meadows walkable community

Environment
Community Design Element
Quality of Life
Walkable Sustainable
Financial Value

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Adopted April 18, 2012 by Resolution (R-33-2012)

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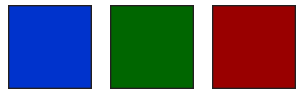


WHAT IS A WALKABLE COMMUNITY?

A walkable community allows residents to socialize and access community amenities needed to conduct routine activities of daily life within a 10-minute walking distance. Christopher Leinberger of the Brookings Institution describes five types of walkable communities in a field survey [1] he conducted for the Metropolitan Policy Program at Brookings using concepts from his book, *The Option of Urbanism: Investing in a New American Dream* (Island Press, November, 2007). They are:

Example of a Downtown Adjacent neighborhood in Virginia.
Source: Virginia Conservation Network - http://www.vcnva.org/

- **Downtown** - the original center city of the largest city in the metropolitan area, though many metropolitan areas are so large that one could argue that there are multiple "original" downtowns, such as the case with downtown Brooklyn and Jersey City in the New York metropolitan area.
- **Downtown Adjacent** - immediately adjacent to the original downtown or one or two transit stops away, such as Dupont Circle in Washington, D.C. and Midtown or Atlantic Station in Atlanta, GA.
- **Suburban Town Center** - 18th or 19th century towns that have been swept up in the growth of the metropolitan area but were laid out before the advent of the car such as Bethesada, MD and Boulder, CO.
- **Suburban Redevelopment** - failed drivable sub-urban commercial strips or regional malls that have been redeveloped into walkable urbanism such as Century City in the Los Angeles, CA area and the University District in Seattle, WA.
- **Greenfield** - a walkable urban place developed on a greenfield site, such as the current trend of developing mixed-use "lifestyle centers" (note: not retail-only lifestyle centers) such as Reston Town Center outside of Washington, D.C. and Valencia Town Center in the Los Angeles, CA area.

Applying these descriptions in the city of Las Vegas yield local examples of walkable communities that include downtown Las Vegas (Downtown), the John S. Park Neighborhood Historic District (Downtown Adjacent) and the Town Center plan area (Greenfield).

[1] Leinberger, C. (2007). *Footloose and Fancy Free: A Field Survey of Walkable Urban Places in the Top 30 U.S. Metropolitan Areas*. The Brookings Institution.

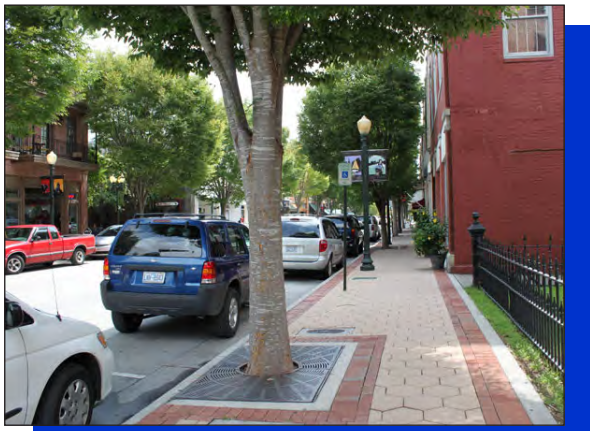
AMERICAN PLANNING ASSOCIATION'S GREAT PLACES IN AMERICA

Each year the American Planning Association (APA) recognizes ten Great Streets, ten Great Neighborhoods and ten Great Public Spaces as a part of their Great Places in America program. The program is meant to recognize places that engender a "true sense of place, cultural and historical interest, community involvement, and a vision for tomorrow." A Great Place [2]:

- Capitalizes on building design, scale, architecture, and proportionality to create interesting visual experiences, vistas, or other qualities.
- Accommodates multiple users and provides access (via walking, bicycling, or public transit) to multiple destinations that serve its residents.
- Fosters social interaction and creates a sense of community and neighborliness.
- Promotes security from crime and is made safe for children and other users (i.e., traffic calming, other measures).
- Uses, protects, and enhances the environment and natural features.
- Reflects the community's local character and sets itself apart from other neighborhoods.
- Retains, interprets, and uses local history to help create a sense of place.
- Promotes or protects air and water quality, protects groundwater resources, and responds to the growing threat of climate change.
- Utilizes forms of "green infrastructure" (i.e., local tree cover mitigating heat gain).
- Utilizes measures or practices to protect or enhance local biodiversity or the local environment.

City of Fredrick, Maryland - Carroll Creek Park

Source: APA Great Places in America - Neighborhoods 2010, http://www.planning.org/greatplaces/neighborhoods/2010/



New Bern, North Carolina - Middle Street

Source: APA Great Places in America - Streets 2010, http://www.planning.org/greatplaces/streets/2010/

In 2010, the John S. Park Neighborhood Historic District was named a Great Place in America under the Great Neighborhoods designation. The designation was due in large part to the historic and sustainable nature of the community, which has long embraced planning and been a home to vocal and engaged residents.

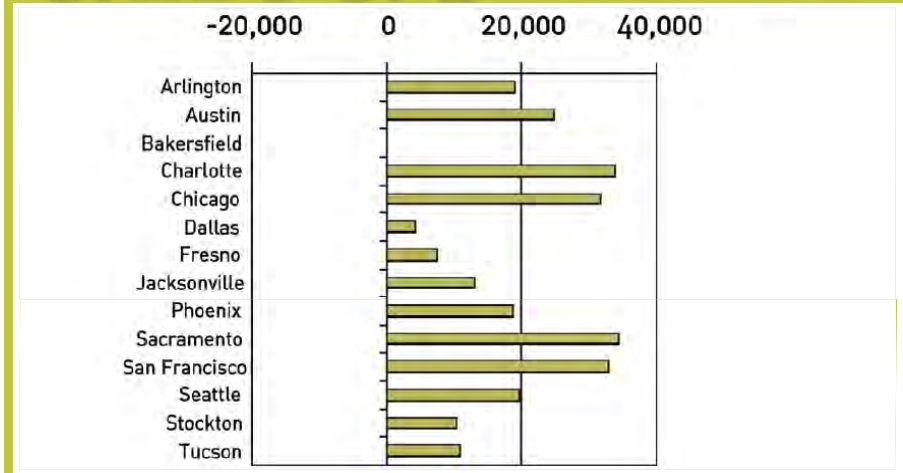
[2] American Planning Association. *Great Places*. Retrieved June 13, 2011, from http://www.planning.org/greatplaces/

WALKABLE COMMUNITIES CREATE LASTING VALUE

Walkable communities create lasting value in multiple ways. There is the financial value which can be represented by how property in the community retains and even appreciates in value or cost savings that accumulate over time from less need for a motor vehicle. There is also the value resulting from quality of life factors such as improved health due to greater opportunities for exercise and cleaner air, community satisfaction due to more attractive neighborhoods and greater connection amongst neighbors, and time savings due to the convenience and ready access to neighborhood amenities.

Financial Value: A 1999 study by the Urban Land Institute of four new pedestrian-friendly communities determined that homebuyers were willing to pay a $20,000 premium for homes within a walkable community compared to similar houses in surrounding areas. [3] In a study of 94,000 home sales from 15 metropolitan areas, walkability was found to have "a statistically significant positive effect on housing values" for 86% of the metropolitan areas studied. [4]

Improving Walkability Adds $10,000 to $30,000 to Home Values in Most Cities



From the presentation "Walking the Walk: How Walkability Increases Home Prices in U.S. Cities" by Joseph Cortright

Source: Urban Land Institute Minnesota - http://minnesota.uli.org/

In addition to higher property values walkable communities allow residents to save money on motor vehicle expenses among other potential savings. A study cited in the paper, "Economic Value of Walkability" by Todd Alexander Litman (Victoria Transport Policy Institute, February, 2011) found that families spend 50% more on transportation in auto-dependent communities than families in walkable communities. According to the study this equated to approximately $3,000 annually in increased transportation expenses for the families in the auto-dependent communities. [5] Where walking or cycling are used for short trips the savings are generally greatest due the higher inefficiency of engine performance when the engine is cold. The report estimates savings for each vehicle mile reduced through walking or cycling to be as much as $0.25 per mile due to reduced maintenance, depreciation, parking fees, fuel and oil use and can even lead to reduced insurance premiums.

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[3] Eppli, M. and Tu, C. (1999). *Valuing the New Urbanism, The Impact of the New Urbanism on Prices of Single-Family Homes*. Urban Land Institute.

[4] Cortright, J. (2009). *Walking the Walk: How Walkability Increases Home Prices in U.S. Cities*. Retrieved June 23, 2011, from the Urban Land Institute Minnesota Web site: http://minnesota.uli.org/Events/Event%20Recaps.aspx

[5] Litman, T. A. (2011). *Economic Value of Walkability*. Victoria Transport Policy Institution.

Introduction

Quality of Life: Communities with a mix of shops and businesses within easy walking distance from residences are healthier and more vibrant places to live. Residents of a neighborhood which includes a mix of stores and services that are easily accessible using a connected, safe and attractive pedestrian route get as much as 70 extra minutes of physical activity per week and are 25% less likely to be overweight than residents of sprawling suburban neighborhoods. [6] Relatively simple changes can bring about long-lasting benefits to the well-being of a community. One quarter of all trips are one mile or less, yet three quarters of these are made by motor vehicle. Walking one mile takes 20 minutes or less. [7]

Downtown Vienna, Austria was ranked 1st in the international "quality of life" ratings for 2009
Source: Consumer Energy Report, www.consumerenergyreport.com

Walkable communities that utilize "Complete Streets" are safer and reduce traffic speeds. Complete Streets are designed to maximize the use of public right-of-way to include all modes of transportation. The integration of an attractive pedestrian environment, bicycle lanes and a connected transportation network help to make Complete Streets an integral part of any truly walkable community. For more information on Complete Streets, see "Complete Street Design" on page 46.

In addition to the health and safety benefits, walkable communities also benefit from increased opportunities for social interaction within the community. Another benefit of walkable communities is that they often have lower crime rates and less petty crime like vandalism than the national average. [8] This is due to more people walking and watching out for the neighborhood, an increased sense of community pride and increases in neighborhood volunteerism. Finally, the environmental benefits of walkability include reduced heat island effects due to less asphalt and more tree coverage and the reduction of carbon emissions from more people choosing to walk rather than drive. All of these elements factor into a community's quality of life and provide long-term stability for the community.

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6 Saelens, B. E. (2003). Neighborhood-based differences in physical activity: An environment scale evaluation. *American Journal of Public Health*, Vol.93, No.9

7 Local Government Commission Center for Livable Communities. (2008). Why People Don't Walk and What City Planners Can Do About It. Retrieved June 23, 2011, from http://www.lgc.org/freepub/docs/community_design/focus/

8 Conroy, T. (2009). The benefits of living in walkable communities. Retrieved October 12, 2011, from the Helium Web site: http://www.helium.com/items/1574297-walkable-communities

CITY OF LAS VEGAS PLANNING POLICIES

The city of Las Vegas has recognized the need for Walkable Communities and has taken steps to foster their development. Policies within the Las Vegas 2020 Master Plan direct the city to review existing neighborhoods for opportunities to include design elements such as street furniture, landscaping, and pavement treatments. These directives allow the city to cultivate areas within the city into great places to live, work, and recreate. Neighborhoods that are walkable allow residents to interact with their community and create a sense of place. In addition, two resolutions supporting sustainability have been adopted by the City Council that address the creation of environmentally responsible walkable communities.

