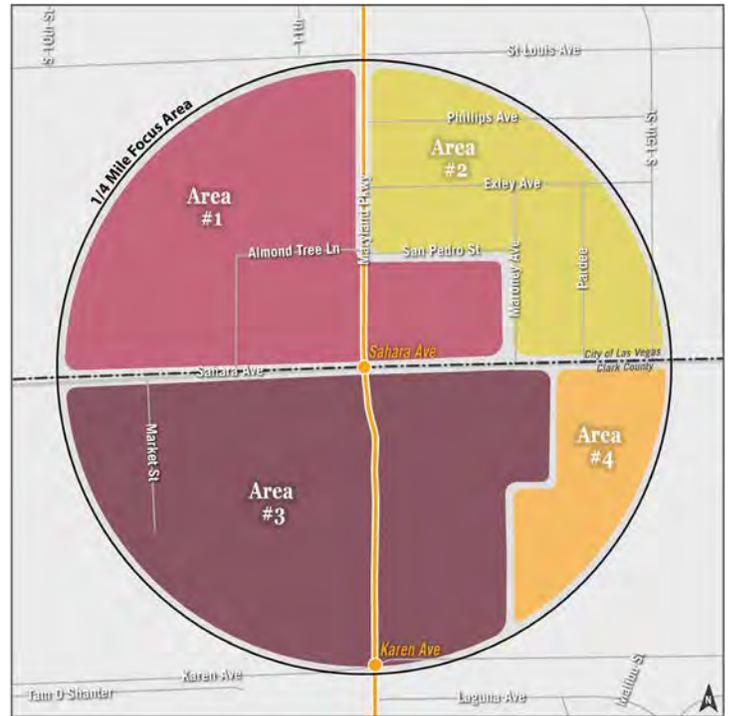
2. Development Type Visioning

2A) What do you think this area should look like in the future?

See responses below

2B) How would you like to get around this part of the Focus Area?

Top response for all four parts of the Focus Area:



Most popular responses:



Area #1 - Building height, development features and public realm interface.

2-3 story, active ground floor frontage with pedestrian amenities



Area #2 - Testing type of residential use, density, and transition to single-family.

Duplexes/Triplexes



Area #3 - Building height, development features and public realm interface.

Development with prioritized public gathering and open space



Area #4 - Testing type of residential use, density, and transition to single-family.

Mixed-Use Apartments with Active Ground Floor

3. Community Amenities

3A) What community amenities are needed in this Focus Area? (Check all photos that apply)

	% of Responses
Safety and Security Infrastructure (ie: lighting)	16%
More Grocery Stores/Healthy Food Options	15%
More Shops and Restaurants	14%
More Shade Trees	13%
Public Art	13%
More Community Parks/Open Spaces	10%
More Housing Options/Affordable Housing	8%
More Office Space	4%
Daily Services (ie. gym, daycare, etc.)	4%
Health Care and/or Social Services Facilities	3%
Schools	1%
Other	1%



Safety and Security Infrastructure (ie: lighting)

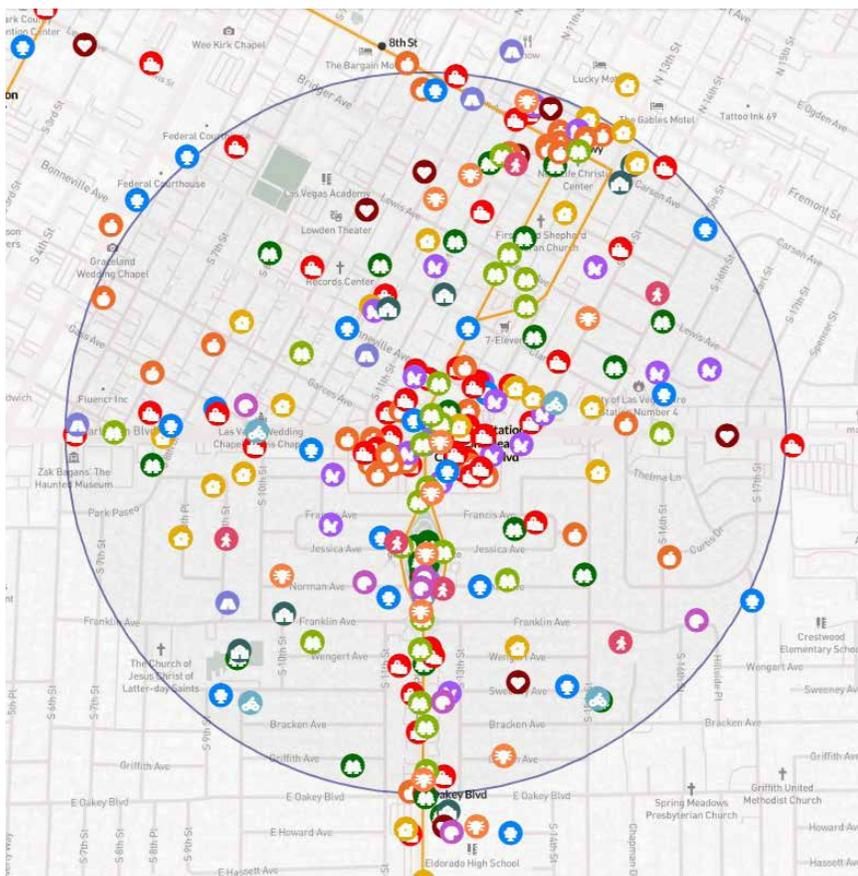


More Grocery Stores/Healthy Food Options

4. Locating Community Amenities and Infrastructure

4A) Where would you like to see new or additional community amenities in this Focus Area? Place 10 of your top priority community amenities on the map.

4B) Where would you like to see new or additional community infrastructure in this Focus Area? Place as many of the following community infrastructure options on the map as you'd like.



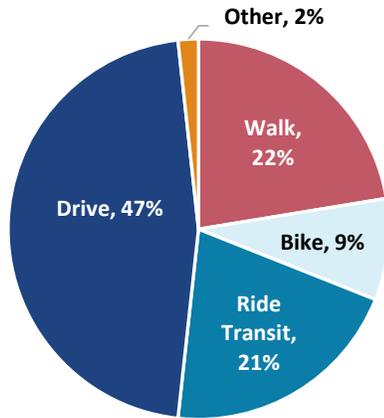
Amenities	Pins Placed
Shops and/or Restaurants	35
Office Spaces	11
Community Parks/Open Spaces	35
Housing Options/Affordable Housing	13
Grocery Store/Healthy Food Options	14
Daily Services (ie. daycare, gym, etc.)	9
Educational Facilities	1
Health Care/Social Services Facilities	6

Infrastructure	Pins Placed
Safer/More Comfortable Street Crossing	7
New/Improved Sidewalks	1
New/Improved Bike Infrastructure	1
Shade Trees	4
Public Art	1
Safety/Security Infrastructure (ie: lighting)	5

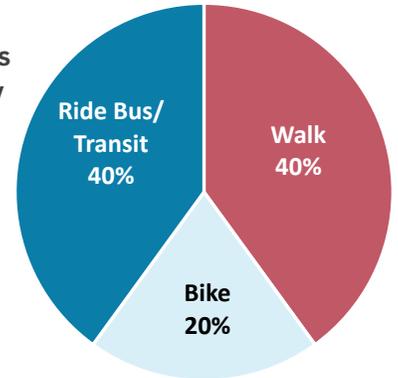
5. Current vs. Preferred Mode of Travel

1C) How do you usually get around this Focus Area?

Other Responses:
Uber/Lyft



5A) If new and improved infrastructure is built here, how would you like to get around this Focus Area?



6. Mix of Uses (Optional)

6A) Looking at the Focus Area as a whole, what mix of land uses would you like to see here in the future? Build the total mix of land uses, totaling 100%. Average percentages of total are shown below.



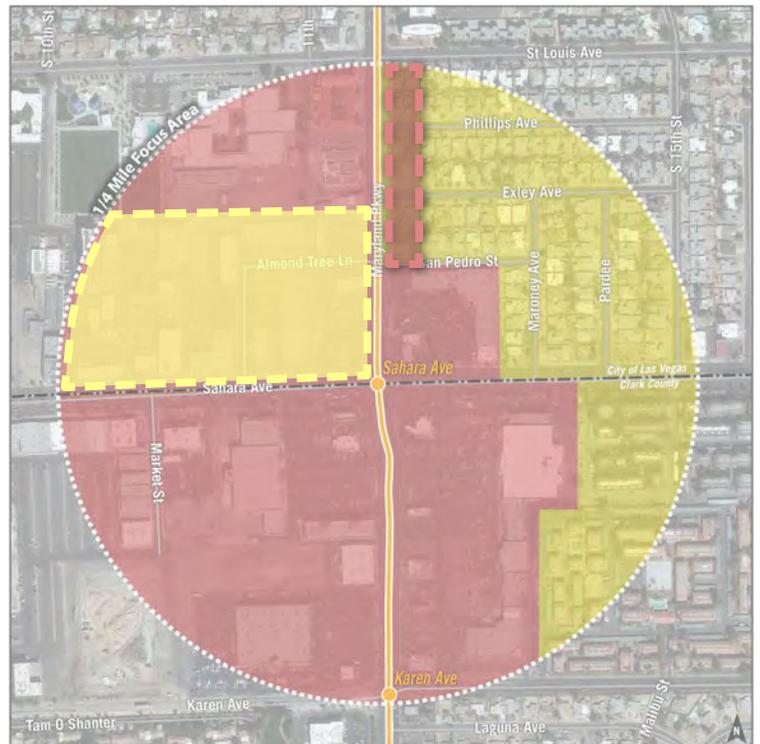
7. TOD Types (Optional)

7A) Draw where you would change the preferred TOD Type or boundary in a particular area.

7B) Why did you draw this TOD Type here?

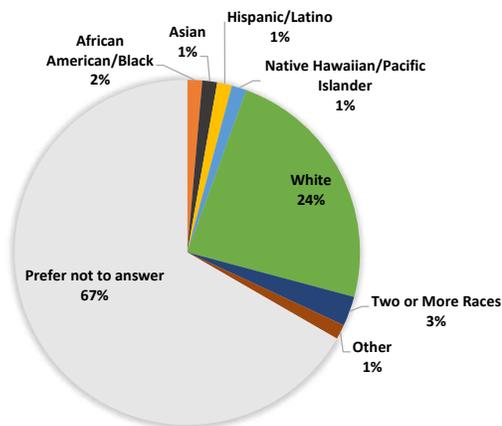
Urban Neighborhood

- It seems like there should be more affordable residential near the school.

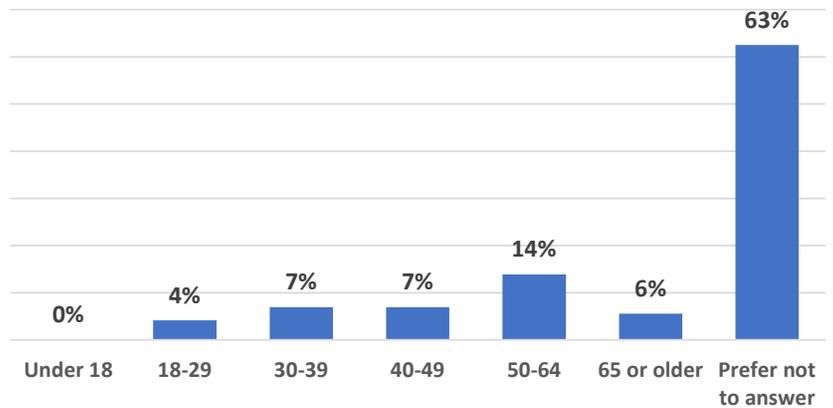


8. Respondents' Demographics

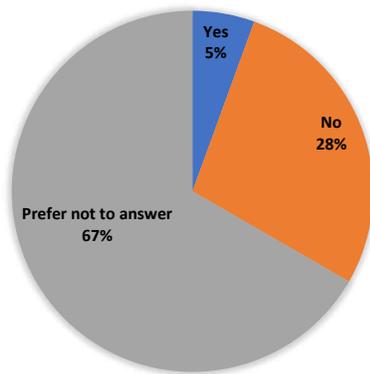
ETHNICITY



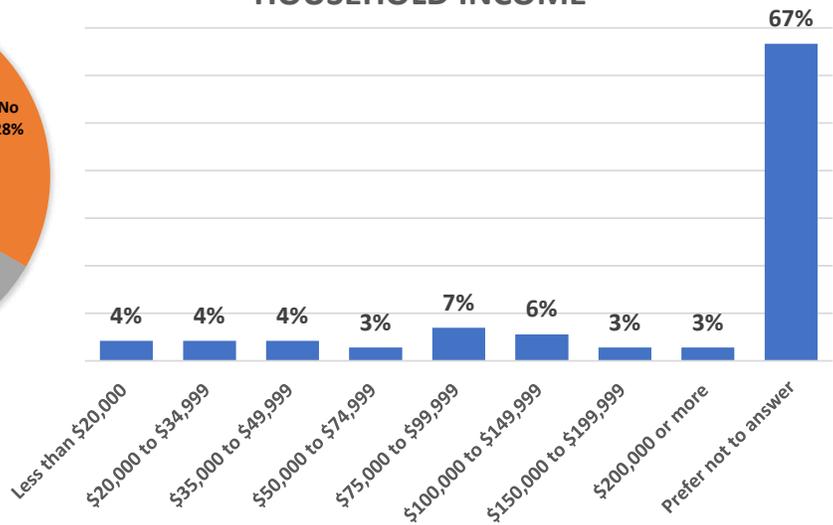
AGE



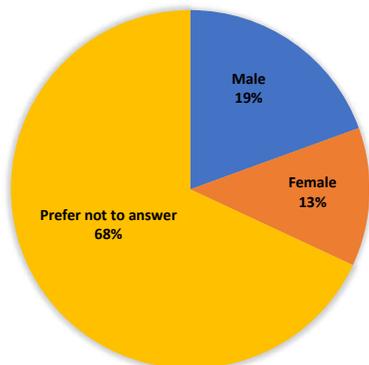
LONG-TERM DISABILITY



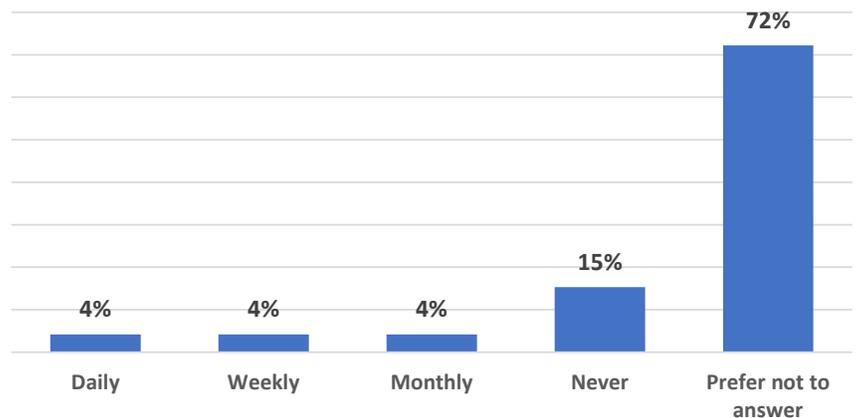
HOUSEHOLD INCOME



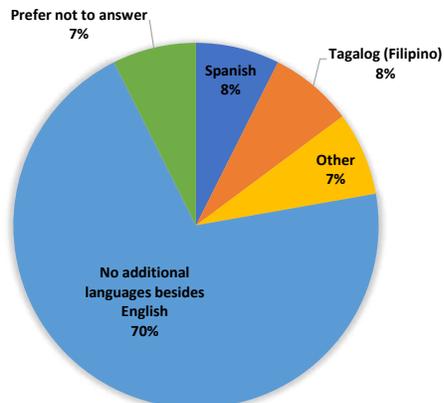
GENDER



ABOUT HOW OFTEN DO YOU RIDE PUBLIC TRANSIT ALONG OR TO/FROM THE MARYLAND PARKWAY CORRIDOR?



LANGUAGE SPOKEN



Zip Code	89104	89109	89121	89101	30144	89156	89102	89119	Prefer not to answer
% of Responses	15%	4%	4%	3%	1%	1%	1%	1%	68%



Maryland Parkway Corridor TOD Plans

Community Survey Results - Summary Memo

Flamingo Road Focus Area

This memo summarizes the feedback from the Maptionnaire-based community survey for the **Flamingo Road Focus Area**. The project team asked the community and stakeholders to complete the survey in order to help us understand what the community values and what improvements are needed in this Focus Area. The survey was made available to the public on October 12, 2020. The survey closed and final results were pulled on January 5, 2021.

Total survey respondents:
85

Promotion

The survey was promoted in a variety of ways including:

- Geo-targeted ad
- Project website
- Multiple eblasts to the project's Community List
- Distribution to the TAC committee
- Eblasts to RTC Route 109 list
- Press release distribution resulting in Fox 5 story and story/PSA on KDWN
- Promotion on both Clark County and City of Las Vegas websites, social, newsletters and NextDoor
- Promotion on all elected officials' social, newsletters
- Distribution to Latin and Urban chamber membership
- Presentations to Paradise and Winchester Town Boards
- Inclusion in McCarran Airport employee newsletter
- Inclusion in employee newsletters for area business like Target, Planet Fitness and Record City Music Store
- Eblast through Metro South Command
- Hispanic organizations such as REACH, Puentes, Mi Familia Vota and Mesa UNLV
- Las Vegas Medical District Stakeholder Group presentation
- Downtown Professional District and 5 Points Business Association eblasts
- Eblasts and newsletters through dozens of apartment managers, homeowner and neighborhood associations
- Eblasts and newsletters through nine churches in study area
- Eblasts to several professional and civic organizations like AIA, American Public Works Assn, Community Associations Institute, as well as various Rotary, Lions and Kiwanis clubs

Clark County Corridor-Wide Ad Analytics

- Link clicks: 944
- Reach: 48,378 (Total number of unique people who saw the ad)
- Shares: 31
- Post Engagements: 1,220 (Total number of actions people took involving the ad including liking/reacting, commenting, sharing, clicking the link, etc.)

Survey Contents

The remainder of this memo summarizes respondents' feedback. The memo is organized by the major sections of the survey:

1. Focus Area Destinations
2. Development Type Visioning
3. Community Amenities
4. Locating Community Amenities and Infrastructure
5. Current vs. Preferred Mode of Travel
6. Mix of Uses (Optional)
7. TOD Types (Optional)
8. Respondents' Demographics

1. Focus Area Destinations

1A) Do you live, work, or frequently visit anywhere in or near the Flamingo Road Focus Area?

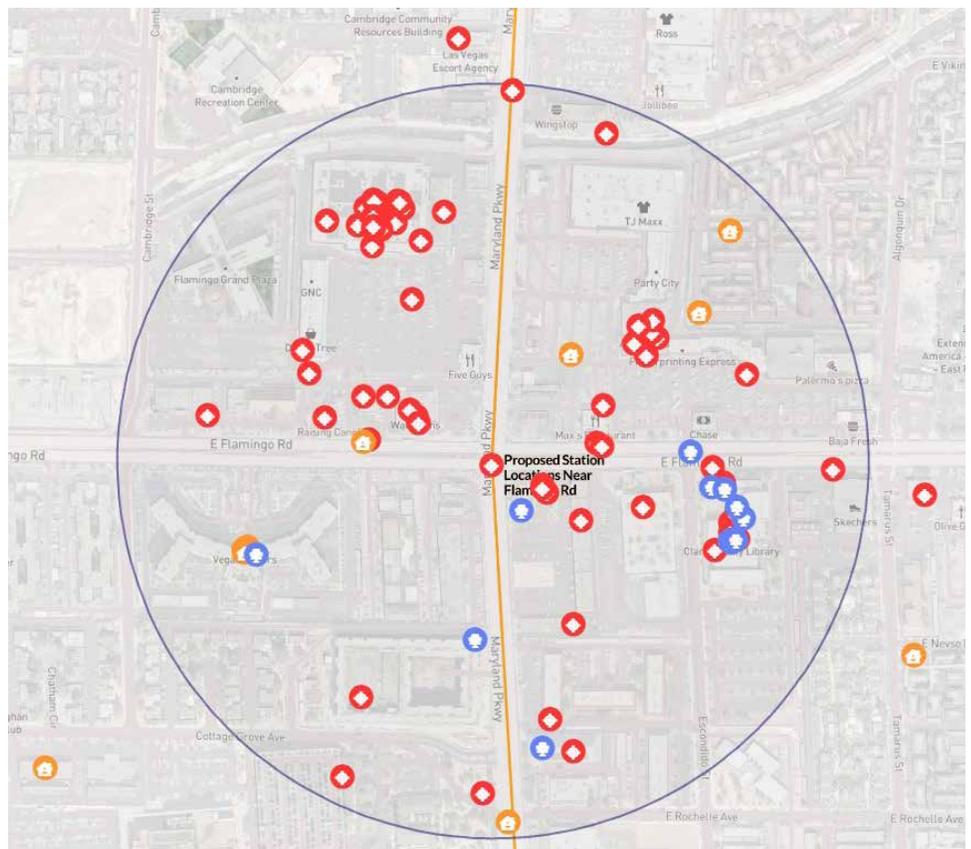
	Total Responses
Live	27
Work	27
Visit	106

1B) What are you visiting here?

	% of Responses
Retail Store	41%
Restaurant or Bar	33%
Daily Service (ie: Daycare, Laundromat, Gym, etc.)	9%
Entertainment Venue	6%
Park or Public Space	5%
Other	7%

Other Responses:

Computer lab, Fedex, library, post office, UNLV, work



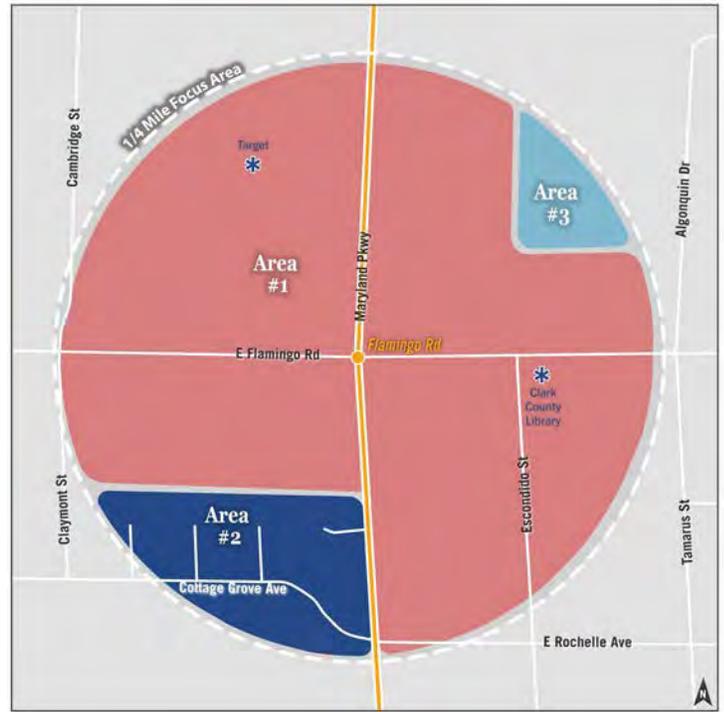
2. Development Type Visioning

2A) What do you think this area should look like in the future?

See responses below

2B) How would you like to get around this part of the Focus Area?

Top response for all four parts of the Focus Area:



Most popular responses:



Area #1 - Testing Town Center format and pedestrian realm design.

Mixed-use lifestyle center with internal pedestrian promenade



Area #2 - Testing campus format, building heights, and pedestrian realm design.

Lower-scale, walkable urban streetscape environment



Area #3 - Testing type of residential use, density, and transition to single-family.

Duplexes/Triplexes and Townhomes (tie)



3. Community Amenities

3A) What community amenities are needed in this Focus Area? (Check all photos that apply)

	% of Responses
More Shade Trees	14%
More Shops and Restaurants	13%
Safety and Security Infrastructure (ie: lighting)	13%
More Grocery Stores/Healthy Food Options	11%
Public Art	11%
More Community Parks/Open Spaces	10%
More Housing Options/Affordable Housing	9%
Daily Services (ie. gym, daycare, etc.)	7%
Health Care/Social Services Facilities	5%
More Office Space	3%
Educational Facilities	2%
Other	2%



More Shade Trees

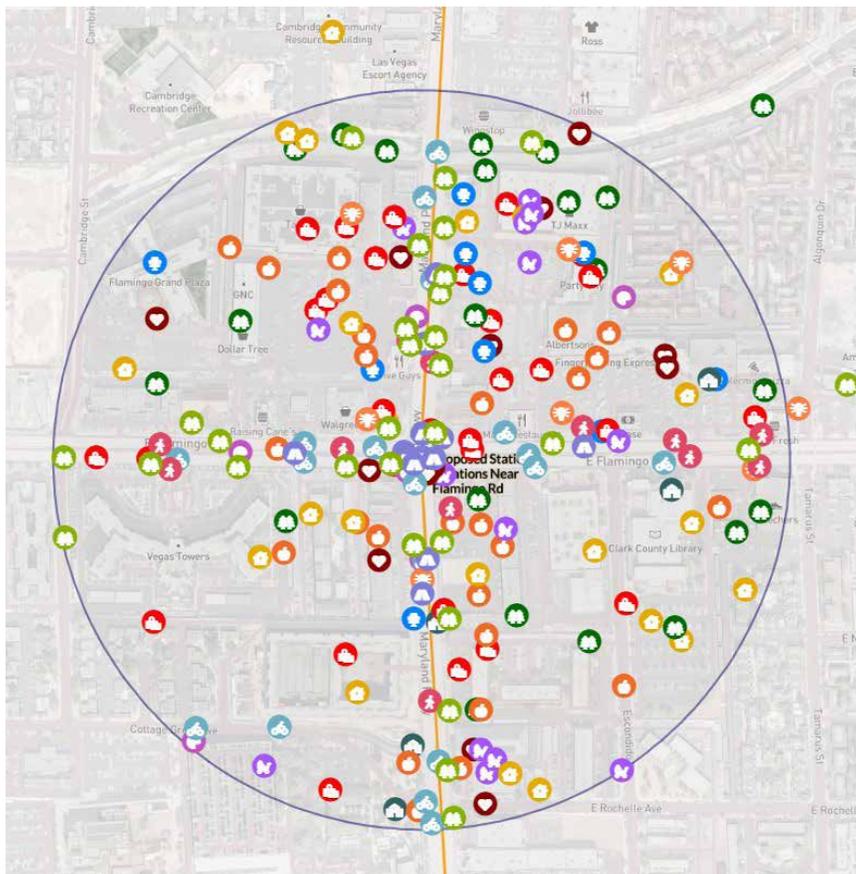


More Shops and Restaurants

4. Locating Community Amenities and Infrastructure

4A) Where would you like to see new or additional community amenities in this Focus Area? Place 10 of your top priority community amenities on the map.

4B) Where would you like to see new or additional community infrastructure in this Focus Area? Place as many of the following community infrastructure options on the map as you'd like.



Amenities	Pins Placed
Shops and/or Restaurants	30
Office Spaces	9
Community Parks/Open Spaces	30
Housing Options/Affordable Housing	24
Grocery Store/Healthy Food Options	27
Daily Services (ie. daycare, gym, etc.)	15
Educational Facilities	6
Health Care/Social Services Facilities	15

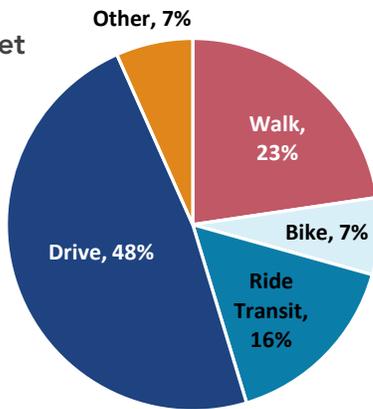
Infrastructure	Pins Placed
Safer/More Comfortable Street Crossing	14
New/Improved Sidewalks	12
New/Improved Bike Infrastructure	14
Shade Trees	28
Public Art	6
Safety/Security Infrastructure (ie: lighting)	8

5. Current vs. Preferred Mode of Travel

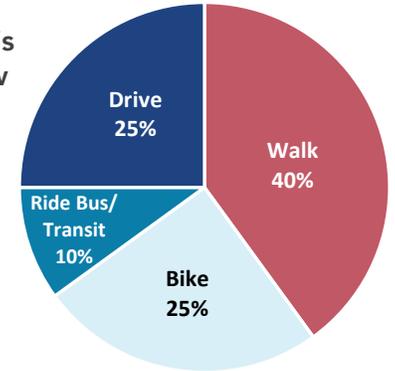
1C) How do you usually get around this Focus Area?

Other Responses:

Mobility Scooter

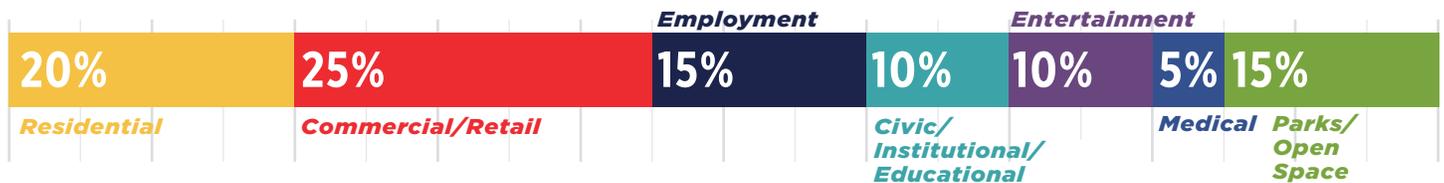


5A) If new and improved infrastructure is built here, how would you like to get around this Focus Area?



6. Mix of Uses (Optional)

6A) Looking at the Focus Area as a whole, what mix of land uses would you like to see here in the future? Build the total mix of land uses, totaling 100%. Average percentages of total are shown below.



7. TOD Types (Optional)

7A) Draw where you would change the preferred TOD Type or boundary in a particular area.

7B) Why did you draw this TOD Type here?

TOD Types

- Town Center
- Educational Campus
- Urban Neighborhood

Town Center

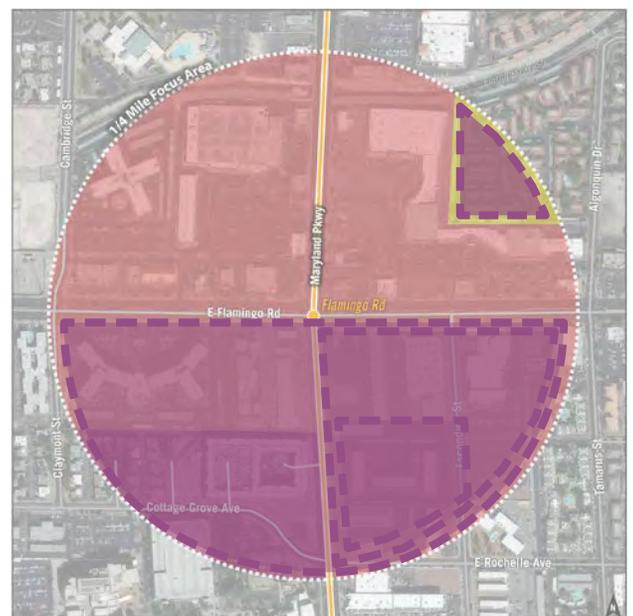
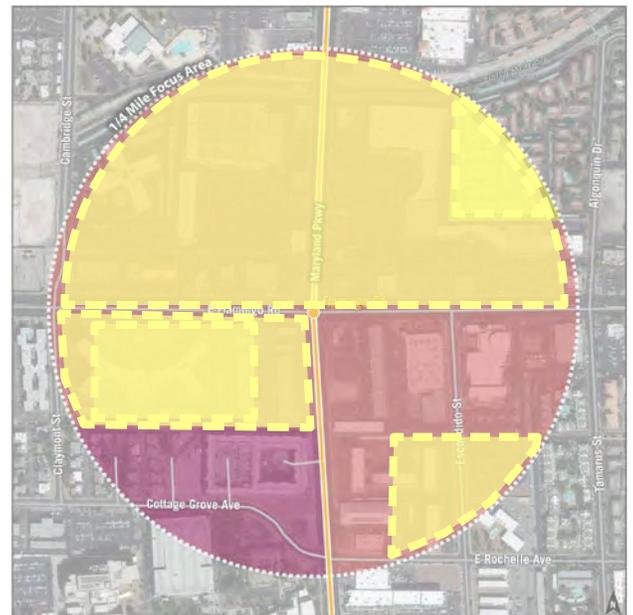
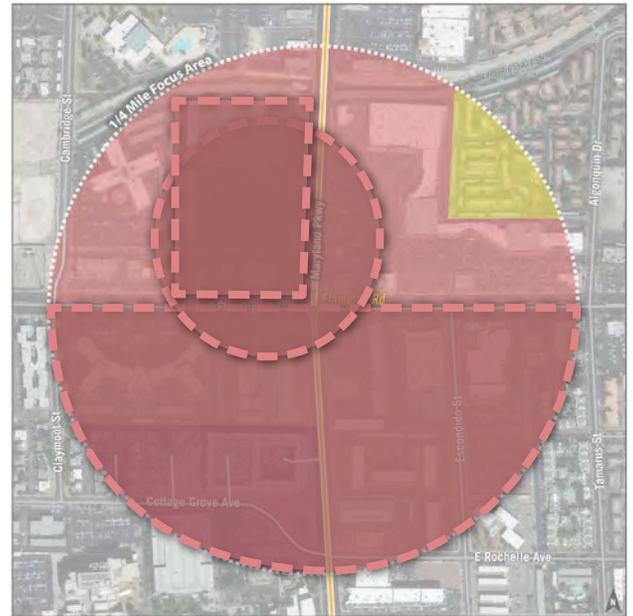
- Retail shops here

Urban Neighborhood

- It's close to my neighborhood and would be good walking distance
- Room for development
- Urban housing

Educational Campus

- I believe UNLV should expand into the area on the east side of Maryland Parkway to help revitalize this neighborhood.
- As a UNLV student, I believe the educational campus should extend in this zone as urban housing feels unsafe to walk around as a student.
- Makes sense tying UNLV with Clark County Library together
- Close to UNLV





Maryland Parkway Corridor TOD Plans

Community Survey Results - Summary Memo

Desert Inn Road Focus Area

This memo summarizes the feedback from the Maptionnaire-based community survey for the **Desert Inn Road Focus Area**. The project team asked the community and stakeholders to complete the survey in order to help us understand what the community values and what improvements are needed in this Focus Area. The survey was made available to the public on October 12, 2020. The survey closed and final results were pulled on January 5, 2021.

Total survey respondents:

88

Promotion

The survey was promoted in a variety of ways including:

- Geo-targeted ad
- Project website
- Multiple eblasts to the project's Community List
- Distribution to the TAC committee
- Eblasts to RTC Route 109 list
- Press release distribution resulting in Fox 5 story and story/PSA on KDWN
- Promotion on both Clark County and City of Las Vegas websites, social, newsletters and NextDoor
- Promotion on all elected officials' social, newsletters
- Distribution to Latin and Urban chamber membership
- Presentations to Paradise and Winchester Town Boards
- Inclusion in McCarran Airport employee newsletter
- Inclusion in employee newsletters for area business like Target, Planet Fitness and Record City Music Store
- Eblast through Metro South Command
- Hispanic organizations such as REACH, Puentes, Mi Familia Vota and Mesa UNLV
- Las Vegas Medical District Stakeholder Group presentation
- Downtown Professional District and 5 Points Business Association eblasts
- Eblasts and newsletters through dozens of apartment managers, homeowner and neighborhood associations
- Eblasts and newsletters through nine churches in study area
- Eblasts to several professional and civic organizations like AIA, American Public Works Assn, Community Associations Institute, as well as various Rotary, Lions and Kiwanis clubs

Clark County Corridor-Wide Ad Analytics

- Link clicks: 944
- Reach: 48,378 (Total number of unique people who saw the ad)
- Shares: 31
- Post Engagements: 1,220 (Total number of actions people took involving the ad including liking/reacting, commenting, sharing, clicking the link, etc.)

Survey Contents

The remainder of this memo summarizes respondents' feedback. The memo is organized by the major sections of the survey:

1. Focus Area Destinations
2. Development Type Visioning
3. Community Amenities
4. Locating Community Amenities and Infrastructure
5. Current vs. Preferred Mode of Travel
6. Mix of Uses (Optional)
7. TOD Types (Optional)
8. Respondents' Demographics

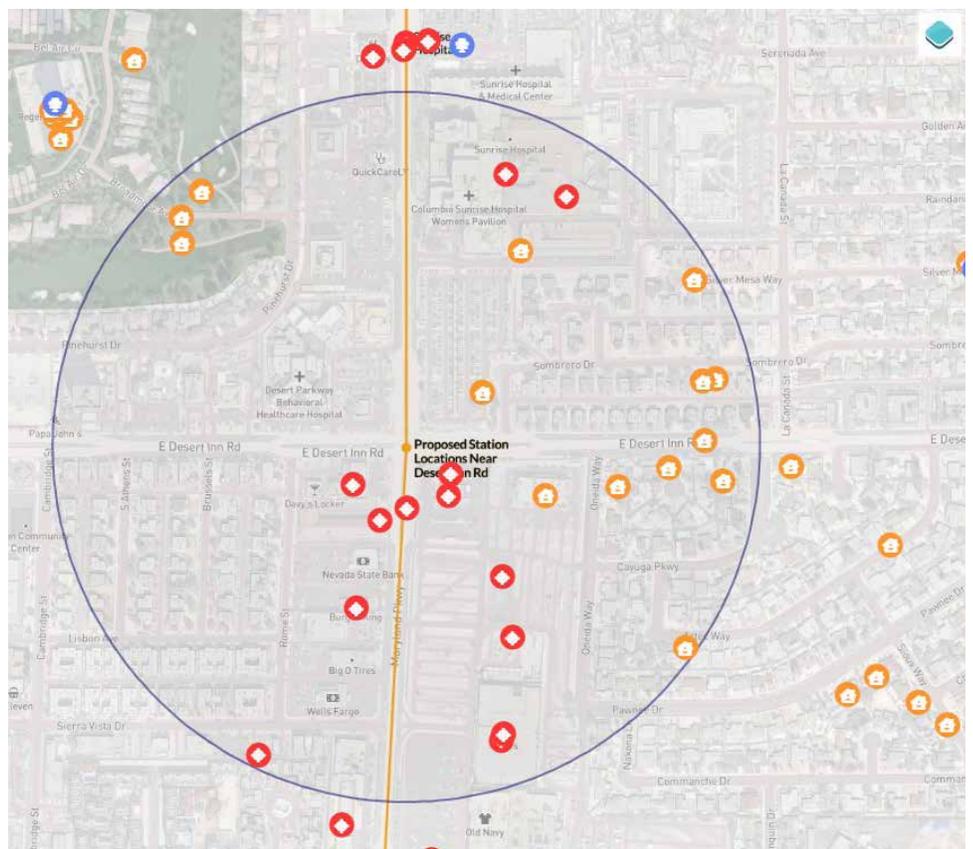
1. Focus Area Destinations

1A) "Do you live, work, or frequently visit anywhere in or near the Desert Inn Road Focus Area?"

	Total Responses
Live	59
Work	14
Visit	66

1B) "What are you visiting here?"

	% of Responses
Retail Store	30%
Restaurant or Bar	30%
Entertainment Venue	14%
Daily Service (ie: Daycare, Laundromat, Gym, etc.)	6%
Park or Public Space	6%
Other	14%



Other Responses:

Grocery store, convention work, medical appointments/hospital, Boulevard Mall, UNLV, visiting Family

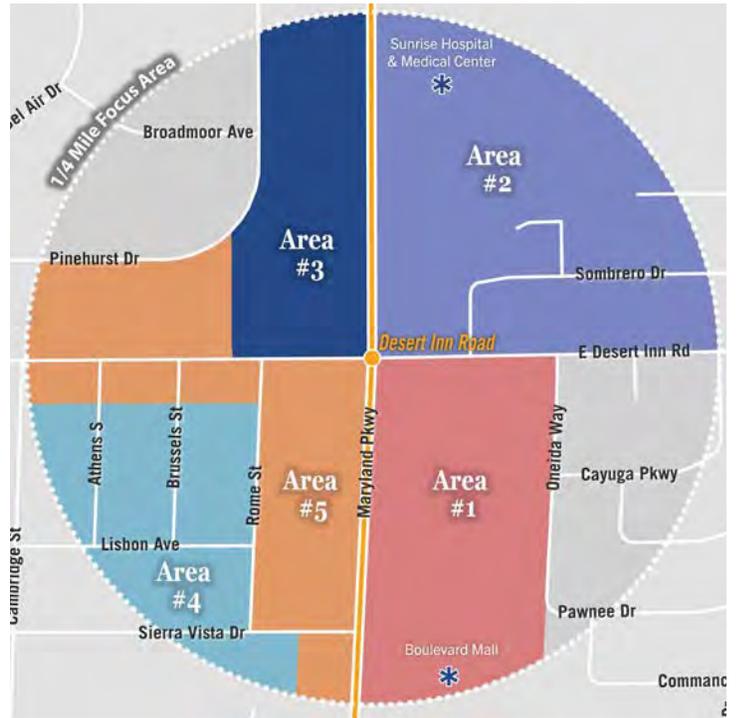
2. Development Type Visioning

2A) What do you think this area should look like in the future?

See responses below

2B) How would you like to get around this part of the Focus Area?

Top response for all four parts of the Focus Area:



Most popular responses:



Areas #1 & #5 - Testing Town Center format and pedestrian realm design.

Mixed-use lifestyle center with internal pedestrian promenade



Area #2 - Testing building heights, character, and public interface.

Medium-scale building heights with integrated ground floor private uses



Area #3 - Testing building heights, character, and public interface.

Smaller scale buildings with associated public plazas



Area #4 - Testing type of residential use, density, and transition to single-family.

Mixed-Use Apartments with Active Ground Floor

3. Community Amenities

3A) What community amenities are needed in this Focus Area? (Check all photos that apply)

	% of Responses
More Shops and Restaurants	15%
Safety and Security Infrastructure (ie: lighting)	12%
More Shade Trees	12%
More Grocery Stores/Healthy Food Options	12%
More Community Parks/Open Spaces	11%
Public Art	11%
Daily Services (ie. gym, daycare, etc.)	8%
More Housing Options/Affordable Housing	7%
Health Care and/or Social Services Facilities	5%
Schools	3%
More Office Space	2%
Other	1%



More Shops and Restaurants

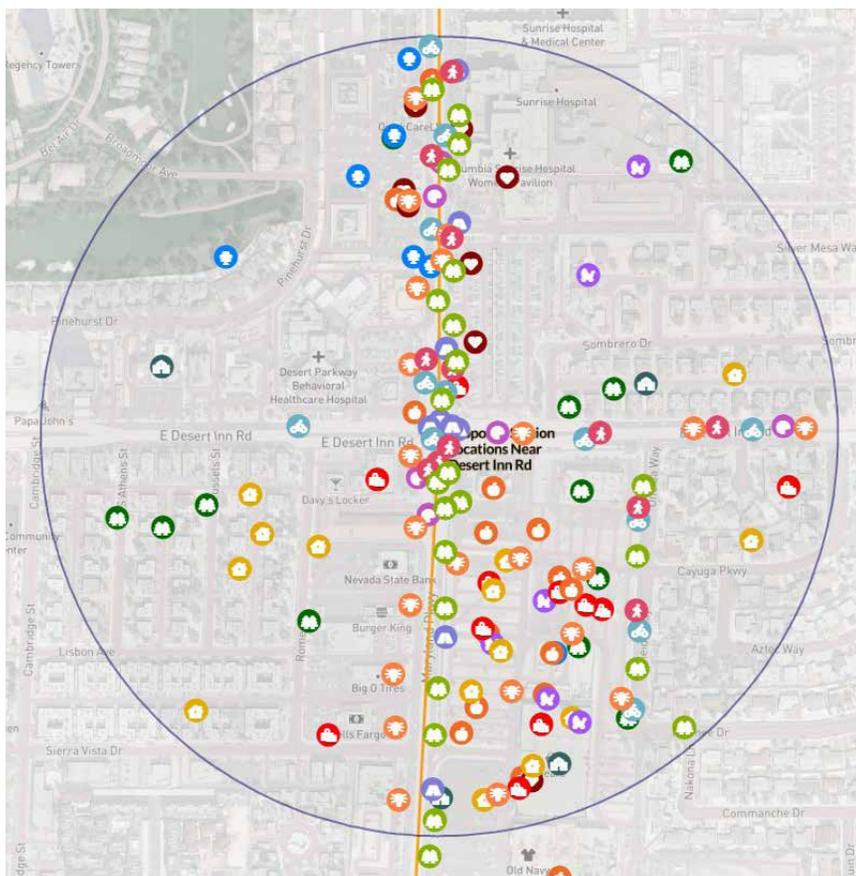


Safety and Security Infrastructure (ie: lighting)

4. Locating Community Amenities and Infrastructure

4A) Where would you like to see new or additional community amenities in this Focus Area? Place 10 of your top priority community amenities on the map.

4B) Where would you like to see new or additional community infrastructure in this Focus Area? Place as many of the following community infrastructure options on the map as you'd like.



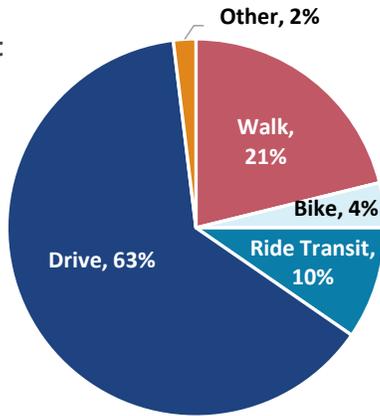
Amenities	Pins Placed
Shops and/or Restaurants	16
Office Spaces	9
Community Parks/Open Spaces	16
Housing Options/Affordable Housing	16
Grocery Store/Healthy Food Options	22
Daily Services (ie. daycare, gym, etc.)	7
Educational Facilities	5
Health Care/Social Services Facilities	10

Infrastructure	Pins Placed
Safer/More Comfortable Street Crossing	13
New/Improved Sidewalks	13
New/Improved Bike Infrastructure	12
Shade Trees	35
Public Art	6
Safety/Security Infrastructure (ie: lighting)	22

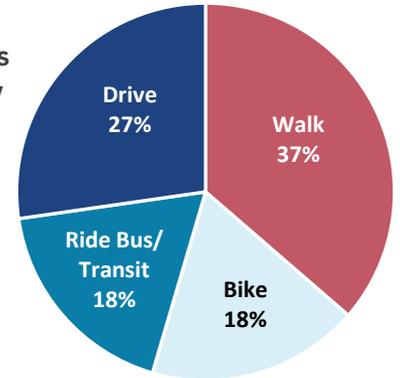
5. Current vs. Preferred Mode of Travel

1C) How do you usually get around this Focus Area?

"It's too dangerous to walk, bike or ride the bus"

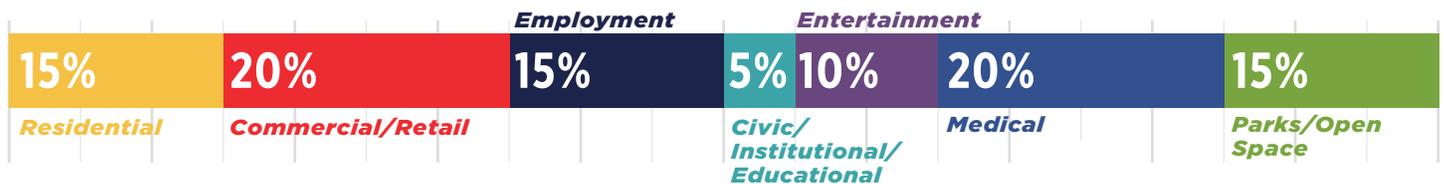


5A) If new and improved infrastructure is built here, how would you like to get around this Focus Area?



6. Mix of Uses (Optional)

6A) Looking at the Focus Area as a whole, what mix of land uses would you like to see here in the future? Build the total mix of land uses, totaling 100%. Average percentages of total are shown below.



7. TOD Types (Optional)

7A) Draw where you would change the preferred TOD Type or boundary in a particular area.

7B) Why did you draw this TOD Type here?

TOD Types

- Medical District
- Town Center
- Urban Neighborhood

Town Center

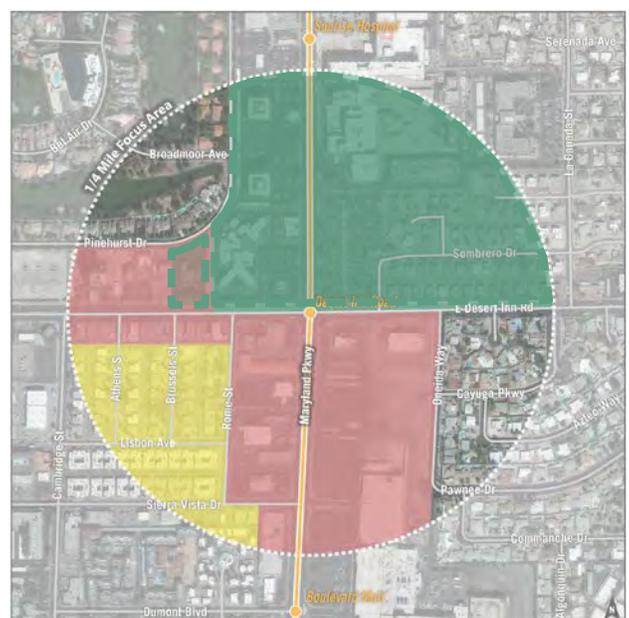
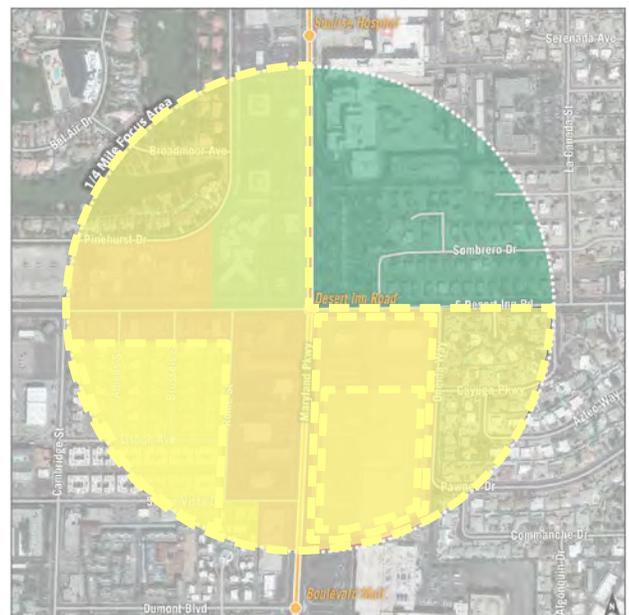
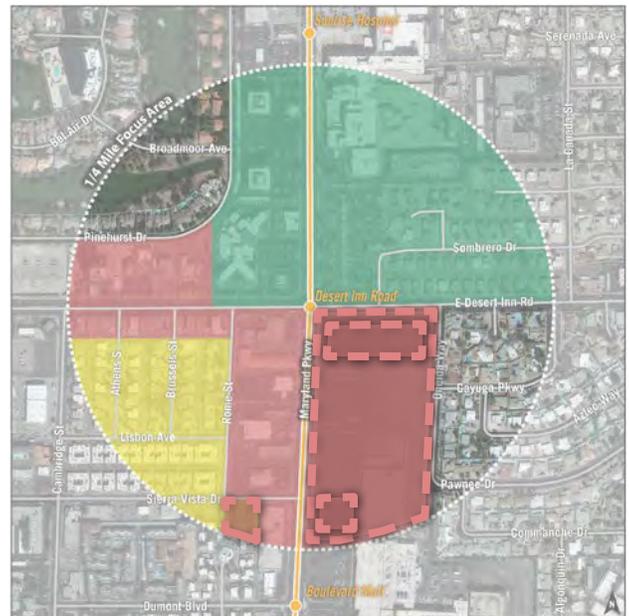
- Boulevard mall should become outdoor type space, indoor malls don't work anymore
- Huge space for open park shopping and possible of utilizing the retro apartments for housing almost like its own township

Urban Neighborhood

- We don't need anymore "affordable housing"
- Great possibilities of making this area a mix of living and entertainment. Everyone could walk from their apartments to shopping where the commercial center is, turn it into an outdoor event center with grass and trees shops and dining
- I live in the adjacent neighborhood and often dream about having a coffee shop to walk to or shop to bike to. I want to feel safe walking around and want to have places close to me to walk to.
- Perfect location for upscale dining and shopping Paradise Palms and Winchester will be some of the most sought out housing for the amazing retro design. The shopping center would be great designed in a mid century modern style with bright colors. This part of town is so colorful culturally it would be beautiful
- Potential amazing shopping living district especially designed mid century modern and lots of walking and parks

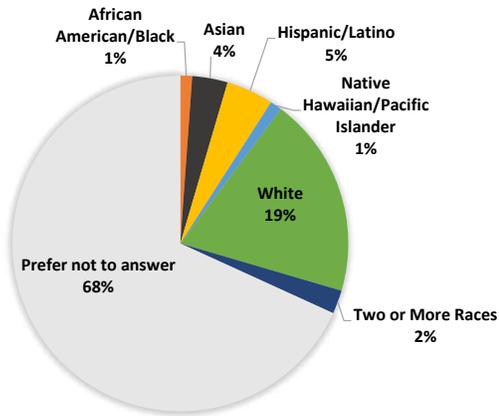
Medical District

- It's already all medical

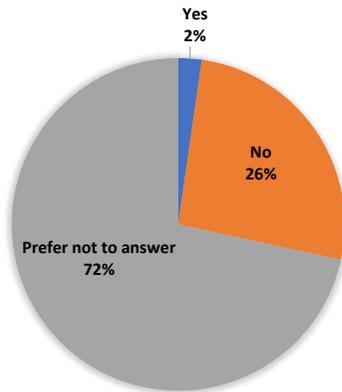


8. Respondents' Demographics

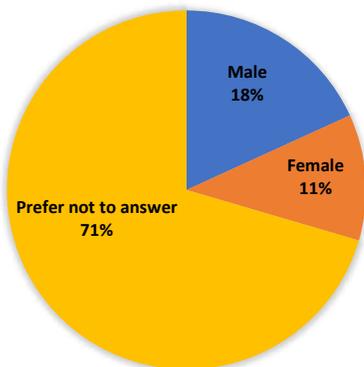
ETHNICITY



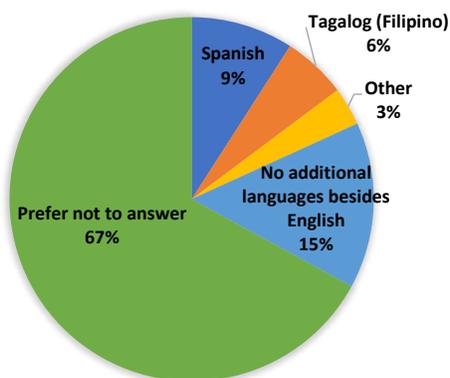
LONG-TERM DISABILITY



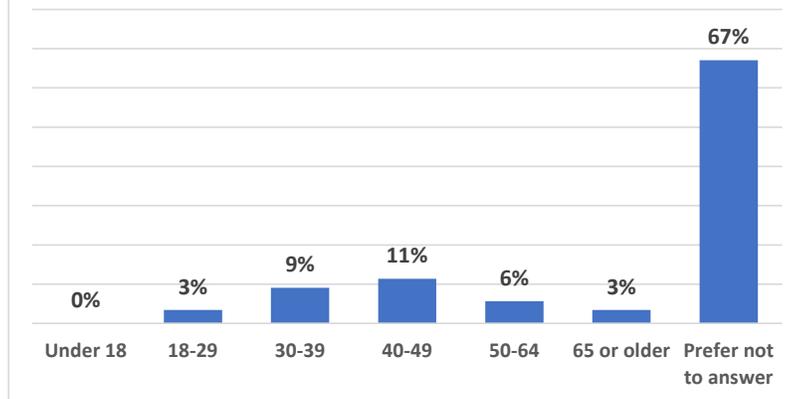
GENDER



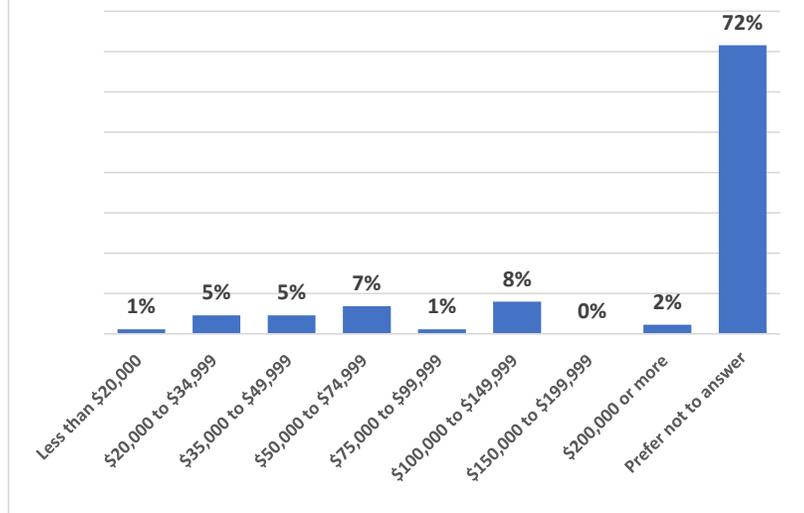
LANGUAGE SPOKEN



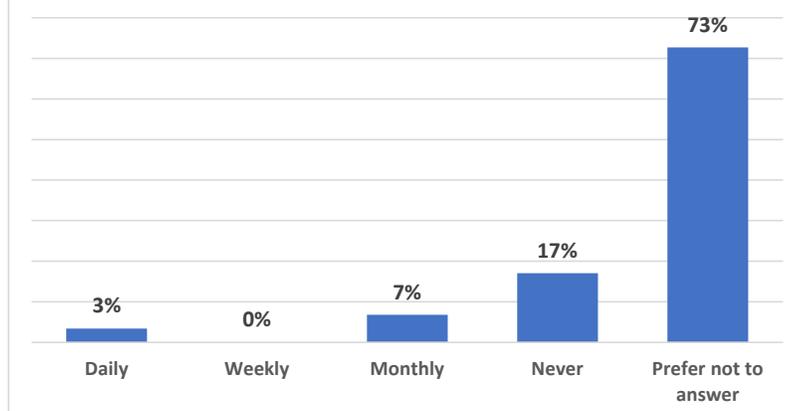
AGE



HOUSEHOLD INCOME



ABOUT HOW OFTEN DO YOU RIDE PUBLIC TRANSIT ALONG OR TO/FROM THE MARYLAND PARKWAY CORRIDOR?



Zip Code	89169	89109	89101	89121	89117	89119	30144	89104	Prefer not to answer
% of Responses	14%	5%	2%	2%	1%	1%	1%	1%	73%



Maryland Parkway Corridor TOD Plans

Community Survey Results - Summary Memo

University Road Focus Area

This memo summarizes the feedback from the Maptionnaire-based community survey for the **University Road Focus Area**. The project team asked the community and stakeholders to complete the survey in order to help us understand what the community values and what improvements are needed in this Focus Area. The survey went live first with the Stakeholder Advisory Working Group (SAW) on September 28, 2020 and then was made available to the public on October 12, 2020. The survey closed and final results were pulled on January 5, 2021.

**Total survey
respondents:**
177

Promotion

The survey was promoted in a variety of ways including:

- Geo-targeted ad
- Project website
- Multiple eblasts to the project's Community List
- Distribution to the TAC committee
- Eblasts to RTC Route 109 list
- Press release distribution resulting in Fox 5 story and story/PSA on KDWN
- Promotion on both Clark County and City of Las Vegas websites, social, newsletters and NextDoor
- Promotion on all elected officials' social, newsletters
- Distribution to Latin and Urban chamber membership
- Presentations to Paradise and Winchester Town Boards
- Inclusion in McCarran Airport employee newsletter
- Inclusion in employee newsletters for area business like Target, Planet Fitness and Record City Music Store
- Eblast through Metro South Command
- Hispanic organizations such as REACH, Puentes, Mi Familia Vota and Mesa UNLV
- Las Vegas Medical District Stakeholder Group presentation
- Downtown Professional District and 5 Points Business Association eblasts
- Eblasts and newsletters through dozens of apartment managers, homeowner and neighborhood associations
- Eblasts and newsletters through nine churches in study area
- Eblasts to several professional and civic organizations like AIA, American Public Works Assn, Community Associations Institute, as well as various Rotary, Lions and Kiwanis clubs

Clark County Corridor-Wide Ad Analytics

- Link clicks: 944
- Reach: 48,378 (Total number of unique people who saw the ad)
- Shares: 31
- Post Engagements: 1,220 (Total number of actions people took involving the ad including liking/reacting, commenting, sharing, clicking the link, etc.)

Survey Contents

The remainder of this memo summarizes respondents' feedback. The memo is organized by the major sections of the survey:

1. Focus Area Destinations
2. Development Type Visioning
3. Community Amenities
4. Locating Community Amenities and Infrastructure
5. Current vs. Preferred Mode of Travel
6. Mix of Uses (Optional)
7. TOD Types (Optional)
8. Respondents' Demographics

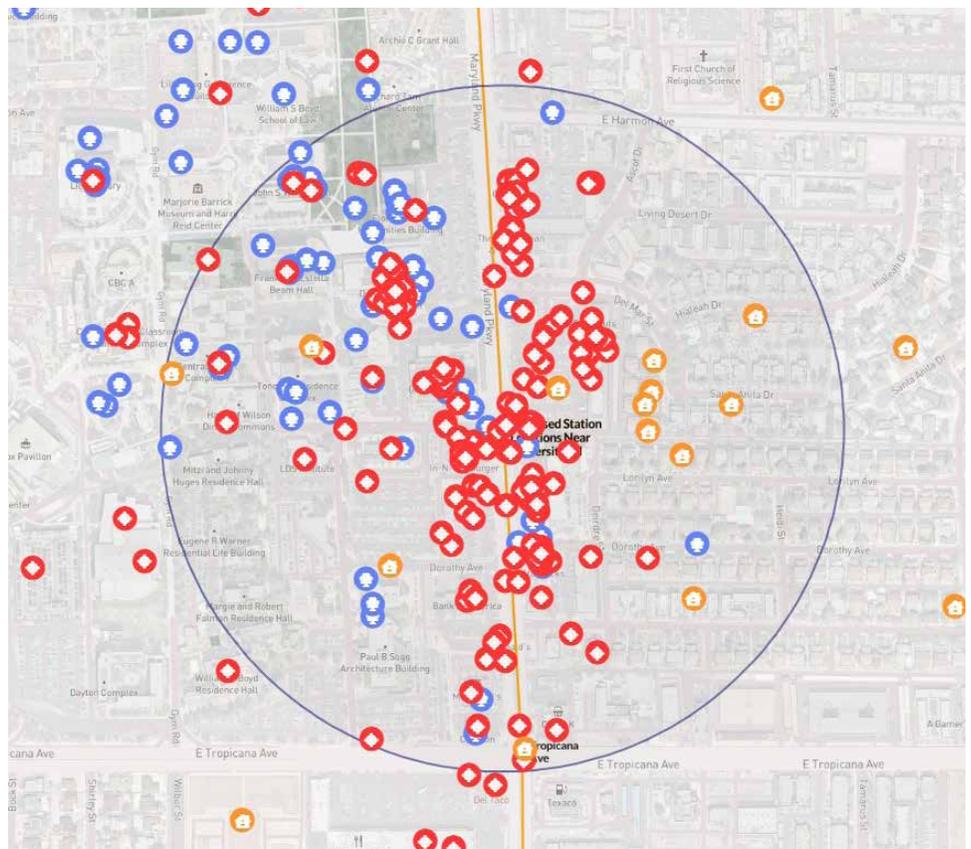
1. Focus Area Destinations

1A) Do you live, work, or frequently visit anywhere in or near the University Road Focus Area?

	Total Responses
Live	44
Work	105
Visit	402

1B) What are you visiting here?

	% of Responses
Restaurant or Bar	28%
Retail Store	9%
Park or Public Space	4%
Daily Service (ie: Daycare, Laundromat, Gym, etc.)	4%
Entertainment Venue	3%
Other	53%



Other Responses:

UNLV buildings/classrooms, bank, post office, , credit union, restaurants, florist, friends, gas station, grocery store, gym, parking, shooting range, hair salon, work, UNLV RTC Station, VA Hospital, walk my pets in park.

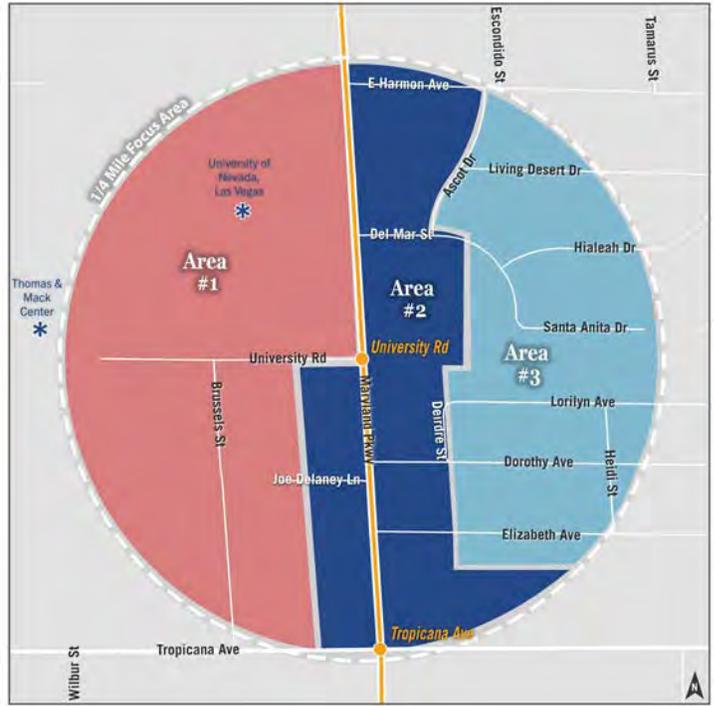
2. Development Type Visioning

2A) What do you think this area should look like in the future?

See responses below

2B) How would you like to get around this part of the Focus Area?

Top response for all four parts of the Focus Area:



Most popular responses:



Areas #1 - Testing campus format, building heights, and pedestrian realm design.

Lower-scale, walkable urban streetscape environment



Area #2 - Building height and pedestrian realm design.

3-5 Story Mixed Use Buildings



Area #3 - Testing type of residential use, density, and transition to single-family.

Mixed-Use Apartments with Active Ground Floor

3. Community Amenities

3A) What community amenities are needed in this Focus Area? (Check all photos that apply)

	% of Responses
Safety and Security Infrastructure (ie: lighting)	14%
More Grocery Stores/Healthy Food Options	14%
More Shops and Restaurants	13%
More Shade Trees	12%
Public Art	11%
More Community Parks/Open Spaces	11%
More Housing Options/Affordable Housing	8%
Daily Services (ie. gym, daycare, etc.)	8%
Health Care/Social Services Facilities	5%
Schools	1%
More Office Space	1%
Other	2%



Safety and Security Infrastructure (ie: lighting)

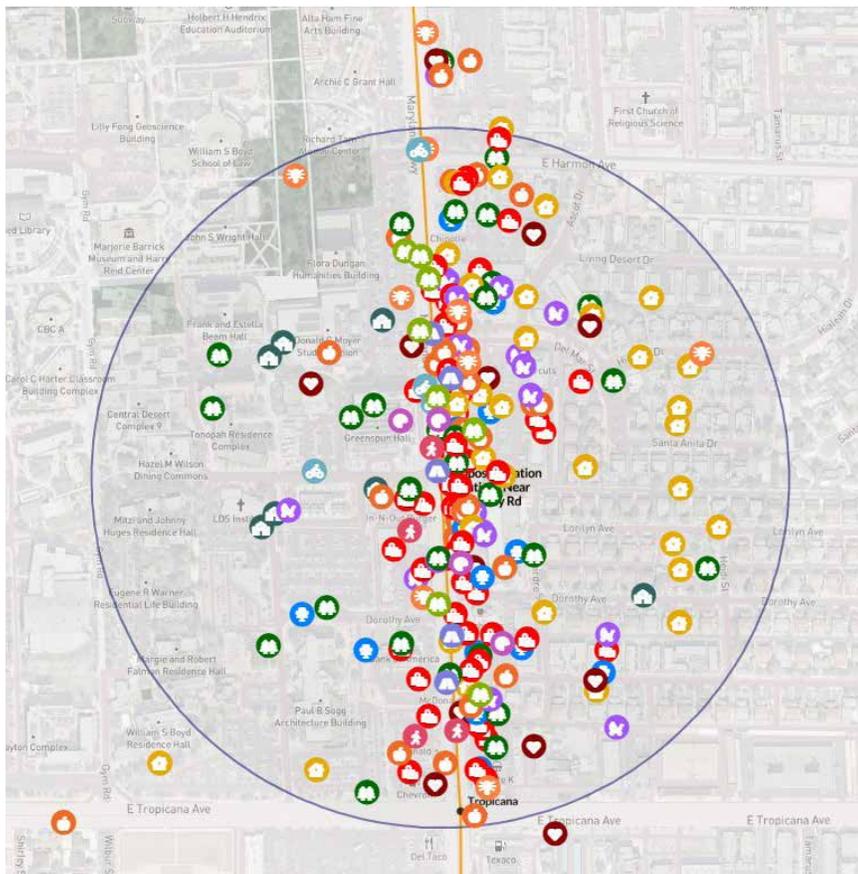


More Grocery Stores/Healthy Food Options

4. Locating Community Amenities and Infrastructure

4A) Where would you like to see new or additional community amenities in this Focus Area? Place 10 of your top priority community amenities on the map.

4B) Where would you like to see new or additional community infrastructure in this Focus Area? Place as many of the following community infrastructure options on the map as you'd like.



Amenities	Pins Placed
Shops and/or Restaurants	48
Office Spaces	16
Community Parks/Open Spaces	48
Housing Options/Affordable Housing	36
Grocery Store/Healthy Food Options	30
Daily Services (ie. daycare, gym, etc.)	19
Educational Facilities	6
Health Care/Social Services Facilities	13

Infrastructure	Pins Placed
Safer/More Comfortable Street Crossing	6
New/Improved Sidewalks	4
New/Improved Bike Infrastructure	4
Shade Trees	8
Public Art	5
Safety/Security Infrastructure (ie: lighting)	9

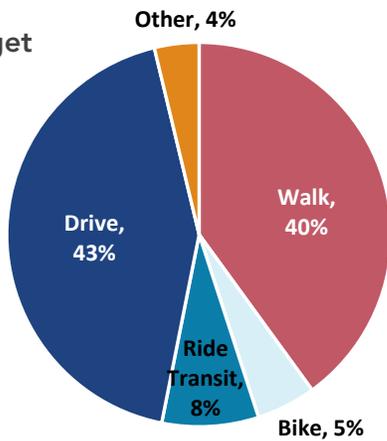
5. Current vs. Preferred Mode of Travel

1C) How do you usually get around this Focus Area?

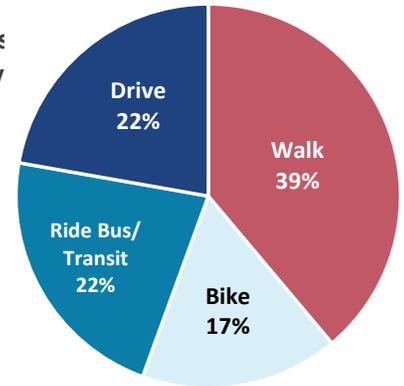
Other Responses:

Golf cart within the campus

Scooter

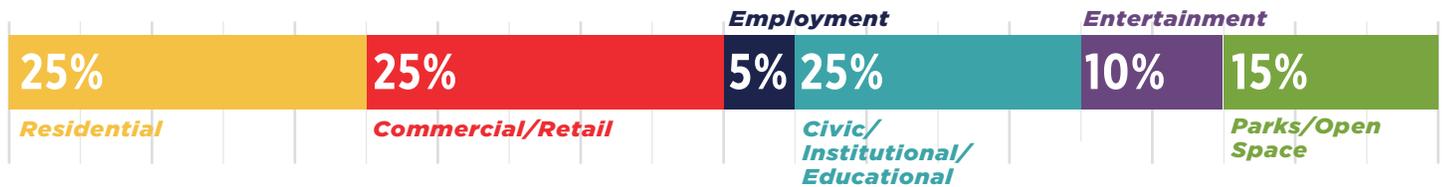


5A) If new and improved infrastructure is built here, how would you like to get around this Focus Area?



6. Mix of Uses (Optional)

6A) Looking at the Focus Area as a whole, what mix of land uses would you like to see here in the future? Build the total mix of land uses, totaling 100%. Average percentages of total are shown below.



7. TOD Types (Optional)

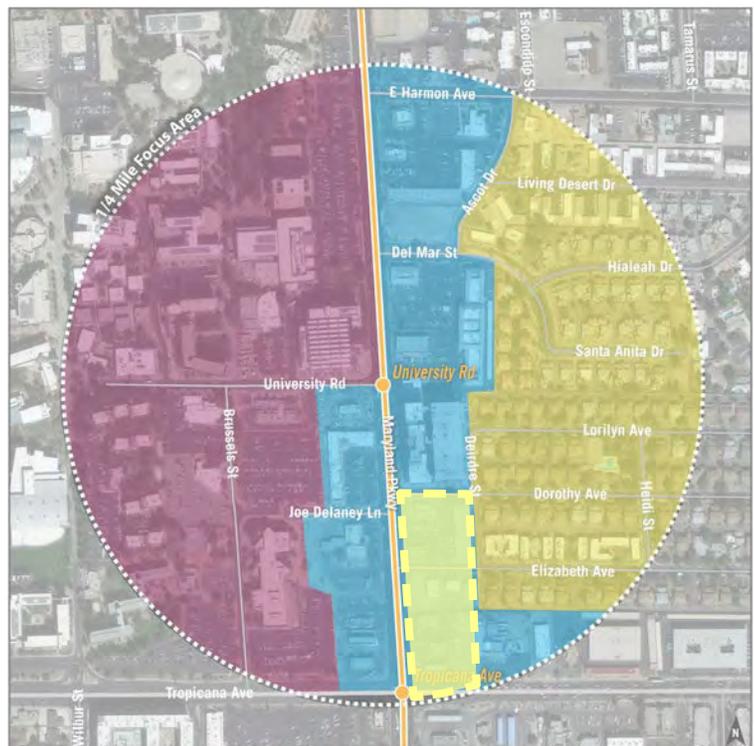
7A) Draw where you would change the preferred TOD Type or boundary in a particular area.

TOD Types

- Educational Campus
- Downtown Local
- Urban Neighborhood

7B) Why did you draw this TOD Type here?

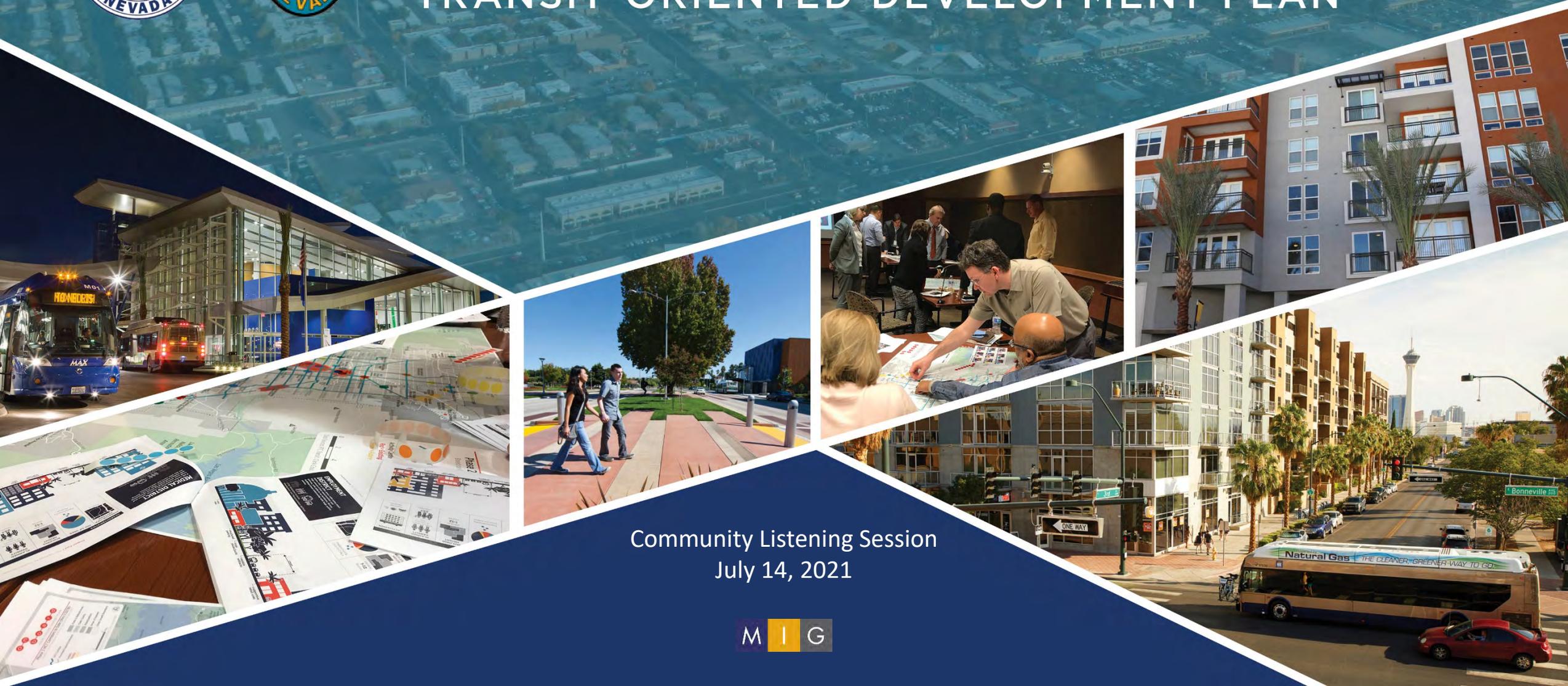
No open-ended responses received to this question





Maryland Parkway Corridor

TRANSIT-ORIENTED DEVELOPMENT PLAN



Community Listening Session
July 14, 2021





July 14th Community Listening Session

- **Zoom:**

- **Session #1 -10am-Noon**

- <https://zoom.us/meeting/register/tJYqfuiuqz4tHtDkLc95KuoveKQv6HlyssJR>

- **Session #2 – 5-7pm**

- <https://zoom.us/meeting/register/tJ0ufuqopz0sG9SCIA9IAi0l7lpxkdy7YoA1>

- **Social Media Platforms:**

- **Links on project website:**

- <https://www.rtcsnv.com/maryland-parkway/tod/>

Session #1



Session #2



Project Website



Agenda



- Project Team
- Process & Timeline
- Study Area
- Other Reports within this Project
- Draft TOD Plan Highlights
- Q&A

Project Team



Process & Timeline



Intent of the Plan

- Spur transit-oriented development (TOD) in the Las Vegas Valley after years of study
- Position several important districts in and around Las Vegas for success
- Create a roadmap for stitching together existing assets and new destinations





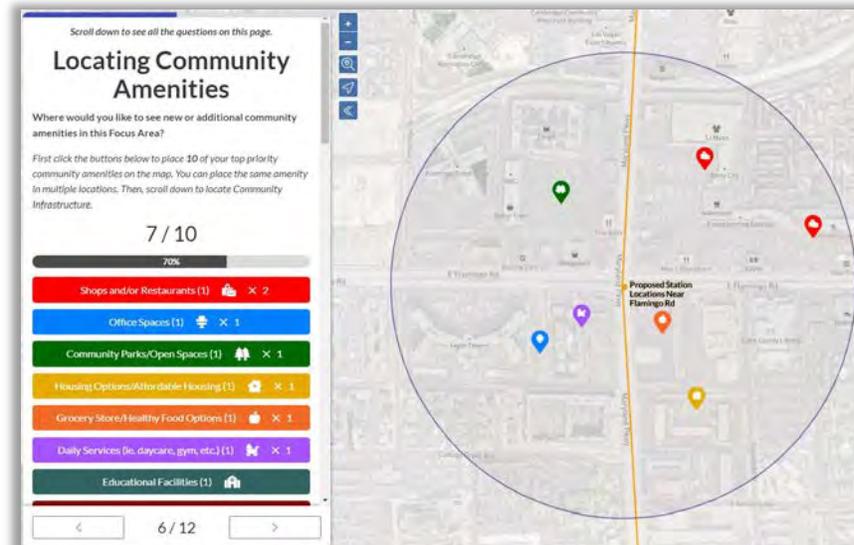
Project Timeline





Community Engagement Recap

- January 2020: In-person open house
- May-June 2020: Online survey
- October 2020-January 2021: Map-based online surveys for each priority focus area
- June-July 2021: Public Review of Draft TOD Plans