Las Vegas 2020 Master Plan

Source: City of Las Vegas, Nevada, http://www.lasvegasnevada.gov/

Master Plan Policy Objectives:

Neighborhood Revitalization

POLICY 2.1.6 That, where feasible, neighborhoods be distinguished from one another through urban design elements, lighting, or landscaping features, or other community focal points which are unique to each neighborhood.

POLICY 2.1.7 That the demand for transportation services be reduced by improving the balance between jobs and housing and by creating options for people to live and work within walking or cycling distance of their place of work.

POLICY 2.1.8 That the concept of walkable communities with porches and neighborhood amenities, be promoted in areas of residential reinvestment.

POLICY 2.4.7 That the City maintain and renovate its public infrastructure within existing residential neighborhoods as needed.

Fiscal Management

POLICY 6.1.6 That the City, where possible, use public/private partnerships to pay for public capital improvements

Community Design Element:

Within the Community Design Element of the Las Vegas 2020 Master Plan, Recommendation #2 supports walkability. Recommendation #2 calls for the use of "form-based codes to improve community design standards" by providing improved transportation opportunities and direction for individual district design guidelines.

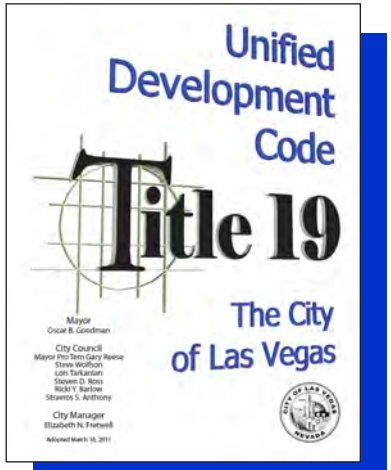
Community Design Element

Source: City of Las Vegas, Nevada, http://www.lasvegasnevada.gov/Publications/plans.htm

Under Recommendation #2, the Community Design Element also directs the city to create opportunities for nodes, or districts, with identifying gateway and streetscape amenities that foster community ownership and enhance the unique characteristics of the neighborhood.

Complete Streets Standards of Title 19 Unified Development Code:

In 2008 the Department of Planning embarked on a major endeavor to merge the Subdivision Regulations (Title 18) and Zoning Code (Title 19) and to update and reorganize the existing language and create a more graphics-oriented document. The combining of the two sets of development standards eliminated cross-referencing issues, contradictions, and duplication of information. The new set of standards are titled the Unified Development Code or UDC and have been adopted as Title 19 of the Las Vegas Municipal Code. The UDC contains a chapter of Complete Streets Standards that applies to all new development. The Complete Streets Standards chapter aims to achieve a connected transportation system as outlined in the City's General Plan to provide a safe and accessible environment for a variety of transportation modes and users. The chapter outlines various requirements including detached sidewalks, landscaped medians, bike lanes and amenity and buffer zones landscaped with street trees.



Unified Development Code
Source: City of Las Vegas, Nevada, http://www.lasvegasnevada.gov/UDC

Resolutions Supporting Walkable Communities:

R-57-2006 ***Resolution in Support of Governmental Action to Reduce Global Warming Pollution***

Adopts Kyoto Protocol targets for reducing global warming pollution by taking actions such as:

- Adopt and enforce land-use policies that reduce sprawl, preserve open space, and create compact, walkable urban communities

Resolves that the City Council of the City of Las Vegas endorses the U.S. Mayors Climate Protection Agreement and will continue to be a leader in the reduction of greenhouse gas emissions through:

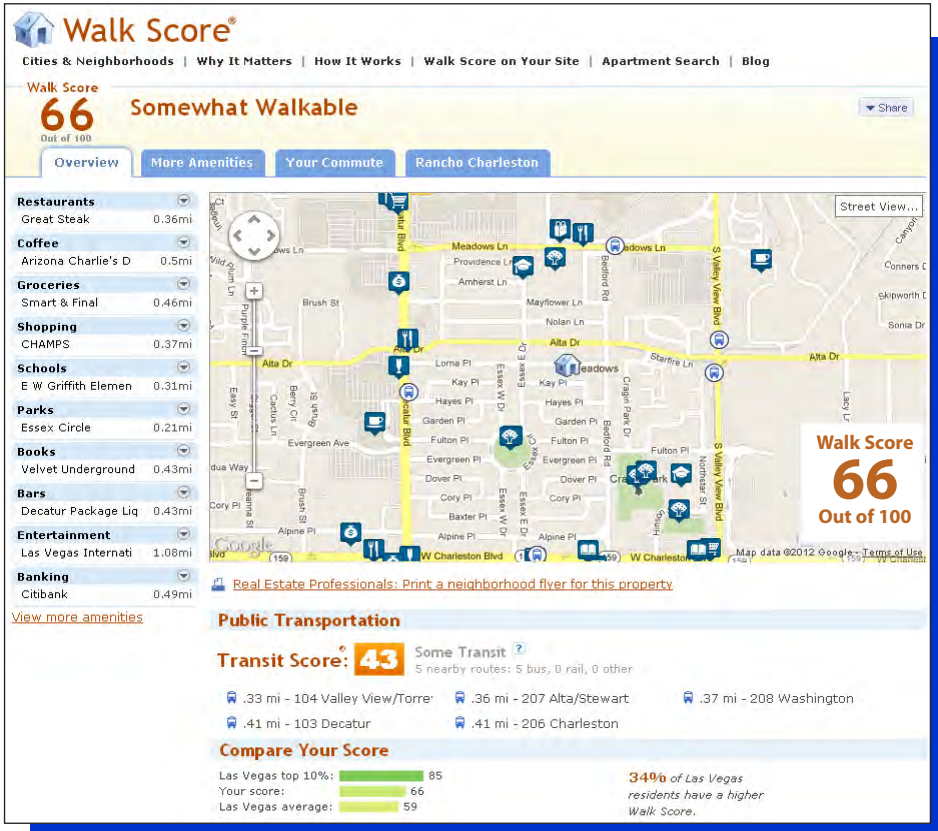
- Expanding the availability and use of mass transit for the employees, residents and visitors of the City
- Improving streetscape enhancements in the highly urbanized areas of the City

R-50-2008 ***Resolution Adopting a Sustainable Energy Strategy for the City of Las Vegas***

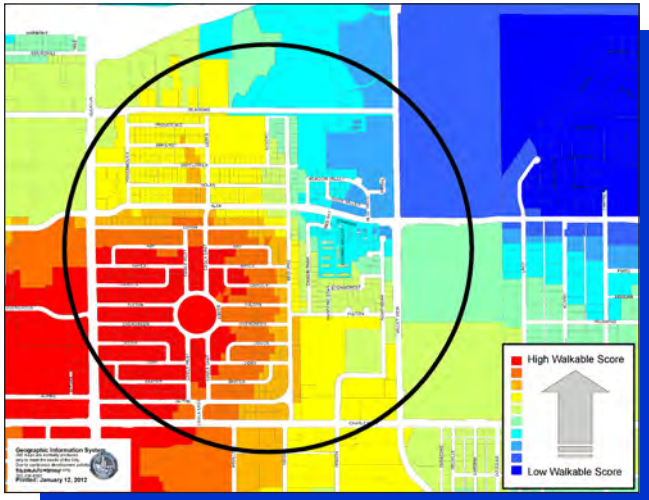
Promotes the environmentally responsible, sustainable development of the City by reducing overall energy consumption, developing infrastructure to facilitate sustainable development, and supporting efforts to improve air quality and conserve non-renewable resources.

WALKABILITY STUDY OF LAS VEGAS

A study was conducted to identify areas within the city of Las Vegas with the greatest potential to become self-sustained walkable communities. The study identified locations within the city that have a good mixture of housing types (condominiums, apartments, and detached single-family homes) within close proximity to community amenities concentrated in a central location. By choosing areas with good concentrations of amenities, attention can be focused on pedestrian connections and facilities. The map on the next page illustrates a number of locations within the city of Las Vegas that have potential to be walkable communities.



Walk Score® Report for Essex Drive and Kay Place as of January 2012.
Source: Walk Score® - http://www.walkscore.com

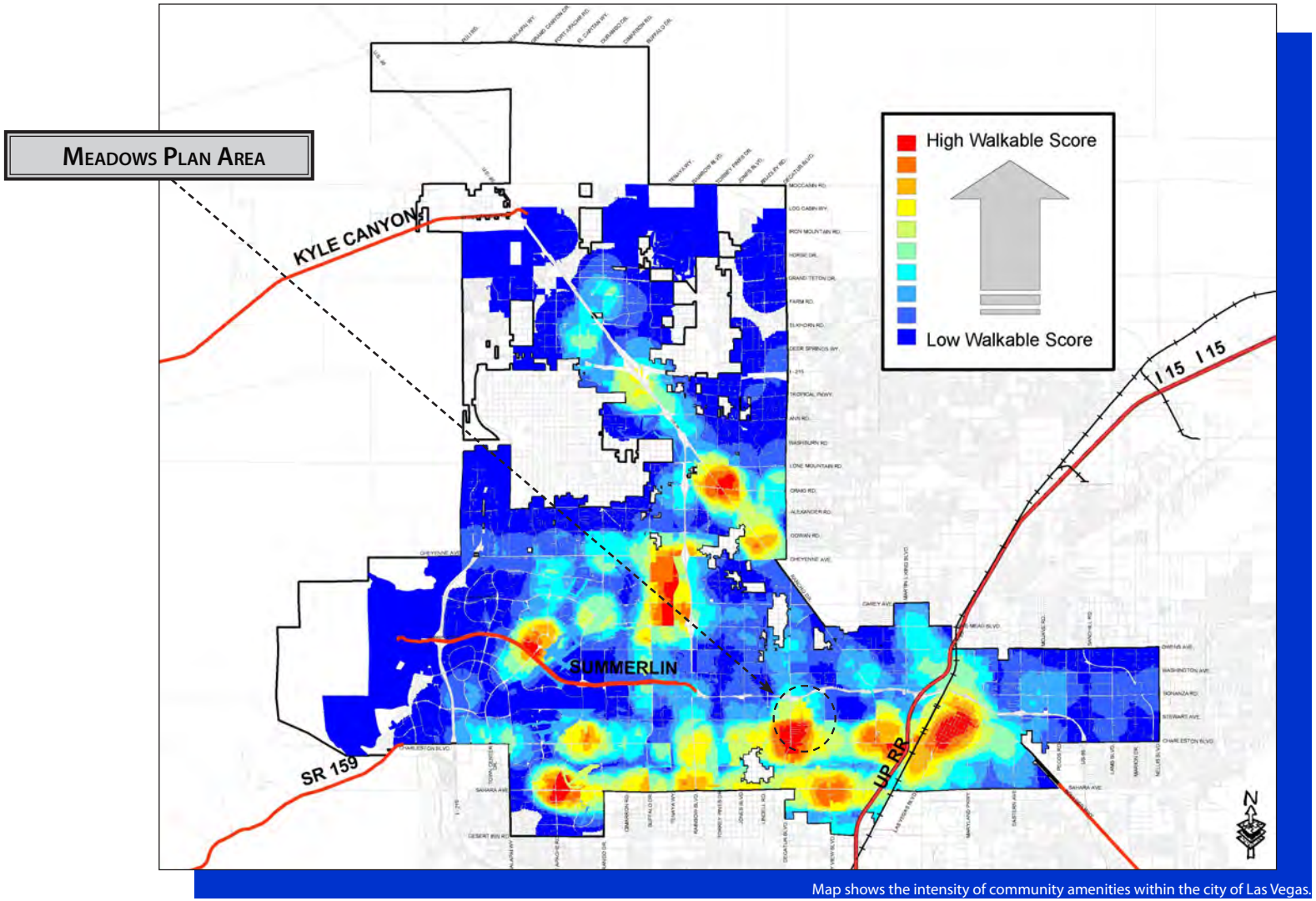


CLV heat map showing the area between Decatur Blvd. and Valley View Blvd.
Source: City of Las Vegas, Nevada