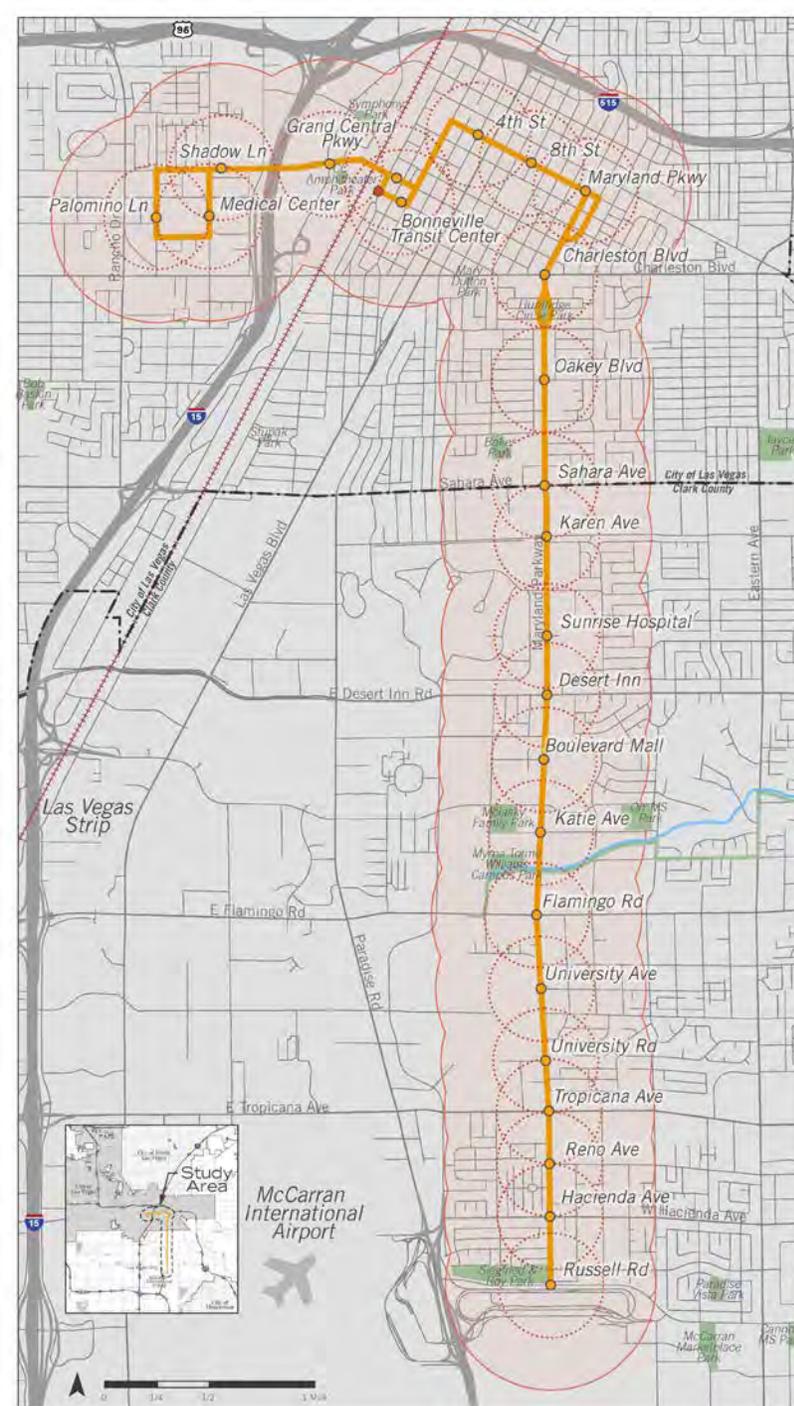
Study Area





Maryland Parkway Corridor

- Corridor route:
 - Around Medical District
 - Under I-15
 - Through Downtown Las Vegas along Carson Avenue
 - North/South on Maryland Parkway
 - McCarran International Airport
- 23 total focus areas centered on proposed Maryland Parkway Corridor BRT stations



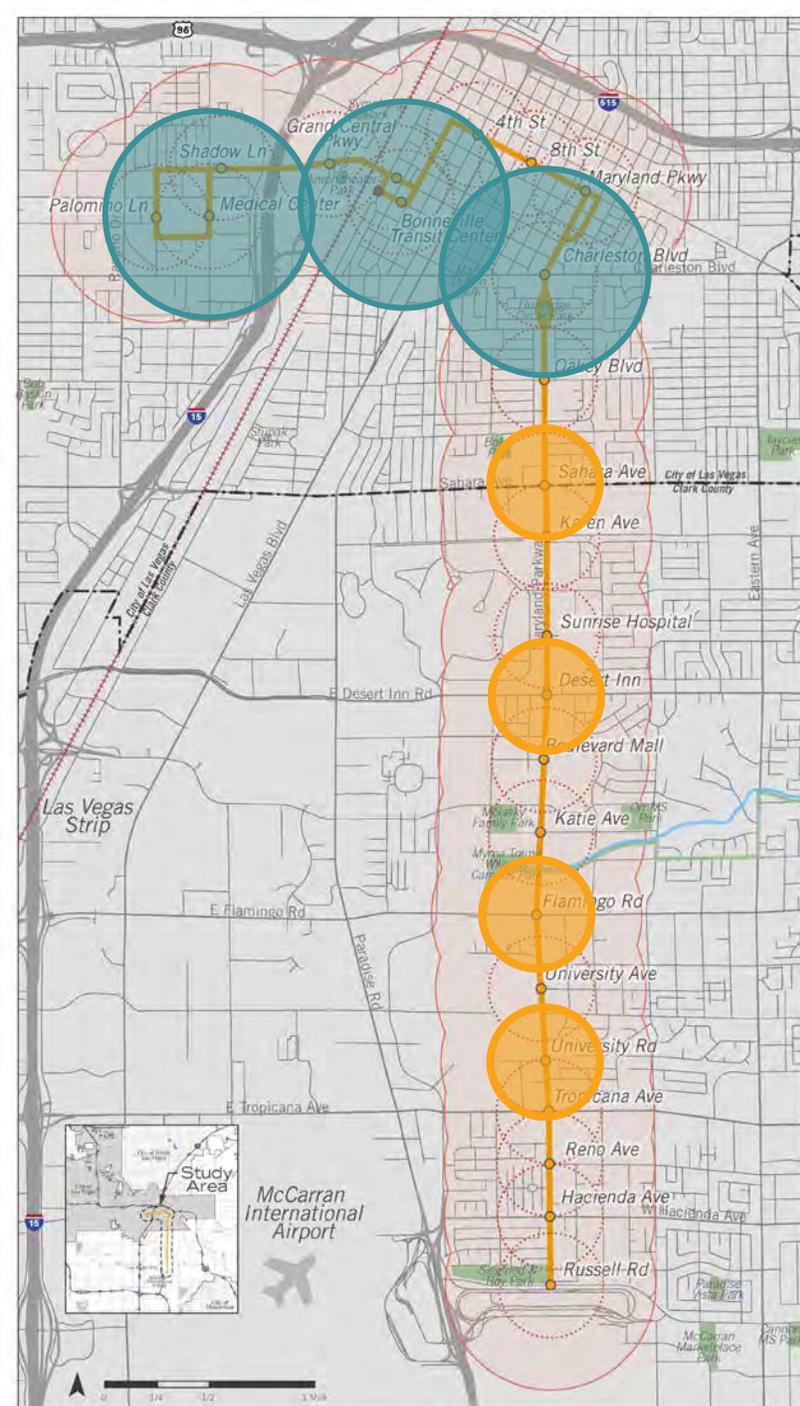


Priority Focus Areas

- ½ Mile Radius around each station in City of Las Vegas
 - **Medical Center**
 - **Bonneville Transit Center**
 - **Charleston Boulevard**
- ¼ Mile Radius around each station in Clark County
 - **Sahara Avenue**
 - **Desert Inn Road**
 - **Flamingo Road**
 - **University Road**

Selection Criteria:

- **TOD Readiness**
 - Existing TOD supportiveness
 - Market momentum
 - Development opportunity
- **Preferred Future TOD Type(s)**
 - From RTC OnBoard TOD Typology
- **Stakeholder Feedback**
- **Elected Officials Feedback**
- **Geographic Distribution**
 - Minimizing overlap



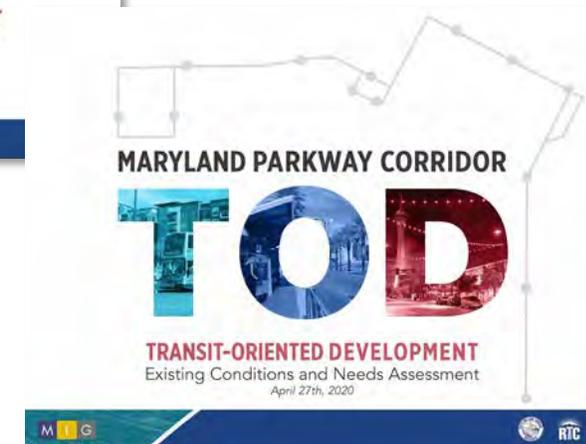
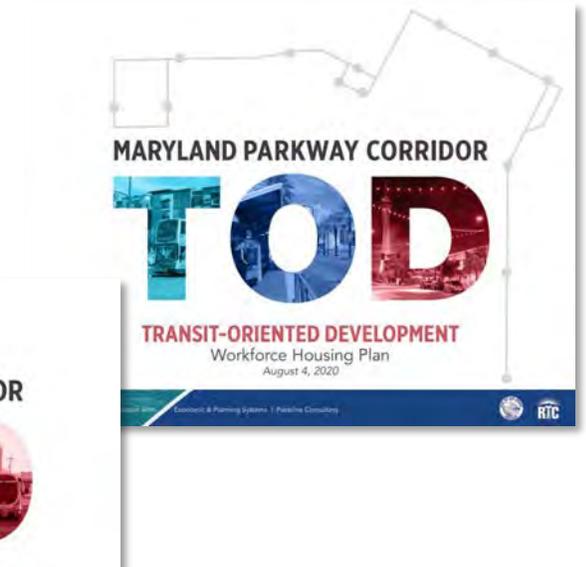
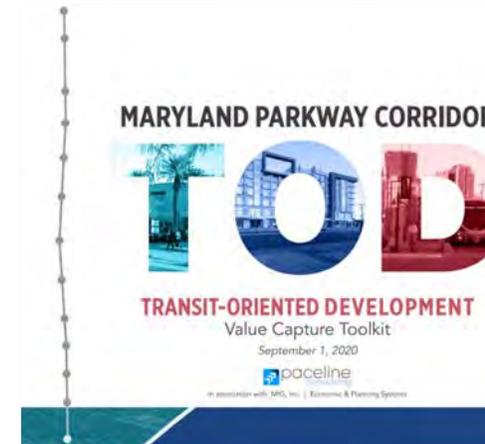
Reports within this Project





Reports within this Project

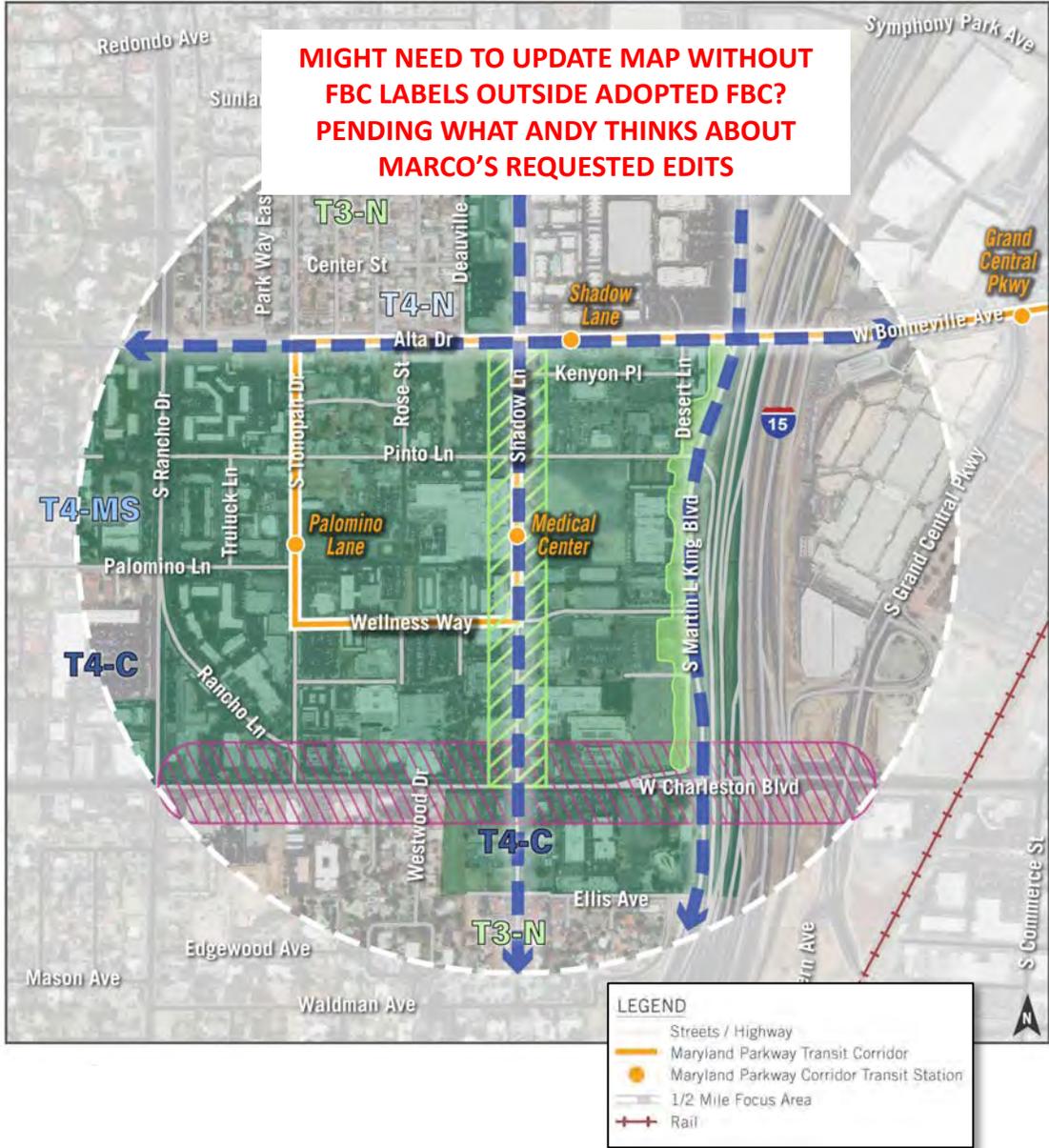
- Existing Conditions Analysis
- Market Readiness Analysis
- Workforce Housing Plans
- Value Capture Toolkits
- **TOD Plans**
- Performance Measures Template



TOD Plan Highlights - Medical Center Focus Area



Medical Center



Plan Framework Elements

TOD Readiness Spectrum

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

Land Use

- Predominant TOD Type - Medical District (see pages 20-21 for more detail)
- Priority Infill Development Opportunities along Charleston (see pages 26-29; 50 for more detail)

Building Form and Design

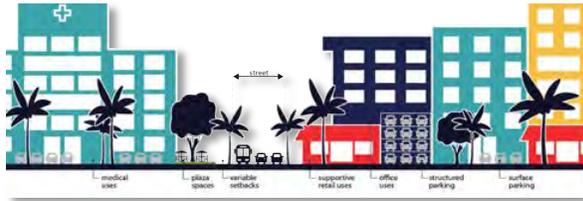
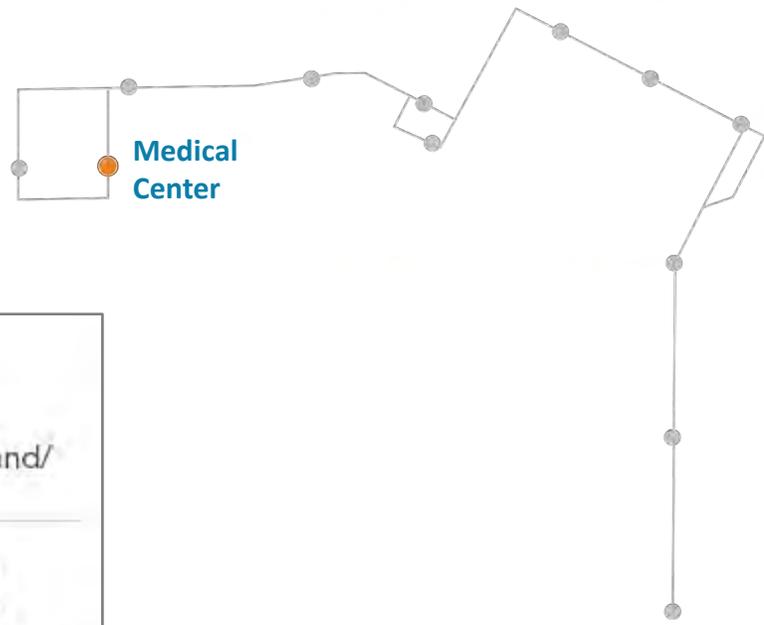
T4-C Recommended Transect Zones (see pages 22-25 for more detail)

Mobility

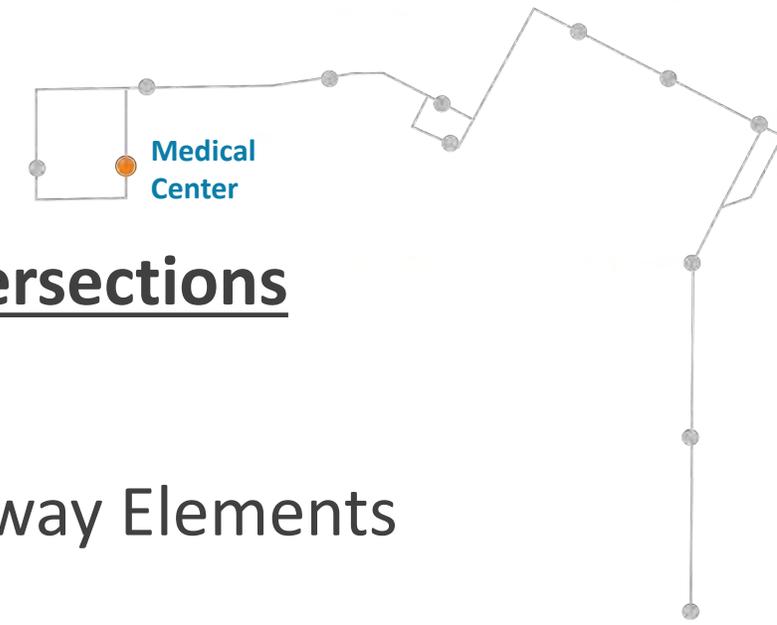
Priority Mobility Enhancement Corridors (see page 52 for more detail)

Parks, Public Space, Amenities

- Linear Park along MLK Boulevard (see pages 48 for more detail)
- Public Realm Improvements in the Core of the Medical District (see pages 26-29 for more detail)



Medical Center



Priority Project – Shadow Lane Intersections

- Create Stronger Sense of Place
- Intersection Wayfinding and Gateway Elements



Medical Center

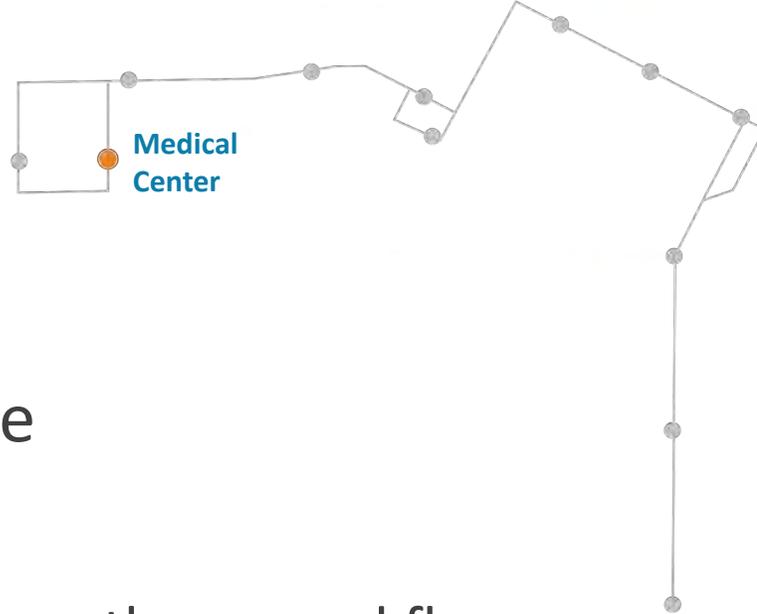
Priority Project – Linear Park on MLK

- Open space for focus area users
- Recommended design features: trees, wellness trailhead, pocket parks, ample buffer



Medical Center

Priority Project – Medical Mixed Use



St. Joseph Hospital in Denver with coffee shop on ground floor corner of parking garage.



Medical clinic below a parking structure along the Cleveland Healthline BRT



Medical mixed use building in Boston's South End



Rookwood Exchange Development with restaurant on ground floor of medial building in Cincinnati.

- Peripheral mixed use
- Vertical mixed use
 - Active medical uses on the ground floor with residential above
 - Retail or commercial ground floor with medical office above
 - Lobby with high transparency on ground floor with mixed use above
 - Active medical uses on ground floor with screened, structured parking above

Medical Center



Priority Project – Development and Pedestrian Realm Along Charleston



Community's development type preference for 8-story building set back from street with integrated public/private plaza spaces.



Community development preference for 3-4 Story Mixed Use Infill Development



Example of a 6-story mixed use building along a major arterial street.

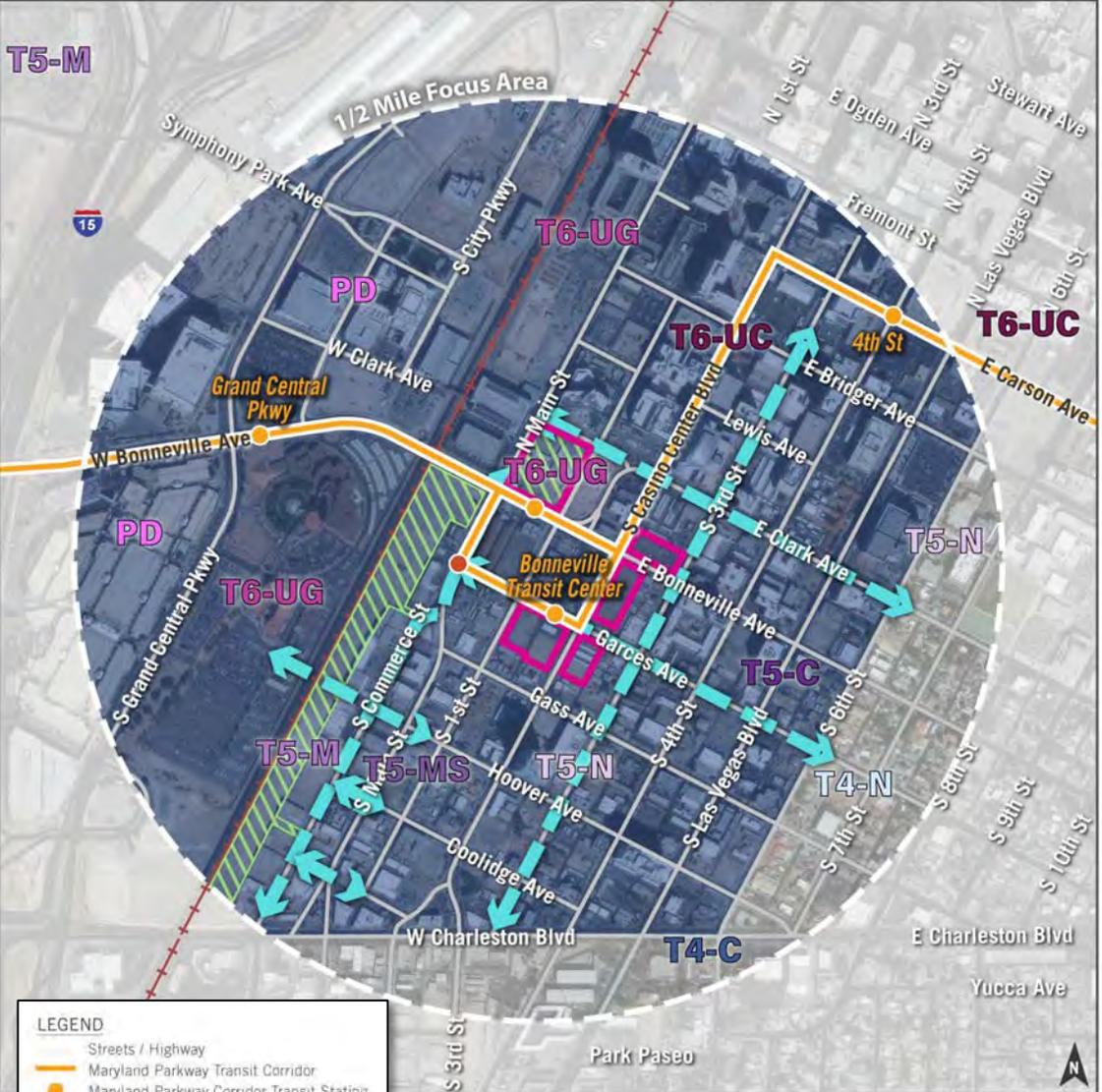
- Function of Charleston
- Street Frontages
- Development Types and Uses



TOD Plan Highlights - Bonneville Transit Center Focus Area



Bonneville Transit Center



Plan Framework Elements

TOD Readiness Spectrum

Energize One of the most TOD-ready focus areas, and likely to be energized by transit investment alone.

Land Use

- Predominant TOD Type - Downtown Regional (see pages 20-21 for more detail)
- Priority Infill Development Opportunities (see pages 26-29; 42-43 for more detail)

Building Form and Design

T6-UC Recommended Transect Zones (see pages 22-25 for more detail)

Mobility

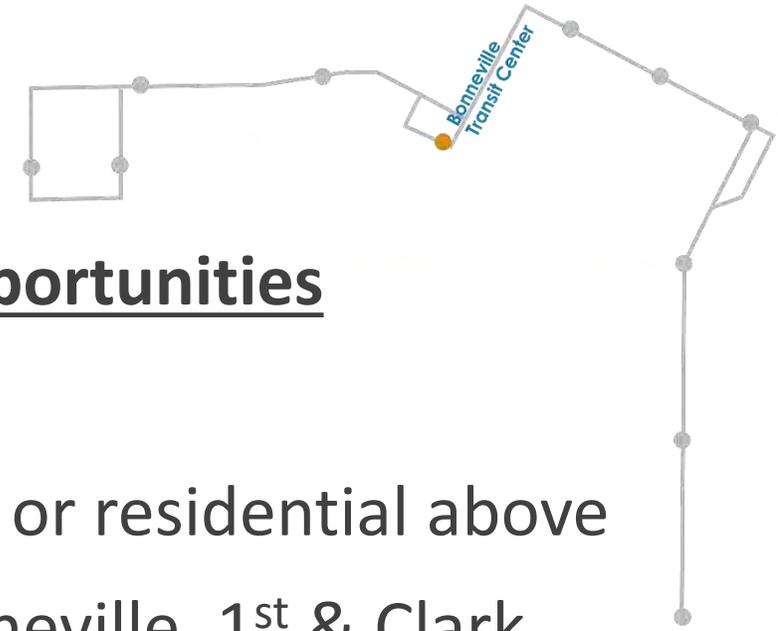
- Priority Mobility Enhancement Corridors (see pages 44-47; 50-51 for more detail)

Parks, Public Space, Amenities

- Public Parks and Open Space to Supplement & Support Infill Development (see pages 26, 28, 44 for more detail)

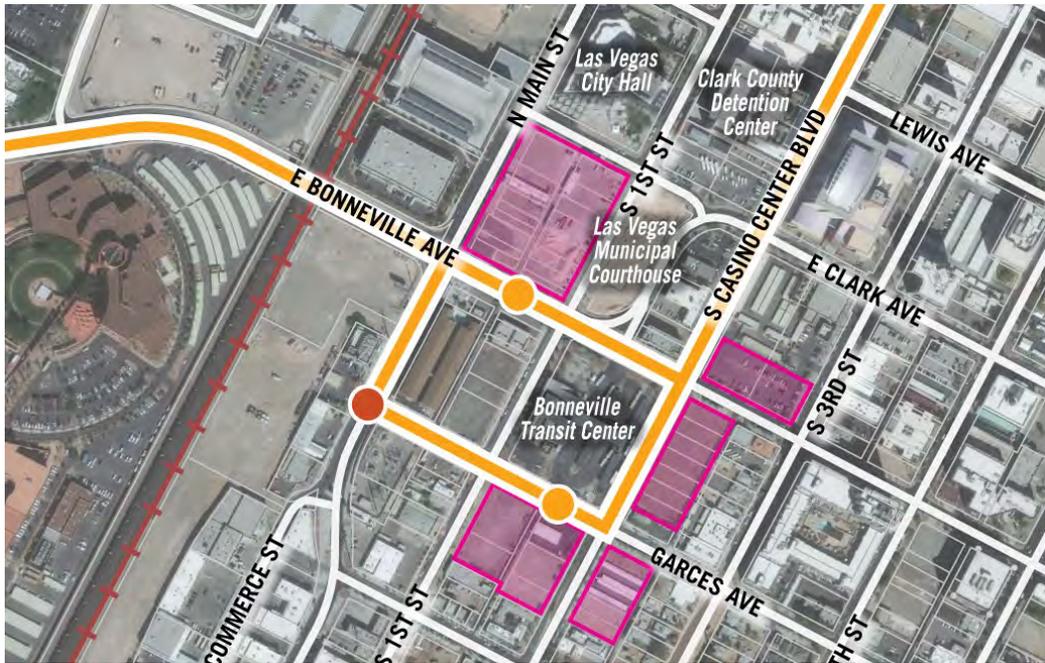


Bonneville Transit Center

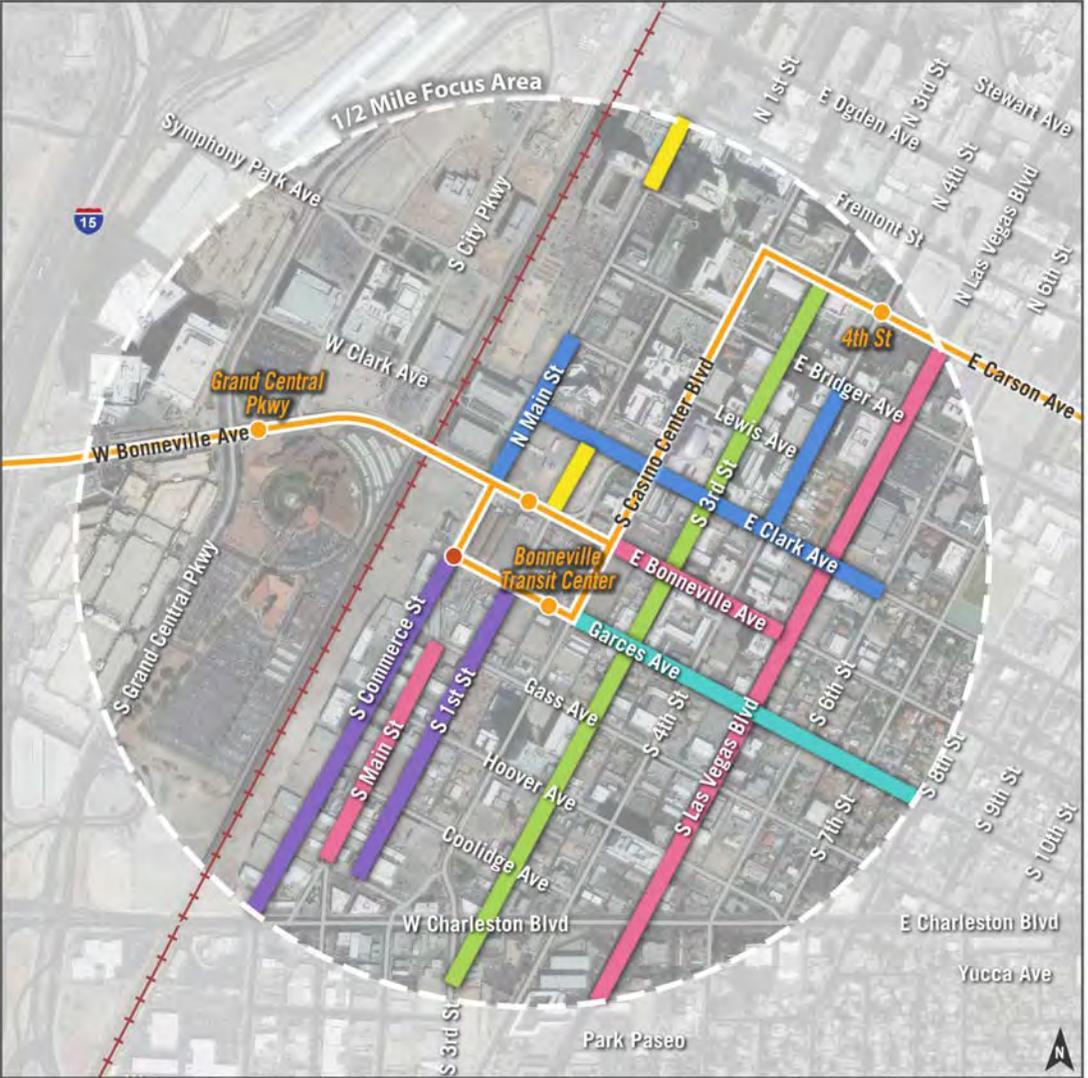


Priority Project – BTC & Civic Adjacent Development Opportunities

- Parcel Consolidation
- Integrated mix of uses – active ground floors with office or residential above
- TOD-Interfacing Civic Space – block between Main, Bonneville, 1st & Clark



Bonneville Transit Center



Priority Project – Downtown Pedestrian Corridors

- Walkability to nearby destinations through “curated” pedestrian experiences

LEGEND

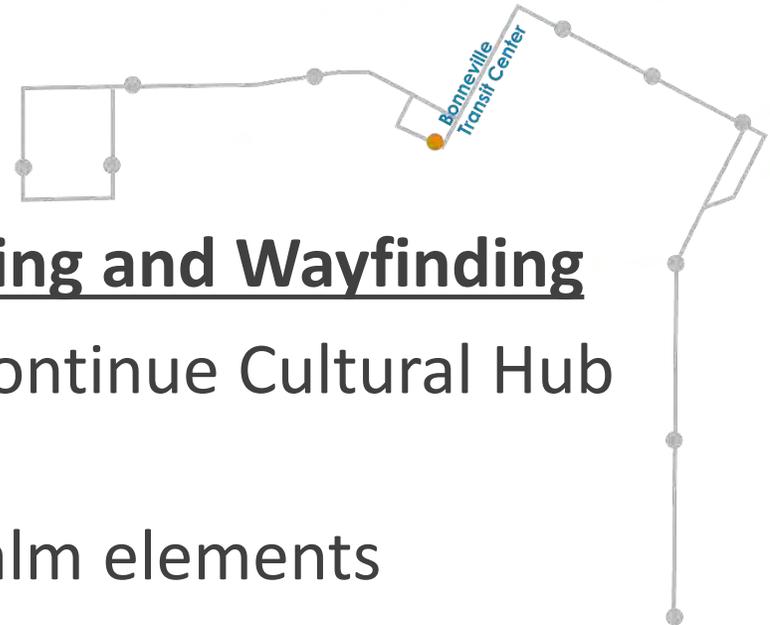
	Streets / Highway
	Maryland Parkway Transit Corridor
	Maryland Parkway Corridor Transit Station
	Operations & Maintenance Facility
	1/2 Mile Focus Area
	Rail

Downtown Pedestrian Corridors

	Linear Park
	Civic Street
	Maker Street
	Festival Street
	Downtown Main Street
	Downtown Neighborhood Street



Bonneville Transit Center



Priority Project – Art District Branding and Wayfinding

- Leverage 18b.org momentum to continue Cultural Hub realization
- Amenitize with branded public-realm elements
- Implement a pedestrian-scaled wayfinding program
- Pair with design standards that enrich and preserve the unique character of the area



Source: 18b.org
New signage in the 18b Arts District



Source: lasvegasnevada.gov
Signage and transit stop nighttime illumination



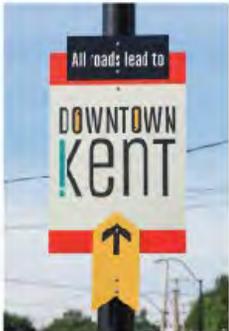
Source: 18b.org
Group tour in the Arts District



RiNo Arts District, Denver



Downtown Kent, Ohio



River Arts District, Asheville

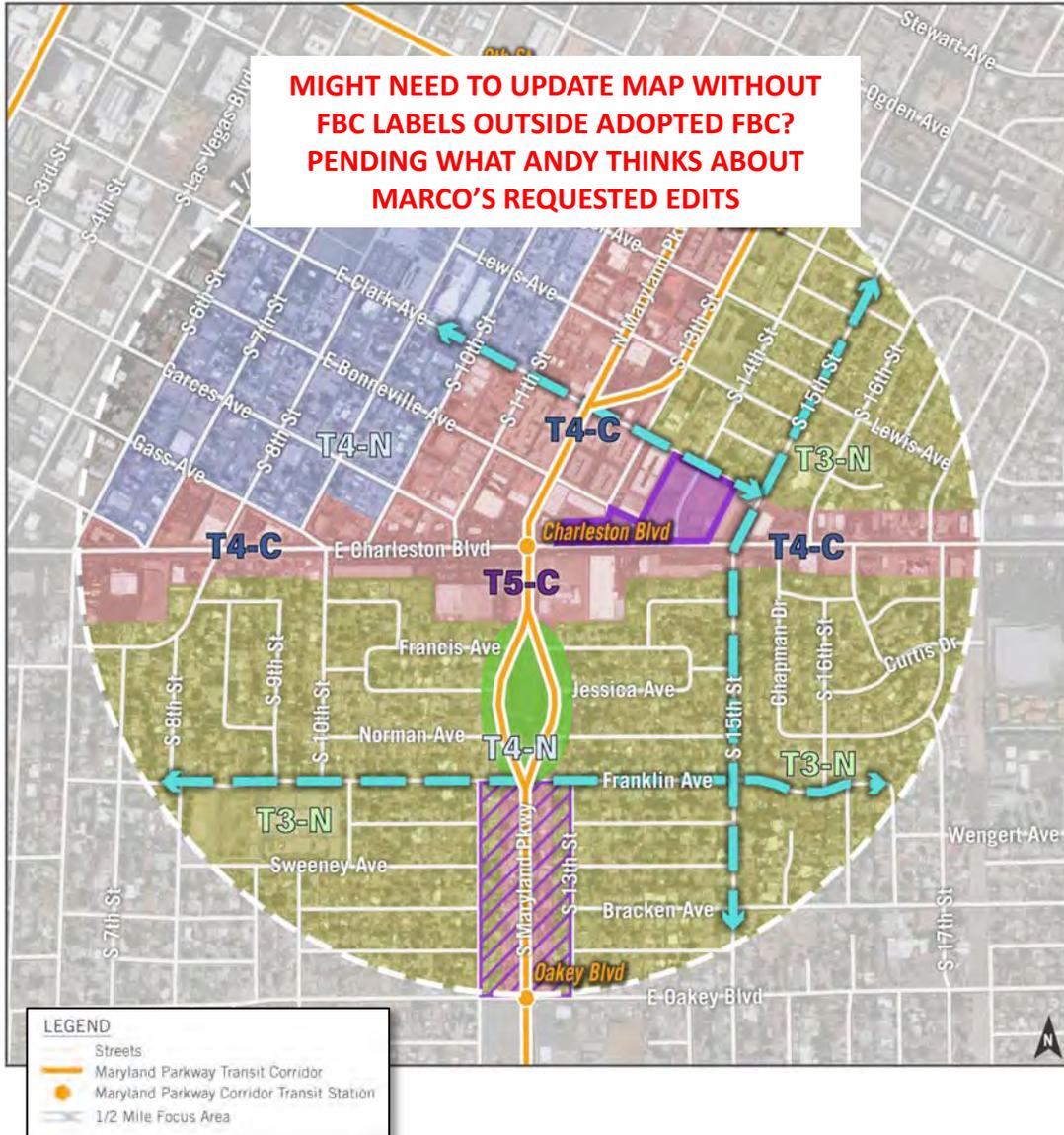


TOD Plan Highlights - Charleston Boulevard Focus Area



Charleston Boulevard

MIGHT NEED TO UPDATE MAP WITHOUT FBC LABELS OUTSIDE ADOPTED FBC? PENDING WHAT ANDY THINKS ABOUT MARCO'S REQUESTED EDITS



Plan Framework Elements

TOD Readiness Spectrum

Catalyze An area that may be supportive of TOD but needs catalytic development to spur the market.

Land Use

- Predominant TOD Types - Downtown Local, Town Center, Urban
- Neighborhood (see pages 20-21 for more detail)
- Priority Infill Development Opportunities near Orleans Square (see page 49 for more detail)
- Adaptive reuse and focus on local shops and restaurants (see pages 26-27; 50 for more detail)

Building Form and Design

T4-C Recommended Transect Zones (see pages 22-25 for more detail)

Mobility

Enhanced E-W Active Transportation Corridors (see pages 50; 52-53 for more detail)

Parks, Public Space, Amenities

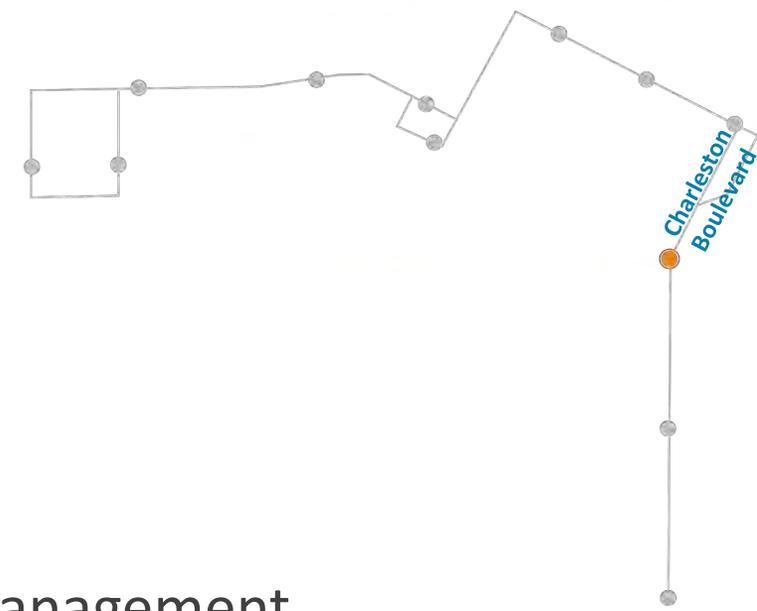
Huntridge Circle Park Improvements (see pages 26-29; 48 for more detail)



Charleston Boulevard

Priority Project – Huntridge Circle Park Improvements

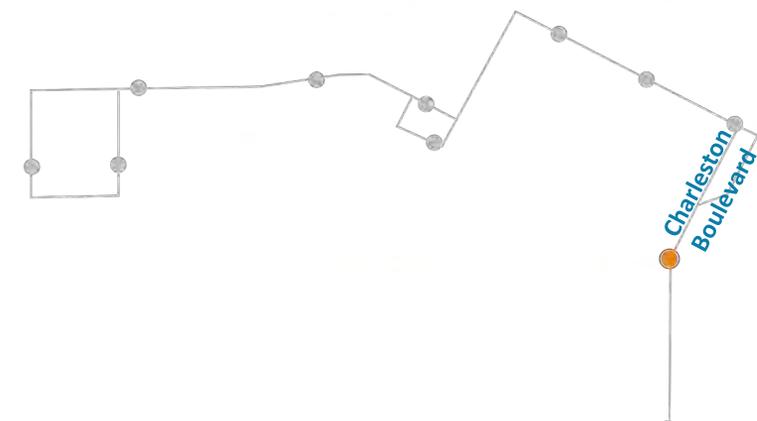
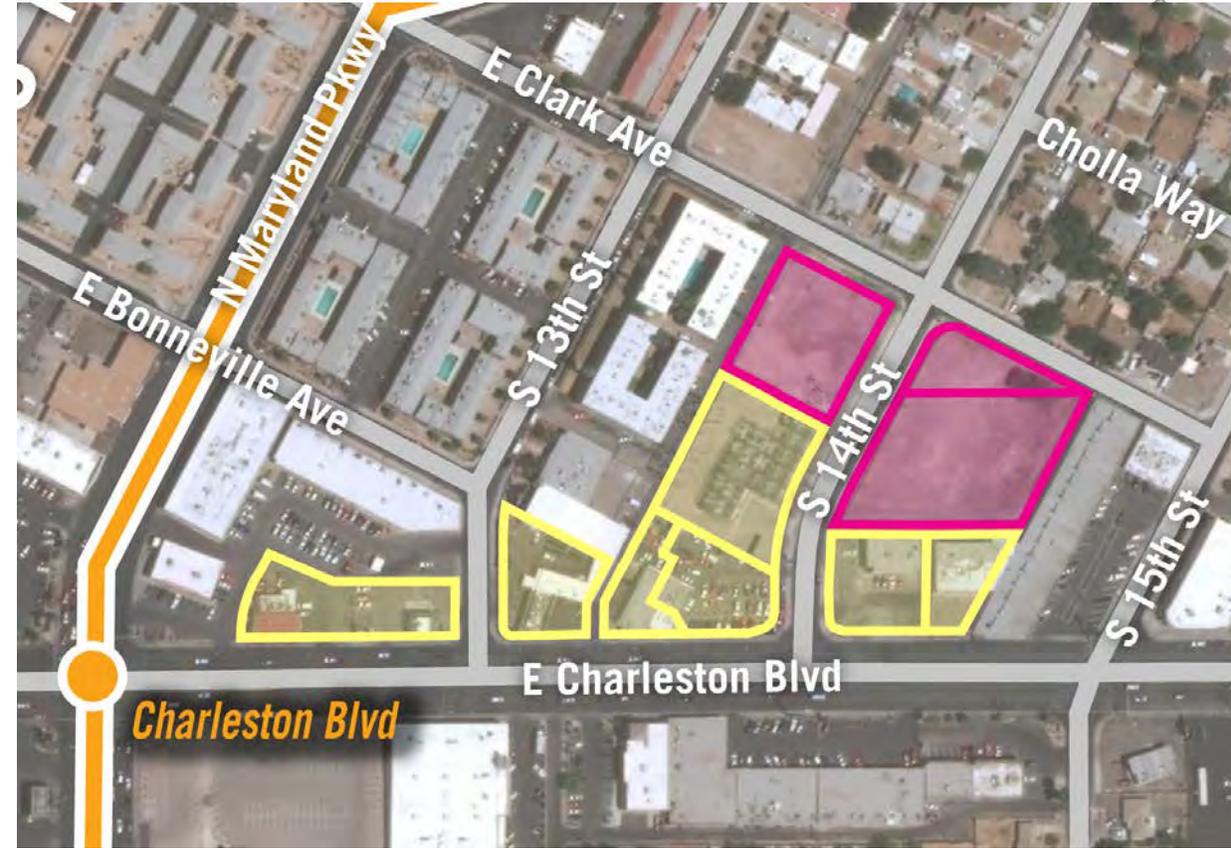
- Revitalizing a Community Destination
- More than just “cleanup”
 - Long term solutions including security, maintenance, and management
 - “Soft enforcement” and direction towards community resources



Charleston Boulevard

Priority Project – Development Near Orleans Square

- Mixed Use Infill Development
 - Opportunity parcels
 - Other partially underutilized parcels
 - 3-4 story mixed use



Charleston Boulevard



Priority Project – Connecting Nodes and Neighborhoods

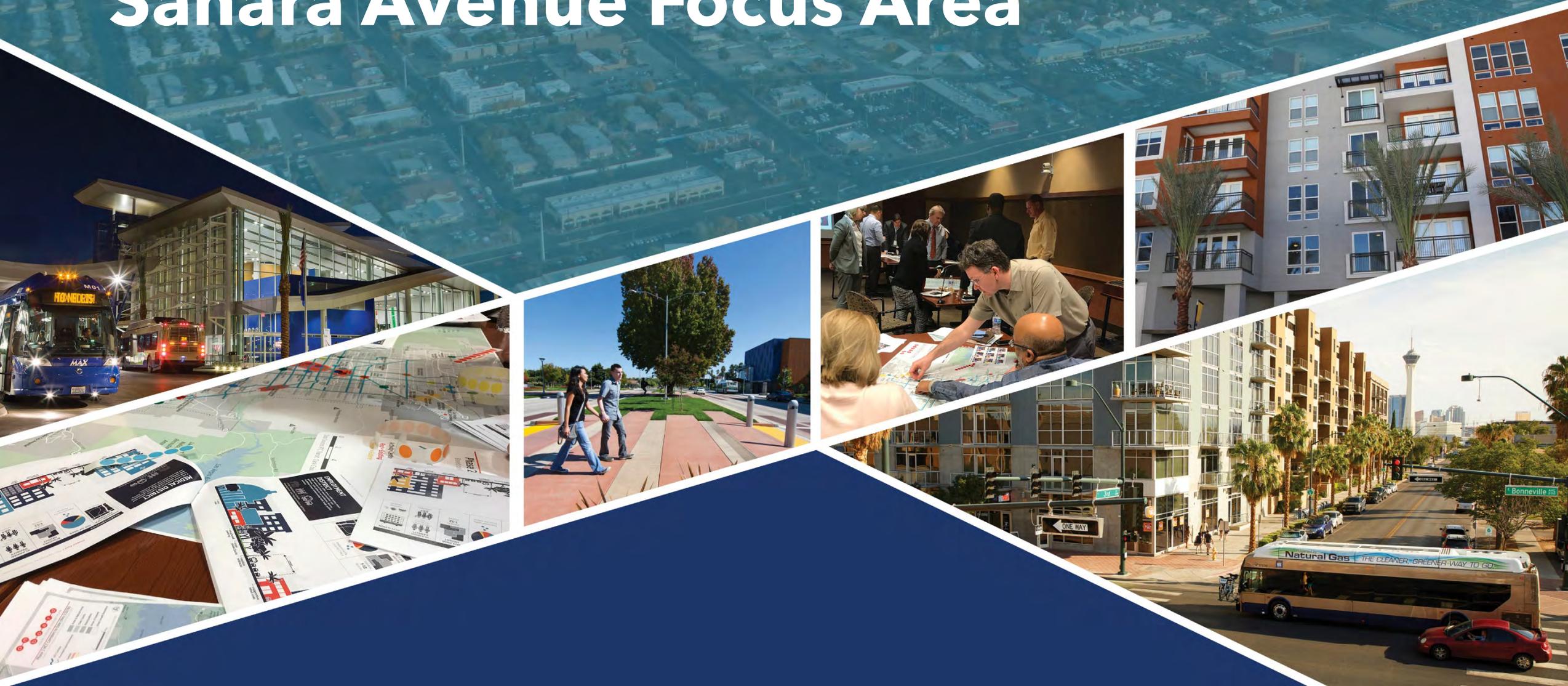
- Prioritized Pedestrian and Bicycle Routes
- Continued House to Business Conversions along Maryland Parkway
- Improved commercial nodes

 Prioritized pedestrian and bicycle routes

 Nodes within and near the focus area

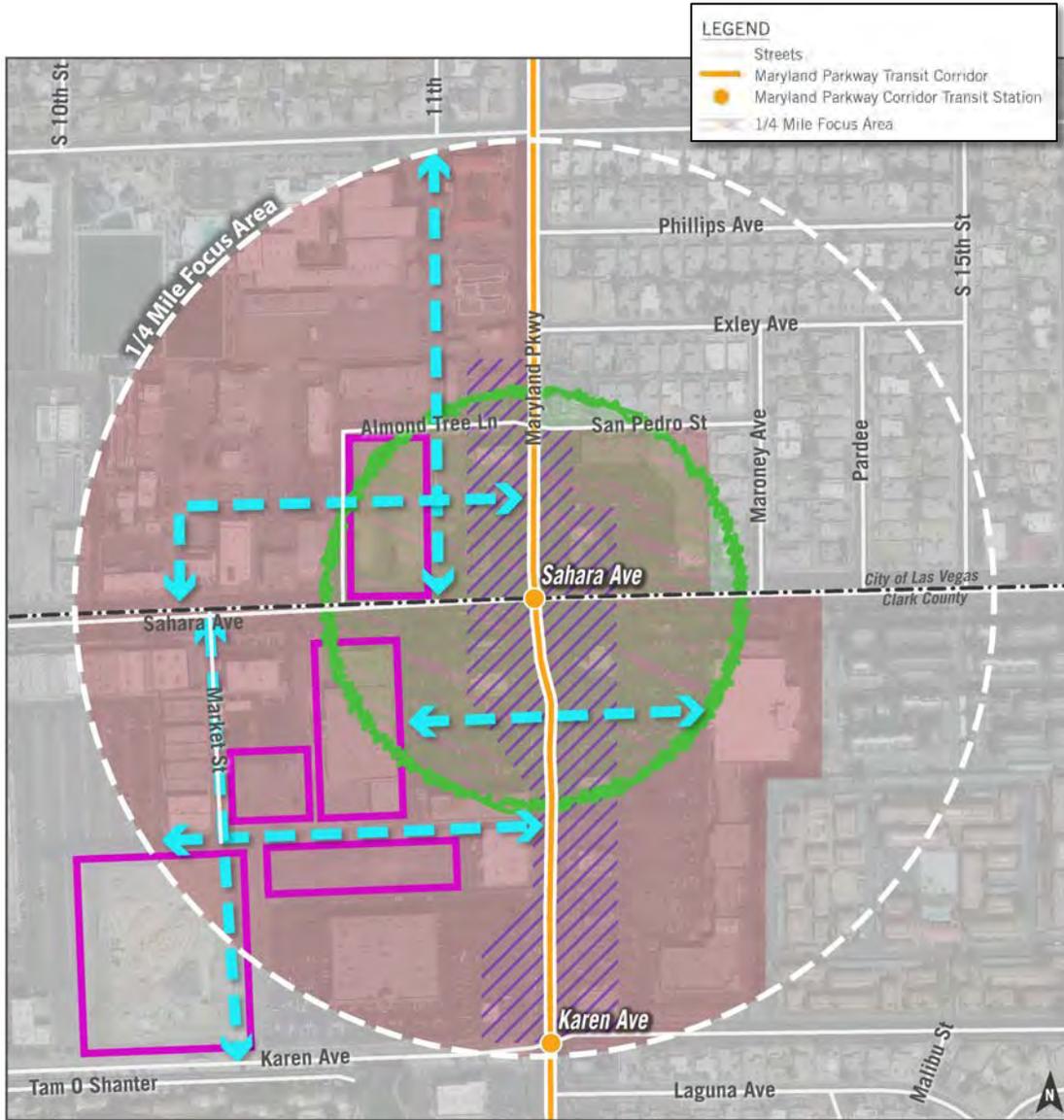


TOD Plan Highlights - Sahara Avenue Focus Area



Sahara Avenue

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.



Plan Framework Elements

TOD Readiness Spectrum

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

Land Use

- Predominant TOD Type - Town Center (see pages 20-21 for more detail)
- Priority Infill / Revitalization Opportunities (see pages 46-47; 51 for more detail)

Building Form

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

Mobility

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

Parks, Public Space, Amenities

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

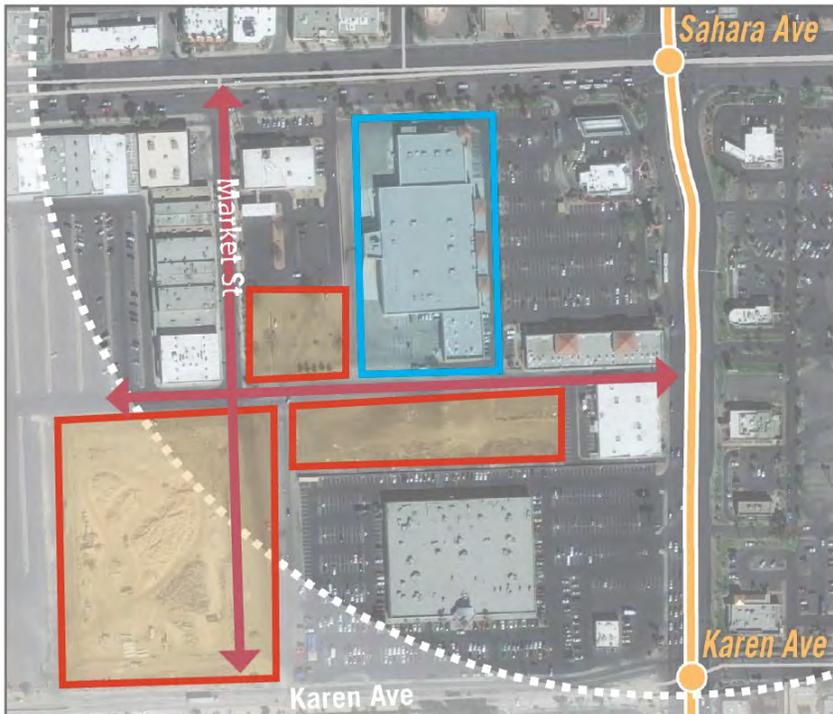


Sahara Avenue

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.

Priority Project – Infill / Revitalization Opportunities on Southwest Quadrant

- Mixed-Use infill with an emphasis on affordable housing
- Reuse or redevelopment of vacant buildings
- New Connections – East-West to Maryland Parkway; Extension of Market St.



Sahara Avenue

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.

Priority Project – Pedestrian Connections



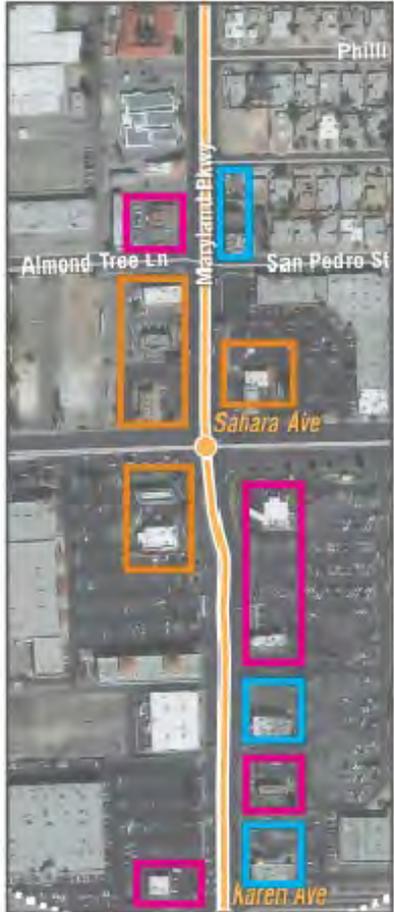
- Emphasis on breaking down scale of large surface parking lots
- Paired with pedestrian-scaled lighting and landscaping, when possible
- Signage and wayfinding to support transit riders



Sahara Avenue

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.

Priority Project – Pad Site Retrofit / Urban Design



Suggested phase of design intervention



 Phase One

 Phase Two

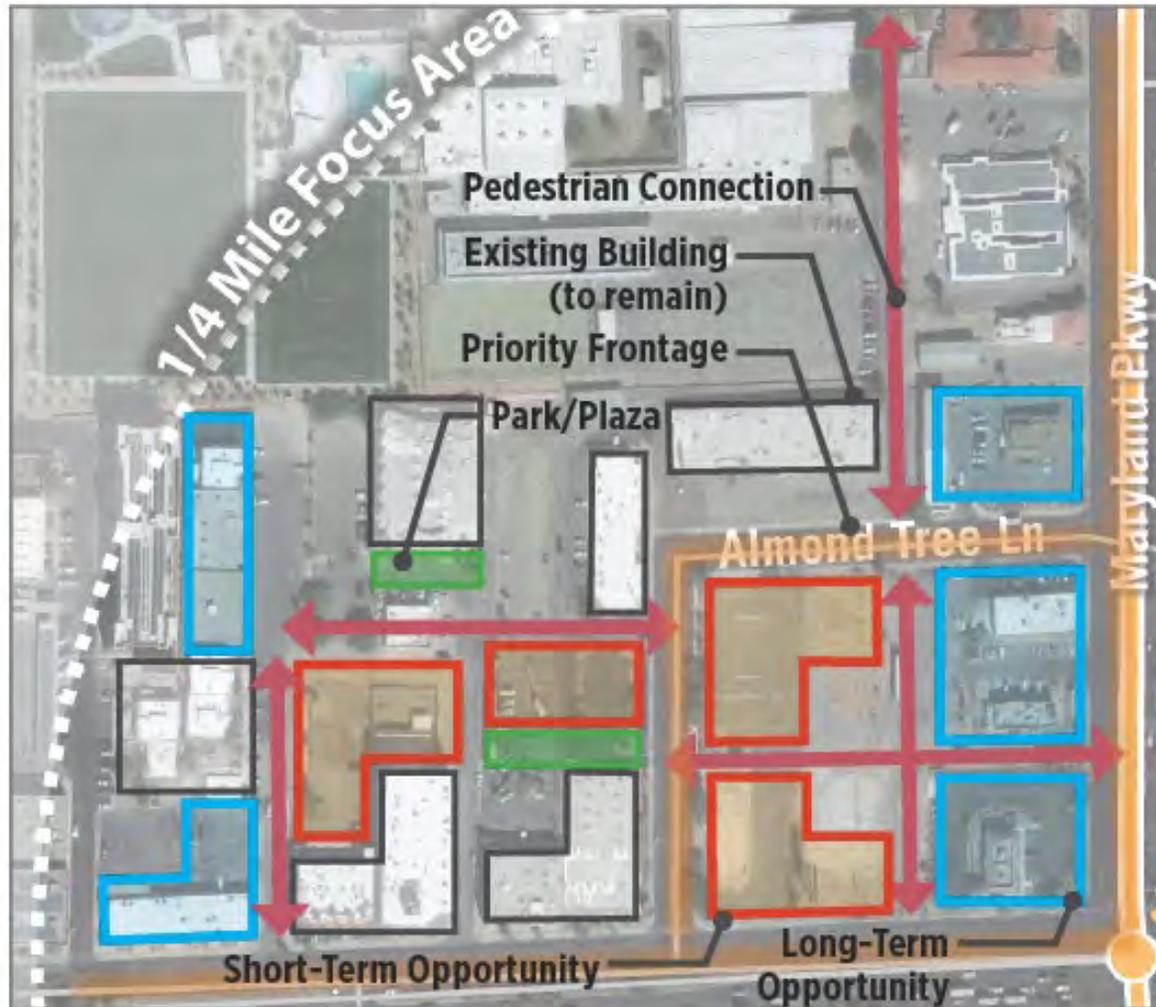
 Phase Three

- Transforming Auto-Oriented Uses to Pedestrian Friendly Places
 - Phase 1 – Landscaping, façade upgrades, shade
 - Phase 2 – drive-aisle reconfiguration, seating and transparency
 - Phase 3 – adaptive reuse, additional capacity, removed drive-thru

Sahara Avenue

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.

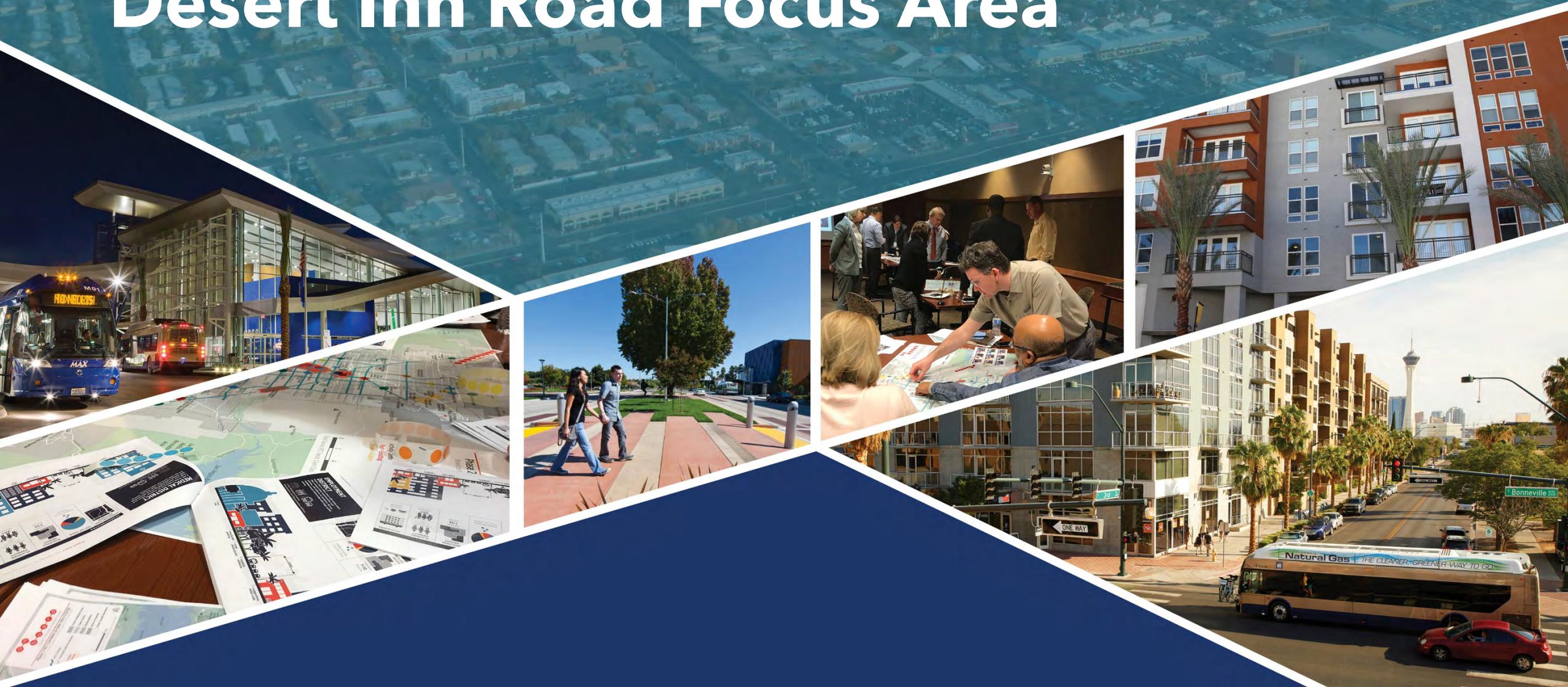
Priority Project – Almond Tree Lane Parcels



- Consolidating Parcels in order to support added density and complementary uses
 - Allows for a pedestrian-scaled set of connections across parcels and greater activation along Maryland Parkway and Sahara Avenue

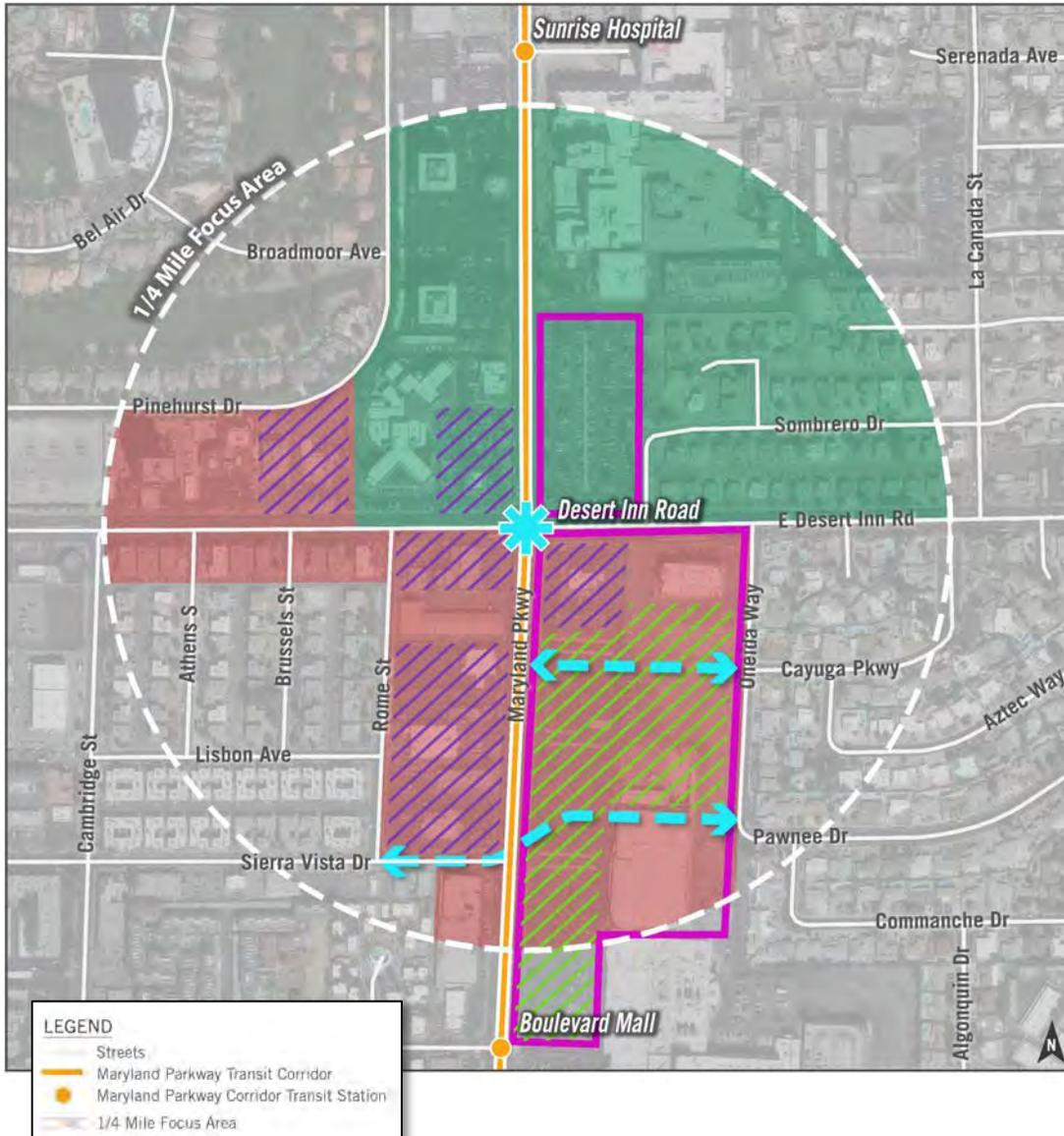


TOD Plan Highlights - Desert Inn Road Focus Area



Desert Inn Road

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.



Plan Framework Elements

TOD Readiness Spectrum

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

Land Use

- Predominant TOD Type - Medical District (in green) and Town Center (in red) (see pages 20-21 for more detail)
- Priority Infill/Revitalization Opportunities (see pages 28-29; 46-49 for more detail)

Building Form

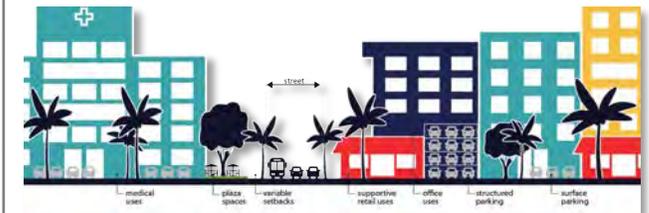
- Pad Site Retrofits along Maryland Parkway (see page 51 for more detail)

Mobility

- Priority Mobility Enhancement Corridors and Connections (see pages 52-53 for more detail)
- Small-Scale Mobility Hub (see page 50 for more detail)

Parks, Public Space, Amenities

- Opportunity for Publicly Accessible Private Open Space to support Infill Development (see pages 26; 28; 44 for more detail)

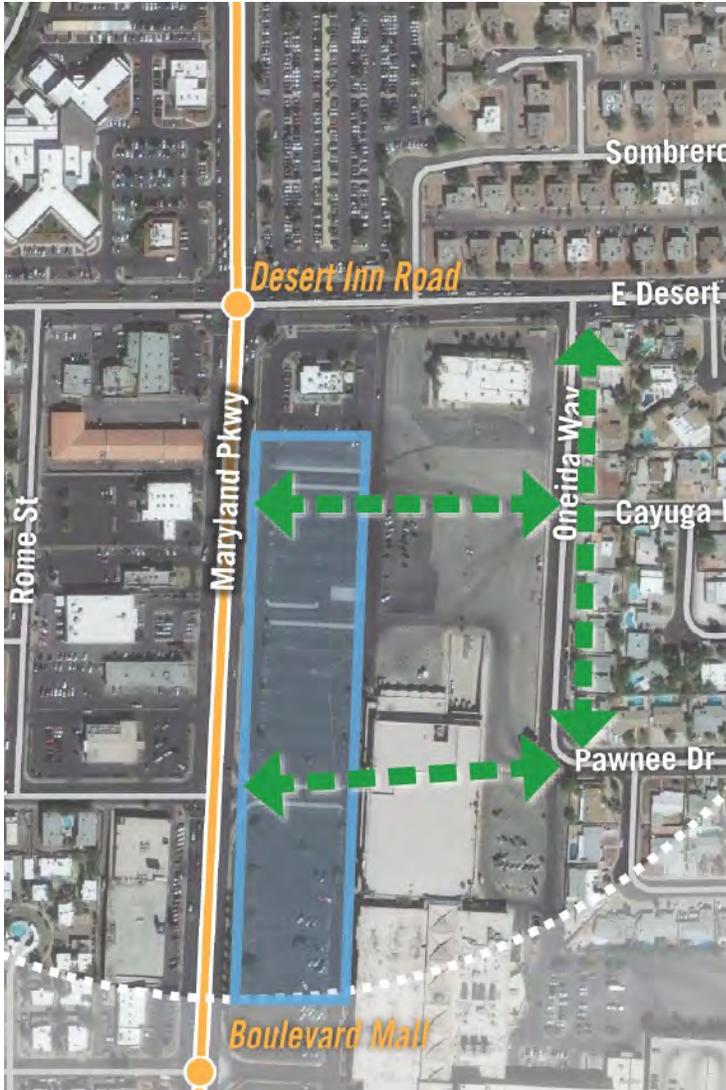


Desert Inn Road

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.

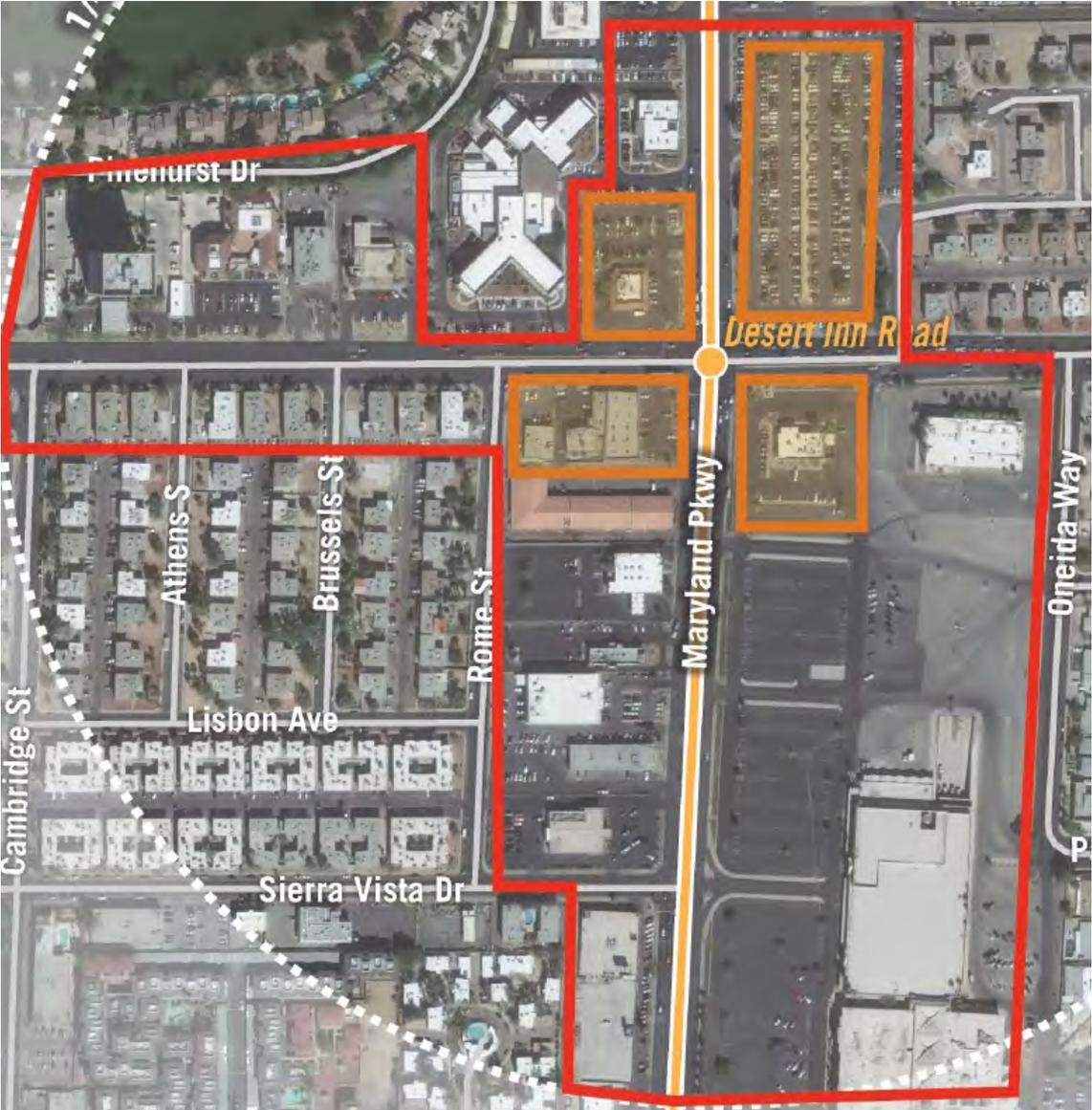
Priority Project – Boulevard Mall Infill/Revitalization

- Create community amenities
- Infill development potential
- Publicly accessible private open space
- Underutilized and vacant properties as community-oriented space



Desert Inn Road

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.



Priority Project – Medical Mixed Use Opportunities

- Infill and redevelopment to medical-supportive uses
- Short term opportunities (orange)
- Long term opportunities (red)



Desert Inn Road

Desert Inn Road

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.



Priority Project – Small-Scale Mobility Hub Opportunity

- Connection major mobility corridors and destinations
- First and final mile connections
- Connection to On Board Plan



Desert Inn Road

Desert Inn Road

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.

Priority Project – Pad Site Retrofit / Urban Design



Suggested phase of design intervention



 Phase One

 Phase Two

 Phase Three

- Transforming Auto-Oriented Uses to Pedestrian Friendly Places
 - Phase 1 – Landscaping, façade upgrades, shade
 - Phase 2 – drive-aisle reconfiguration, seating and transparency
 - Phase 3 – adaptive reuse, additional capacity, removed drive-thru

Desert Inn Road

TOD Plan Highlights - Flamingo Road Focus Area



Flamingo Road

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.



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

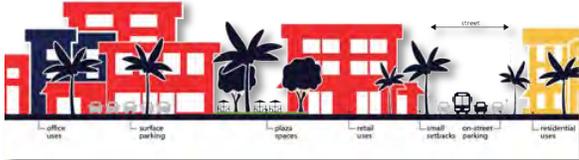
- Predominant TOD Type - Town Center (see pages 20-21 for more detail)
- Priority Revitalization/Adaptive Reuse Opportunities (see pages 50-51 for more detail)

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)



Flamingo Road

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.



Priority Project – Large-Scale Mobility Hub Opportunity

- Connecting major mobility corridors and destinations
- First and final mile connections
- Connection to On Board Mobility Plan



Flamingo Road

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.



Priority Project – Library Public Space

- Creating a multi-functional community space and amenity
 - Potential to convert some parking to plaza space (orange box)
 - Make remaining parking flexible (blue box)
 - Connect to Maryland Parkway (green arrow)



Flamingo Road

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.

Priority Project – Flamingo Wash Opportunities

- Turning a barrier and eyesore into a shared community amenity
- Short term improvements – Step 1:
Safety, clean-up, and connections
 - Addressing the homeless, adding lighting, removing trash, adding pedestrian bridges
- Long term opportunities – Step 2:
Naturalization and greenway design
 - Removing concrete, adding soil and planting, adding trail/pedestrian amenities



Flamingo Road

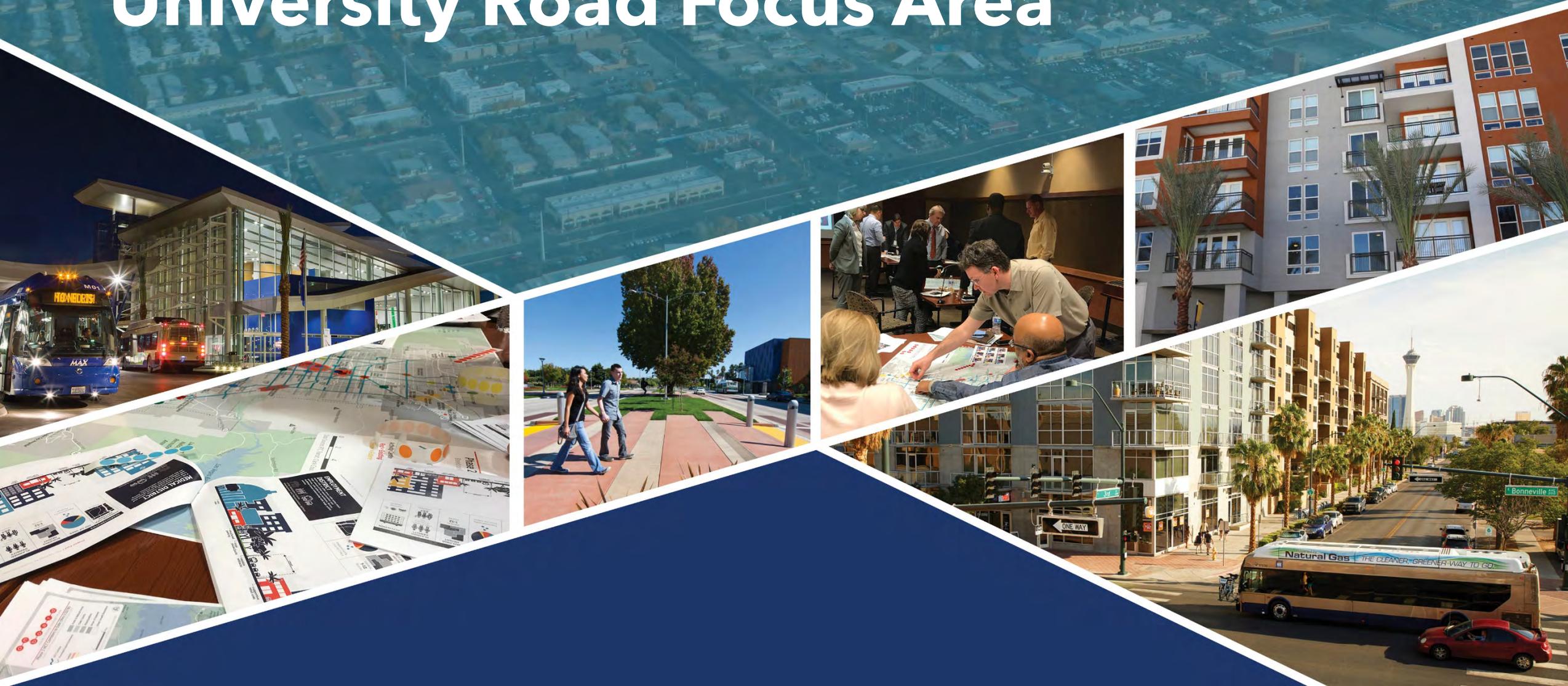
Note: The term “redevelopment” as used in this document refers to new development on already built out parcels and does not refer to a redevelopment district / agency or the NRS 279 definition.