According to www.Walkscore.com in January 2012, the Meadows Walkable Community Plan area, hereinafter referred to as the "Plan" has a Walk Score of 66 – "Somewhat Walkable." A Walk Score of greater than 60 indicates a community where some amenities are within walking distance for daily activities. Therefore by making some adjustment to the area walkability can be improved for the residents. The greatest gains can be made in regards to access and connectivity. Increased connectivity will allow the community more access to the amenities available within the Meadows Mall and the surrounding area.

The Plan area shown above has a high volume of amenities present. Within a 10-minute walk, a resident of the community can find a regional mall, two schools, two parks, a recreational center, a cultural preserve, condominiums, and single-family housing. In addition to the shopping, there are 27 dining options ranging from fast food to fine dining available. The proximity to amenities allows for a reduction in vehicle miles traveled.

CITY OF LAS VEGAS WALKABILITY STUDY MAP



Map shows the intensity of community amenities within the city of Las Vegas.
Source: City of Las Vegas, Nevada

THE PLAN

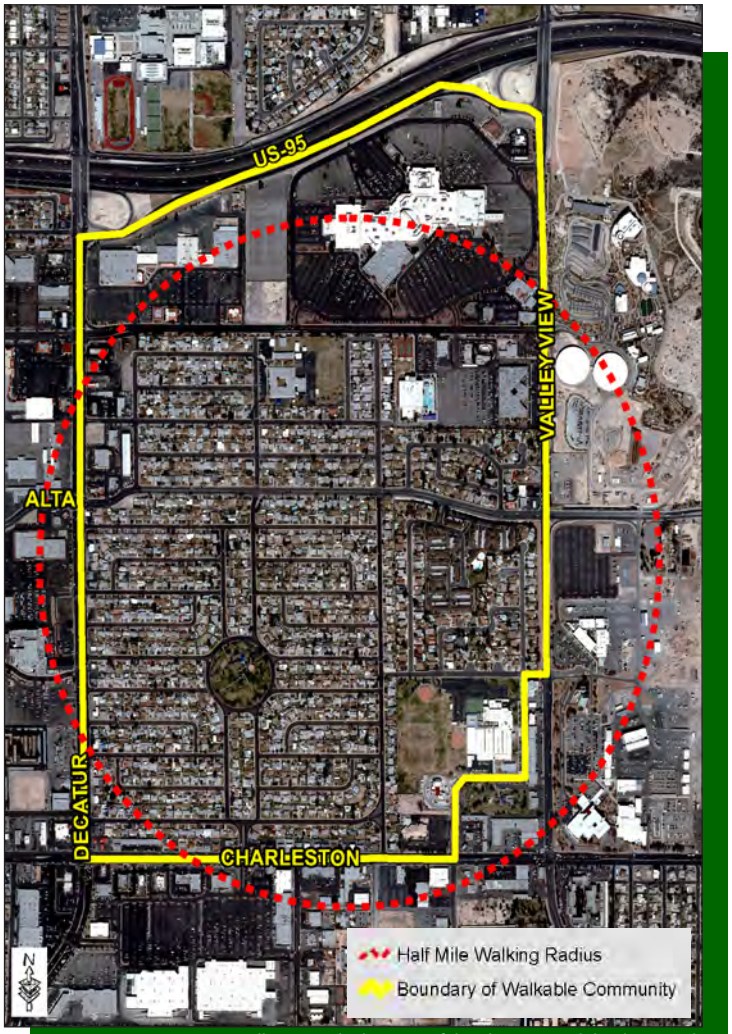
The Plan area is located in the southeast sector of the city. The center of the plan area is located at the intersection of Essex East Drive and Kay Place. From the intersection, the boundaries extend approximately one-half mile in all directions. To the right is a map with the plan boundaries in yellow. The Plan area is focused slightly northeast of a high walkability scoring area (see the CLV heat map on page 11) and has been identified as an area where the greatest gains could be made with minor improvements. This location combines elements of the Suburban Redevelopment and Suburban Town Center walkable community categories as described in "What is a Walkable Community?" on page 5.

Amenities in the area include: easy access to public schools, from elementary to community college; a mix of housing types found within multiple established single-family neighborhoods; a diverse offering of commercial activities including small, service and retail businesses, big box national retailers and a regional mall; a significant cultural resource in the form of the Springs Preserve; and multiple lines of transit that service the area.

The goal of the Plan is to recommend improvements that allow residents to easily walk to community amenities and conduct normal daily activities. The City of Las Vegas 2020 Master Plan dictates that the City maintain and renovate its public infrastructure within existing residential neighborhoods as needed.

The recommendations highlighted in this Plan are focused on the infrastructure within the right-of-way and the development of amenities which contribute to a sustainable community. The enhancements recommended seek to encourage such a community by augmenting the existing pedestrian connections and circulation within the community.

The Plan is divided into four sections: Community Amenities; Community Design; Complete Streets; Community Input and Support. Community Amenities is further broken down into four categories that include businesses that provide goods and services, employment centers, housing opportunities, and parks. Community Design addresses the ability for pedestrians to circulate within the community without hindrance. Complete Streets focuses on better-designed streets that maximize the use of public right-of-way to incorporate all the modes of transportation. Community Input and Support incorporates the concerns of the residents and support.

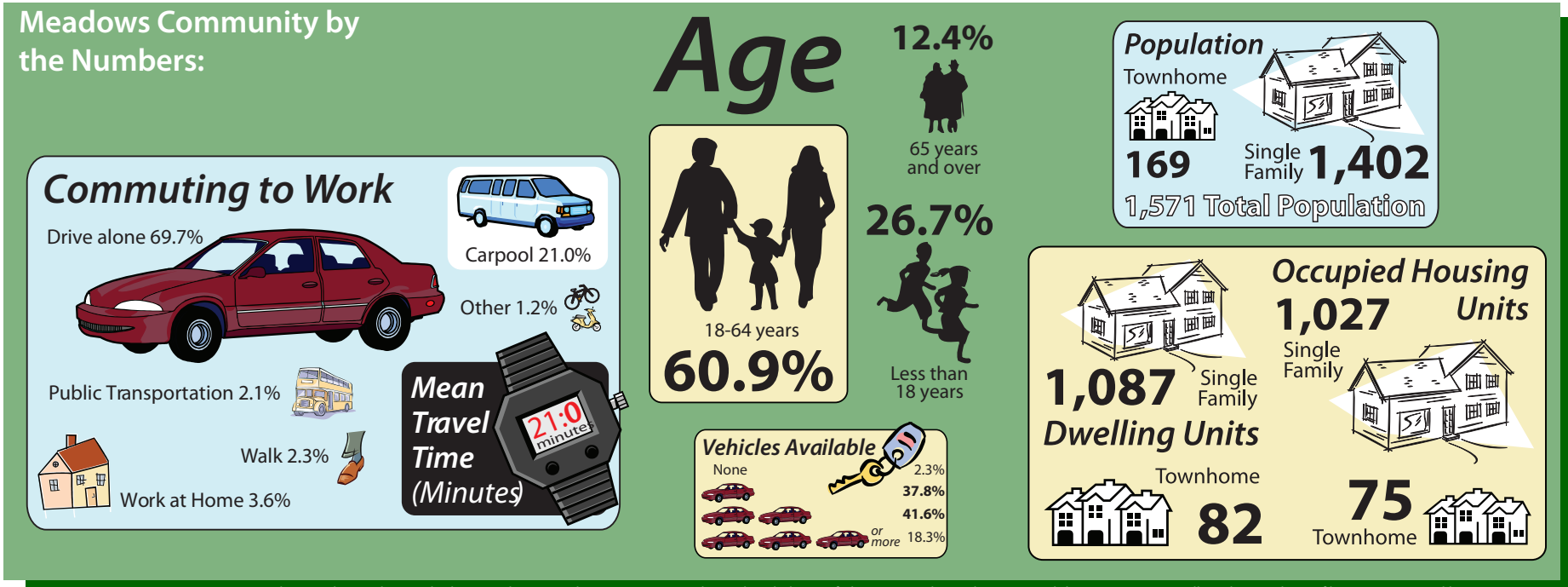


Map illustrates the location of the Plan area and the distance that can be walked within 10 minutes.
Source: City of Las Vegas, Nevada

DEMOGRAPHICS

The Plan area is comparable in demographic composition to that of the city of Las Vegas as a whole. Residents commute to work in a private vehicle at a slightly higher rate and use public transportation slightly less frequently. Area residents are more likely to own at least one vehicle (2.24 vehicles per household vs 2.05 per household in the City) which may account for the more frequent use of private vehicles to commute. Age distribution in the area is about the same as for the City. Home ownership rates are substantially higher in the Meadows area.

Unemployment data for the Las Vegas area shows that the unemployment rate has increased dramatically from 2007-2010, rising more than triple the late 2006 rate of 4.4%.[9] Workplace data shows that the number of people employed by businesses in the area decreased approximately 8% during the period. At the same time, the number of business establishments has increased by 7%. The availability of vehicles for area residents allows them to easily seek employment opportunities outside of the area.



Data used in graphics indicates the how working people commute to work, age break down of Plan area, and population in each housing type as well as the numbers of housing type and housing occupancy.