Priority Project – Revitalization Opportunities in Northeast Quadrant

- Providing a supportive mix of trail-oriented uses
- Adaptive re-use as a strategy
- Tie-into Flamingo Wash
 - Create a public/private gathering space
- Trail-oriented development potential

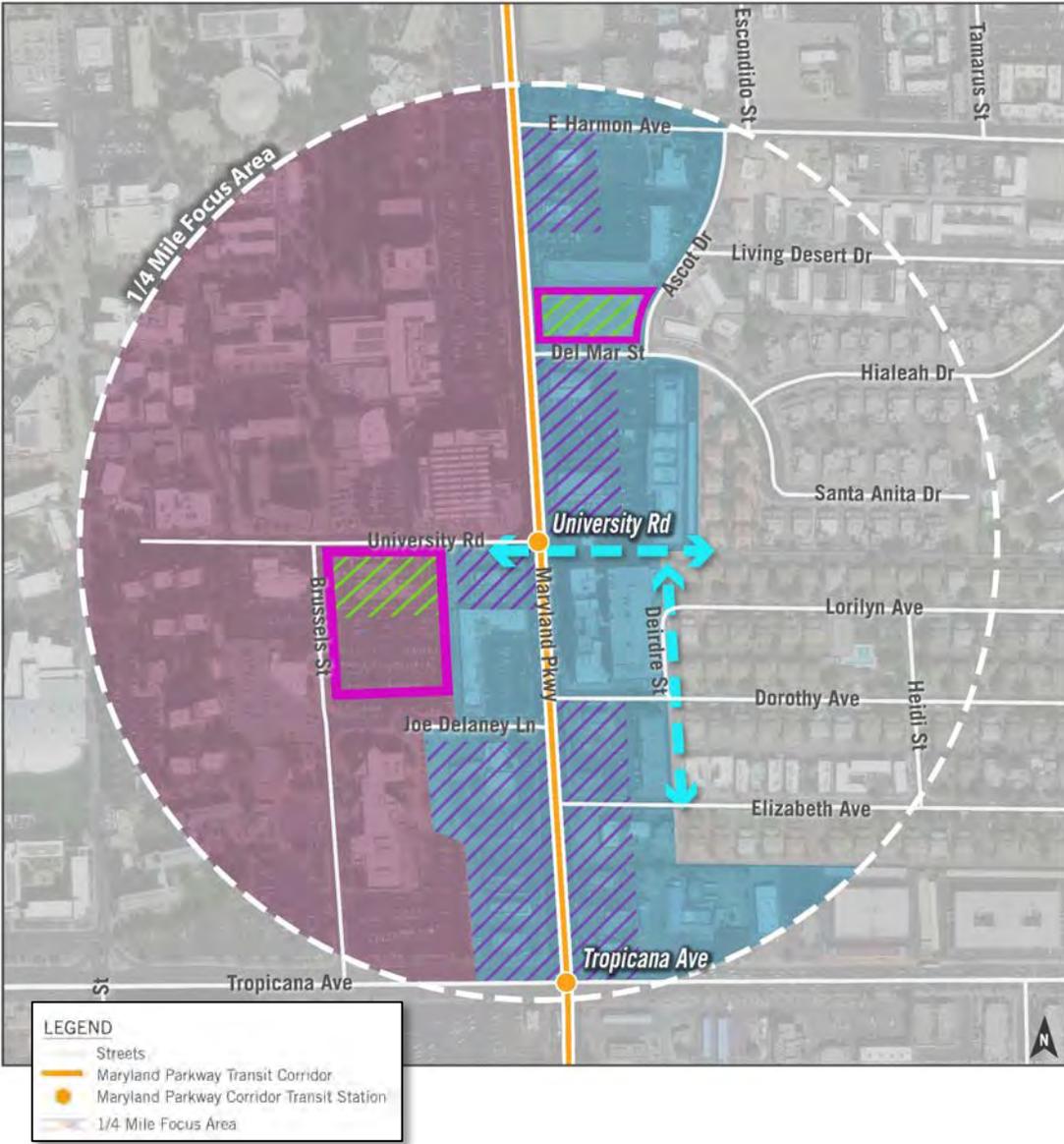


TOD Plan Highlights - University Road Focus Area



University Road

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.



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

- Predominant TOD Types - Educational Campus in purple and Downtown Local in blue (see pages 20-21 for more detail)
- Priority Infill / Revitalization Opportunities (see pages 46-49 for more detail)

Building Form

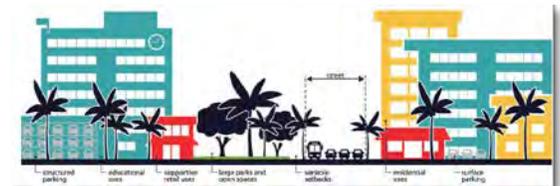
- Pad Site Retrofits along Maryland Parkway (see page 51 for more detail)

Mobility

- Priority Mobility Connections (see pages 50 for more detail)

Parks, Public Space, Amenities

- Public Parks and Open Space to Supplement & Support Infill Development (see pages 24-26; 46-49 for more detail)



University Road

University Road

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.

Priority Project – UNLV Transit Center and Lot U/H Development

- Mixed-Use development, incorporating structured parking
- Mobility Hub – iconic architecture and a major public space amenity



Phase 1 - Mixed Use Student Housing on Lot U and H

The first phase of development should be a new infill development on Parking Lot U and part of Lot H. This development, similar to the Station on Washington at the University of Minnesota, shown above, should provide an active ground floor with student housing above, as well as structured parking. See "Mixed Use Development" below for more detail.



Phase 2 - Improved Transit Hub and Public Space

The second phase, a more long term project, should focus on redevelopment of the Transit Center to create a larger, amenitized hub. A stacked approach should be considered, with mobility facilities below and public space above, at a different scale, but similar to the Transbay Transit Center in San Francisco, shown above. See "Mobility Hub" on page 49 for more detail.



University Road

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.

Priority Project – Supporting Workforce and Student Housing

- Pursue opportunities for partnerships & incentives to blend flexible housing types/configurations
 - Mix of graduate students, faculty, staff & non-University community members
- Accommodate a variety of unit sizes and levels of accessibility
- Incorporate services and community open spaces, when possible

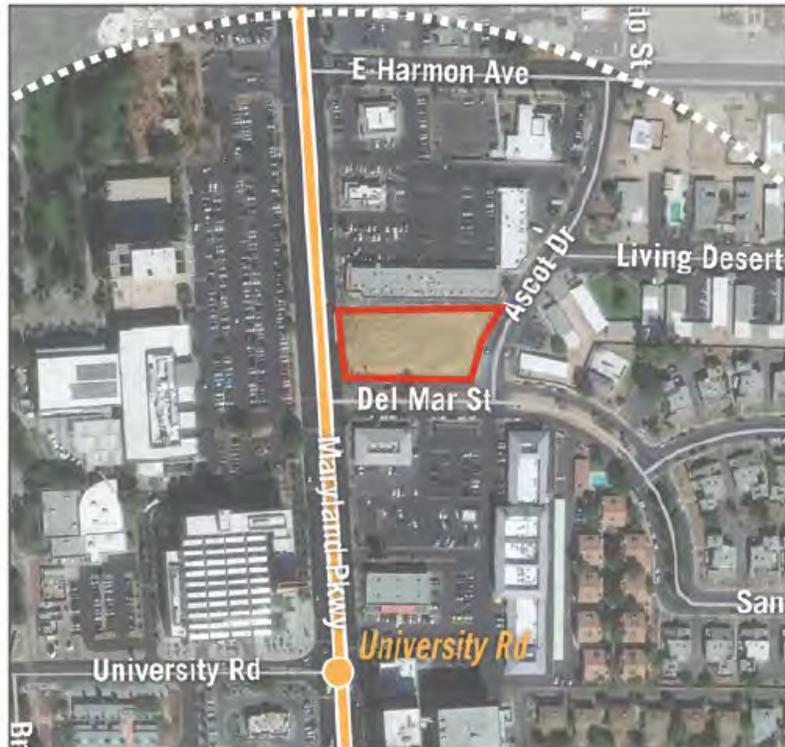


University Road

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.

Priority Project – Vacant Lot North of Del Mar Street

- Potential for dense, mixed-use development
 - A Public-Private Partnership with the University would leverage the ability to deliver both University and transit-supportive units with a reduced parking emphasis



Images of student/affordable housing from Los Angeles, CA and Boston, MA

SAMPLE DEVELOPMENT PROGRAM

Lot Size: 0.89 Acres

Stories: 6 stories

Admin/Retail Square Feet: ~16,200 sf

Residential Square Feet: ~104,000 sf

Housing Units: 116 units

Parking Spaces: 110 spaces

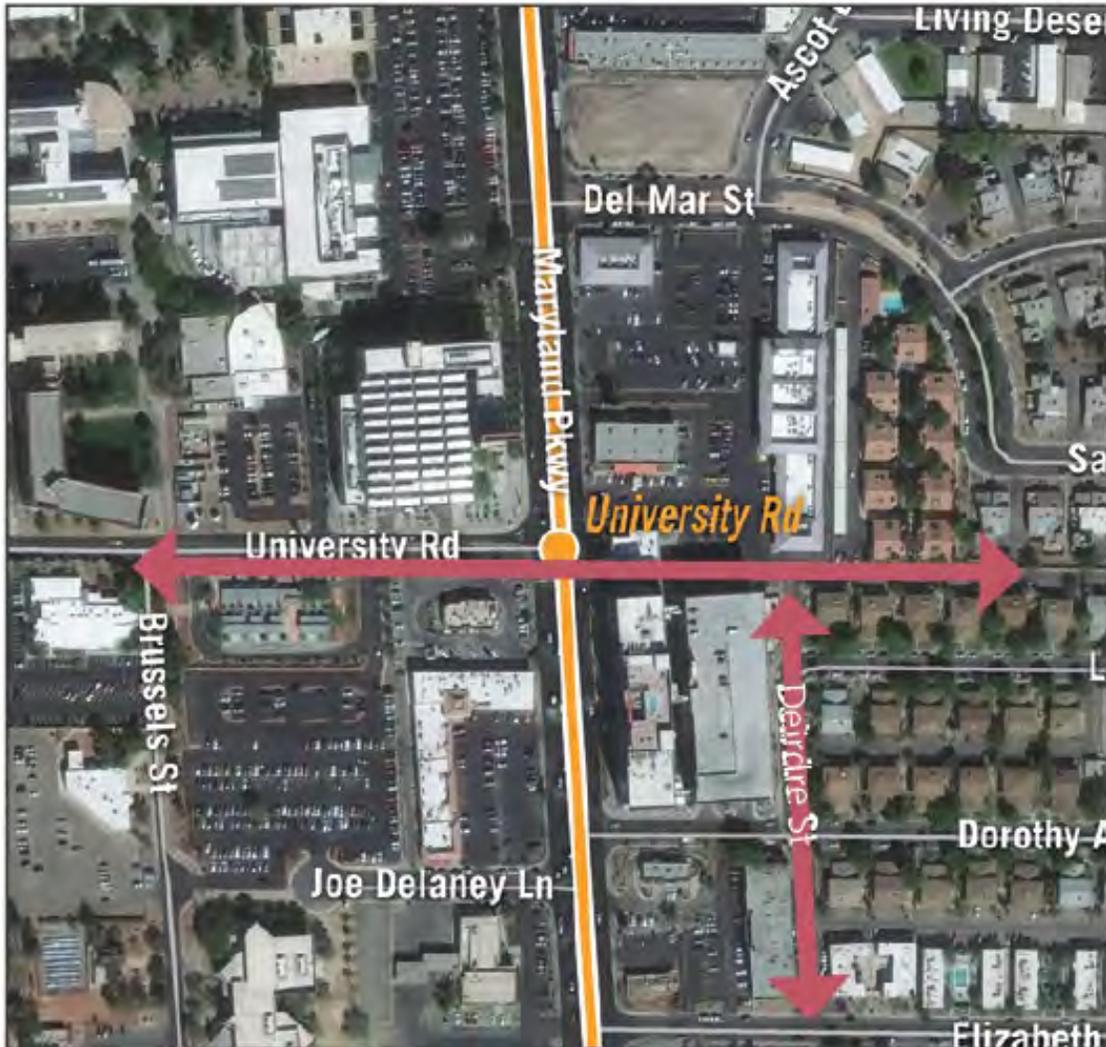
Parking Ratio: 0.95 space/unit

Features: Roof deck amenity; resident courtyard space; ground floor retail space for lease; UNLV administrative office space; 3 partial stories of structured parking

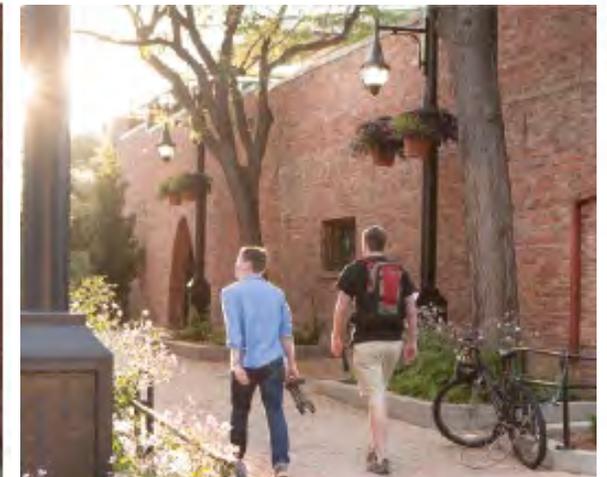
University Road

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.

Priority Project – Neighborhood Connection



- Improving connectivity between the University and the neighborhood
 - Potential for pedestrian alley-way
 - New sidewalk and safety infrastructure – crosswalks, landscaping, murals, etc.



University Road

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.

Priority Project – Pad Site Retrofit / Urban Design



Suggested phase of design intervention



 Phase One

 Phase Two

 Phase Three

- Transforming Auto-Oriented Uses to Pedestrian Friendly Places
 - Phase 1 – Landscaping, façade upgrades, shade
 - Phase 2 – drive-aisle reconfiguration, seating and transparency
 - Phase 3 – adaptive reuse, additional capacity, removed drive-thru

Commenting on the TOD Plans





Commenting on the TOD Plans

- Use Social Media Comments or Zoom Chat
- Project Website with Comment Box and Full-Length Plans:
<https://www.rtcnv.com/maryland-parkway/tod/>

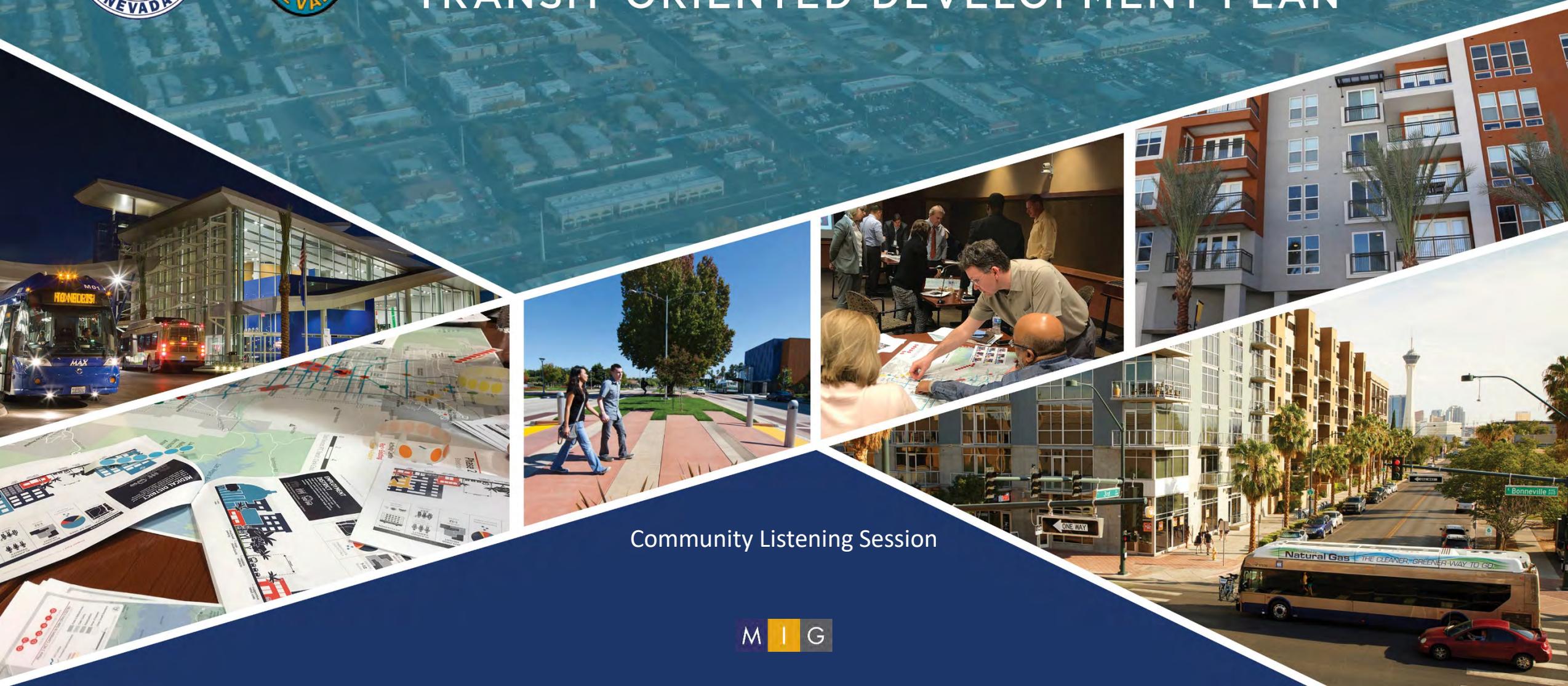
Project Website





Maryland Parkway Corridor

TRANSIT-ORIENTED DEVELOPMENT PLAN



Community Listening Session



Maryland Parkway Corridor TOD Plans

Stakeholder Advisory Workgroup (SAW) Meeting #2

Input and Feedback Summary Memo

This memo summarizes the feedback from the second meeting of the Stakeholder Advisory Workgroup on April 20, 2020. This meeting was originally intended to be held in-person on March 26, 2020, but was postponed and rescheduled as a virtual meeting due to the COVID-19 pandemic.

The intention of this meeting included three main aspects:

- To conduct a listening session about the Las Vegas community's current experience amidst the COVID-19 crisis;
- To gather stakeholders' opinions about what Focus Areas along the Maryland Parkway Corridor should be the first to receive detailed neighborhood design and planning as part of this effort and;
- To hear stakeholders' thoughts on how to get community input under the current circumstances and in the coming months.

The meeting took place as a screen share/video call on Zoom. A PowerPoint presentation was shared, and interactive polling and ranking of Focus Areas took place via the online platform Mentimeter. A recording of the meeting, this memo, and a survey will be provided to the SAW member list to provide an opportunity for those who could not attend the meeting to provide feedback. A total of 17 stakeholders attended and are listed with their affiliations below:

- **Beatriz Martinez**, Clark County - Liaison to Commissioner Segerblom
- **Blanca Vazquez**, Clark County - Liaison to Commissioner Gibson
- **David Frommer**, UNLV - Executive Director of Planning and Construction
- **David Paull**, Nevada HAND - Director of Real Estate Development
- **Frank Marretti**, G2 CAP Development - President
- **John Curran**, The Dapper Companies - Real Estate Portfolio Manager
- **John Delibos**, Winchester Town Advisory Board
- **John Tippins**, NorthCap Development - President
- **John Williams**, Paradise Town Advisory Board
- **Jonathan Ullman**, Downtown Las Vegas Alliance - Vice President
- **Joshua Padilla**, UNLV Student Government - Student Body President
- **Ken Evans**, Urban Chamber of Commerce - President
- **Melissa Clary**, Huntridge Neighborhood Association - Vice President
- **Missy Bramam**, Downtown Project
- **Peter Guzman**, Latin Chamber of Commerce - President & CEO
- **Ric Jimenez**, Maryland Parkway Coalition - Chair
- **Trinity Schlottman**, Trinity Haven Development, LLC

The remainder of this memo summarizes participants' feedback. The memo is organized into the following sections:

- I. Impacts of COVID-19 on the Las Vegas Community
- II. Priority Ranking of Maryland Parkway Corridor Focus Areas for TOD Development
- III. Approach to Virtual Community Engagement

I. Impacts of COVID-19 on Las Vegas Community

What are the biggest ways the COVID-19 pandemic is impacting the Las Vegas community right now?

Mentimeter Polling Results



Additional Comments

- Education
- Shortage of healthcare physicians, access to providers
- Potential for increased use of tele-medicine long-term
- Threat to small business retention
- Unequal access to medical service and healthcare providers
- Children's education (lack of and long-term effect)

What are the potential long-term impacts of the current crisis on how we live/work/play/get around?

Mentimeter Polling Results



Additional Comments

- Vehicles that are social distance friendly
- Increased need for large public spaces
- More support as in further aiding development

II. Priority Ranking of Maryland Parkway Corridor Focus Areas for TOD Development

City of Las Vegas Corridor: What Focus Areas do you think are the highest priority to become mixed-use hubs and receive detailed TOD planning work done as a part of this process?

Mentimeter Polling Results & Average Scores (1=low priority, 5=high priority)



Stakeholders' Top Priority Focus Areas in City of Las Vegas

1. Medical Center
2. Charleston Boulevard
3. Bonneville Transit Center/Sahara Avenue

Other Comments

- Why high rankings for Medical Center:
 - Palomino Lane and Shadow Lane Focus Areas serve neighborhoods, but Medical Center Focus Area would be most highly utilized due to hospitals and school
 - Medical Center is big opportunity for student housing and medical staff, many different users at different times of day
- Why high rankings for Charleston:
 - Dapper has successfully repositioned Huntridge Retail Center and is about to get to work on Historic Huntridge Theater so lots of momentum around here
 - The collateral development proposed for the Charleston Area is an area of real synergy



Clark County Corridor: What Focus Areas do you think are the highest priority to become mixed-use hubs and receive detailed TOD planning work done as a part of this process?

Mentimeter Polling Results & Average Scores (1=low priority, 5=high priority)



Stakeholders' Top Priority Areas in Clark County

1. Flamingo Road
2. Boulevard Mall
3. Sahara Avenue/Sunrise Hospital/University Avenue/University Road/Tropicana Avenue

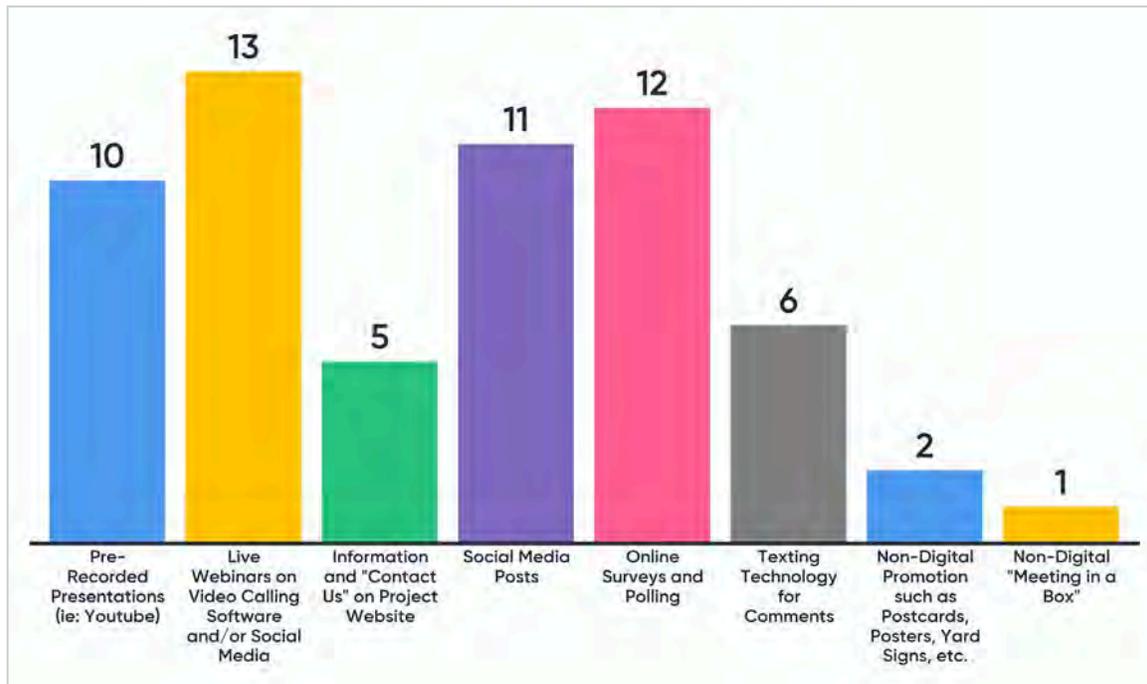
Other Comments

- At one point there was talk of the pedestrian bridge at Sunrise Hospital being removed but there are no plans for that currently.
- With the use of the Boring Company doing the Convention Center people mover it may make sense for that pedestrian crossing to be underground to help connect the two
- The Wash at Flamingo is an absolute mess... but lends well to further connection via pedestrian and bicycling if redesigned and cleaned up there.
- Should explore the potential for UNLV TOD to have research and/or commercial tenants that are in new, emerging markets and industries in order to create synergy that spurs economic development.
- Why high rankings for Flamingo:
 - Potential for development and connectivity hub to Strip and UNLV
 - Proximity to university
 - Lots of people use commercial services in that area and access it via transit

III. Approach to Virtual Community Engagement

Amidst the COVID-19 crisis, which of these strategies do you think is best to get the Las Vegas community's feedback?

Mentimeter Polling Results



Other Comments:

- Virtual town hall
- I think it is important to do both online and offline engagement (mailers/postcards). Some people might be limited on internet usage right now depending on data plans, number of computers in household, etc.
- Instagram Live session (younger demographic)
- Public Service Announcements
- Accessible presentations online
- Targeted outreach depending on what transit stations are being prioritized - so that includes targeted social media ads for specific "regions", phone calls, and cool flyers/handouts in the mail with QR codes for online surveys/info to online webinar
- Partner with local business. Downtown bars and restaurants doing delivery or take out for residents. Drop flyer about project and survey or questions.



Maryland Parkway Corridor TOD Plans

Stakeholder Advisory Workgroup (SAW) Meetings #3 & #4 Input and Feedback Summary Memo

This memo summarizes the feedback from the third and fourth meetings of the Stakeholder Advisory Workgroup (SAW) on June 24 and July 22, 2020. The June meeting (SAW #3) presented how the seven priority Focus Areas were determined and covered the first three of seven priority Focus Areas (Bonneville Transit Center, Sahara Avenue, and University Road). The July meeting (SAW #4) covered the last four of seven priority Focus Areas (Fleming Rd., Desert Inn Rd., Charleston Blvd., and Medical Center).

The discussions within these meetings primarily included the following topics:

- Review of final seven priority Focus Areas chosen for detailed TOD planning and a summary of the selection process
- Detailed discussion and activities for priority Focus Areas including:
 - Strengths, Weaknesses, Opportunities, and Threats (SWOT)
 - Development type preferences
 - Preferred TOD Type application
- Transportation, connectivity, and safety element visioning

The meeting took place as a screen share/video call on Zoom. A PowerPoint presentation was shared, and interactive polling took place via the online platform Mentimeter. Graphic recording on Focus Area basemaps also was included in SAW #4. A recording of the meeting and this summary memo will be provided to the SAW member list to provide an opportunity for those who could not attend the meeting to provide feedback. Attached to this memo is an appendix containing [TOD Type Profiles](#), complete [Mentimeter SWOT Results](#) and each [Zoom Chat](#) with comments and discussion that took place during the meetings.

A total of 14 stakeholders attended SAW #3 and are listed with their affiliations below:

- **Beatriz Martinez**, Clark County - Liaison to County Commissioner Segerblom
- **David Frommer**, UNLV - Executive Director of Planning and Construction
- **David Paull**, Nevada HAND - Director of Real Estate Development
- **Dorian Stonebarger**, Special Assistant to City Councilman Brian Knudsen
- **Jasmine Vazin**, Sierra Club - Clean Transportation For All Organizer
- **John Curran**, The Dapper Companies - Real Estate Portfolio Manager
- **John Delibos**, Winchester Town Advisory Board
- **John Williams**, Paradise Town Advisory Board
- **Ken Evans**, Urban Chamber of Commerce - President
- **Melissa Clary**, Huntridge Neighborhood Association - Vice President
- **Nadia Ozone**, UNLV Student Government - Vice President
- **Olivia Cheche**, UNLV Student Government - President

- **Taj Ainlay**, Sierra Club – Southern Nevada Group Chair
- **Todd Sklamberg**, Sunrise Hospital – CEO
- **Ken Dayton**, Winchester Town Advisory Board
- **Peter Guzman**, Latin Chamber of Commerce - President
- **Ric Jimenez**, Maryland Parkway Coalition - Chair
- **Frank Marretti**, G2 CAP Development - President
- **John Tippins**, NorthCap Development - President
- **Blanca Vazquez**, Clark County - Liaison to County Commissioner Gibson

A total of 18 stakeholders attended SAW #4 and are listed with their affiliations below:

- **Beatriz Martinez**, Clark County - Liaison to County Commissioner Segerblom
- **Blanca Vazquez**, Clark County - Liaison to County Commissioner Gibson
- **Dan McFadden**, HCA Healthcare/Sunrise Hospital - Director of Strategic Communications
- **David Frommer**, UNLV - Executive Director of Planning and Construction
- **David Paull**, Nevada HAND - Director of Real Estate Development
- **Dorian Stonebarger**, Special Assistant to City Councilman Brian Knudsen
- **Frank Marretti**, G2 CAP Development - President
- **John Curran**, The Dapper Companies - Real Estate Portfolio Manager
- **John Delibos**, Winchester Town Advisory Board
- **John Tippins**, NorthCap Development - President
- **John Williams**, Paradise Town Advisory Board
- **Jonathan Ullman**, Downtown Las Vegas Alliance - Vice President
- **Ken Evans**, Urban Chamber of Commerce - President
- **Mike Mixer**, Colliers International NAIOP - Executive Managing Director
- **Ric Jimenez**, Maryland Parkway Coalition - Chair
- **Sergio Bustos**, UNLV Student Government – Chief of Staff
- **Taj Ainlay**, Sierra Club – Southern Nevada Group Chair
- **Timo Kuusela**, Boulevard Ventures – Vice President, Asset Manager

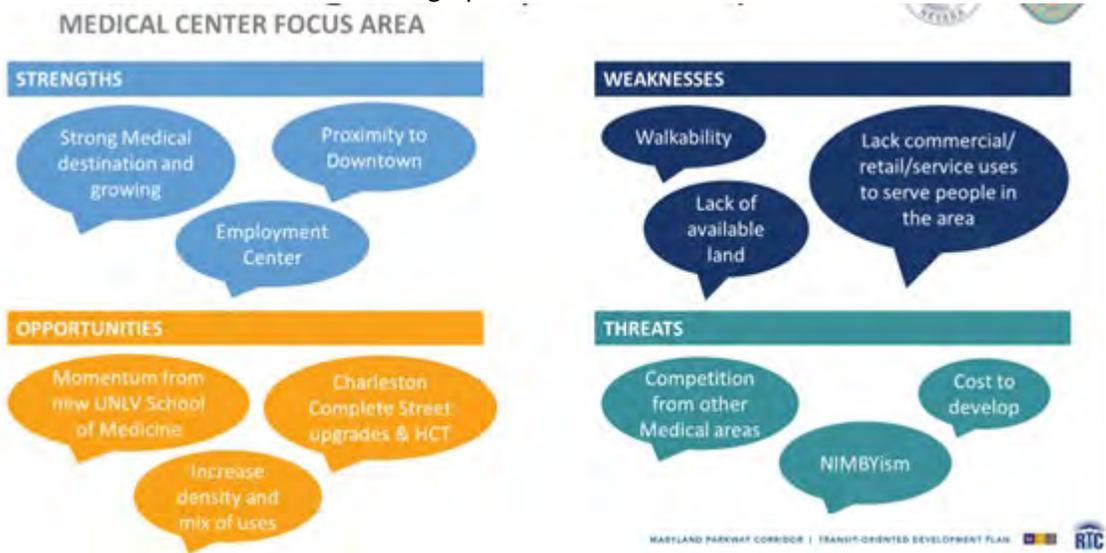
The remainder of this memo summarizes participants’ feedback. The memo is organized geographically by priority Focus Area into the following sections:

- I. Medical Center Focus Area
- II. Bonneville Transit Center Focus Area
- III. Charleston Boulevard Focus Area
- IV. Sahara Avenue Focus Area
- V. Desert Inn Road Focus Area
- VI. Flamingo Road Focus Area
- VII. University Road Focus Area
- VIII. Transportation, connectivity, and safety element visioning questions responses
- IX. Appendix

I. Medical Center Focus Area

Strengths, Weaknesses, Opportunities, Threats (SWOT)

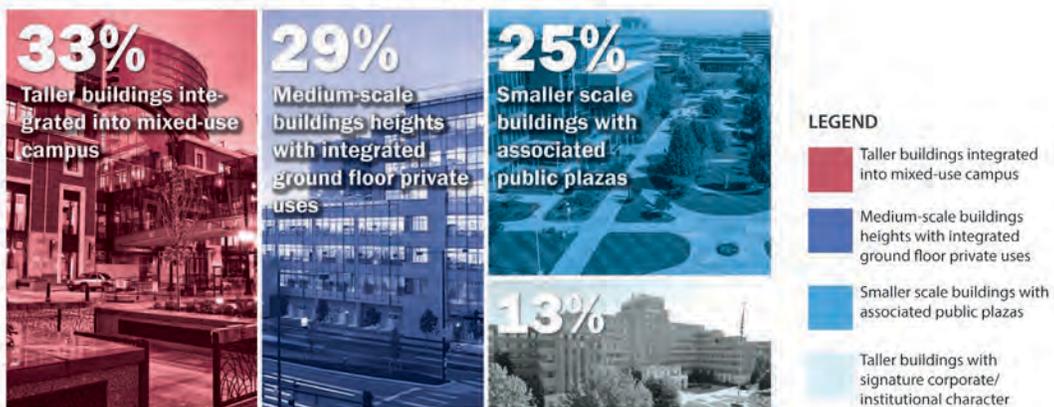
SAW members were asked to identify SWOT characteristics for each priority Focus Area. Mentimeter was used to collect open-ended responses (3 per person) and the key themes are summarized in the text bubbles in the graphic below.



Development Type Preferences

This Focus Area has one identified preferred TOD Type (Medical District), which could include a variety of different development types within it. More information about the Medical District TOD Type is available in the [TOD Type Profiles](#) in the appendix of this memo. SAW members were shown four images of possible development types for this Focus Area and were given the chance to vote on their preferences in Mentimeter. The results from this are illustrated below.

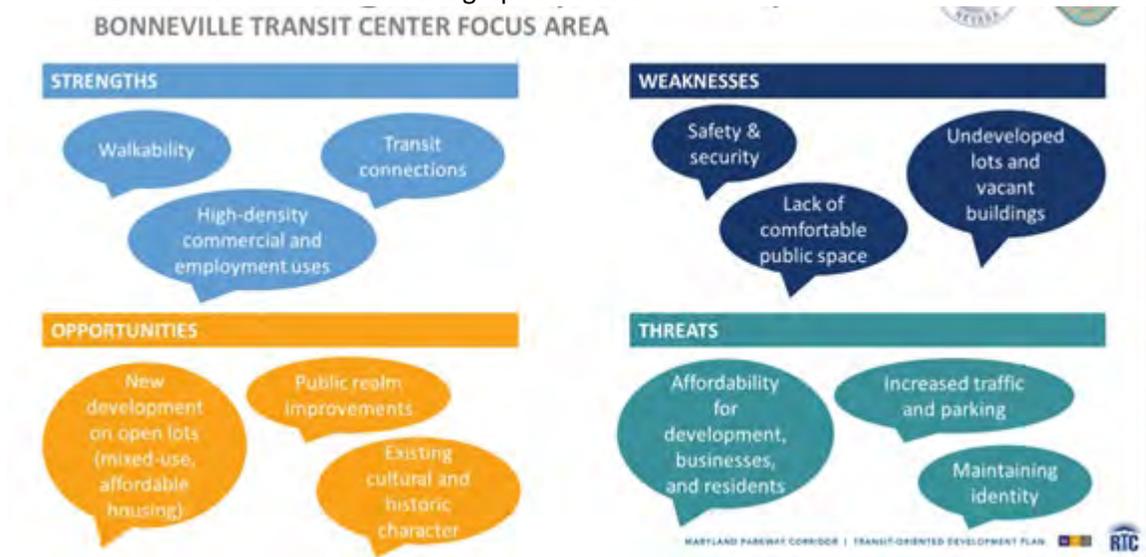
What should development in the MEDICAL CENTER focus area look like?



II. Bonneville Transit Center

Strengths, Weaknesses, Opportunities, Threats

SAW members were asked to identify SWOT characteristics for each priority Focus Area. Mentimeter was used to collect open-ended responses (3 per person) and the key themes are summarized in the text bubbles in the graphic below.



Development Type Preferences

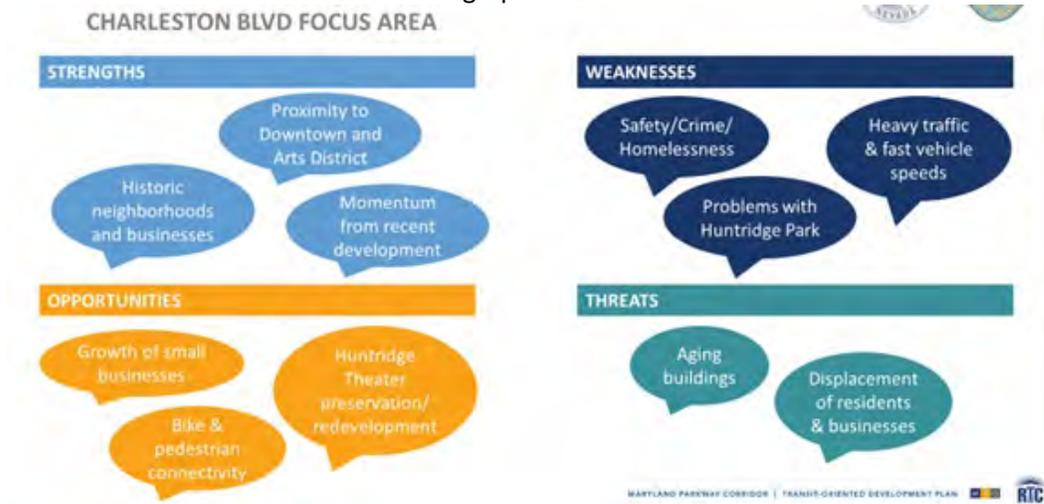
This Focus Area has one identified preferred TOD Type (Downtown Regional), which could include a variety of different development types within it. More information about the Downtown Regional TOD Type is available in the [TOD Type Profiles](#) in the appendix of this memo. SAW members were shown four images of possible development types for this Focus Area and were given the chance to vote on their preferences in Mentimeter. The results from this are illustrated below.



III. Charleston Boulevard Focus Area

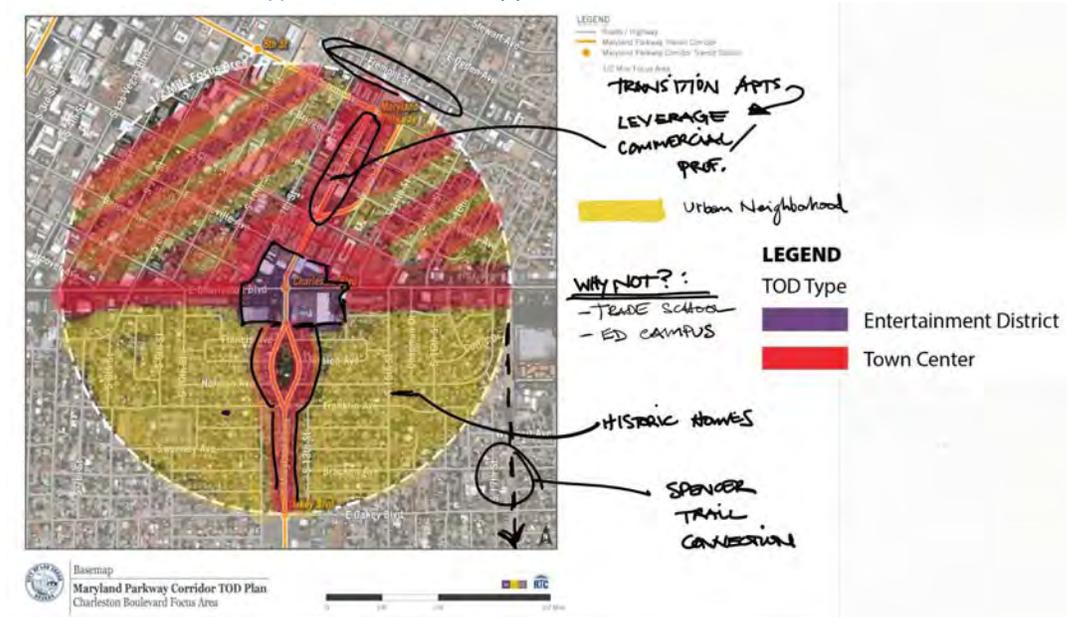
Strengths, Weaknesses, Opportunities, Threats

SAW members were asked to identify SWOT characteristics for each priority Focus Area. Mentimeter was used to collect open-ended responses (3 per person) and the key themes are summarized in the text bubbles in the graphic below.



Preferred TOD Type Application

SAW members were asked to identify where each of three potential TOD Types could occur within this Focus Area. The group generally envisioned Town Center along the major arterials, Entertainment District right at the intersection of Charleston Boulevard and Maryland Parkway, Urban Neighborhood south of Charleston Boulevard, and a mix of Town Center and Urban Neighborhood north of Charleston Boulevard. More information about these three TOD Types is available in the [TOD Type Profiles](#) in the appendix of this memo.



IV. Sahara Avenue Focus Area

Strengths, Weaknesses, Opportunities, Threats

SAW members were asked to identify SWOT characteristics for each priority Focus Area. Mentimeter was used to collect open-ended responses (3 per person) and the key themes are summarized in the text bubbles in the graphic below.



Development Type Preferences

This Focus Area has one identified preferred TOD Type (Town Center), which could include a variety of different development types within it. More information about the Town Center TOD Type is available in the [TOD Type Profiles](#) in the appendix of this memo. SAW members were shown four images of possible development types for this Focus Area and were given the chance to vote on their preferences in Mentimeter. The results from this are illustrated below.



V. Desert Inn Road Focus Area

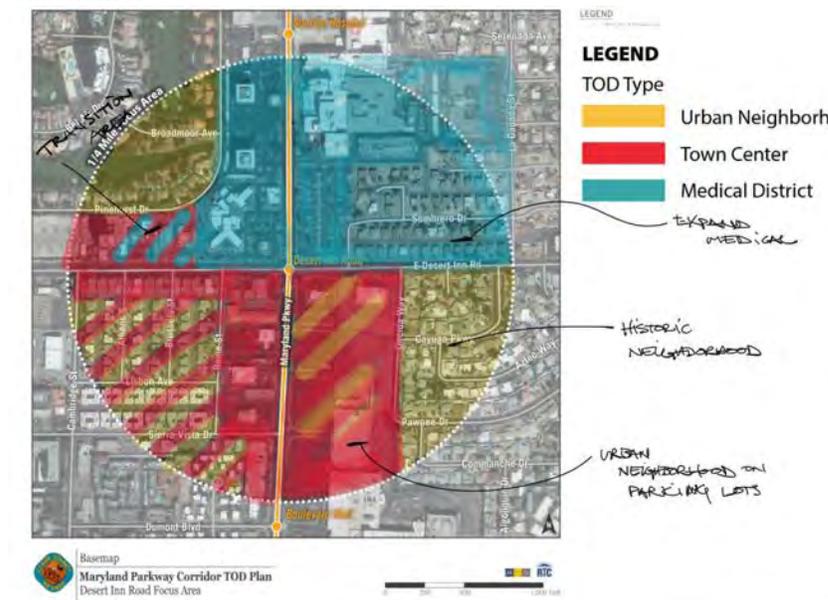
Strengths, Weaknesses, Opportunities, Threats

SAW members were asked to identify SWOT characteristics for each priority Focus Area. Mentimeter was used to collect open-ended responses (3 per person) and the key themes are summarized in the text bubbles in the graphic below.



Preferred TOD Type Application

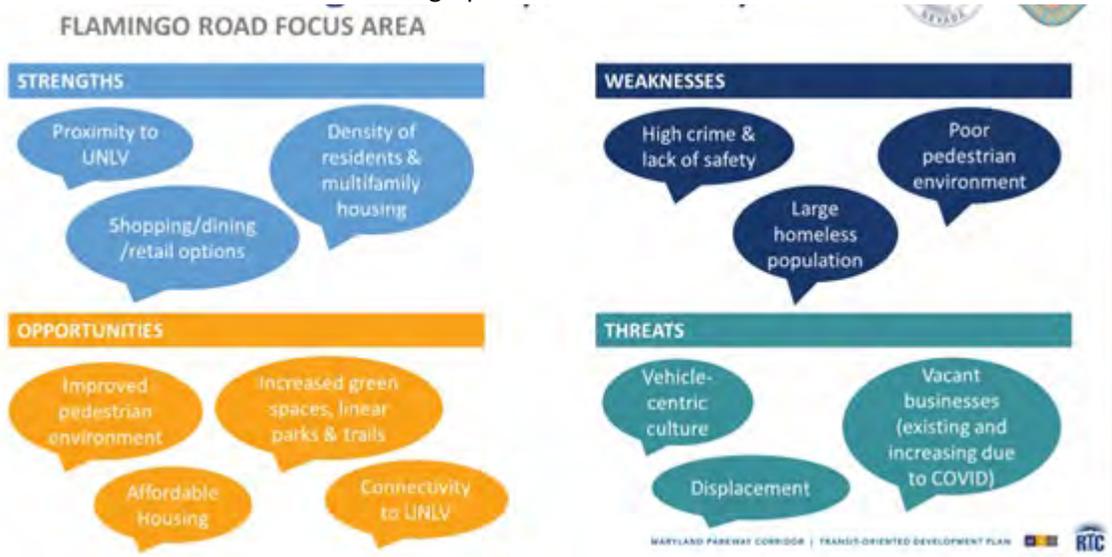
SAW members were asked to identify where each of three potential TOD Types could occur within this Focus Area. The group generally envisioned Medical District north of Desert Inn Road on both sides of Maryland Parkway, Urban Neighborhood within the Las Vegas Country Club and in the southeast of the Focus Area, and a mix of Town Center/Urban Neighborhood south of the main intersection along Maryland Parkway and to the west. A transition was also noted from Medical District to Town Center north of Desert Inn Road along Maryland Parkway. More information about these three TOD Types is available in the [TOD Type Profiles](#) in the appendix of this memo.



VI. Flamingo Road Focus Area

Strengths, Weaknesses, Opportunities, Threats

SAW members were asked to identify SWOT characteristics for each priority Focus Area. Mentimeter was used to collect open-ended responses (3 per person) and the key themes are summarized in the text bubbles in the graphic below.



Development Type Preferences

This Focus Area has one identified preferred TOD Type (Town Center), which could include a variety of different development types within it. More information about the Town Center TOD Type is available in the [TOD Type Profiles](#) in the appendix of this memo. SAW members were shown four images of possible development types for this Focus Area and were given the chance to vote on their preferences in Mentimeter. The results from this are illustrated below.

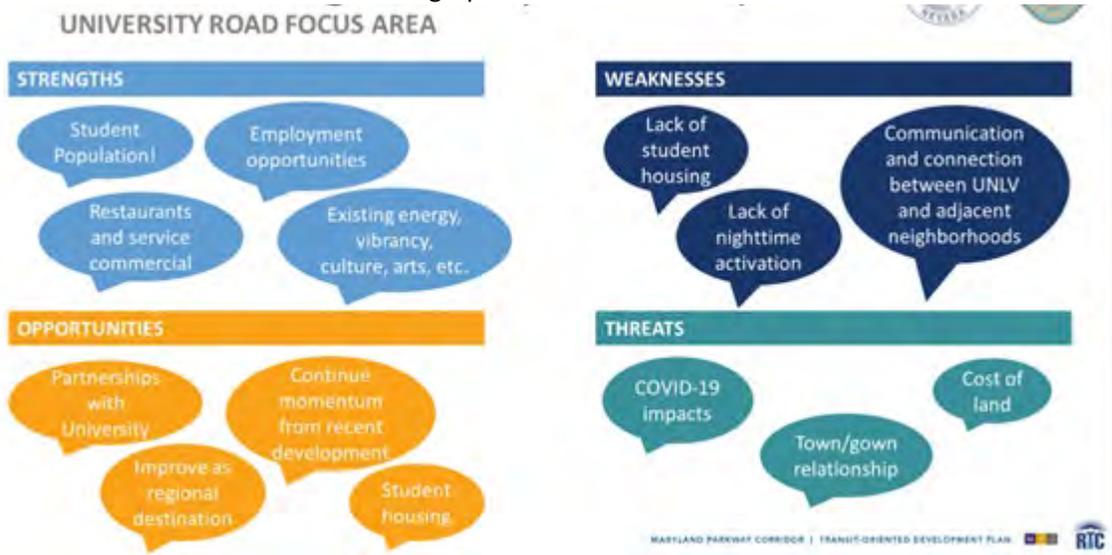
What should development in the FLAMINGO ROAD focus area look like?



VII. University Road Area

Strengths, Weaknesses, Opportunities, Threats

SAW members were asked to identify SWOT characteristics for each priority Focus Area. Mentimeter was used to collect open-ended responses (3 per person) and the key themes are summarized in the text bubbles in the graphic below.



Development Type Preferences

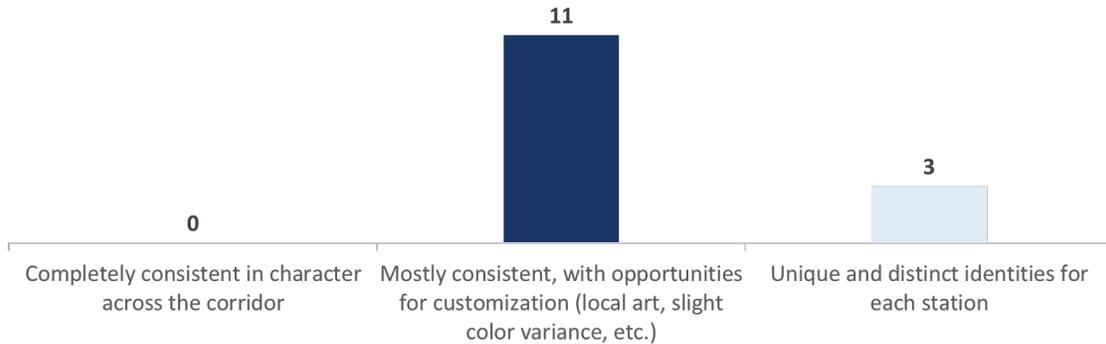
This Focus Area has one identified preferred TOD Type (Educational Campus), which could include a variety of different development types within it. More information about the Educational Campus TOD Type is available in the [TOD Type Profiles](#) in the appendix of this memo. SAW members were shown four images of possible development types for this Focus Area and were given the chance to vote on their preferences in Mentimeter. The results from this are illustrated below.

What should development in the UNIVERSITY ROAD focus area look like?



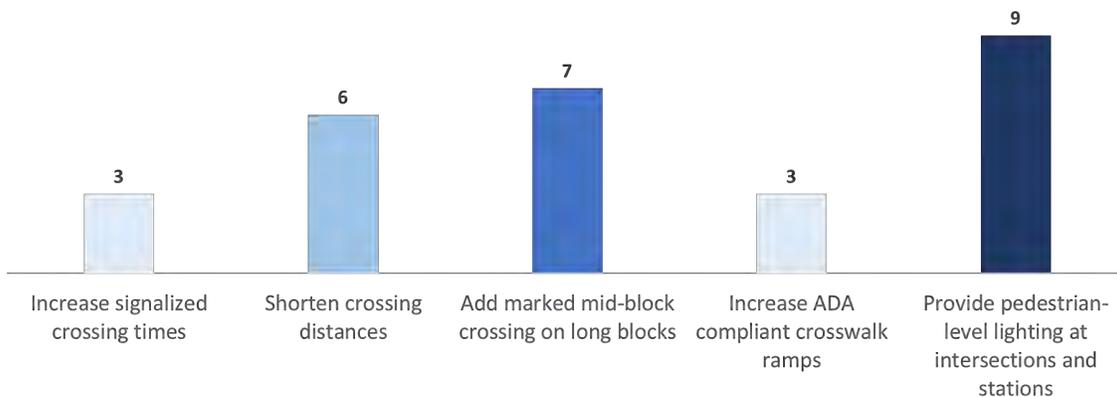
VIII. Transportation, connectivity, and safety element visioning questions responses

Station Design Visioning - In terms of a unified aesthetic, do you prefer:



This question was asked to guide upcoming work as part of this project by Anil Verma Associates to create station design guidelines as it relates to TOD. The goal was to understand how much SAW members preferred the aesthetic of each BRT station along Maryland Parkway to be unique and customized to its immediate context, versus a continuous brand and identity for stations along the entire line. Results indicate that SAW members prefer consistent station design with some allowance for customization to reflect the unique character of each Focus Area.

Mobility Visioning - What do you think it means to make all travel options safe and secure for all?



This question was asked to guide upcoming work as part of this project by Nelson Nygaard to enhance transportation options and connectivity within the priority Focus Area TOD plans. The goal was to understand which parts of transportation safety and security are most important to SAW members. The group felt that pedestrian-level lighting, mid-block crossings, and shortened crossing distances were most important regarding transportation safety and security.

IX. Appendix

TOD Type Profiles

TOD Types were created for RTC’s OnBoard Mobility Plan as part of a TOD Briefing Book. Each Focus Area has been assigned one or more future TOD Types that best fit the character of that area, based on input from the first community meeting for this project and staff expertise. Below are profiles for the TOD Types that apply to Maryland Parkway Corridor Priority Focus Areas.

TOD Type: Medical District

(Applies to Medical Center and Desert Inn Road Focus Areas)

MEDICAL DISTRICT

A job center supported by medical, office and retail uses. Strong building-street relationship with limited walkability. High activity during the day with many job opportunities.

eTOD Strategies Include:
Employment and Transportation Options

CHARACTERISTICS				
STREET/BLOCK PATTERN  Irregular	MIX OF USES  Predominantly Medical	BUILDING HEIGHT  Variable 1-12 Stories	PLANNED DENSITY  High Amount of Patrons OR  25+ Jobs/Acre	ACTIVATION  WEEKDAYS  Morning/Daytime



medical uses plaza spaces variable setbacks supportive retail uses office uses structured parking surface parking

TOD Type: Downtown Regional
(Applies to Bonneville Transit Center Focus Area)

DOWNTOWN - REGIONAL

Large downtown areas that serve multiple neighborhoods. Mix of uses, with abundant housing and job opportunities. Grid street pattern creates accessibility by various transportation options.

eTOD Strategies Include:
Employment, Housing and Transportation Options

CHARACTERISTICS				
STREET/BLOCK PATTERN	MIX OF USES	BUILDING HEIGHT	PLANNED DENSITY	ACTIVATION
 Regular	 Predominantly Mixed-Use	 Tall 5-12 Stories	 30+ DU/Acre OR 30+ Jobs/Acre	 ALL DAYS All Times

entertainment uses
small setbacks
active ground floors
office uses
structured parking
plaza spaces
civic uses
on-street parking
residential uses

TOD Type: Entertainment District
(Applies to Charleston Boulevard Focus Area)

ENTERTAINMENT DISTRICT

High density and activity. Variable building-street relationship and walkability. High amounts of parking. Destination for special events and gaming.

eTOD Strategies Include:
Employment and Transportation Options

CHARACTERISTICS				
STREET/BLOCK PATTERN	MIX OF USES	BUILDING HEIGHT	PLANNED DENSITY	ACTIVATION
 Irregular	 Predominantly Entertainment	 Variable 1-50+ Stories	 High Amount of Patrons, OR 25+ Jobs/Acre	 ALL DAYS All Times

gaming uses
retail uses
office uses
structured parking
variable setbacks
entertainment uses
surface parking

TOD Type: Town Center

(Applies to Charleston Boulevard, Sahara Avenue, Desert Inn Road, and Flamingo Road Focus Areas)

TOWN CENTER

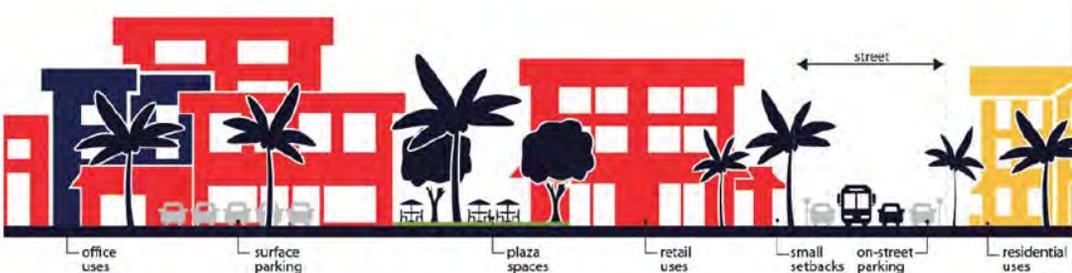
Mostly retail/commercial uses with some housing and public gathering spaces. Local destination for residents and visitors. Increased activity when special events take place.



eTOD Strategies Include:
Employment and Transportation Options

CHARACTERISTICS

STREET/BLOCK PATTERN	MIX OF USES	BUILDING HEIGHT	PLANNED DENSITY	ACTIVATION
 Irregular	 Predominantly Retail/Commercial	 Medium-Low 1-5 Stories	 5-20 DU/Acre OR  15-25 Jobs/Acre	 WEEKENDS/EVENTS  Evening/ Nighttime



office uses surface parking plaza spaces retail uses small setbacks on-street parking residential uses

TOD Type: Urban Neighborhood

(Applies to Charleston Boulevard and Desert Inn Road Focus Areas)

URBAN NEIGHBORHOOD

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



eTOD Strategies Include:
Housing and Transportation Options

CHARACTERISTICS

STREET/BLOCK PATTERN	MIX OF USES	BUILDING HEIGHT	PLANNED DENSITY	ACTIVATION
 Semi-Regular	 Predominantly Residential	 Medium 2-5 Stories	 20-30 DU/Acre Or  5-15 Jobs/Acre	 WEEKENDS  Morning/ Evening



office uses retail uses active ground floors small to medium setbacks semi-private spaces residential uses

TOD Type: Educational Campus
(Applies to University Road Focus Area)

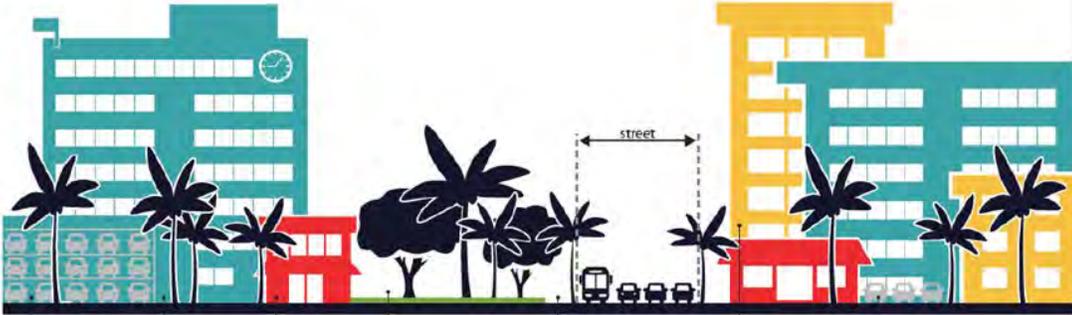
EDUCATIONAL CAMPUS

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



eTOD Strategies Include:
Employment and Transportation Options

CHARACTERISTICS				
STREET/BLOCK PATTERN  Irregular	MIX OF USES  Predominantly Educational	BUILDING HEIGHT  Variable 1-12 Stories	PLANNED DENSITY  5-20 DU/Acre OR  15-25 Jobs/Acre	ACTIVATION  WEEKDAYS/EVENTS  Morning/ Daytime



structured parking
educational uses
supportive retail uses
large parks and open spaces
variable setbacks
residential uses
surface parking

Mentimeter SWOT Results – SAW #3

What are three strengths of the Bonneville Transit Center Focus Area?

- Walkable street grid with low speed limits
- Transit Access
- High density
- Walking distance to downtown employment
- Transit access
- Density, walkability, transit
- Great downtown access
- Access to employment
- Many connecting RTC routes; city hall in the heart; walkable streets
- "Bike storage & shop
- Location
- walkable environment"
- Good bones
- "1. Walkable
- 2. Existing Development Nearby
- 3. Some Lots Available for both commercial and residential"
- Mixed use, local & small business
- Transit connections
- Walkable
- "New courthouse
- Transit connection
- Empty lots for developers"
- New destination type business, restaurants, bars
- Access to entertainment options.
- Street trees
- High density, good location for multi-use TOD. Can create a hub for walkable employment opportunities, housing, and retail
- Sidewalks, trees, street lighting = walkable
- "Location
- Walkable
- Transit"
- 5th St school and other public space
- Security issues

What are three weaknesses of the Bonneville Transit Center Focus Area?

- Perception that the area is unsafe
- Bail bonds everywhere!
- Hot - not a lot of shade
- Security. Lighting. Jail releases.
- Pawn shops
- Safety concerns
- Weekly type residential
- When Bonneville & Clark were turned into 1 way, the crosswalks didn't get restriped
- Safety perception, homeless population

- "Homeless
- Lack of shade
- Lack of affordable/ middle housing"
- lack of development - lots of undeveloped lots
- Benches are uncomfortable
- Lighting, safety evenness of development
- Gaps in development
- Currently lots of empty lots
- Busy auto oriented streets. Sidewalks are too narrow
- Lack of a grocery store
- little public space
- Lack of development as owners wait for higher returns
- Bail bond oversaturation, many vacant lots or buildings in between active lots, homeless congregating
- Traffic on Charleston goes fast, collisions at intersections
- Mixed used residential developments with mixed affordable rates

What are three opportunities within the Bonneville Transit Center Focus Area?

- mixed use development and affordable housing
- Open lots
- Business growth, housing development, improved wayfinding
- Install shade structures, pedestrian plazas, better lighting
- Organized groups of businesses and neighborhoods
- Identity defining features
- 3rd St improvements
- Close to government/ public institutions
- Revitalization of entire TOD radius area for mixed use development, opportunity to add affordable housing options, increased shade for walkability
- Continued development, business. Understand issues don't disappear. They move down the corridor.
- More diversified retail. Joining the area with a development theme.
- Reopen the Ice House
- cultural destinations
- Las Vegas downtown / entertainment district
- Historic character could be hyped
- Crime.
- development may threaten identity and historic resources if not managed well
- urban heat island

What are three threats within the Bonneville Transit Center Focus Area?

- One-way collectors with high speeds
- Congestion
- "1. Homelessness 2. Financing Options for Developers and Small Businesses"
- Lack or need for district parking management plan
- Pandemic budget cuts, shakey market, increased homelessness
- Land flipping/speculation

- Current economic deficit/ upcoming budget cuts
- Speculators
- Infrastructure improvements are expensive - utility and water for increasing density
- building UP might create urban canyons
- Safety, lack of opportunities for public private partnerships, lack of cohesive development.
- Parking garages
- Decreasing affordability with redevelopment
- urban heat island
- Want to stop the land speculation
- unmanaged development may threaten historic identity
- Small businesses lack of access
- Old property owners sitting on land
- Clark County Redevelopment area

What are three strengths of the Sahara Avenue Focus Area?

- Open lots
- Large surface lots poised for redevelopment
- Many transit connections.
- "1. Available Land
- 2. High Traffic Ops
- 3. Parking"
- Well-developed commercial mall on the South east anchored by Smiths
- major thoroughfare
- Lots of pedestrian/vehicular traffic
- Central location
- Diverse business offerings, large lots, proximity to Strip
- High numbers of people traveling through this intersection
- Opportunities for change
- Services in the area. Residential nearby.
- Easy NS to EW connections
- Robust transit routes
- Lots of residential surrounding
- Planned bicycle facilities
- Potential City County development. partnerships
- Medical near.
- existing businesses have lots of activity
- High pedestrian use
- Not to be mean but the area is aesthetically ugly
- pedestrian bridge
- Crosswalk areas

What are three weaknesses of the Sahara Avenue Focus Area?

- very auto-oriented and high speeds
- Current offerings in area are hap hazard
- No shade

- Lack of ped improvements
- Heat sink, dangerous traffic corridor, high crime
- Very congested. Crime.
- High traffic volumes
- Not walkable
- Perception of vacancy
- High speeds
- Obstructed sidewalks, large blocks
- Many empty buildings (old Albertsons)
- Not to be mean but area aesthetically ugly
- "Homelessness
- Crime"
- Doesn't encourage walkability.
- Limited residential options
- Empty stores
- Lots of litter
- Low number of crossings for pedestrians
- Can be viewed as a non-desirable place to visit
- vacancy
- Unleased big box retail
- Wide curb to curb
- No shade or green space
- Too many driveways
- Revitalization of area. Encourage development and businesses.

What are three opportunities within the Sahara Avenue Focus Area?

- Pedestrian bridges!!!
- Wide curb to curb offers opportunity to change the ROW usage
- Great opportunity for big box redevelopment to mixed use centers
- Bike lanes
- Future Mixed-Use Opps (Residential & Ground Floor Commercial)
- Gateway to downtown.
- Reduce speed limits
- Shade trees
- Investment going in on consolidated lots
- Opportunity for Clark County Redevelopment investment
- Dense business options, mixed use, increased landscaping
- infill
- Empty Albertsons could be redeveloped into needed service - childcare, office
- UNLV Housing or Medical District Housing???
- More green space, shielding from traffic.
- landscaped medians - buffer traffic and give pedestrians a safer place for respite if necessary
- Complete streets improvements
- High offstreet parking supply allows for infill development with reduced parking need or shared parking strategies

What are three threats within the Sahara Avenue Focus Area?

- Political or public resistance to change in street design
- Auto oriented business / drive thru business is status quo
- Getting City and County to work together
- Property owners refusing to sell, improve their parcels
- The northeast lots of this intersection are a redevelopment mess. Needs to be remapped, too many private easements
- How can we make this area appeal to developers who can build tod
- auto dominated culture
- Limited Financing Options
- old infrastructure
- jaywalkers everywhere
- Realistically, would the agencies be open to implementing complete streets improvements?
- Safety, congestion.
- market readiness
- Auto-dominated mindset

What are three strengths of the University Road Focus Area?

- Students
- Students students students!
- STUDENTS!! Youthful Energy!!
- University demographic to leverage
- People
- Crosswalk areas
- Focused target population in students
- lots of activity from students
- Events and activities.
- Service industry that employs students
- Pedestrian friendly. Students walk across street for food, now offices
- Arts and culture.
- Restaurants
- Campus resources
- Partner in the university
- Employment center
- Available Land & Lots Nearby (Tropicana for example)
- University, cultural opportunities, other businesses.
- Proximity to Airport
- Cultural offerings for all community. Barrick museum, fine arts, alumni center
- Need housing, university support service sidewalks, pedestrian realm
- New developments
- redevelopment is already happening
- Vibrant and energetic
- Potential policing partnerships between Metro and Campus police
- UNLV building more housing

- Long term view of university as landowner.
- Maryland Parkway has to do a lot of things and may not do all of them well.
- Maryland Parkway could become a great urban street.

What are three weaknesses of the University Road Focus Area?

- Terrible parking situation
- little housing available
- Affordable housing that's not student-centered
- Less opportunity parcels
- Appearance is "old" in most places
- University and neighbors don't get along, don't share vision
- Poor road.
- Neighborhoods to East separated by Maryland Pkwy
- Locals do not like to go to campus
- Not a lot of opportunity to build
- Lack of parking, poor housing options, focus on commuters
- Lack of good services.
- Day culture, no night culture
- Accessibility--lack of ADA and marked crosswalks
- Not enough bars! :)
- traffic congestion
- Not a cohesive plan for business development, uneven development around the campus, not enough neighborhood outreach.
- Still doesn't feel or look like a cohesive campus/off-campus environment like ASU or Oregon has
- diverse student population not adequately represented
- Computer campus, very quiet at night
- Wide curb to curb
- Too many driveways
- Pedestrian crossing.

What are three opportunities within the University Road Focus Area?

- Parking garages
- Leverage campus momentum
- arts and culture
- Wide curb to curb provides lots of ROW for change
- Blending residents into student focused resources
- Need Research & Development Oriented Commercial Spaces
- repave the Parkway
- student housing
- Proximity to large facilities and airport
- Larger parcels for infill and redevelopment.
- parking lot at another station adjacent to a vacant lot
- Maryland Parkway could become a great urban street
- regional destination
- Consider Small Business Development Center/Incubator/Accelerator

- Can add art to liven old buildings
- Good transit cuts DUIs
- The part of Clark County could become a vibrant district with university and community functions, neighbors and occupants
- Housing, more diversified retail, green spaces on the east side of Maryland Parkway.

What are three threats within the University Road Focus Area?

- Land Affordability
- Difficulty in getting reinvestment in older properties
- Town gown relationship issues
- Nimby
- Local Neighborhood Opposition if not part of regional development
- auto oriented nature of adjacent areas
- Land costs threaten ability to redevelop
- COVID-19 aftermath decimates the enrollment
- Public safety concerns
- Lack of committing to long term vision (instead of focusing on short term gains)
- Resistance to change in auto culture and development
- Residential buy-in by the neighborhood, retail that speaks to students and neighbors.
- Failure to Diversify and Expand Our Economy

Mentimeter SWOT Results – SAW #4

What are three strengths of the Flamingo Road Focus Area?

- UNLV, Shopping, housing
- "New improved roadway complete
- Central part of town
- Close to the heart of the strip"
- "High ridership on Flamingo and MP.
- Lots of retail.
- Proximity to UNLV"
- "Clark County Library
- Shopping
- Fast food Restaurants"
- abundance of businesses, proximity to UNLV, proximity to multi-family housing
- Walking distance to UNLV
- "Density
- Population of need"
- High traffic area
- Lots of retail outlets
- Access to student population
- gateway to UNLV
- Underutilized area
- Proximity to UNLV, UNLV housing, student consumer activity
- high transit use
- Near UNLV

- Location, educational opportunities, shopping.
- UNLV, lots of people, great pupusas at Ricon Catracho
- Excellent cross roads - N/S & E/W access
- High traffic to lure business
- High density area of transit dependent residents
- Low income housing, need for public transit, business,
- Clark County Library!
- Traffic

What are three weaknesses of the Flamingo Road Focus Area?

- traffic, safety, old housing
- LOTS of asphalt, crime, poverty
- Not as pedestrian friendly at times
- Anticipate high land and development costs
- "High crime
- Traffic congestion
- Trash/debris in ROW"
- not great walking environment
- big box retail
- Cost of student housing pushes students further away, underdeveloped ugly shopping centers, crime
- Not very ped friendly
- Safety, homeless population, traffic.
- Quality of pedestrian experience, lack of cohesiveness in development
- Lots of accidents
- Jaywalkers
- "Traffic
- Crashes"
- Aging infrastructure
- Homeless area, hard to attract residents outside area, not green-friendly
- Poor pedestrian environment
- Lack of shade
- High speed of traffic
- Crime

What are three opportunities within the Flamingo Road Focus Area?

- linear parks, focus on the campus, improving the BLVD mall
- Greening the area
- Build more student housing
- Pedestrian Bridges
- improve pedestrian landscape, add student housing, connect Las Vegas Wash trail better to amenities
- Increase in new businesses. Potential for more affordable housing. University expansion
- Widen sidewalks
- Increase green areas. Increase affordable student housing. Cleaning up shopping centers.

- wash as a linear park
- Dense affordable housing
- Revitalizing the area making it more attractive for investment, attracting more families
- *Flamingo Wash Trail
- parking garages, not flat asphalt
- spencer greenway trail
- ROW for change of pedestrian environment
- Remove sidewalk impediments (utility poles, sidewalk gaps etc)
- Employers with focus on UNLV research & development ops
- Affordable housing, safe pedestrian passages, more green space.
- Gateway to UNLV
- Affordable Housing

What are three threats within the Flamingo Road Focus Area?

- vacant retail, quality dining, not being able to work with UNLV
- Overcoming vehicle-centric reputation
- UNLV not making use of land it owns.
- Crime. Transient activity.
- "Boulevard Mall needs help
- Crime rates seem higher in this area"
- Homelessness, crime, lack of quality redevelopment funding/activity
- Landlocked area
- more closed business due to COVID-19
- "Homeless
- Crime"
- Crime lack of perceived safety
- Increasing homeless population
- Homelessness and crime perceptions
- displacement if redeveloped
- Traffic congestion during the school year
- Balancing improvement with displacement concerns
- changing car-centric culture
- Vacant commercial
- Crime, investment may exceed projections (perhaps unknowns)
- Not cohesive development, not a feeling of safety, closed businesses.
- Drug use near and around Molasky

What are three strengths of the Desert Inn Road Focus Area?

- Health Care, improving retail, Las Vegas Country Club
- Proximity to Hospital and Boulevard Mall
- proximity to convention center, Sunrise Hospital proximity, lots of commercial business in area
- "Sunrise Hospital
- Country Club
- Historic Neighborhoods"
- Large development area.

- Well established surrounding residential community
- Vacant box store for retail
- Medical, business housing
- Medical facilities nearby
- Key destinations: healthcare and shopping
- School nearby
- diverse housing options - types and price points
- Healthcare, great connectivity, retail
- Elon musk tunnel
- New entertainment
- sunrise hospital
- Businesses in the area, services in the area, access.
- Lots of auto traffic

What are three weaknesses of the Desert Inn Road Focus Area?

- low quality housing, undesirable retail, old buildings
- LOTS of asphalt, crime, high traffic
- West side of the road is very rundown and not conducive to nicer developments
- Household incomes nearby
- car-centric
- Lack of re development activity
- South west corner is a ghetto
- Perception of neighborhood
- Crime
- Needs redevelopment, crime transient
- Crime, homeless, retail stores vacated
- Dead SE corner. Entryway to the DI arterial Highway, should be more retail friendly
- Need some high-end tenants for Boulevard Mall
- Some really neglected housing, crime, variety of developments.
- Homelessness

What are three opportunities within the Desert Inn Road Focus Area?

- focus on healthcare, Opp Zone on west side of Maryland, new uses at the blvd mall
- Boulevard Mall parcel redevelopment potential
- Take advantage of the super arterial nature Elon musk tunnel extensions
- Need major redevelopment project
- Improve development. Improve roads.
- Import high end tenants for Boulevard Mall
- "Ripe for change
- ROW room for improvement of multimodal environment"
- improve connections to major amenities, add on-street landscaping for shaded bus stops and sidewalks
- A second hospital, more clinics
- Facelift for residential property nearby
- Develop retail areas/new uses, innovative ties from healthcare to retail
- Sears area could become green space

- Medical facilities, shopping variety of businesses.
- Increase ethnic shopping
- history

What are three threats within the Desert Inn Road Focus Area?

- land, land cost, new construction cost
- Limited residential to the west
- Potential for gentrification
- Crime, safe pedestrian access
- Desirability of area for investment compared to other areas
- crime persists, same 'ole leadership doing nothing, lack of public funding for public piece
- High traffic area
- Convincing people of the viability of the area
- Not sure of future zoning
- lacking sidewalk
- Traffic, crime, homelessness.
- High vehicular traffic and high pedestrian traffic don't mix well.
- Panhandlers

What are three strengths of the Charleston Boulevard Focus Area?

- good entry level housing options, J Dappers developments, Working with the City of Las Vegas
- "Historic neighborhoods nearby
- Proximity to downtown"
- Few strengths. Business maybe.
- historic neighborhood character, growing new business, historic Huntridge Theatre hub, lots of trees and one of the few greenspaces in DTLV!
- Las Vegas Academy
- history and neighborhood identity
- Historic location. Proximity to arts district.
- walkability
- Location, shopping, access to downtown.
- Momentum
- Solid traffic flow
- Proximity to downtown

What are three weaknesses of the Charleston Boulevard Focus Area?

- crime, safety, perception of the area, no good grocery stores
- High traffic threatens pedestrian safety
- Crime. Lack of redevelopment. Old housing.
- Increasing homeless on streets, incomplete streetscapes, lack of code enforcement of excessive signage
- vacant properties
- Huntridge Park still problematic
- Eastern side much less development
- High auto speeds

- High crash rates
- Lack of residential services, homelessness, Huntridge Park.
- Older buildings

What are three opportunities within the Charleston Boulevard Focus Area?

- working with the city, opp zones nearby, lot of neighboring areas seeing uptick in development with the money the city spent, ie. Fremont East and The Arts District
- Huntridge Theater redevelopment
- ClirclecPark can be conveyed to transit station
- Multiple expansion of new business
- momentum
- Upgrade retail
- Extension of arts district
- Huntridge Theatre preservation, potential for new business growth, addition of complete streets
- small business growth
- Good infrastructure bones for walking and bicycling
- Park, theatre, location.
- "Small block sizes
- Bicycle infrastructure already in place and planned"
- LGBT Center nearby could create a hub for community
- Many ops for Redevelopment

What are three threats within the Charleston Boulevard Focus Area?

- bad housing, old retail, no grocery store
- Higher crime area
- No walkability
- Poor zoning. No consistency
- Gentrification
- NIMBY
- no walkability, narrow sidewalks, excessive grades on sidewalk for wheel chairs; perceived lack of safety
- Growing crime and homelessness, growing income inequality and job loss of area demographic, affordable housing stock
- displacement potential
- Displacement
- Lack of shade
- Homelessness
- Still auto focused and threats despite multimodal promise
- Homelessness, higher crime, lack of feeling of safety.

What are three strengths of the Medical Center Focus Area?

- everything, great city councilman repping the district,
- So many medical facilities already in place
- medical businesses, the new Neon Project I-15 improvements, abundance of commercial businesses

- Easy access to BTC
- new medical school moving forward; upcoming Charleston Blvd, pinto lane and shadow lane complete street improvements; easy access to/from downtown core
- Form based code was just approved in almost all of this focus area
- employment center lends well to transit destination
- Key destination
- Development of new UNLV Medical Education Building by donors
- New UNLV School of Med
- Potential for UNLV specific transit between campuses
- unlv school of med
- Restaurants Medical school. Banks
- Lots of people of all socioeconomic levels, cultures, ethnicities.
- Jobs, newer construction, near Symphony Park.
- UNLV growth in medical district
- Medical office space available nearby

What are three weaknesses of the Medical Center Focus Area?

- land shortage, construction cost of what needs to get built vs what people can build it for,
- Lack of good restaurants
- lack of internal walkable infrastructure
- Neighborhood very concerned about changes
- Safety / pedestrian - biking
- homeless, some shoddy planning, infrastructure improvements
- competition with other "medical districts" within the valley
- need more small retail and food, to accommodate lunch for employees
- Lack of non-medical commercial development
- "High traffic speeds and crash rates
- Poor pedestrian environment"
- Sidewalks spotty
- Safe Grocery shopping for residents
- High traffic
- poor connectivity between north and south sides of Charleston
- Access, small businesses, green space.
- Limited food and service options. Little to keep professionals, patients, medical service providers, educators, students in the area outside of their primary reasons for being in the district.
- Far away from suburbs
- Crime. Quality of many existing developments.
- Need affordable housing nearby

What are three opportunities within the Medical Center Focus Area?

- Density.
- Lots of off-street parking that can be monetized (currently free or underpriced)
- medical campus development
- Mixed use.

- Lots of focus on healthcare right now
- Build up, not out
- Freeway access visibility
- medical school, student housing, new business
- Providing services, dining to support primary health care and education uses.
- Well served by transit routes already
- diversification of medical industry
- More residential opportunities
- leverage medical and dental schools for new residential
- neighborhood identity
- Major medical development, synergies with city/county services, location.
- Lack of continuity between medical buildings
- Space available for medical offices and outpatient clinics

What are three threats within the Medical Center Focus Area?

- Lack of walkability.
- So many wheelchairs... need to have ways to serve them better
- Competition
- Far from suburbs
- Auto-centricity threatens pedestrian environment
- Urban environment currently not supportive of quality active street life.
- car-centric culture
- Congestion
- NIMBY
- lack of medical school funding, programmatic cuts to UNLV School of Medicine, developers being turned off by doing business at City
- Cost to develop.
- Budget cuts and threats to development and economic activity.
- Lack of residential for medical district workers/users
- Access to both sides of Charleston, lack of restaurants, limited housing.
- Landlocked by surrounding residential areas

Zoom Chat

SAW #3

15:11:58 From Maria Jose Norero : Hi everyone! I don

15:13:25 From Maria Jose Norero : I don't have microphone but can hear all of you!

15:28:02 From Taj Ainlay : Is there a reason why McCarran is not included as a priority focus area?

15:29:14 From Jay Renkens - MIG, Inc. : Hopefully this section helps provide the rationale. But we can touch on that specifically if you still have questions.

15:29:43 From Taj Ainlay : Thank you

15:30:59 From Andy Rutz - MIG : For everyone's reference, here is a link to the Community Survey (both in English and in Spanish): English - <https://marylandparkwaytod.typeform.com/to/XUeacV#source=websites>
Spanish - <https://marylandparkwaytod.typeform.com/to/TGb0hr#source=websites>

15:42:33 From Ken Evans, UCC : Thx for explaining the logic and methodology for arriving at various categories. Plus clear, concise presentation. Will help for future community meetings and outreach.

15:45:03 From Ken Evans, UCC : Can we get the summary slide via PDF?

15:45:52 From Jay Renkens - MIG, Inc. : Thanks Ken! We will share a PDF of the presentation within the next day or two.

15:47:45 From Ken Evans, UCC : THX!

15:48:29 From Taj Ainlay : www.minti.com

15:48:41 From Ken Evans, UCC : Operator error....LOL

15:49:08 From Taj Ainlay : typo

15:49:17 From Jay Renkens - MIG, Inc. : Menti.com

16:17:51 From Elly Brophy, MIG : I'll switch the Mentimeter to this question after Andy finishes explaining!

16:46:36 From David Frommer : I am with UNLV and on the call - happy to talk about any UNLV items.

17:05:28 From Ken Evans, UCC : THX! Very productive use of time.

17:06:39 From Nadia Ozone CSUN : Thank you all! Will do!

17:06:46 From Jay Renkens - MIG, Inc. : English - <https://marylandparkwaytod.typeform.com/to/XUeacV#source=websites>
Spanish - <https://marylandparkwaytod.typeform.com/to/TGb0hr#source=websites>

17:06:59 From Olivia Cheche CSUN : Thank you everyone!