Source: U.S. Census Bureau and City of Las Vegas, Nevada

[9] Jeffrey, T. (2010). *Nevada's 14.4 Percent Unemployment Tops Nation; Has More Than Tripled from 4.4 Percent at Time of 2006 Midterm Election.* Retrieved October 17, 2011, from http://www.cnsnews.com/news/article/nevada-s-144-percent-unemployment-tops-nation-has-more-tripled-44-percent-time-2006

COMMUNITY INPUT AND SUPPORT

The residents of the Plan area are those that are most familiar with their community. Receiving input, feedback and dialogue from these residents played an integral role in the development of the community Plan. An open forum created by the Department of Planning allowed the Plan to focus on the needs of the community and learn how residents interact with neighborhood amenities. Through engaging the community in the planning process, the Department of Planning was able to meet with lots of area residents who shared insight, ideas and suggestions on how the Meadows Walkable Community Plan could improve their community.

Outreach Material

Outreach efforts included presentation boards at community meetings, a brochure detailing what walkable communities encompass and a dedicated web site designed to allow the community to complete a neighborhood survey, review the draft plan and provide their comments.

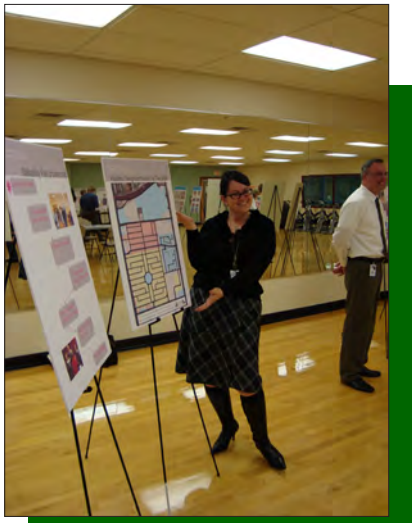
Source: City of Las Vegas, Nevada

Neighborhood Associations Map

Neighborhood Associations are registered with the Department of Parks, Recreation and Neighborhood Services.

Source: City of Las Vegas, Nevada

Community Meetings



On September 30, 2009 CLV staff made a presentation on the potential of walkability within the Plan area.
Source: City of Las Vegas, Nevada

The first of two scheduled community meetings was held September 30, 2009 at the Bill & Lillie Heinrich YMCA at 4141 Meadows Lane. Several residents were excited about the potential improvements that could be included in the walkable plan being developed by staff. On April 14, 2010 at the Sundown Homeowners Association and on April 15 at Meadows Neighborhood Preservation, the Department of Planning made a brief presentation about the plan area as a part of the regularly-scheduled HOA meetings. On May 8, 2010 at the National Run a Mile Event, Planning staff distributed surveys to residents requesting comments, which resulted in:

Streetscapes

- Place shade trees along sidewalks.
- Opening Bedford [onto Meadows] would be a great thing – helping traffic on Alta, etc.
- Pedestrian access to Meadows Mall is a great idea.
- Install raised medians with crosswalks preferred.
- I would love a crosswalk from our driveway [YMCA] to the mall.
- Crosswalk with flashing lights.
- Widen sidewalk on Alta great idea along with median landscaping.
- Median islands, trees, widening sidewalks –anything to slow traffic down Alta.
- A sidewalk running on the south side the entire length of Meadows Lane from Valley View to Decatur, we want to make area safer for our youth, seniors, disabled – everyone.

Community members review presentation material at the September 30, 2009 open house at Bill & Lillie Heinrich YMCA.
Source: City of Las Vegas, Nevada

Community Amenities

- Cragin Park needs benches.
- Homeless people tend to congregate in the park in front of the fire station (Rotary Park).
- The safety of Essex Park needs to be addressed – residents don't feel safe there [design or enforcement?].
- We need a replacement for the Vons that closed.

Transit Stops

- Bus shelters should be shaded and setback from the sidewalk.
- Need more bus turnouts.
- Community design competition for bus stop shelters and local landmarks.

Department of Planning staff talk to members of the public about the proposed plan at the Meadows Mall.
Source: City of Las Vegas, Nevada

Performing outreach within the Meadows Walkable Community Plan area allowed the Department of Planning to meet with the community, talk with residents and provide information on walkable community plans. This provided the community the opportunity to familiarize themselves with the plan well in advance of official public hearings, and created an avenue for community residents to work with the City. A multitude of events were attended by the Department of Planning to perform community outreach, including attendance at local back to school events, homeowner and neighborhood association meetings, a RTC Transportation Fair at the Meadows Mall, participation in the National Run a Mile Day at Hyde Park Middle School, meeting with the PTA at Griffith Elementary School and holding a general community open house at the Bill and Lillie Heinrich YMCA.

At each event community members were offered an informational flyer regarding the Walkable Community Plan and asked to participate in the Meadows Walkable Community Plan Survey. All information distributed contained contact information for the Department of Planning, including the Walkable Community Plan website address, e-mail information and a telephone number. This was designed to allow residents as many avenues and opportunities as possible for communication and feedback. Through these processes the Department of Planning learned how the community viewed their parks and open space amenities, gathered ideas on how specific roadways in the plan area could be enhanced, received ideas on transit stop improvements and listened to general comments about neighborhood issues and walkability. The community input and insight helped to steer the plan towards the specific needs of the neighborhood and strengthened the goals of creating a walkable community plan.

Meadows Mall & Loma Vista Commercial Area Charrette

Aerial photo of the Meadows Mall & Loma Vista Commercial Area.
Source: City of Las Vegas, Nevada

CLV Green Council members brainstorm ideas for the Meadows Mall and Loma Vista Commercial Area in the fall of 2009.
Source: City of Las Vegas, Nevada

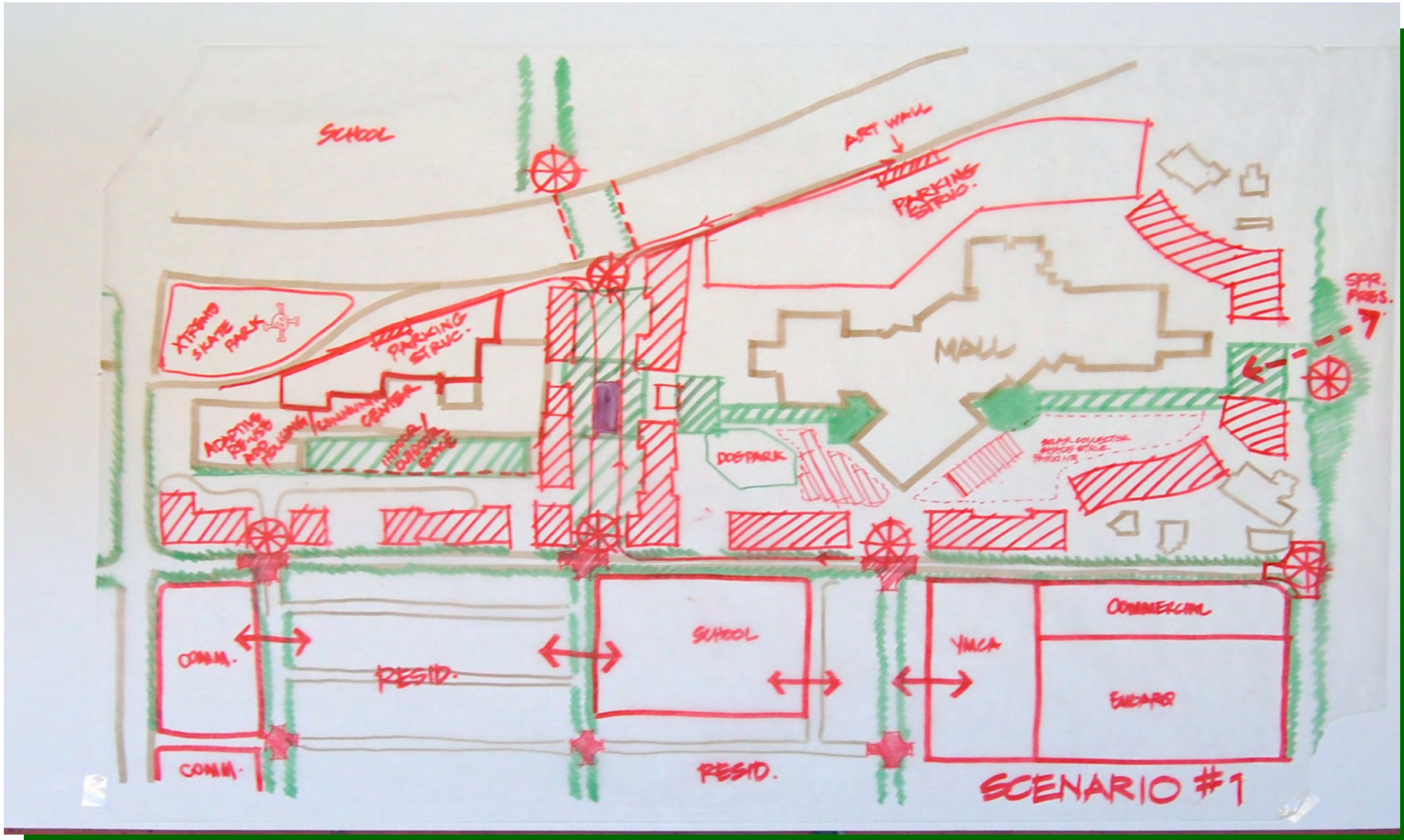
The Meadows Mall & Loma Vista Commercial Center plays a key role in the development of the Meadows Walkable Community Plan. The mall and the accompanying commercial area surrounding the site comprise 85% of the commercial area for the plan. This site will be the main focus area for residents within the walkability plan. The future development of this site will define the character for the area.

On September 2, 2009 Department of Planning staff worked with the Office of Sustainability's Green Council in a planning charrette. Using the Green Council's expertise to develop a framework for long-term value and success, the charrette was aimed at supporting the American Institute of Architects' *Blueprint for Nevada* and the city's sustainability goals. This first meeting focused primarily on defining goals and objectives for a sustainable, healthy, walkable neighborhood plan in the vicinity of the Meadows Mall.

The second meeting, in October, worked on the creation of three redevelopment scenarios (shown on pages 21 - 19) that focused on the physical rearrangement of the site in response to the challenges discussed during the first meeting. Each scenario sought sustainable improvements to the public health and urban design.

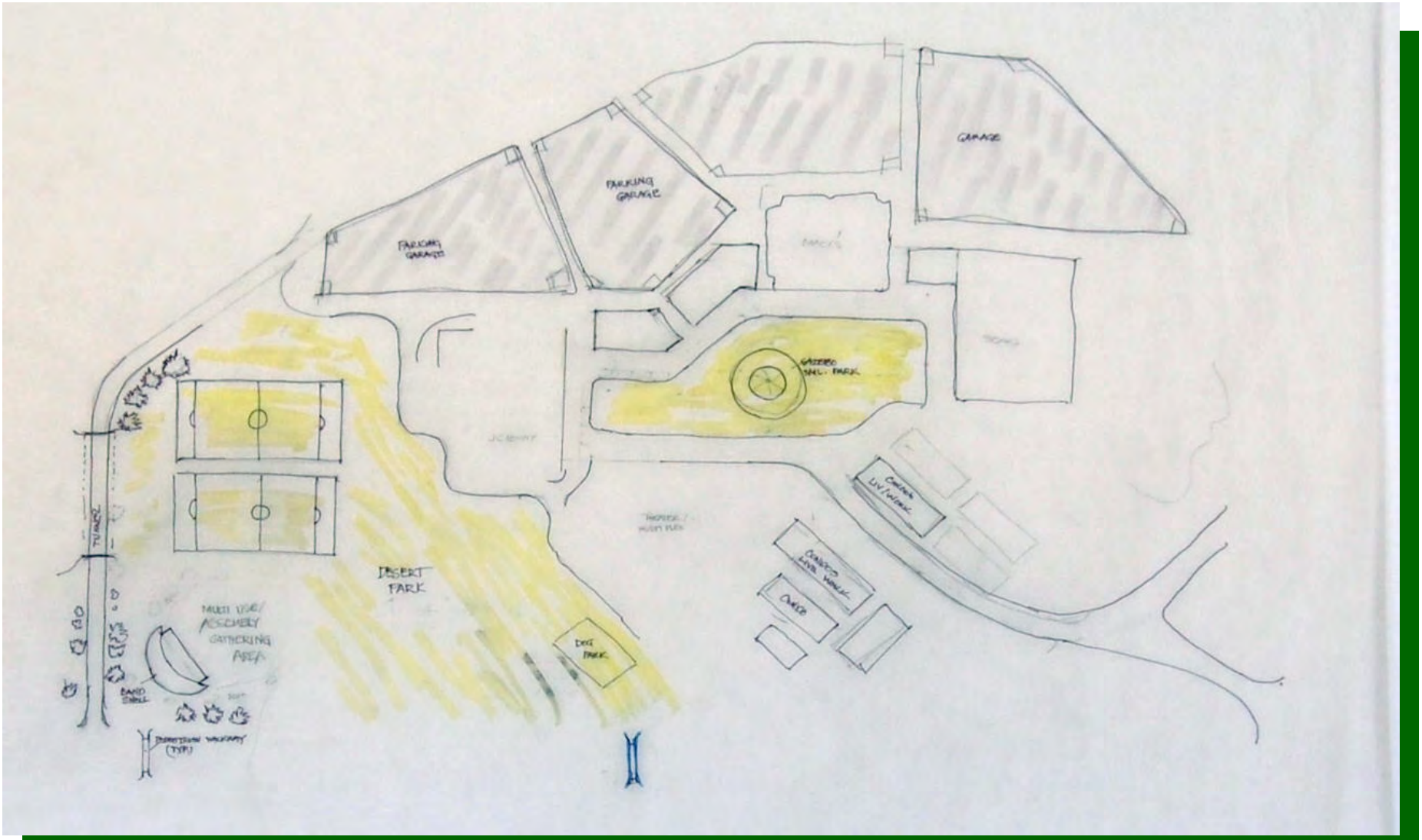
Led by facilitators from the city's Human Resources Department, the group focused on offsite improvements that would maximize the common strategies found within the redevelopment scenarios. The first scenario focused on redeveloping the site using its current configuration. The second scenario looked at fully redeveloping the site but retaining the anchor stores. The third scenario examined removing all the structures and creating a new development from the ground up. In addition to the site configurations the group was asked to provide a layout of the mall that would have a positive impact on walkability of the adjoining neighborhood.

Meadows Mall & Loma Vista Commercial Area Charrette - Scenario 1



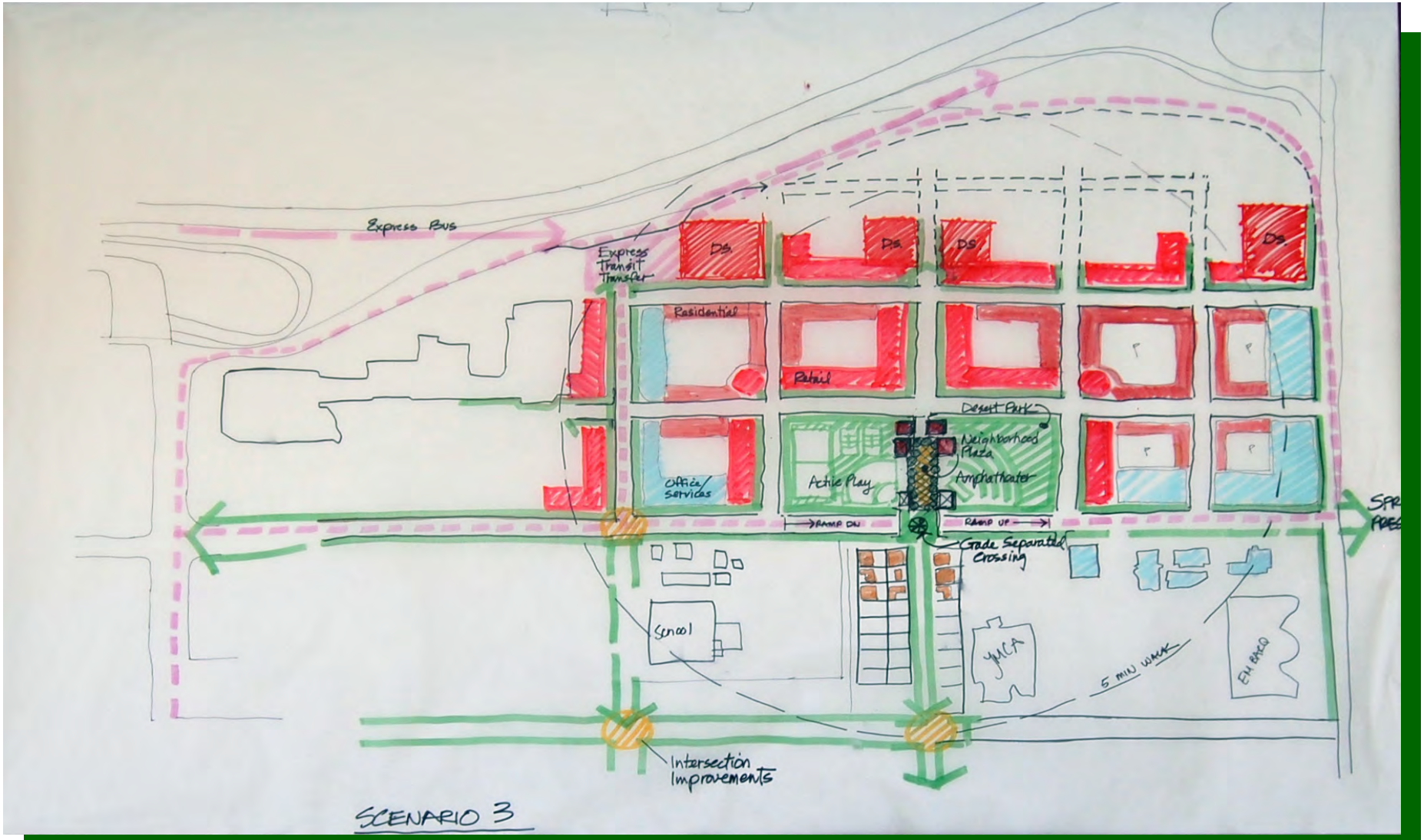
Above is a sketch of the design ideas for the development of Scenario 1, which redevelops the site using the existing structures and basic property layout.
Source: City of Las Vegas, Nevada

Meadows Mall & Loma Vista Commercial Area Charrette - Scenario 2



Above is a sketch of the design ideas for the development of Scenario 2, which redevelops the entire Meadows Mall site but retains the mall's "anchor" stores as independent buildings .
Source: City of Las Vegas, Nevada

Meadows Mall & Loma Vista Commercial Area Charrette - Scenario 3

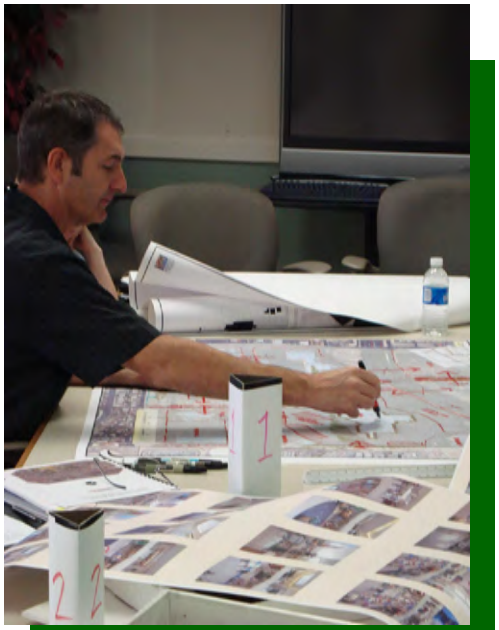


Above is a sketch of the design ideas for the development of Scenario 3, which removes all structures from the Meadows Mall site and proposes an entirely new development plan for the site.
Source: City of Las Vegas, Nevada

Meadows Mall & Loma Vista Commercial Area Charrette - Recommendations

The following is a summary of the site recommendations:

1. Remove the roof from the pedestrian area of the mall creating a two story pedestrian main street and common area.
2. Develop condominium towers above the four anchor stores.
3. Provide uniting elements to unify the site.
   - Connect the east and west commercial sites with a common street that would run adjacent of the buildings to the west and extend east to the southern corner of the existing Dillards. Here the street would split, with one segment exiting onto Meadows Lane while the other segment would continue along the eastern portion of the mall towards Valley View Boulevard.
   - Add uniform size buildings along Meadows Lane to add symmetry to the overall site. The buildings would be low-rise and have retail and office uses.
4. Locate a transit hub or park and ride facility within the commercial area. The transit hub would make the project eligible for federal funding to improve pedestrian facilities within a half mile and bike facilities within three miles.
5. Provide pedestrian access to the north across the US 95 and east to the Springs Preserve from the site by means of pedestrian bridges.
6. Provide the undeveloped land that divides the east and west built areas an entrance to the development and a plaza area surrounded by three office towers.
7. Replace the under utilized shopping center with a parking structure having commercial stores fronting the two adjacent streets.
8. Construct an enhanced walking path that incorporates the 30-foot strip of land to the south of Meadows Lane around the perimeter of the site.
9. Develop the rear of the mall area into a park/common area with an amphitheater against the US 95.



CLV Green Council members compile suggestions for the Meadows Mall and Loma Vista Commercial Area in the fall of 2009.
Source: City of Las Vegas, Nevada

The Green Council concluded that the Meadows Mall and Loma Vista Center area could be used as the walkable community's center of activity. This commercially zoned area would allow for a denser development pattern that incorporates residential and commercial uses as well as public spaces while remaining connected and providing services to the existing, lower density residential neighborhoods to the south. The redevelopment of this area would provide a common focal point or discernible center for the community.