17:07:18 From John Delibos : Disseminated to all of the Turnberry Towers.

SAW #4

15:44:48 From Melissa Clary : You can see recent REPORTED crime incidents for any area here: <https://www.crimemapping.com/map/nv/lasvegas>

15:47:04 From Taj Ainlay : Burglary, motor vehicle thefts

15:50:10 From Ken Evans, UCC : If future night activation is a focus and/or potential benefit from TOD in this area, are there stats for current and future planned UNLV student housing population? These are people we would anticipate using the local venues to promote night activation.

15:58:24 From David Frommer : Hi Ken - UNLV has been growing our on-campus housing population, from 1,800 beds a few years ago to around 3,000 beds now. Private housing

developers have been adding student housing and other new beds/units in the area as well - around 1,000 + additional beds in that category. UNLV has plans to add additional beds (our goals has been getting to about 25% of the campus population, or around 7,500 +/- beds) if the demand is there and the finances/development plan supports it.

16:10:18 From Taj Ainlay : Medical District... the forth side is already there, just expand south

16:11:44 From Sergio Bustos : Medical district, NE; Town center SE; Urban Neighborhood entire W side

16:12:13 From Ken Evans, UCC : Urban Neighborhood in the SE section where mall parking lot is now. Got to Oneida Way as boundary.

16:13:16 From Ken Evans, UCC : So is there a way to relocate those housing residents back into the area once more modernized housing has been redeveloped??

16:32:18 From Ken Evans, UCC : THX David for that response and insight. Very promising. Just hope our economy will recover enough to support it. Even if protracted, definitely want to see it happen.

16:34:07 From Taj Ainlay : Why not an academic zone? Business college? trade School? To complement Las Vegas Academy.

16:34:18 From Marco Velotta : What's everyone's sentiments about the properties along the corridor?

16:34:21 From Ken Evans, UCC : Think Entertainment District in close proximity to the four corners of the intersection. Do NOT displace the Urban Neighborhood housing

16:34:29 From Marco Velotta : ie, fronting Maryland

16:35:26 From Ken Evans, UCC : Light commercial and/or office buildings along Maryland Pkwy corridor

16:36:07 From Taj Ainlay : Why not an academic zone? Business college? trade School? To complement Las Vegas Academy, LGBT Center.

16:37:02 From Melissa Clary : South of Oakey, there is a geoglobal school coming at former Bishop Gorman site actually

16:37:10 From Ken Evans, UCC : Whatever goes there needs to be substantial enough revenue generator enterprise to be sustainable over extended period of time

16:37:17 From Melissa Clary : I think its scheduled circa next summer start

16:38:24 From Melissa Clary : there is also an existing school in west circle area and just east at southeast part of circle

16:39:18 From John : Think more commercial professional along Maryland.

16:41:53 From Melissa Clary : There is also Spencer Trail alignment along the east part of circle for better connection... NV Energy-owned

16:55:10 From Melissa Clary : Better for hospitals to go up versus out also.

17:00:42 From Ken Evans, UCC : THX



Maryland Parkway Corridor TOD Plans

Stakeholder Advisory Workgroup (SAW) Meetings #5 & #6 Input and Feedback Summary Memo

This memo summarizes the feedback from the fifth and sixth meetings of the Stakeholder Advisory Workgroup (SAW) on September 20 and November 2, 2020. The September meeting (SAW #5) presented best-practice concepts about network connectivity, mobility and how they relate to TOD, and first and final mile connections. An interactive mobility activity then took place, exploring existing multimodal connectivity and the group’s vision for new first and final mile connections and modal priorities in the first three of seven priority Focus Areas (Bonneville Transit Center, Sahara Avenue, and University Road). The November meeting (SAW #6) had the same interactive activities but covered the remaining four of seven priority Focus Areas (Medical Center, Charleston Blvd., Desert Inn Rd., and Flamingo Rd.).

The discussions within these meetings primarily included the following topics:

- Review of, and SAW feedback on, Maptionnaire (Focus Area Survey) interface functionality
- Mobility Activities for Priority Focus Areas including:
 - Unique Focus Area Conditions, Issues & Gaps
 - Aligning Mobility Options with Land Use Vision
 - Identification of “First & Final mile” modal priorities for each quadrant’s envisioned future

The virtual meetings took place as a screen share/video call on Zoom. A PowerPoint presentation was shared, interactive polling took place via Zoom, and graphic recording on Focus Area maps took place via screen share. As time permitted, some Focus Areas were broken into quadrants for discussion while others were looked at as a whole. Attached to this memo is an appendix containing the [Zoom Chat](#) from each meeting with comments and discussion amongst stakeholder members and the project team that took place.

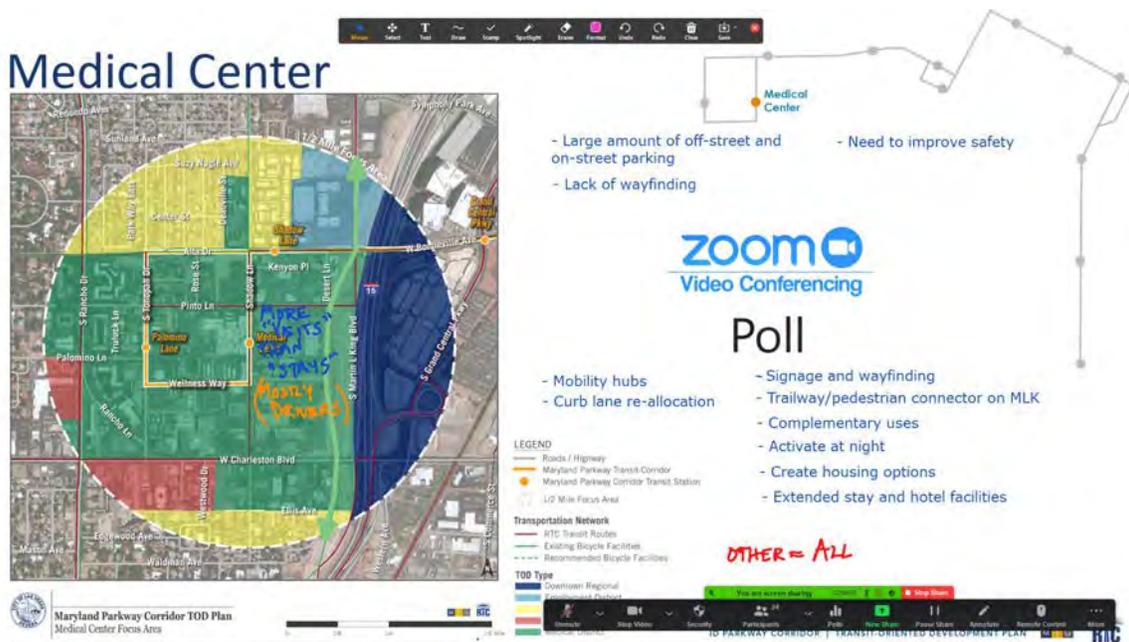
The remainder of this memo summarizes participants’ feedback. The memo is organized geographically by priority Focus Area into the following sections:

- I. Medical Center Focus Area
- II. Bonneville Transit Center Focus Area
- III. Charleston Boulevard Focus Area
- IV. Sahara Avenue Focus Area
- V. Desert Inn Road Focus Area
- VI. Flamingo Road Focus Area
- VII. University Road Focus Area
- VIII. Appendix

I. Medical Center Focus Area

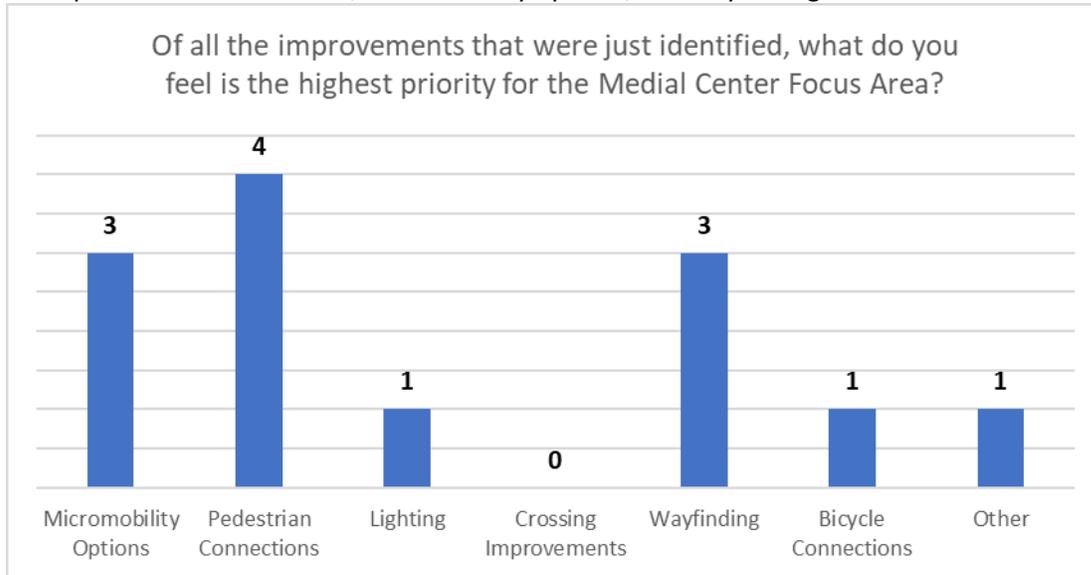
Mobility and Connectivity- Map Notes

- This area could benefit from pedestrian-level wayfinding in the area
- Large amount of off-street and on-street parking
- Curb lane re-allocation
- Opportunity for trailway pedestrian connector on MLK (improved bike/ped ROW connecting all the way south of Sahara and north towards Palms)
 - Exists in the Downtown Civic Space and Trails Plan
 - Developments with Project Neon
 - Not a central focus on these plans
- Bonneville and Alta can also be enhanced beyond just a bikeway
- Medical District council meeting held last week. Survey conducted during meeting showed emphasis on safety (e.g. pedestrian and homelessness issue)
- Need more complementary uses (e.g. restaurants) to make it a livelier place, especially at night.
- Create housing options – there is demand due to nearby student population
- Consider adding extended stay and hotel facilities for people accessing medical district who are staying for several days



Poll Results

In the Medical Center Focus Area, the SAW group thought the highest priority improvements were pedestrian connections, micromobility options, and wayfinding.



II. Bonneville Transit Center

Mobility and Connectivity- Map Notes

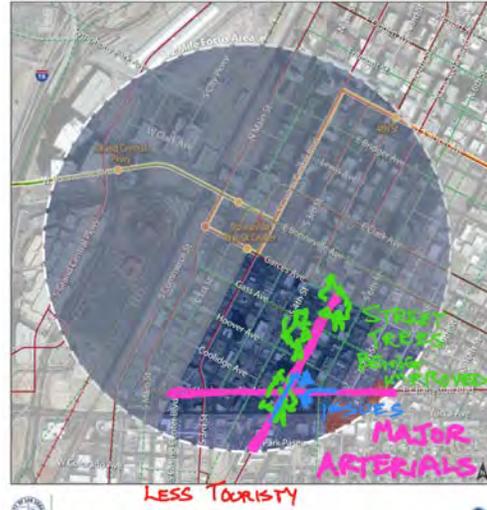
Northeast quadrant

- Mix of one-way and two-way streets seen as causing safety issues.
- New development in old part of downtown created hodge-podge of the street network that needs to be sorted out.
- More mixed use and residential in the area would help increase activity.
- Sorting the different modes of transportation will help a lot to improve safety.
- High foot traffic in this area



Southeast quadrant

- W. Charleston and Las Vegas Boulevard are very busy arterials
- Great place to walk and bike now because of the small street grid. City has also made investments in improving sidewalks and tree canopy.
- Not a lot of destinations, mixed-use with non-office uses may help. Entire focus area is very office-centric
- Outside of the tourist area so not a lot of foot traffic in evenings and on weekends.
- Left hand turns into businesses on SE corner of Charleston create issues. Conflicts with bus stops located on the corridor too.
- Line of sight on Las Vegas Blvd creates challenges for turning right
- One-way streets make it difficult to figure out how to get around. Signage in the area creates a lot of confusion for drivers in the area. Lot of people going the wrong way.



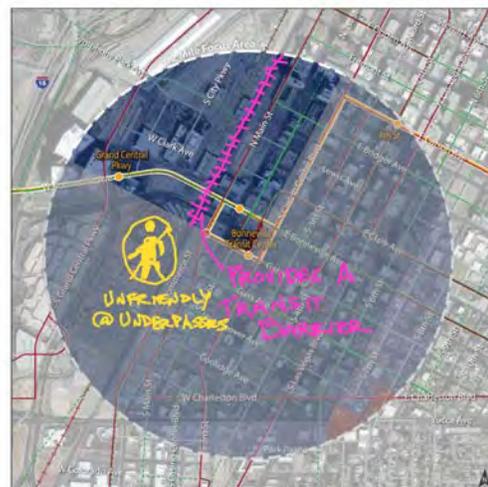
Southwest quadrant

- Poor signage in this area, improvements in signage and wayfinding could be helpful



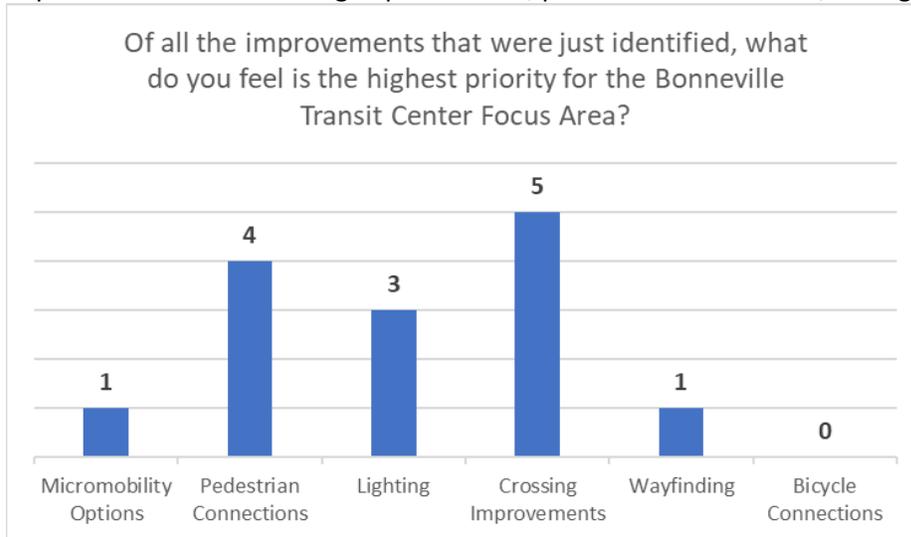
Northwest quadrant

- Railroad is a big barrier, especially underpass environment. Need better connections of both sides of the station area.
 - Underpass issues include narrow sidewalk, homeless encampments, leaking pipes, trash
 - Lighting may be helpful in that area
- Heat island effect in area can make walking conditions uncomfortable



Poll Results

In the Bonneville Transit Center Focus Area, the SAW group thought the highest priority improvements were crossing improvements, pedestrian connections, and lighting.



III. Charleston Boulevard Focus Area

Mobility and Connectivity- Map Notes

- Reactivate Circle Park and improve public safety as this serves as a hub for the neighborhood.
- South of Circle Park, there are vacant lots that may be occupied by social service providers (e.g. pop-ups) to help homeless population currently visiting the park.
- Opportunities for food and beverage uses around the park to help activate
- Pedestrian safety is an issue in the northwest portion of the focus area
- There are a high number of crashes that have occurred in this area (mostly vehicle to vehicle). There has been success in adding speed cushions in the area—consider implementing more in the neighborhood.
- Neighborhood cut-through traffic and high speeds near the park increases safety risks.
- Make changes to streetscape along Maryland Parkway to promote pedestrian activity. Maybe tackle Maryland Parkway first and Charleston when ready.
- Sidewalk network is incomplete in southern quadrants

Charleston Blvd



• What are the major barriers to safety and connectivity in this quadrant?

- Neighborhood cut-through traffic
- Pedestrian safety
- High rate of speed

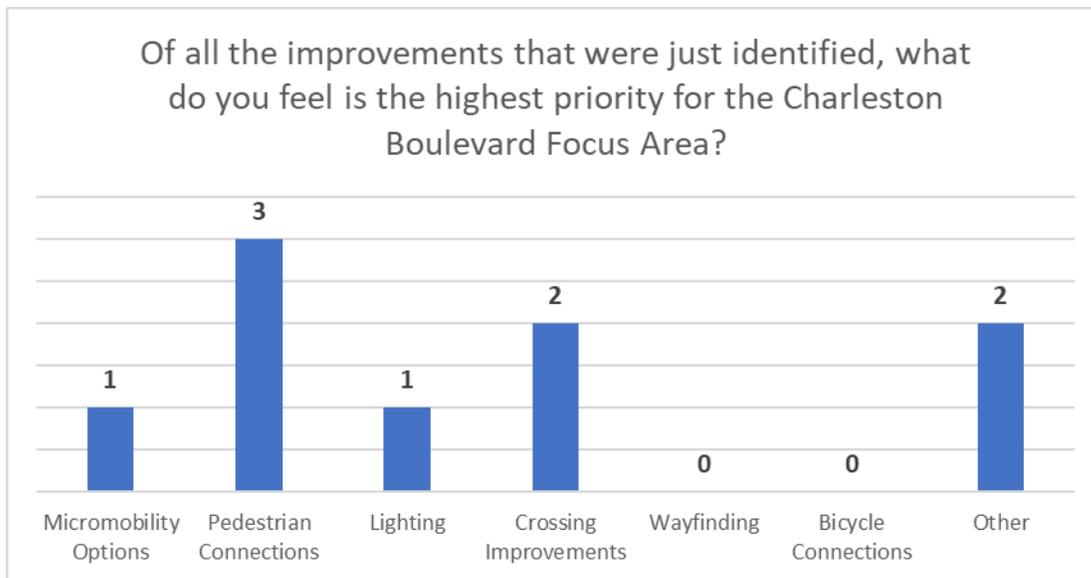
• What types of improvements/treatments will help improve safety and encourage walk/bike/transit use in this area?

- Reactivate Circle Park
- Complete sidewalk network
- Food and beverage near park
- Traffic calming
- Prioritize moving people and not just cars
- Tackle Maryland Parkway first and Charleston when ready
- Communications and education for community (why we're recommending)



Poll Results

In the Charleston Boulevard Focus Area, the SAW group thought the highest priority improvements were pedestrian connections and crossing improvements. The respondents who answered "other" specified that they thought all the listed improvements were important.



IV. Sahara Avenue Focus Area

Mobility and Connectivity- Map Notes

Northeast quadrant

- The Sahara Blvd and Maryland Pkwy crossing is very dangerous
- Since this is a major transit connecting intersection, there are a lot of transit riders that have to run to get their connection. Turns into a lot of dangerous crossings and mid-block crossings.
- Bus shelters need major redesign



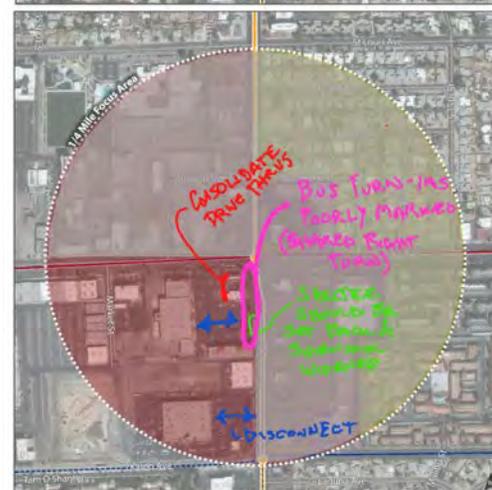
Southeast quadrant

- Lot of curb cuts in the parking lots
- Improve street edge: Move the drive-thrus from along the street to inside the parking lot. Move store fronts to face the street and make the site more pedestrian friendly.
- Streetscape improvements needed on both Sahara and Maryland Parkway



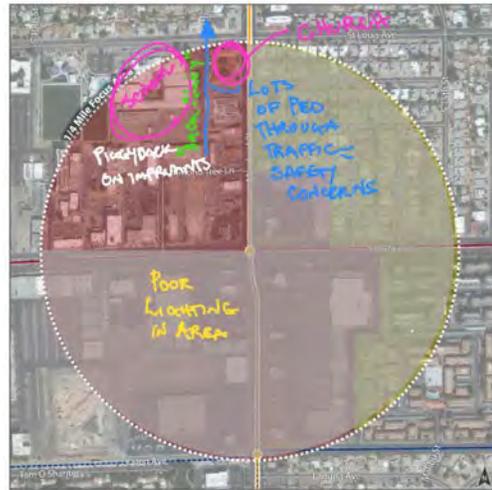
Southwest quadrant

- Bus shelter needs to be set back and sidewalk may need to be widened because lot of people congregate here.
- Turns into the bus stop are not marked well (layover areas)
- The whole intersection is also very hot; could use street trees
- Disconnect between uses and sidewalks due to sea of parking
- Drive-thrus could be consolidated



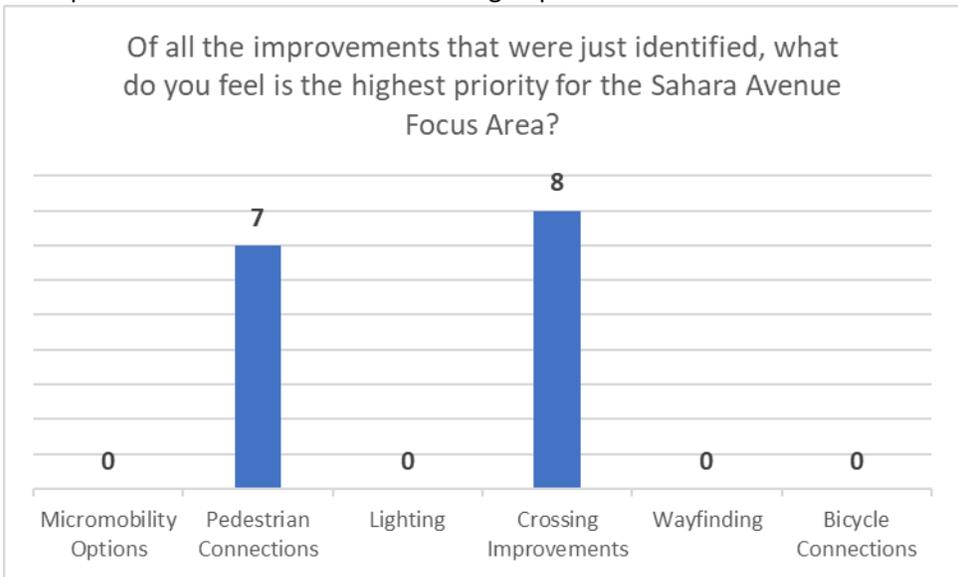
Northwest quadrant

- Needs more lighting, probably vacate some of the smaller streets.
- Lots of through traffic from Sahara. Houseless population walks through residential streets. Tried to get school district and church to figure out easement. Struggled to address safety issue with this thoroughfare.
 - Easement is currently used for businesses. Opportunity area for future improvements.
- Middle school zone extends south of Sahara. Student traffic throughout this focus area.



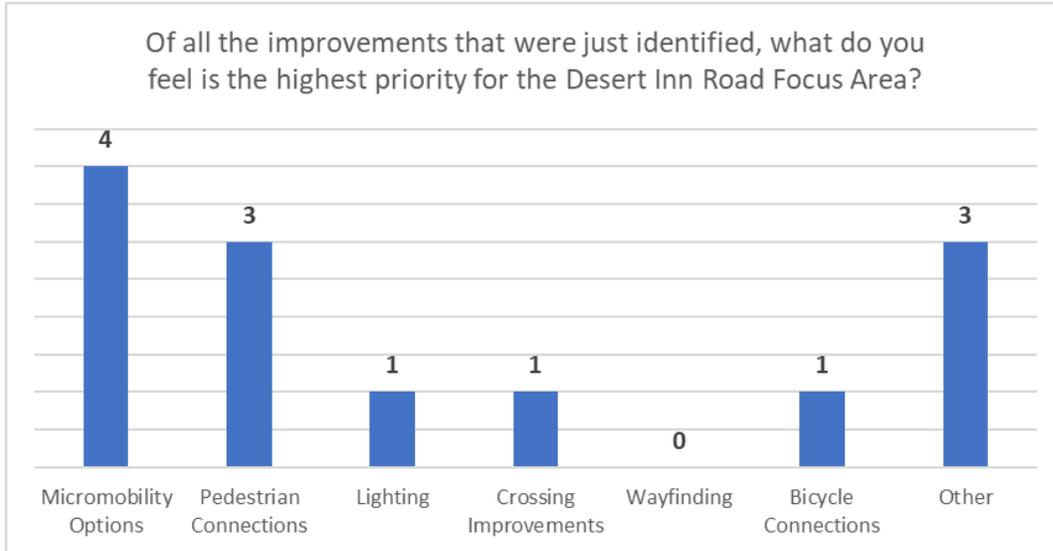
Poll Results

In the Sahara Avenue Focus Area, the SAW group thought the highest priority improvements were pedestrian connections and crossing improvements.



Poll Results

In the Desert Inn Road Focus Area, the SAW group thought the highest priority improvements were micromobility options and pedestrian connections.



VI. Flamingo Road Focus Area

Mobility and Connectivity- Map Notes

Northeast Quadrant

- A Mobility Hub is desired here that prioritizes non-auto modes
- Shopping center behind Albertsons has been vacant for some time
- Flamingo Wash could be future connector for bicycle and pedestrian travel
- Spencer alignment was planned to connect to UNLV but current status is unclear
- Algonquin might serve as a feeder to connect to this quadrant and proposed site near Albertsons.



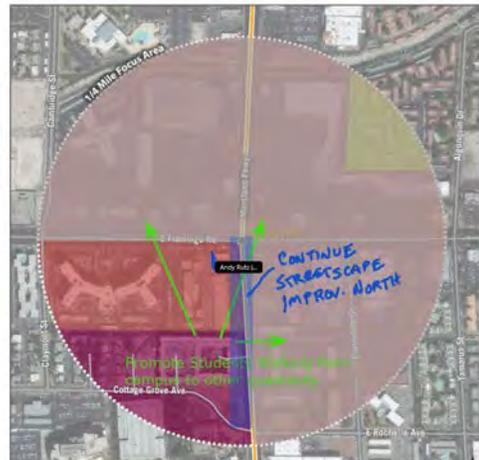
Southeast Quadrant

- Generally they like the mix of uses currently in quadrant
- Sidewalks could be wider, some connectivity improvements are needed. Separation/buffer needed from traffic
- Obstruction in sidewalks makes for unwelcoming ped environment (e.g. utility boxes and streetlight poles)
- Add trees and additional amenities to promote walking near library and the university
- Clark County Library used to have a park to south. Consider open space opportunities and potential drop off at this site.



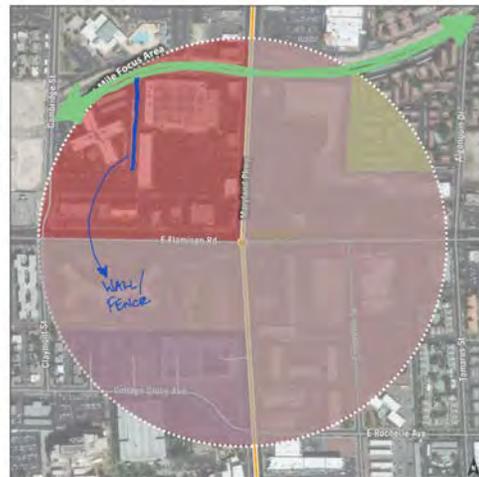
Southwest Quadrant

- Explore strategies to promote walking from this quadrant to the other three quadrants (targeting specifically student population from the university)
 - Sidewalks are wide and there is a healthy tree canopy near the north end of campus. Consider extending this design treatment towards station
 - Students typically drive to areas north of Flamingo because walking environment is uncomfortable.
- Block walls separating strip malls and driveways. Connectivity is limited in these areas. These areas need to be more integrated.



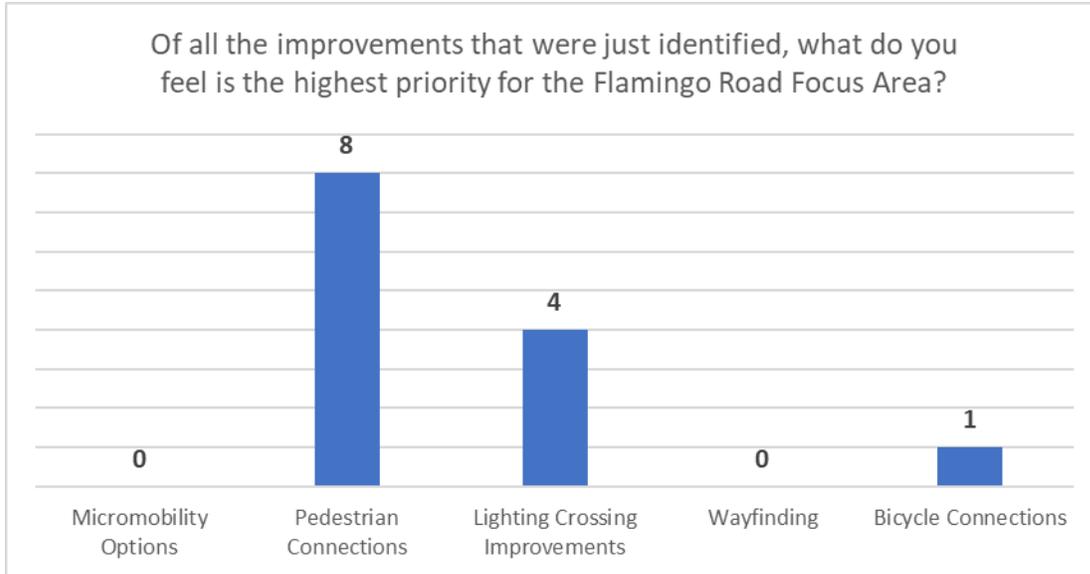
Northwest Quadrant

- Improve connectivity where appropriate in the area.
- Wall/fence separating properties
- Flamingo wash is present here



Poll Results

In the Flamingo Road Focus Area, the SAW group thought the highest priority improvements were pedestrian connections, lighting, and crossing improvements.



VII. University Road Area

Mobility and Connectivity- Map Notes

Northeast quadrant

- Connectivity is currently poor on east side.
- Narrow sidewalks and lack of shade.
- Consider adding refuge island at University Road intersection (north side)
- There are some odd residential roadways in this area as well as oddly placed medians, etc.
- Additional mixed-use on the east side would help create more pedestrian destinations for UNLV students and faculty



Southeast quadrant

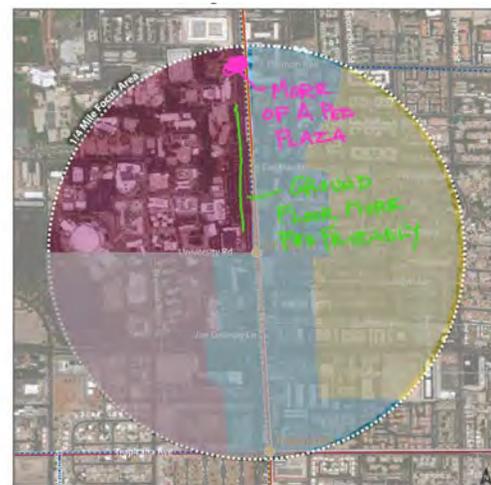
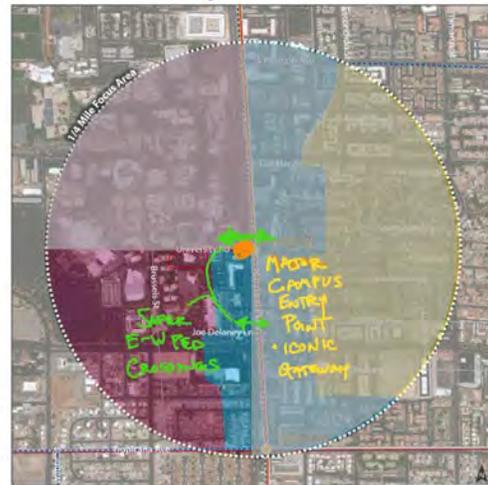
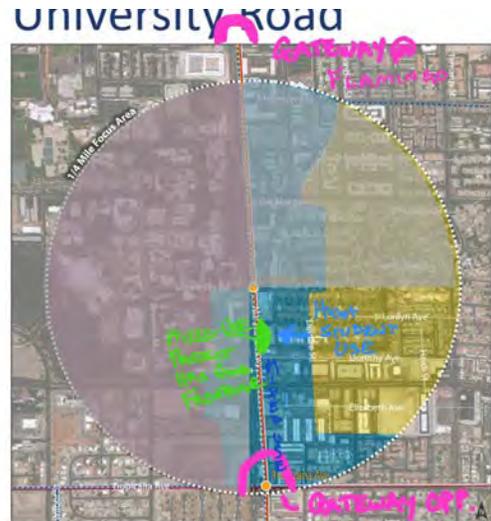
- Dedicated wide bike lanes and complete streets needed for entire focus area to fill it in
- New mixed-use building has good frontage on Maryland Parkway
- At most south point on Tropicana, there are scary turns trying to get into businesses. Possibility for traffic calming measures?
- Lots of student activity
- Potential gateways at Flamingo and Tropicana to a University District

Southwest quadrant

- Increase functionality of this area with rideshare drop off, bike storage, bike share in addition to new parking garage.
- Add midblock east/west pedestrian crossings of Maryland Parkway to make it safer.
- Iconic gateway opportunity since this is a major campus entry point
- Infill surface parking after garage built south of transit center

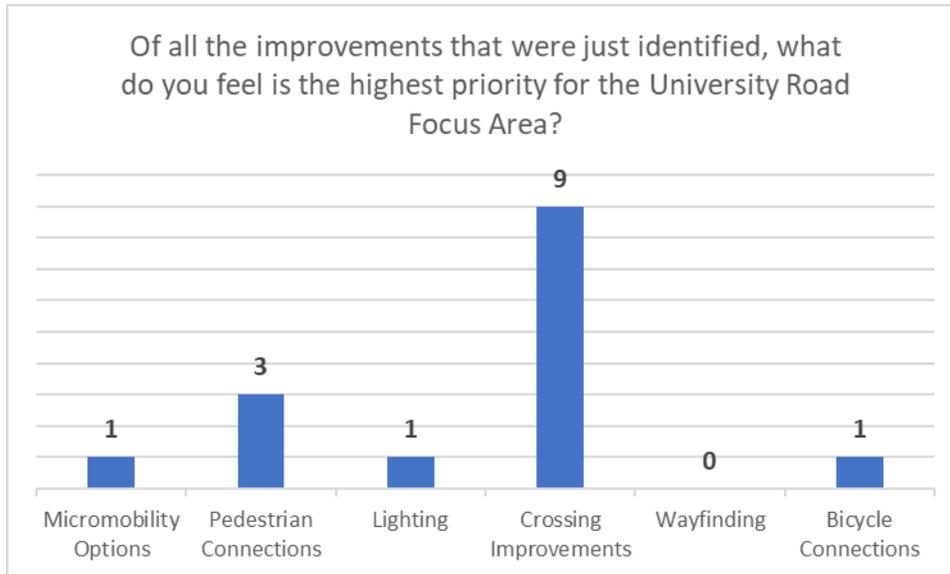
Northwest quadrant

- UNLV Midtown is part of the master plan
- Add pedestrian plaza at Harmon and Maryland
- Double row of trees
- Replace parking lots with medium scale mixed use buildings



Poll Results

In the University Road Focus Area, the SAW group thought the highest priority improvement was crossing improvements.



VIII. Appendix

Zoom Chat

SAW #5

14:21:09 From Andy Rutz : If you're interested in seeing the full Community Survey Final Report, you can do so at this link: <https://assets.rtcsnv.com/wp-content/uploads/2020/05/16164506/Final-TOD-Community-Survey-Report-Revised.pdf>

14:26:41 From Jay Renkens - MIG, Inc. : Again, apologies to everyone about any challenges getting into the session today. We appreciate your patience and will do our best to ensure there are no issues next time we meet. The Waiting Room option seems like it might be the solution.

14:35:18 From Andy Rutz - MIG : I would also encourage everyone to share comments in the chat that you may have as Elly walks through pieces of this.

14:40:59 From John J. Delibos : When it asks for ?/10 is that to indicate 10 choices in that category?

14:43:04 From Andy Rutz - MIG : Yes, you can place up to 10 amenities in that case

14:43:19 From Elly Brophy, MIG : ebrophy@migcom.com

14:56:15 From Melissa Clary : As an aside, I have a TOD-related funding question for local government staff on the call: what position is your entity taking on potential legislative bills recommending expanded use of the Fuel Index Tax? And are transportation planners eyeing this as a tool for TOD projects?

15:07:50 From Rae Lathrop, RTC : If the area was more mixed-use and had eye on the street at all times of the day, this could be very helpful. Increasing residential would increase activity throughout the day.

15:08:34 From Jazmyne Drawhorn : A major issue would be the amount of foot traffic in the area, especially on a packed weekend

15:09:40 From Jazmyne Drawhorn : A mixture of both, it has been pretty busy from what I see.

15:13:12 From Rae Lathrop, RTC : this area is nice to walk and bike now.

15:15:03 From Melissa Clary : issues with left-hand turns into businesses at southeast corner Charleston/LV Blvd

15:16:15 From Melissa Clary : also issues with line of sight at LV Blvd, turning right out of LV Blvd

15:16:22 From John : One way streets make it difficult to figure out how to get around.

15:16:57 From John : Often see vehicles traveling in the wrong direction.

15:17:31 From Melissa Clary : right out of neighborhood onto LVB

15:17:42 From Ken Evans : Motor vehicle

15:17:54 From Monica Hamel : also have to be cognizant of the type of tree because roots can crack the sidewalks

15:21:52 From Clark County : Narrow sidewalk under the railroad bridge

15:28:17 From Melissa Clary : crosswalk at Sahara and Maryland is very dangerous there

15:28:50 From Rae Lathrop, RTC : Since this is a major transit connecting intersection, there is a lot of transit riders that have to run to get their connection. Turns into a lot of dangerous crossings and mid-block crossings.

15:30:42 From Melissa Clary : totally! bus shelter needs safer redesign there

15:32:04 From Melissa Clary : that's really the quadrant my comments related to :)

15:32:58 From Rae Lathrop, RTC : Lots of curb cuts on this parking lot.

15:33:11 From Melissa Clary : there is another shelter on sahara in first quad though, too

15:34:34 From Melissa Clary : needs larger bus shelter than what is there

15:34:44 From Melissa Clary : set back walkway

15:35:52 From Melissa Clary : the whole intersection is also very hot and could use street trees

15:35:53 From Clark County : Disconnect between uses and sidewalk due to sea of parking

15:37:17 From Clark County : lack of road connectivity. The only street is Market Street in this quadrant.

15:37:48 From Beatriz Martinez : Q2: Move the drive thrus from on the street to inside the parking lot like the Maryland Parkway Overlay. And move encourse store fronts to face the street and make the site more pedestrian friendly

15:39:36 From Melissa Clary : needs more lighting, probably vacate some of the smaller streets...

15:42:15 From Rae Lathrop, RTC : the zone for that middle school extends south of sahara. important to note student traffic throughout this focus area

15:46:04 From Scott McClure : Narrow sidewalks and lack of shade

15:46:21 From Ric Jimenez - MPC : The UNLV side is good

15:46:30 From Ric Jimenez - MPC : But the East side is not

15:46:59 From Melissa Clary : there are some very odd residential roadways there, oddly placed medians, etc.

15:47:01 From Scott McClure : Look at adding refuge island at University rd intersection (north side)

15:47:58 From Scott McClure : additional mixed use on east would help a lot, create more pedestrian destinations for UNLV students and faculty

15:49:01 From Ric Jimenez - MPC : Collaborating with UNLV Planning and Architecture is critical

15:49:32 From Ric Jimenez - MPC : UNLV Midtown is part of their Master Plan

15:49:57 From John Tippins : Would be nice to see big arches at Tropicana and Flamingo, giving that part of Maryland a University identity

15:50:52 From Scott McClure : same comments from NE quadrant

15:50:54 From Melissa Clary : They are on right track with the mixed use buildings going up there!

15:51:14 From Melissa Clary : I like the street frontage property with parking in back or going up

15:51:14 From Ken Evans : Agree with Scott McClure idea on mixed use development on east side

15:52:26 From Melissa Clary : dedicated wide bike lanes/ complete streets needed for entire focus area to fill it in

15:53:27 From Ric Jimenez - MPC : Frank renamed the project "the YOU"

15:53:34 From Peter Guzman President LCC : Agree Melissa

15:53:39 From Melissa Clary : at most south point on Trop, there are some scary turns trying to get into businesses there... not sure if traffic calming measures possible there and at Maryland

15:55:54 From Melissa Clary : good thoughtlets there, Scott!

15:57:48 From Melissa Clary : I gotta jump for another meeting-- thank you for your time and energy on this TOD Plan, all. Have a good day!

15:58:12 From Tracy McMillan : Thank you for all your input, Melissa!

15:58:13 From Andy Rutz - MIG : Thanks, Melissa!