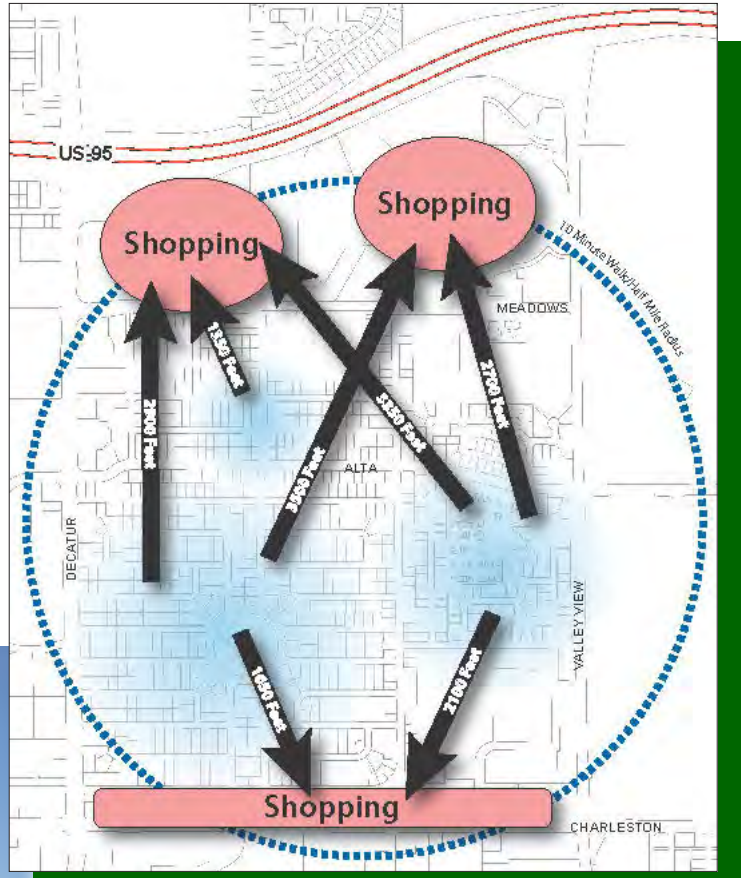
COMMUNITY AMENITIES

Community amenities are integral to a walkable community. These amenities provide goods and services that become assets and resources to fulfill the daily needs of the surrounding residents. Some of the commercial amenities needed for daily life include grocery stores, banks, restaurants, drugstores, clothing stores and entertainment options. Of the commercial amenities, a grocery store is the most important resource for a walkable community, providing the essential staples for the needs of routine and daily living.

Schools and work places are also an important part of a walkable community. Having a variety of employment opportunities within a community is important to preserving a 10-minute walking distance for residents. Having schools or work places near residents eliminates the need to commute outside of the community and reduces the amount of carbon dioxide in the air.

Walkable communities should contain a variety of housing opportunities for different income levels. Having different types of housing in a wide range of prices provides diversity in housing choices. This in turn provides people a greater opportunity of living within walking distance of their place of work.

Equally important aspects of a walkable community are parks and public spaces. These areas provide places where people can gather and recreate. Parks and open spaces also provide the residents locations to hold community events and socialize with their neighbors while exploring their community.



Map shows the average distances to walk to shopping in the community.
Source: City of Las Vegas, Nevada

Alta Decatur Shopping Village - 401 S. Decatur Boulevard
Source: City of Las Vegas, Nevada

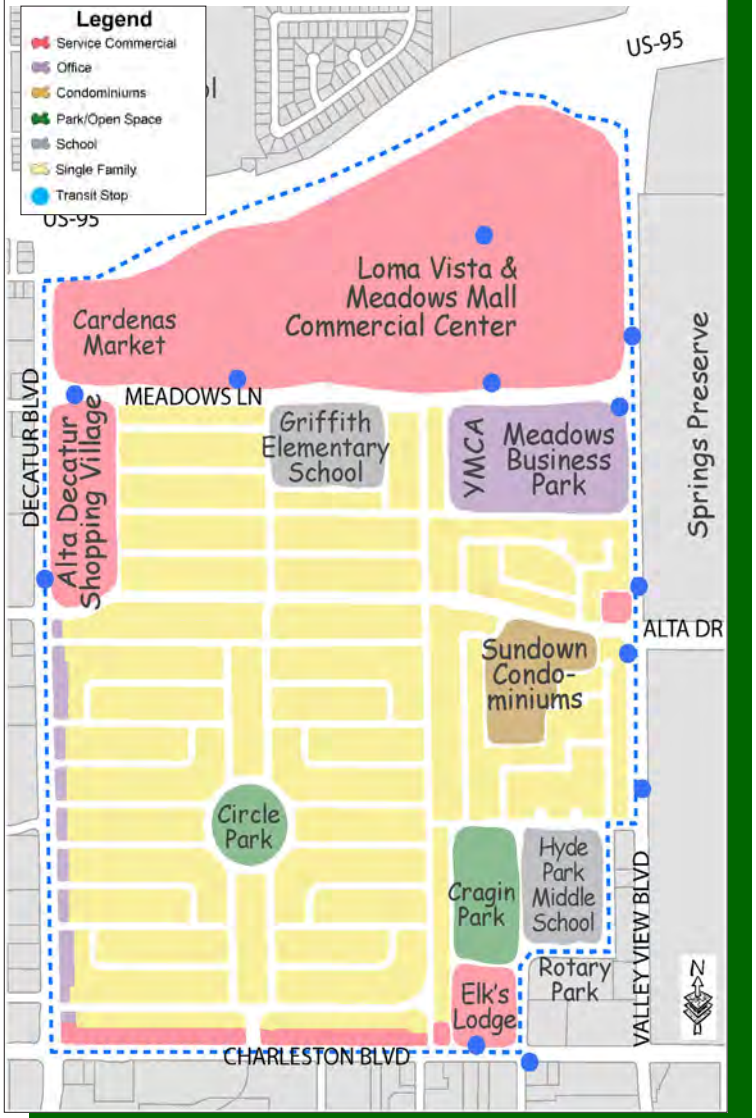
The Meadows community has approximately 167 businesses and 3,312 people; therefore there is approximately one business for every 19 residents. Prominently located to the north of the residential community is the Meadows Mall and Loma Vista Commercial Center. The center can become the commercial hub of the community with better access. Along the western and southern boundaries of the Plan area there are a number of personal service businesses and smaller scale offices. These areas connect to larger scale retail and service businesses located on the west side of Decatur Boulevard and the south side of Charleston Boulevard. The plan area also includes the Meadows Business Park. The Sundown Condominiums are on the south side of Alta Drive. Cragin Park is adjacent to the west side of the Hyde Park Middle School at the southern end of the Plan area and Circle Park is in the center of the Hyde Park Subdivision.

Community Amenities *

Amenities	Quantity
Library	0
Private/Public Park and Rec. Center	3
Schools public/private	2
Religious Facilities	1
Banking Services	2
Pharmacy/ Drug store	2
Private Health Club	0
Health Care/Hospital	30
Goods Providers General	55
Services Providers General	20
Restaurants	27
Entertainment	9
Office General	22
Condominium Complexes	1
Transit Stops	15

* *Data used in this table was compiled from active business licenses and a field survey conducted before November 1, 2011.*

Community Amenities Map



Map shows the various community amenity zones of the plan area.

Source: City of Las Vegas, Nevada

Amenities:

Of the commercial amenities, a grocery store is one of the most important resources for a walkable community. A grocery store provides the essential staples of daily life, including fresh meats and produce. A Cardenas Market opened within the community in the spring of 2011 after the significant remodeling of a former department store space. In addition to the market, there are 30 health care oriented business within the plan area including the Walgreens pharmacy on Decatur Boulevard. There are also 36 entertainment and dining opportunities (including Pop's Philly Steaks at the corner of Decatur Boulevard and Alta Drive that adds unique character to the area), 20 service providers and 55 goods providers within the bounds of the Plan area.

Walgreens Pharmacy on Decatur Blvd.
Source: City of Las Vegas, Nevada

Cardenas Market opened in spring of 2011 at Decatur Blvd. and Meadows Lane.
Source: City of Las Vegas, Nevada

Pop's Philly Steaks has been in the community since 2002.
Source: City of Las Vegas, Nevada

In addition to the commercial amenities found within the Plan area, there is also a community recreation center, access to multiple parks, two public schools, and a religious facility. The YMCA of Southern Nevada provides an assortment of recreational opportunities including tennis, swimming, aerobic classes and a water park at the Bill & Lillie Heinrich YMCA. In addition to the YMCA, Cragin Park and Rotary Park provide grass fields for soccer and baseball. Essex Park also provides green space in the center of the Hyde Park Subdivision. The Springs Preserve is along the eastern border of the Plan area and adds many cultural and educational opportunities.

Kids playground at Rotary Park to the south of the Plan area.
Source: City of Las Vegas, Nevada

E. W. Griffith Elementary School - 324 Essex Drive.
Source: City of Las Vegas, Nevada

Bill and Lillie Heinrich YMCA at Meadows Lane. Entrance marker inset.
Source: City of Las Vegas, Nevada

Springs Preserve entry just east of community.
Source: City of Las Vegas, Nevada

Meadows Mall & Loma Vista Commercial Area

The Meadows Mall and Loma Vista commercial area is an important component of the Meadows Walkable Community Plan. The mall and the accompanying commercial area surrounding the site comprise 73% of the commercial area for the plan. A significant portion of the community's commercial amenities are clustered in this area, enhancing walkability to these locations is key to improving circulation and connectivity within the Plan area.

The Meadows Mall is at the northeastern edge of the Plan area and includes four major department stores and 140 other specialty shops.
Source: City of Las Vegas, Nevada

The Loma Vista Shopping center is at the northwestern edge of the Plan area and includes a grocery store, a number of retail and personal service shops and various medical and professional offices.
Source: City of Las Vegas, Nevada

Essex Circle / West Charleston Lions Park

Constructed in 1973, Essex Circle/West Charleston Lions Park sits in the center of the Hyde Park subdivision. The 4.5 acre park is circular in shape and surrounded by a continuous stretch of the one-way Essex Circle. There are no on-site parking facilities, however users may park along both sides of Essex Circle. The park provide simple amenities, including a splash pad, shaded playground, large open grassy areas, volleyball courts and restrooms for patrons. Mature pine and ash trees line portions of the perimeter of the relatively flat park providing some shade while recently planted ash trees at the perimeter will provide additional shade as the park matures. Two sidewalks traverse the park from northwest to southeast and northeast to southwest; however no sidewalks are provided at the perimeter of the park.

The Essex Circle/West Charleston Lions Park as seen from the air .
Source: Google Maps - http://www.googlemaps.com

Safety has long been a concern for community residents and visitors to this park. Use hours and restroom access have been restricted by the City in an effort to curb unwelcome activities from occurring within the park. This has worked to some degree; however it does not address the underlying safety issues that still exist through design. The 38-foot wide roadway of Essex Circle serves as a barrier between the surrounding neighborhood and the park. It is a flat, wide swath with no interruptions or stop signs which creates a seemingly impenetrable division; one that many residents choose not to cross. The only connection points between the community and the park are two crosswalks, one located near Evergreen Avenue on the western edge of the park, and the other located near Fulton Drive on the east. By limiting access points to the park to two locations, further barriers are created restraining the ease of residents to easily interact with the facility. These restraints give residents less opportunity to take ownership of the park, further isolating the facility from its environs and community. This in turn limits the legitimate activities taking place within the park, and opens the door for unwelcome activities to occur.

A few simple design changes can be made to bring the park 'closer' to residents, and allow for more users to feel invited into the facility. The more users at the facility, the more area residents will take ownership of the park, which will result in more 'eyes on the street', creating a safer environment and deterring unwelcome activities.

There are eight roadway intersections with Essex Circle, which create eight 'natural' points of entry into Essex Circle/West Charleston Lions Park. Installing bulb-outs at these intersections, similar to the bulb-outs in place along Alta Drive at the Essex Drive and Bedford Road intersections, will create choke points that naturally slow down traffic on Essex Circle. Additionally, if bulb-outs are placed at either side of each intersection, and crosswalks are installed at each bulb-out, at least sixteen access points will now lead from the neighborhood into Essex Circle/West Charleston Lions Park. The installation of bulb-outs at each intersection not only will reduce traffic speeds, but will narrow the width of the roadway, creating a shorter distance for pedestrians to cross between the neighborhood and the park.

Providing a sidewalk around the perimeter of Essex Circle/West Charleston Lions Park will give area residents an opportunity to walk the perimeter of the park, and create a community 'track' or walking trail. A five-foot sidewalk could be installed within the existing Essex Circle right-of-way, reducing the footprint of the roadway without subtracting from any of the park's usable area. As part of a flood control project, the City recently installed a 'ring' of decomposed granite around the perimeter of the park. This ring of decomposed granite can double as a jogging or dog track adjacent to the sidewalk in its current condition, without the need for any modification. The addition of a few benches near the sidewalk, along with some distance markers placed near crossings will encourage users to utilize the park for active recreation, and create more of a community gathering space.

Lighting also plays an integral role in establishing Essex Circle/West Charleston Lions Park as a safe community gathering spot for area residents. Existing lighting consists of large-scale overhead parking lot-type lighting, which floods the space with light but does not delineate pedestrian walkways or create a human-scaled environment that is necessary in attracting residents into the park. Small scaled lighting fixtures, between 10 and 12 feet in height, should be installed in pairs at each of the proposed sixteen crosswalks, in addition to placement at regular intervals along the planned perimeter sidewalk and along the existing walkways traversing the park from northwest to southeast and northeast to southwest.

The provision of safe, narrow crossings, a community walking trail with benches, and properly scaled lighting will enhance Essex Circle/West Charleston Lions Park by creating usable space that invites residents towards it, rather than steering them away.

The Essex Circle/West Charleston Lions Park as seen from the park's marked entrance.
Source: Google Maps - http://www.googlemaps.com

COMMUNITY DESIGN

Community Design addresses elements that comprise the look and circulation throughout the community. The ability for residents to access community amenities is key to the success of a walkable community. Currently pedestrians traversing the community are hindered by obstacles in the sidewalk path. Pedestrian facilities, such as unencumbered sidewalks protected from the roadway with a landscape buffer that provides shade, enhance the walking environment and link residents to community amenities.

Greater connectivity of a walkable community provides shorter trips and easier access to the amenities. Connectivity allows for greater options for travel direction and points of ingress and egress, thereby making a neighborhood less isolated and more traversable. It allows community members more choices on how they travel and use their community by creating alternate route options and allowing travelers to walk, bike or drive to their destinations.

The look and character of a community is addressed by design elements that include landscaping and streetscape fixtures (amenities). A visually appealing and cohesive community can be achieved through landscaping choices. Public rights-of-way provide the greatest opportunity to define a community through landscaping and streetscape amenities. Recurring plantings and street amenities, such as unique benches and transit stops give the community its identity.

Shaded sidewalks along the Lewis Street pedestrian corridor in downtown Las Vegas
Source: City of Las Vegas, Nevada

Clearly designated street crossing.
Source: City of Las Vegas, Nevada

Connectivity

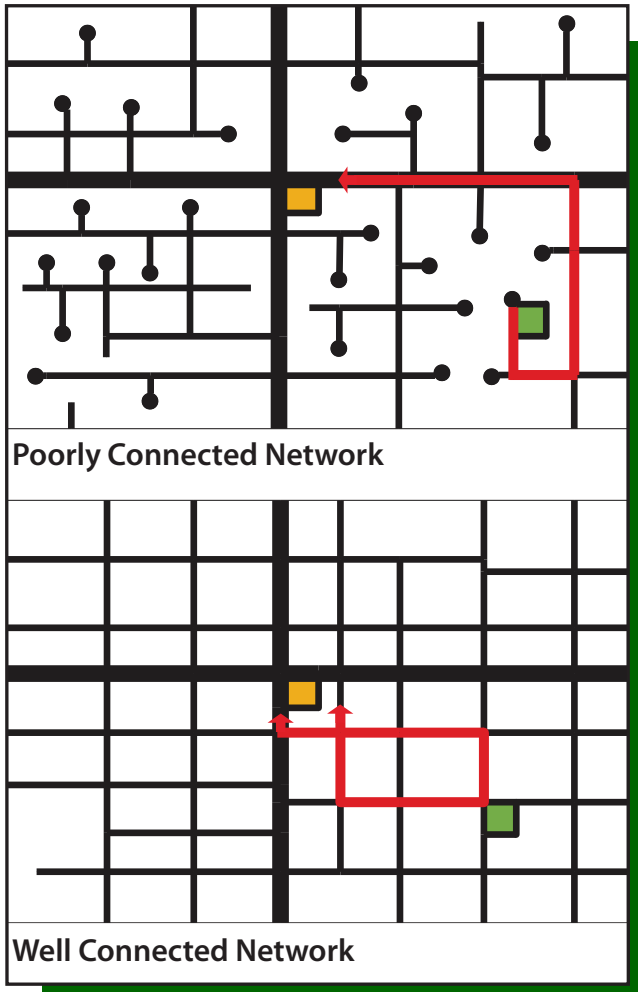
The "connectivity ratio" provides a method to judge the ease of pedestrian circulation throughout the community. The ratio is an index of connectivity equal to the number of links divided by the number of nodes within a study area. Links are defined as roadway or pathway segments between two nodes. Nodes are intersections or street terminuses such as the end of a cul-de-sac. A perfect grid has a ratio of 2.5. Most communities tend to adopt a connectivity ratio of 1.4 as a standard, which represents a degree of network connectivity halfway between the extremes of the contemporary suburban network and the traditional urban grid.

The current connectivity ratio for the Plan area is 1.356. The street layout is mostly a grid system and is not hampered by many cul-de-sacs. While the connectivity ratio for the plan area exceeds the Connectivity Ratio standard of 1.30 adopted by the city, there are areas where connectivity and pedestrian circulation can be enhanced, such as between the residential areas south of Meadows Lane and the commercial areas to the north.

The lack of mid-block crossings and pedestrian links to many of the Plan area's commercial properties hinder pedestrian circulation. Pedestrian links to commercial properties will allow for better circulation and easier access to community amenities. Mid-block crossings improve circulation and safety getting across streets with long blocks or heavy auto traffic use.

The Sundown Condominiums limit connectivity in the southern portion of the Plan area. The complex has only one entrance/exit at the intersection of Red Sky Road and Nightingale Street with single-family residential lots surrounding the perimeter. This makes pedestrian connections from the complex to the established pedestrian paths in the adjacent neighborhoods impossible at this time.

The southern portion of the Plan area includes the Hyde Park Middle School and the adjacent Cragin Park. Although there is no defined path, the park is open to pedestrians to walk north and south between Fulton Place and Hinson Street. A designated path could be provided along the east side of Cragin Park, which would be along the west side of Hyde Park Middle School, to



Link-Node Diagram.
Source: Adapted from ITE [10]

[10] Institute of Transportation Engineers. (2006). *Context Sensitive Solutions in Designing Major Urban Thoroughfares for Walkable Communities*. Washington, D.C.: Institute of Transportation Engineers.

serve as a pedestrian connector for both the school and park.

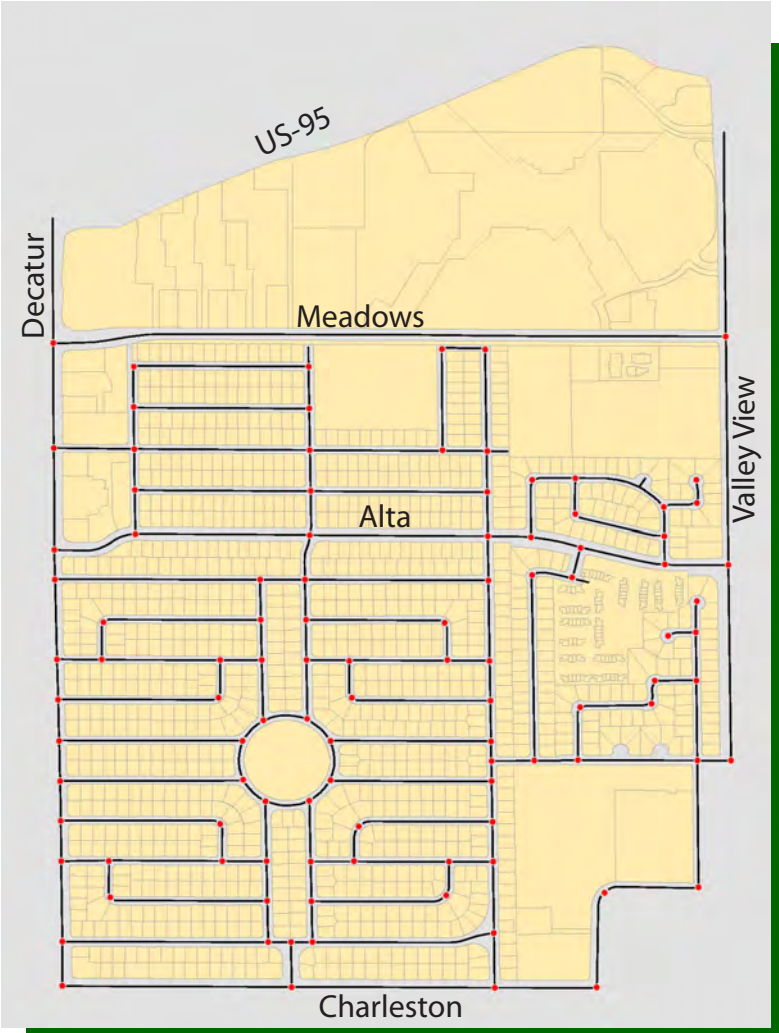
As identified, the level of connectivity within the Plan area, while good, can be enhanced through a few key pedestrian connections. Further improving the area's pedestrian connectivity and circulation will reduce the demand for transportation services and increase options for people that live within walking or cycling distance of their place of work.