16:00:08 From Ken Evans : THX; have to go to another call

16:02:43 From Tracy McMillan : Thank you, everyone. Great input!

SAW #6

12:19:17 From Elly Brophy, MIG : Link to Community Surveys: <https://bit.ly/MPC-Landing>

12:41:17 From Ken Evans, UCC : Will a Town Center or other TODD suggested include a transportation hub for the 57% without personal vehicles?

12:41:42 From Ken Evans, UCC : Yes

12:45:27 From Melissa Clary : If the Flamingo Wash could be cleaned up and homeless outreach services improved, the Wash could be an ideal connector for pedestrian/bicycle travel to this town center.

12:46:41 From Ric Jimenez - MPC : Isn't Albertsons still open?

12:48:28 From Ric Jimenez - MPC : Big box space to the North of center is former Toys r Us

13:03:40 From Joshua Padilla : Students definitely do not like crossing Flamingo by walking. Most of the time if students have to go to the businesses up there they tend to drive or carpool. There is a lot of foot traffic South but only because the walk is significantly safer and more comfortable.

13:04:31 From Ken Evans, UCC : THX Joshua

13:05:53 From Rae Lathrop, RTC : all of these quadrants have block walls that separate the strip malls and driveways. connectivity is really limited inside the areas.

13:13:51 From Jay Renkens : Great feedback on that first focus area everyone. I think we heard from about 7 folks. We'd definitely encourage others to chime in as well as we tackle the other 3 focus areas. Feel free to use the chat or just unmute and chime in.

13:16:56 From Melissa Clary : Is there a Sunrise Hospital rep participating in stakeholder outreach for this planning exercise? If not, I recommend reaching out to them for input.

13:18:13 From mphowe : with the growing reliance on long-term nurse contractors (travelling nurses that on temporary basis for 3-months or more), the value of carless transportation is even more critical. The employment here may be more non-traditional than assumed.

13:20:41 From Clark County : Melissa, Todd Sklamberg from Sunrise Hospital is part of the SAW group, but does not appear to be here today.

13:23:17 From Rae Lathrop, RTC : One of the department stores in the Mall has been converted into a call center. Lots of employees, probably more than retail. Since all of this has traditionally been auto-oriented, there are lots of driveways in this area.

13:26:23 From johntippins : Agree, that's why I picked lighting..

13:33:48 From Melissa Clary : high rate of vehicular speeds

13:34:07 From Melissa Clary : drivers cutting into our neighborhood streets

13:34:22 From Melissa Clary : we've had to increase speed hump usage

13:43:46 From Rae Lathrop, RTC : It would be great to have more diversification of business - this is another area where most commercial / services are only weekday hours. Most of this area is very quiet on the weekend and nights.

13:52:43 From Rae Lathrop, RTC : This area could really benefit from wayfinding at the pedestrian scale

13:52:57 From mphowe : Martin L King Blvd has a great opportunity for a trailway/pedestrian connector. This would be an improved ped/bike right-of-way that connects all the way south to Sahara and north towards Owens

13:56:38 From Melissa Clary : University of Colorado, Anschutz Medical Campus has some good examples of housing on/near campus.

13:57:14 From Ken Evans, UCC : For medical tourism

13:57:38 From Marco Velotta - City of Las Vegas, NV : Agree w/ Melissa C - I use that one as an example / best practice

13:57:46 From Melissa Clary : I worked on the new VA Medical Center that neighbors it and we built a very fluid network with their campus and the housing and retail surrounding.

13:57:58 From Melissa Clary : PLUS... wait for it....

13:58:01 From Melissa Clary : LIGHT RAIL ;)

14:00:31 From Marco Velotta - City of Las Vegas, NV : Have another meeting - thank you to SAW members for great / helpful discussion

14:01:06 From mphowe : Great meeting, Thank you!

14:01:10 From Jay Renkens : Thanks Marco!

14:01:18 From Jay Renkens : Agreed. Great job everyone!

14:01:29 From Ken Evans, UCC : THX! Great meeting. Appreciate the insight

14:02:18 From Jay Renkens : Thank you Ken. Awesome comments and ideas!

14:02:21 From Ken Evans, UCC : Question for future: do our options take into account projected Vegas - Clark County future population of 3.5 - 4 million people??



Maryland Parkway Corridor TOD Plans

Stakeholder Advisory Workgroup (SAW) Meetings #7, #8 & #9 Input and Feedback Summary Memo

This memo summarizes the feedback from the seventh, eighth, and ninth meetings of the Stakeholder Advisory Workgroup (SAW) on April 15th, May 25th, and July 20th 2021. The April meeting (SAW #7) presented the Plan Framework & Priority Project Recap for the first three of seven priority Focus Area TOD Plans (Bonneville Transit Center, Sahara Avenue, and University Road). An interactive activity then took place, asking SAW members what they thought the best ways are to prioritize the recommendations and implement the plans. The May meeting (SAW #8) had the same interactive activities but covered the remaining four of seven priority Focus Areas (Medical Center, Charleston Blvd., Desert Inn Rd., and Flamingo Rd.). The July meeting (SAW #9) included an overview of the project efforts to date, interim deliverables, and public outreach. The team then shared the priority action items for Implementation for all seven TOD Plans and asked the SAW members for feedback. Lastly an overview of the Performance Measures Template which was being developed was given, as well as an overview of the adoption process.

The virtual meetings took place as a screen share/video call on Zoom. A PowerPoint presentation was shared, interactive polling took place via Mentimeter.

The remainder of this memo shows participants' feedback from SAW #7 & #8, as no major feedback was received in SAW #9. The memo is organized geographically by priority Focus Area into the following sections:

- I. Medical Center Focus Area
- II. Bonneville Transit Center Focus Area
- III. Charleston Boulevard Focus Area
- IV. Sahara Avenue Focus Area
- V. Desert Inn Road Focus Area
- VI. Flamingo Road Focus Area
- VII. University Road Focus Area
- VIII. Appendix

Rank the Priority Action Items for the Medical Center Focus Area:



Development and Pedestrian Realm along Charleston

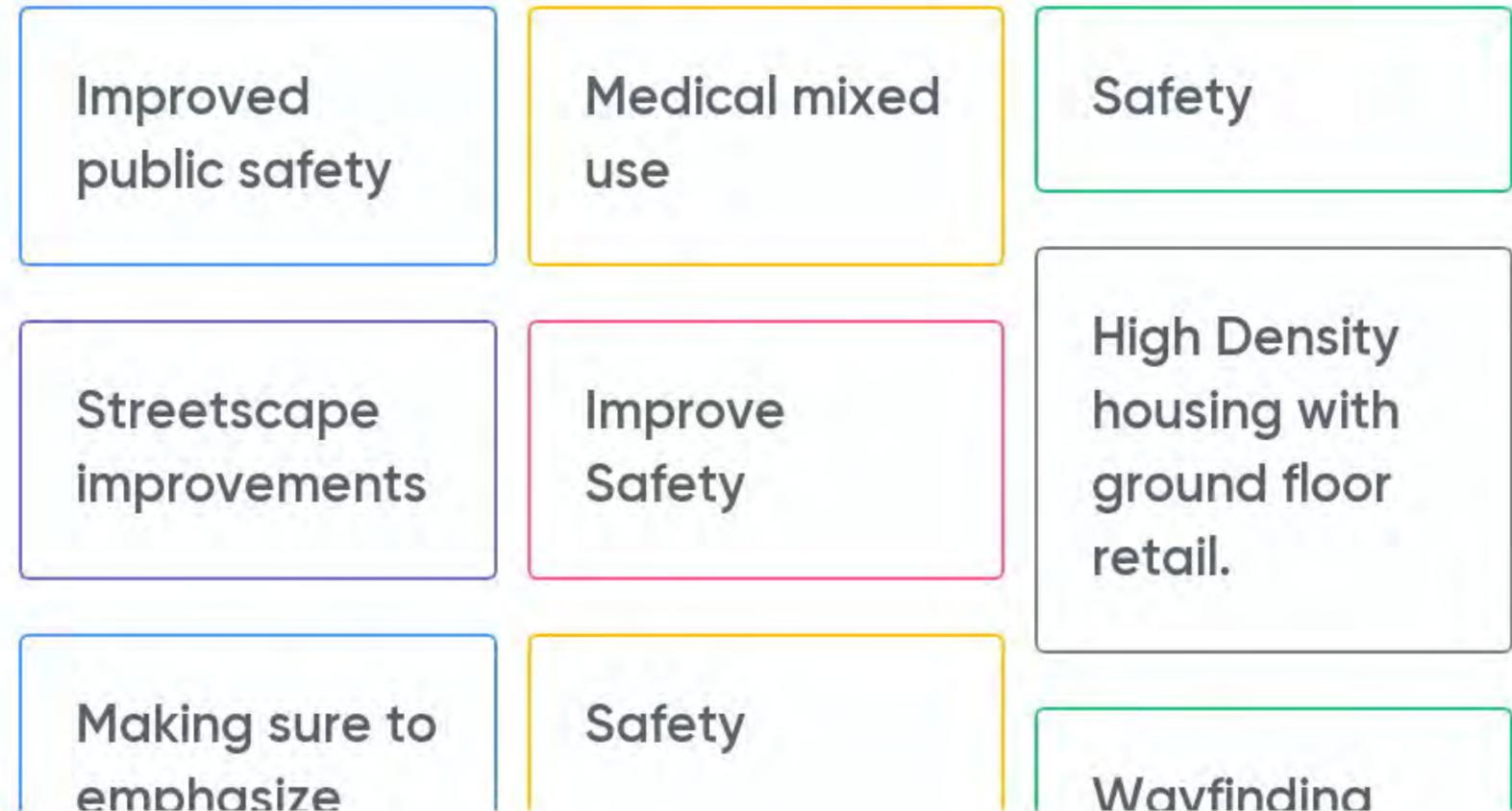
Linear Park on Martin Luther King Blvd

Medical Mixed Use

Shadow Lane Intersections

Strengthened E-W Connection along Alta

What "quick wins" do you foresee in implementing the vision for the Medical Center Focus Area?



Development and Pedestrian Realm along Charleston

Linear Park on Martin Luther King Blvd

Medical Mixed Use

Shadow Lane Intersections

Strengthened E-W Connection along Alta

What "quick wins" do you foresee in implementing the vision for the Medical Center Focus Area?



Wide sidewalks, improved lighting, city EUD incentives for mixed use development.

Continue the branded intersections on Shadow and other intersections,

Charleston Streetscape

Better pedestrian improvements

Restaurants

Better food and dining

Food truck

Development and Pedestrian Realm along Charleston

Linear Park on Martin Luther King Blvd

Medical Mixed Use

Shadow Lane Intersections

Strengthened E-W Connection along Alta

What "quick wins" do you foresee in implementing the vision for the Medical Center Focus Area?



Safety

Rank the Priority Action Items for the Bonneville Transit Center Focus Area:



Art District Branding and Wayfinding

BTC & Civic Adjacent Development Opportunities

Downtown Pedestrian Corridors

E-W Mobility Connections along Clark, Garces & Hoover

Infill Development Along Commerce Street

Park and Open Space Amenities

What "quick wins" do you foresee in implementing the vision for the Bonneville Transit Center Focus Area?



- Improvements to open space.
- Civic plaza development
- More farmers markets in vacant lots
- Sale and development of the vacant parcels adjacent to or near to the BTC.
- 'First level' pedestrian and transit corridors (i.e. landscape and hardscape.)
- Some immediate infrastructure
- Signage
- Branding
- Commitment to a civic plaza development

Art District Branding and Wayfinding

BTC & Civic Adjacent Development Opportunities

Downtown Pedestrian Corridors

E-W Mobility Connections along Clark, Garces & Hoover

Infill Development Along Commerce Street

Park and Open Space Amenities

What "quick wins" do you foresee in implementing the vision for the Bonneville Transit Center Focus Area?



Wayfinding

More vibrant living

Creating a vision and direction for future development, raising public expectations.

Sense of place

More shade from street trees, covered canopies along sidewalks etc.

Developing empty lots
Way finding
Beautification

Increased physical activity

Implementation of already entitled/funded projects (i.e. housing, dining, other activity

Employee incentive

Art District Branding and Wayfinding

BTC & Civic Adjacent Development Opportunities

Downtown Pedestrian Corridors

E-W Mobility Connections along Clark, Garces & Hoover

Infill Development Along Commerce Street

Park and Open Space Amenities

What "quick wins" do you foresee in implementing the vision for the Bonneville Transit Center Focus Area?



Whichever direction taken it should include Trees, trees, trees

creating a local art program competition

street-oriented entertainment, food and sidewalk cafes experinaces

Provide any additional thoughts & ideas you have on Priority Actions and/or "quick wins":



Pop-up items that could generate near term activity (arts, dining, festivals, other items.)

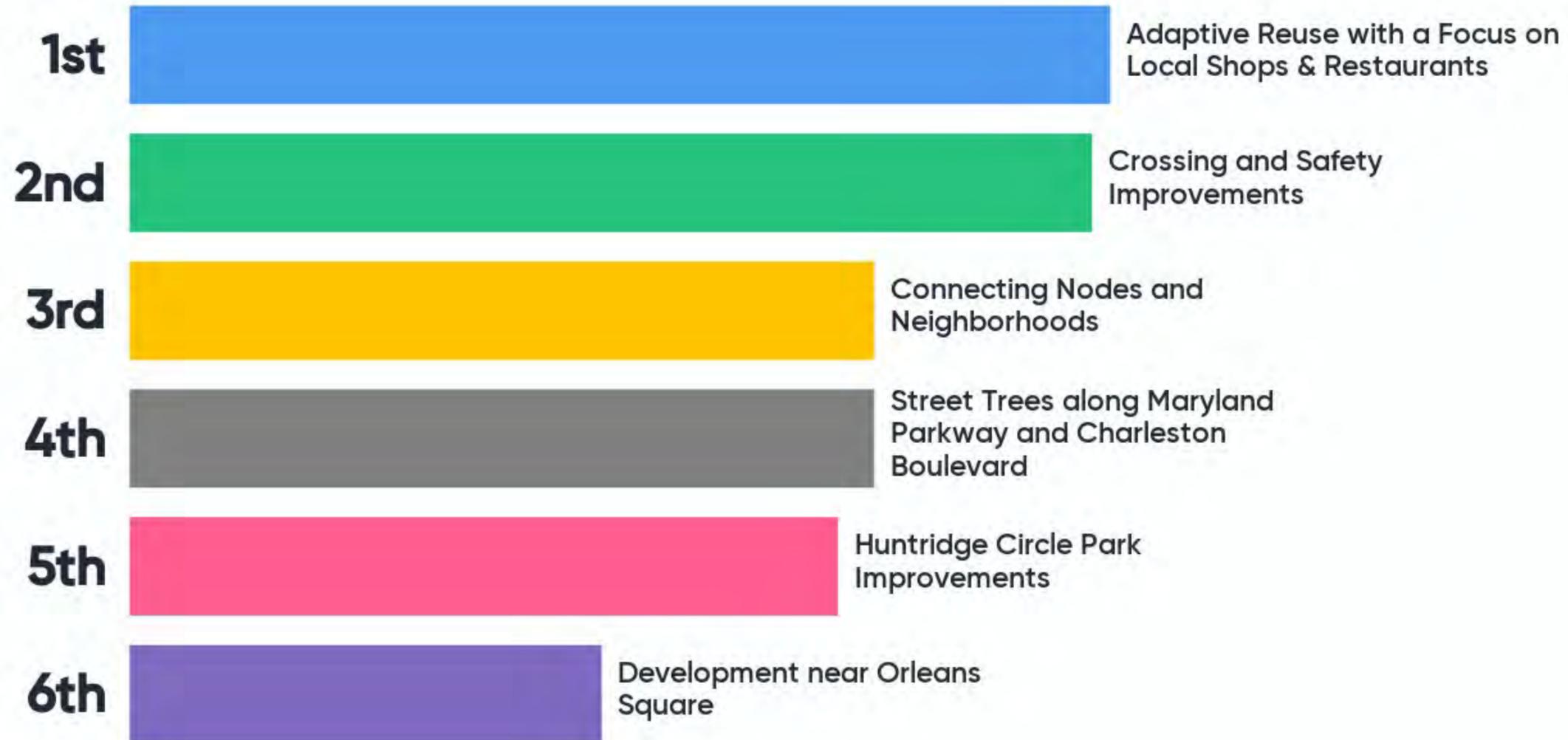
That the civic plaza park extends with fully landscaped trails aka "green panhandles"

Community events!

Live music!

Civic center park in Phoenix had a very interesting multi-agency management arrangement (ASU, Metro, City of Phoenix)

Rank the Priority Action Items for the Charleston Boulevard Focus Area:



Adaptive Reuse with a Focus on Local Shops & Restaurants

Connecting Nodes and Neighborhoods

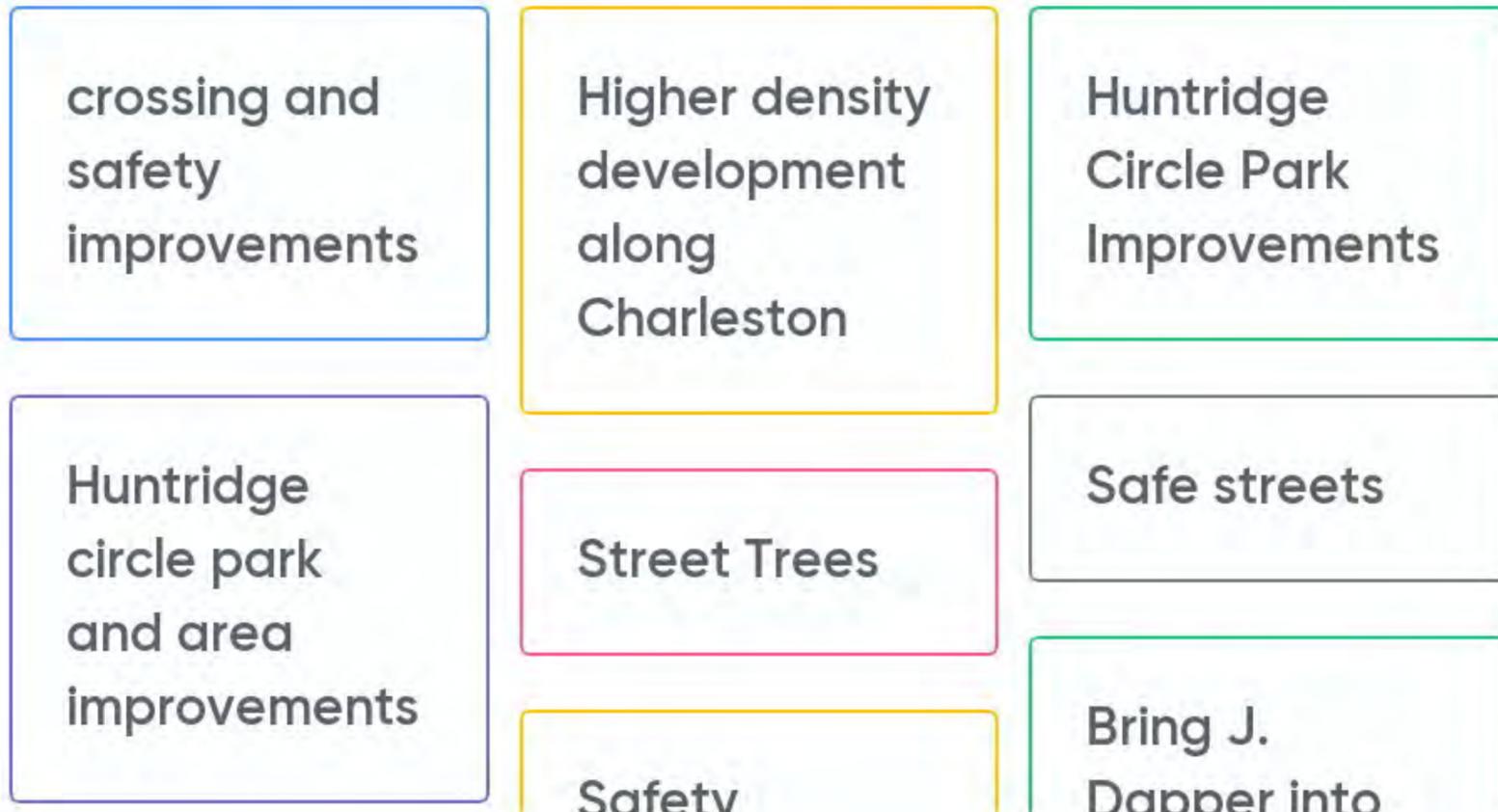
Crossing and Safety Improvements

Development near Orleans Square

Huntridge Circle Park Improvements

Street Trees along Maryland Parkway and Charleston Boulevard

What "quick wins" do you foresee in implementing the vision for the Charleston Boulevard Focus Area?



Adaptive Reuse with a Focus on
Local Shops & Restaurants

Connecting Nodes and
Neighborhoods

Crossing and Safety Improvements

Development near Orleans Square

Huntridge Circle Park
Improvements

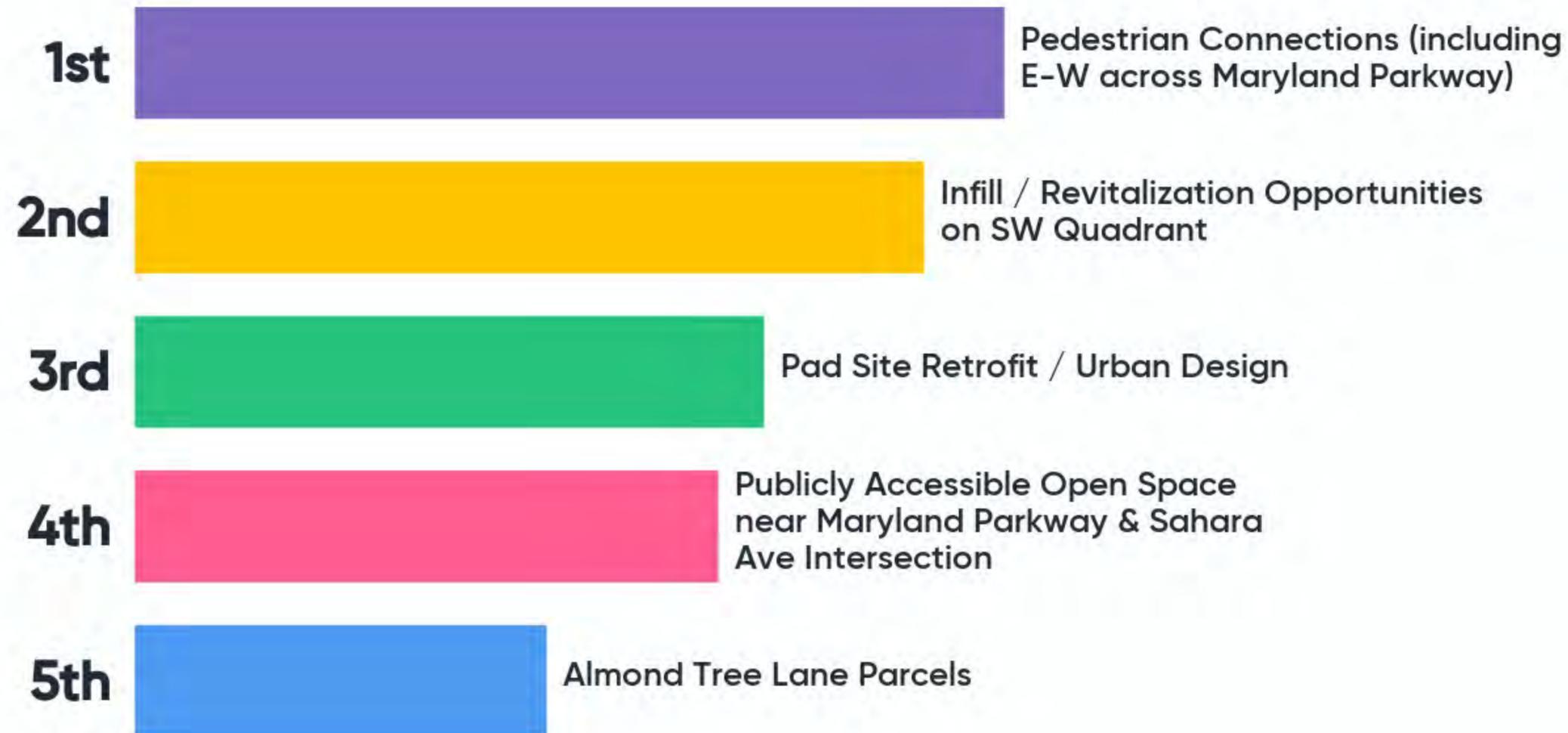
Street Trees along Maryland
Parkway and Charleston Boulevard

What "quick wins" do you foresee in implementing the vision for the Charleston Boulevard Focus Area?



Improve
alleyways for
connectivity
for leisure and
business

Rank the Priority Action Items for the Sahara Avenue Focus Area:



What "quick wins" do you foresee in implementing the vision for the Sahara Avenue Focus Area?



Almond Tree Lane Parcels

Infill / Revitalization Opportunities on SW Quadrant

Pad Site Retrofit / Urban Design

Pedestrian Connections (including E-W across Maryland Parkway)

Publicly Accessible Open Space near Maryland Parkway & Sahara Ave Intersection

Facade improvement grants

Shade trees!

The redevelopment of the sw quadrant -this are is ripe for mixed used development that could be a banner project for the corridor

Streetscape

Simple traffic calming and safety measures to make area more hospitable to pedestrians.

Tactile urbanism - temp walking paths and ifrastructure to demonstrate changes

Huntridge revitalization and public support again!

Public art engagement

Implementation of a redevelopment district in this area.

What "quick wins" do you foresee in implementing the vision for the Sahara Avenue Focus Area?



Almond Tree Lane Parcels

Infill / Revitalization Opportunities on SW Quadrant

Pad Site Retrofit / Urban Design

Pedestrian Connections (including E-W across Maryland Parkway)

Publicly Accessible Open Space near Maryland Parkway & Sahara Ave Intersection

Safer walking

SW corridor redevelopment project

Streetscape & safety

Gateway feature

Bike lanes

Creative way finding and lighting.

business owner coalition to start building consensus for future form

Relocation of gas pumps at sea corner

Love all aforementioned suggestions!

What "quick wins" do you foresee in implementing the vision for the Sahara Avenue Focus Area?



Almond Tree Lane Parcels

Infill / Revitalization Opportunities on SW Quadrant

Pad Site Retrofit / Urban Design

Pedestrian Connections (including E-W across Maryland Parkway)

Publicly Accessible Open Space near Maryland Parkway & Sahara Ave Intersection

safer pedestrian and bike travel

Pop-up pet park

Lots of surface parking in the area. Use them for simple events like Farmer's Market, Cars and Coffee, etc....

Redesign of McDonalds drive-through and moving gas pumps out of the southwest corner.

Farmers markets

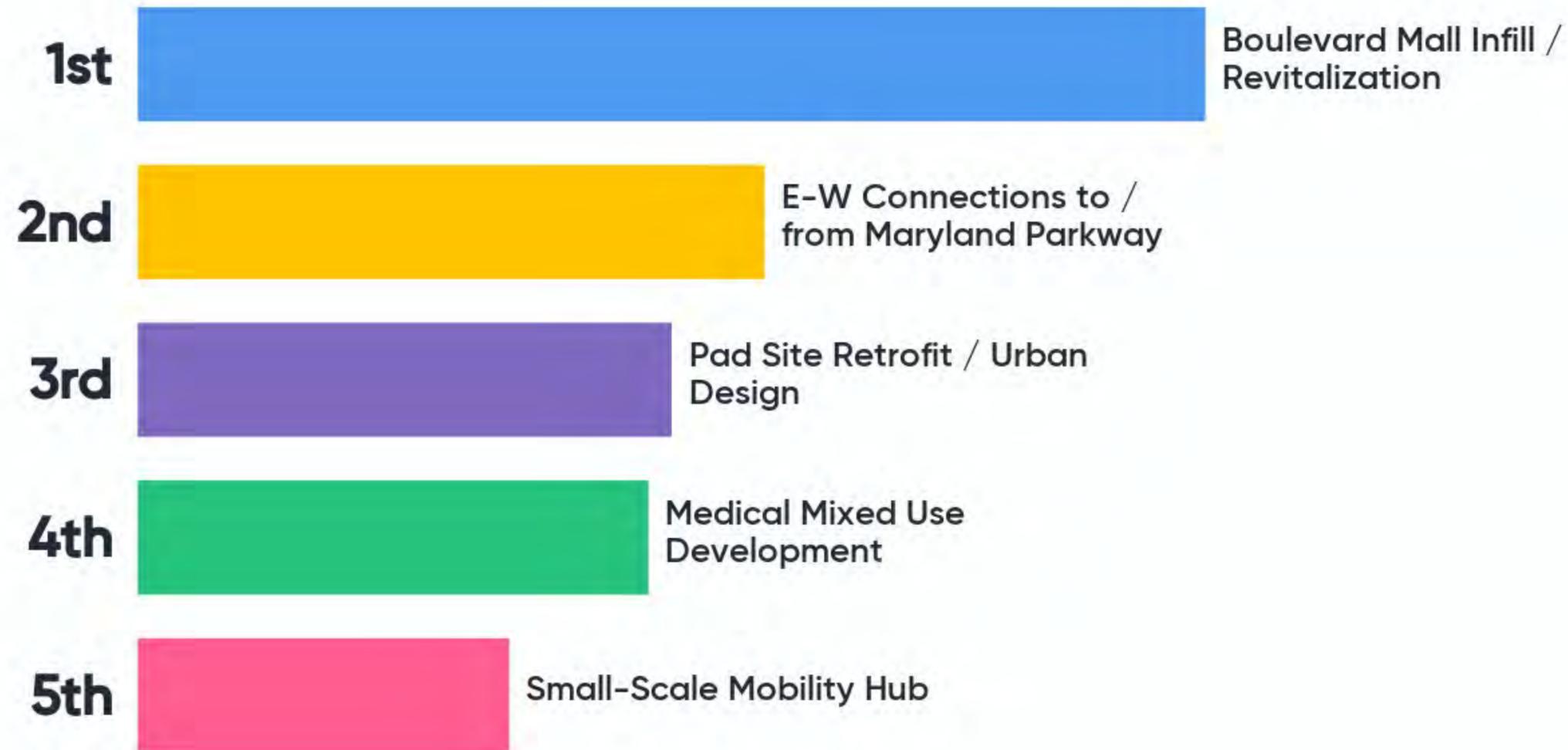
Provide any additional thoughts & ideas you have on Priority Actions and/or "quick wins":



Busy pedestrian corridor, safety features needs to be prioritized

Agreed 👍

Rank the Priority Action Items for the Desert Inn Road Focus Area:



Boulevard Mall Infill /
Revitalization

E-W Connections to /
from Maryland Parkway

Medical Mixed Use
Development

Pad Site Retrofit / Urban
Design

Small-Scale Mobility Hub

What "quick wins" do you foresee in implementing the vision for the Desert Inn Road Focus Area?



Pedestrian access

More lights

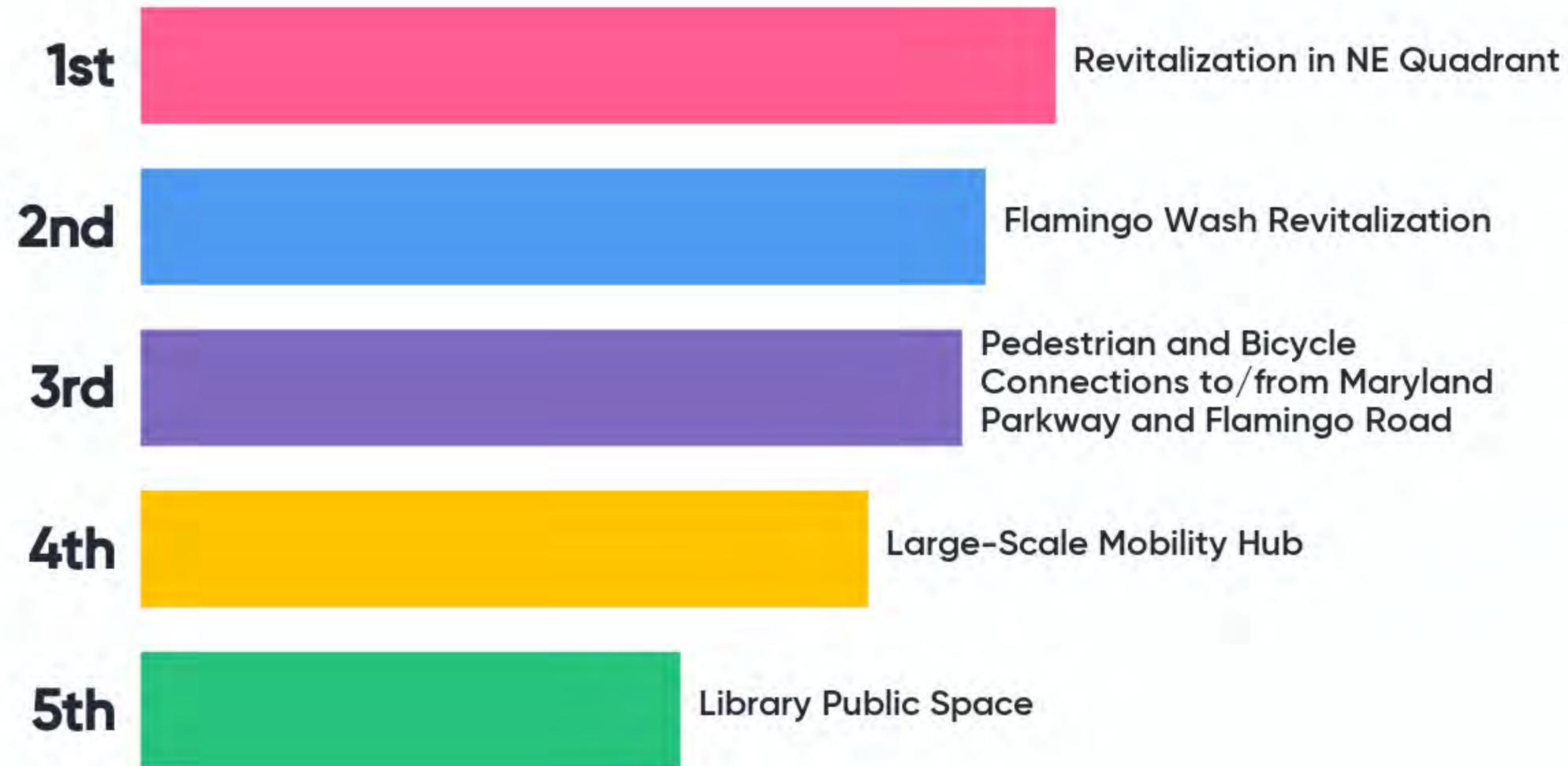
work with property
owners on pad site
updates, soften
streetscape along
Maryland Parkway and
Desert Inn

County-shared funding
program for streetscape
improvements for
private landowners

Safety

Medical mixed use

Rank the Priority Action Items for the Flamingo Road Focus Area:



What "quick wins" do you foresee in implementing the vision for the Flamingo Road Focus Area?



Flamingo Wash Revitalization

Large-Scale Mobility Hub

Library Public Space

Pedestrian and Bicycle Connections to/from Maryland Parkway and Flamingo Road

Revitalization in NE Quadrant

Include flood control engineers now

Improved public safety

Streetscape improvements

Will displace homeless - need to make sure they are assisted with wash improvements

County to fund more capital costs in area

Work with library on flex space in the excess parking

Reduce cost to rent meeting space at library

UNLV entrance at Flamingo and Maryland,

Services to support needs of homeless



What "quick wins" do you foresee in implementing the vision for the Flamingo Road Focus Area?

Flamingo Wash Revitalization

Large-Scale Mobility Hub

Library Public Space

Pedestrian and Bicycle Connections to/from Maryland Parkway and Flamingo Road

Revitalization in NE Quadrant

Mid-block crossings

Festivals and pop-up events in parking lots and open areas.

Landscape buffer for bicycle pathways and pedestrians

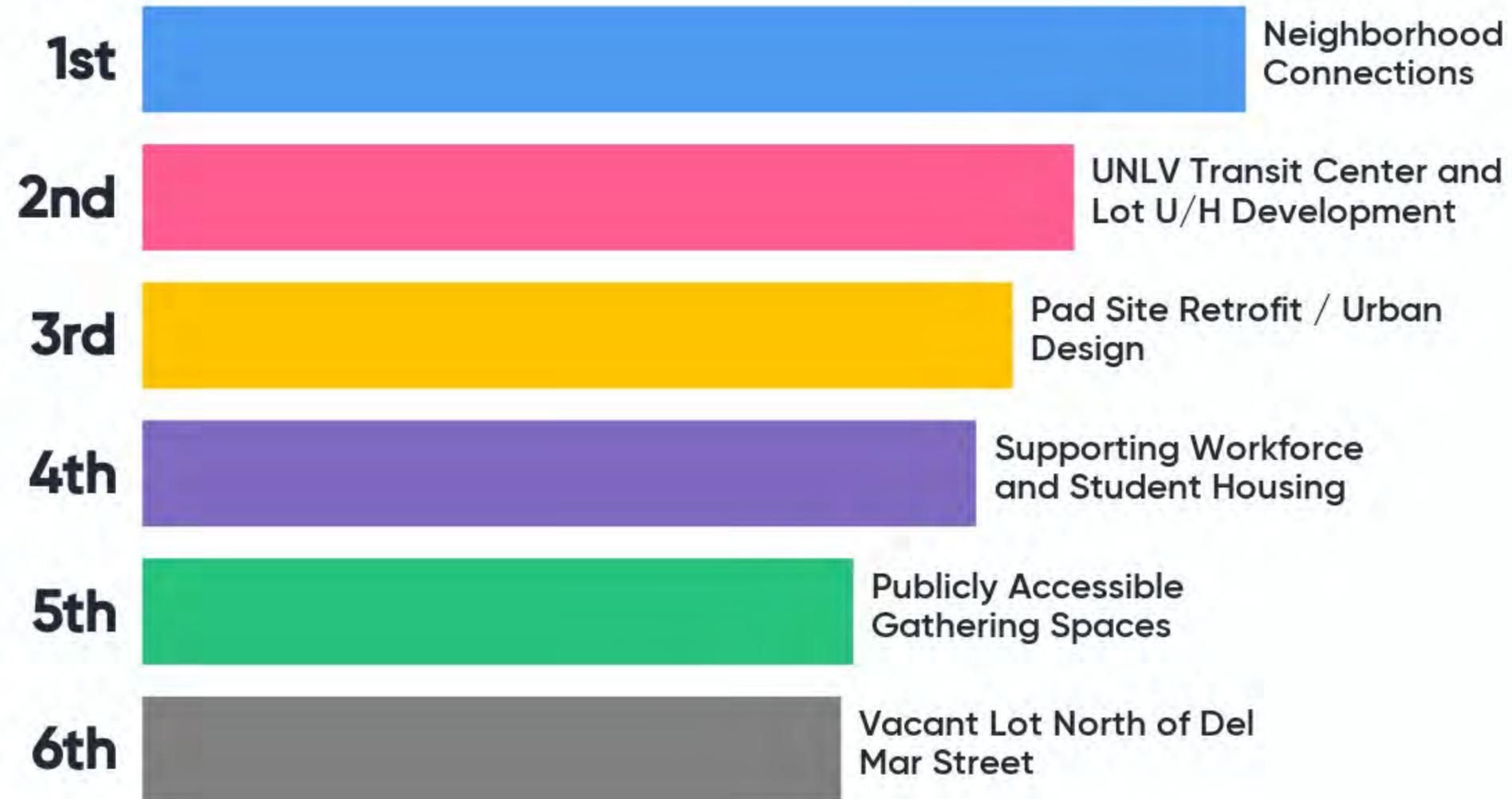
Enhanced programming at the library to increase visitorship, and diversity of visitors.

Expedite building permits there

Outdoor movie, film and arts events.

Monument sign/entry treatment for UNLV at Flamingo

Rank the Priority Action Items for the University Road Focus Area:



Neighborhood
Connections

Pad Site Retrofit / Urban
Design

Publicly Accessible
Gathering Spaces

Supporting Workforce
and Student Housing

UNLV Transit Center and
Lot U/H Development

Vacant Lot North of Del
Mar Street

What "quick wins" do you foresee in implementing the vision for the University Road Focus Area?



Public art

greening of the area

More stop lights

Improve student life

Redevelop Transit
Center and lot u/h

Take down the power
lines

Streetscape

Improved sidewalks
(landscape,
hardscape, width,
etc...)

Art / more green
space / safer
crosswalks

Neighborhood
Connections

Pad Site Retrofit / Urban
Design

Publicly Accessible
Gathering Spaces

Supporting Workforce
and Student Housing

UNLV Transit Center and
Lot U/H Development

Vacant Lot North of Del
Mar Street

What "quick wins" do you foresee in implementing the vision for the University Road Focus Area?



High quality student
housing on par with
what's taking place
at UNR

Bury them.

Take down the power
lines

More public art -by
UNLV Faculty!

Only bus lanes

Create a safe zone
for pedestrians in
Maryland Parkway
center lane.

Manage left turns on
Maryland Pkwy to
improve safety.

Streetscape and

Provide any additional thoughts & ideas you have on Priority Actions and/or "quick wins":



Only bus lanes

Temporary public art using unlv students

Public Art (we are wrapping up some murals at UNLV on our building on Flamingo where the 99 cent store is)

Saw it! Looks good