Pedestrian Access

When the Meadows Mall development obtained entitlements, a condition of the zoning approval (Z-0102-73), required a wall with a landscape buffer to be constructed along the south side of Meadows Lane. The greatest gains for pedestrian connectivity and circulation can be made with improvements to this area. A ten-foot wide meandering sidewalk similar to the sidewalk adjacent to the east side of Valley View Boulevard could be placed within the landscape buffer that maintains a linear greenbelt for the community while adding increased pedestrian facilities to the area. This sidewalk would give pedestrians an uninterrupted path between Decatur Boulevard and Valley View Boulevard.

To further boost pedestrian connectivity, restricted access (pedestrian and bicycles only) openings can be provided to this linear greenbelt at the northern terminuses of Bedford Road, Essex Drive and Portsmouth Way. These modifications will allow pedestrians and bicycles to move from the residential areas of the plan to the commercial areas without creating any additional "through" automobile traffic.

Additional pedestrian access enhancements could include maintaining an open connection between the Bill and Lillie Heinrich YMCA facility and Mayflower Lane and the addition of a designated north-south pedestrian path through the east side Cragin Park. These connections are relatively simple changes that will significantly increase pedestrian access within the Plan area. For reference, please see "Enhancement Map - North" on page 60.



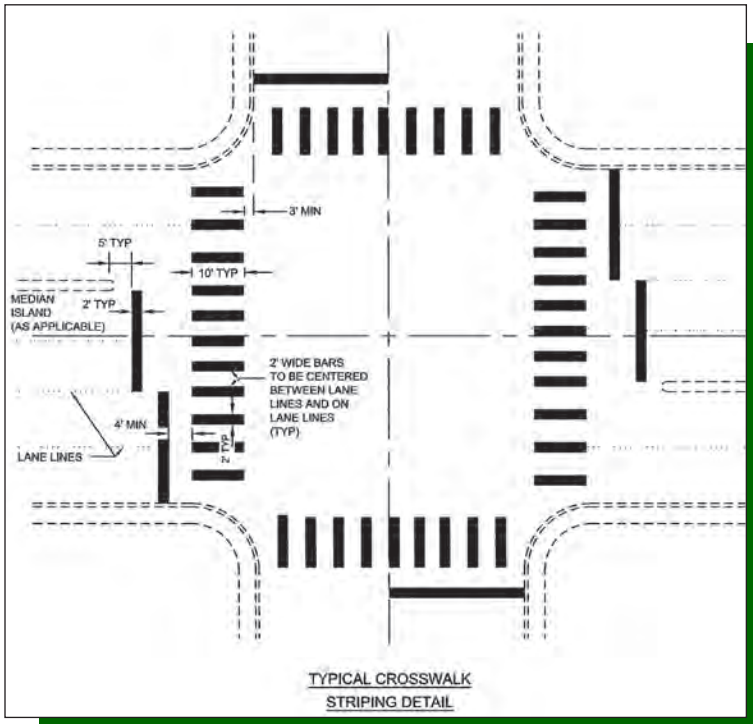
Connectivity map for the Plan area. Each red dot equals a node and each blue line equals a link.
Source: City of Las Vegas, Nevada

Crosswalks

Below is a diagram of the typical crosswalk striping detail using the Continental style of crosswalks. The city has adopted this style of striping for newly constructed intersections. Older intersections throughout the city have a number of different styles that are not as visible. When these older intersections have maintenance performed, the new striping style is installed.

Crosswalks that meet a median in the roadway provide a pedestrian refuge. This allows pedestrians that get caught midway in the crosswalk a safe location to wait until the signal light cycles to the pedestrian walk phase. A pedestrian refuge can not always be created within an existing median. A minimum width of four feet must be existing to create enough space for pedestrians. Where possible, crosswalks should be moved to create a refuge area within the median.

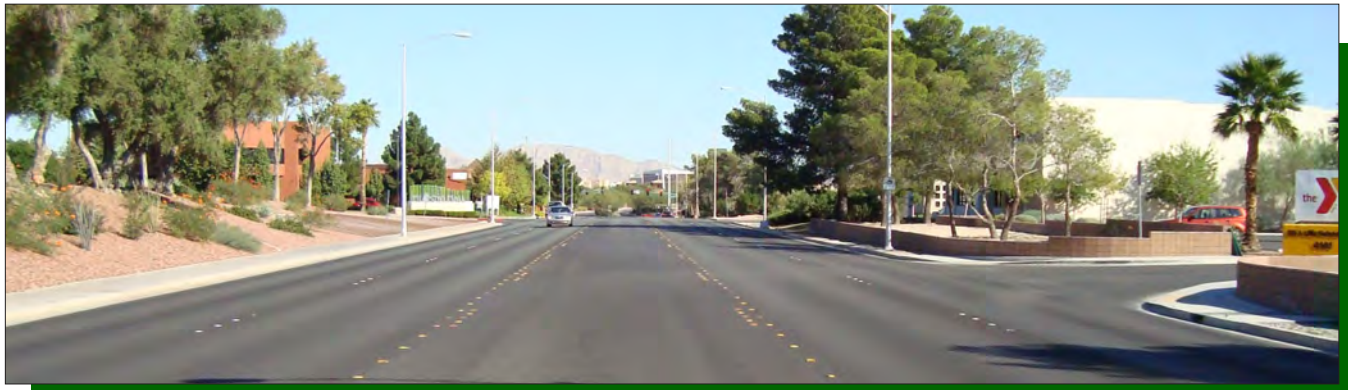
An existing Continental style crosswalk at the intersection of Alta Drive and Essex Drive.
Source: City of Las Vegas, Nevada



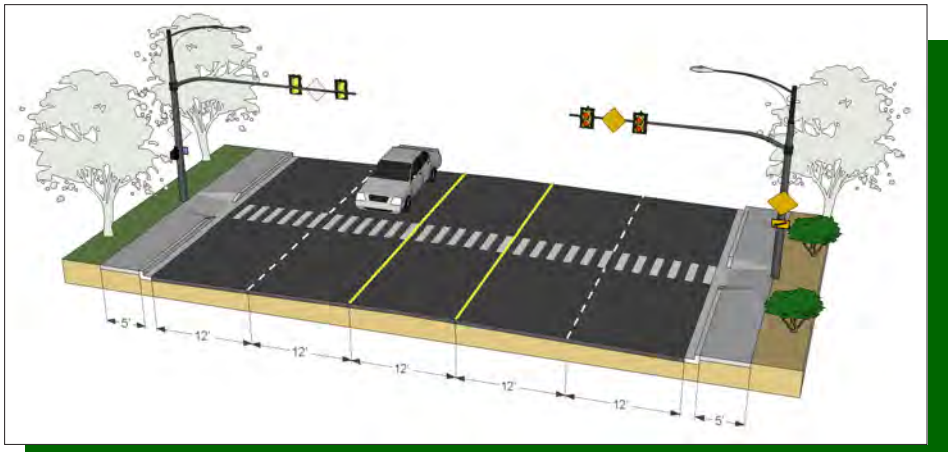
The standard striping detail for the city using the Continental style of crosswalk.
Source: City of Las Vegas, Nevada

Mid-block Crossings

Meadows Lane physically and visually divides the majority of the Plan area's commercial area from the residential development. A wide corridor can be intimidating for pedestrians to cross. With no sidewalk for much of the south side of the roadway, Meadows Lane lacks a pedestrian crossing for the entire stretch between Decatur Boulevard and Valley View Boulevard. A pedestrian crossing would provide an accessible connection between the commercial amenities on the north side and the recreational amenities on the south side of Meadows Lane.



Picture of Meadows Lane without a pedestrian crossing.
Source: City of Las Vegas, Nevada



Graphic of Meadows Lane with a pedestrian crossing.
Source: City of Las Vegas, Nevada

Location map and aerial of enhancement location.
Source: City of Las Vegas, Nevada

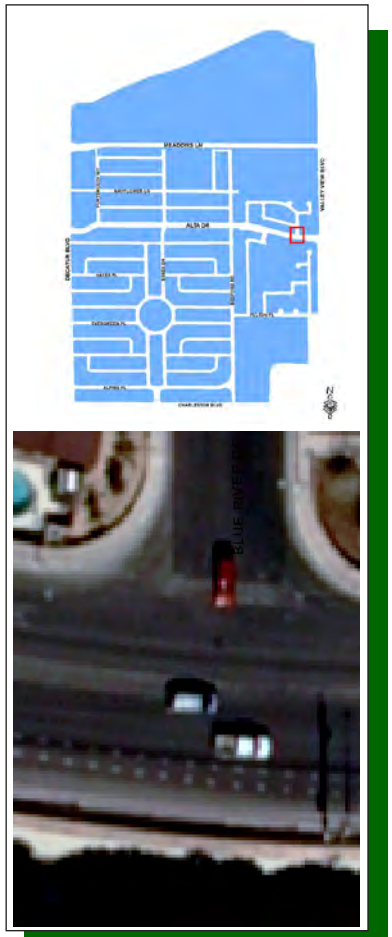
Curb cuts

Curb cuts are another element that make a community walkable and easily traversable for residents. They eliminate tripping hazards and make the community compliant with the Americans with Disabilities Act (ADA).

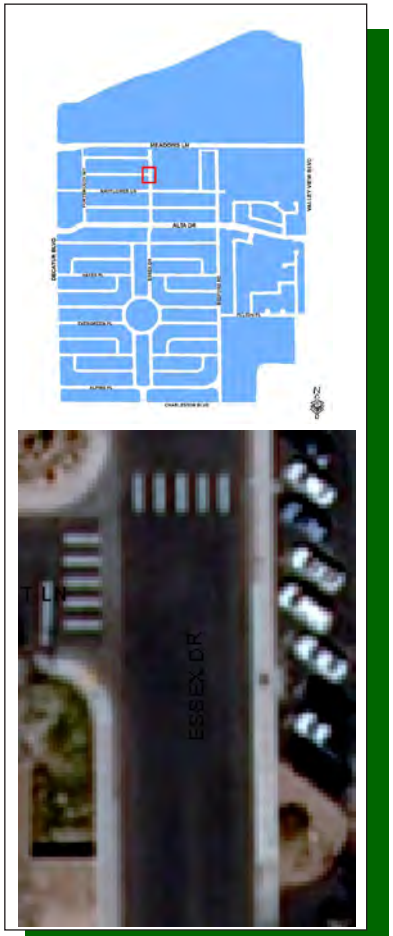
Providing ADA curb cuts are necessary to complete the connection between the crosswalk and sidewalk at the intersections of Alta Drive and Blue River Drive and Essex Drive and Amherst Lane.

Existing curbing at the intersection of Alta Dr. and Blue River Dr.
Source: City of Las Vegas, Nevada

Existing curbing at the intersection of Essex Dr. and Amherst Ln.
Source: City of Las Vegas, Nevada



Location map and aerial of enhancement location for Alta Drive and Blue River Drive intersection.
Source: City of Las Vegas, Nevada



Location map and aerial of enhancement location for Essex Drive and Amherst Lane intersection.
Source: City of Las Vegas, Nevada

Pedestrian Obstacles

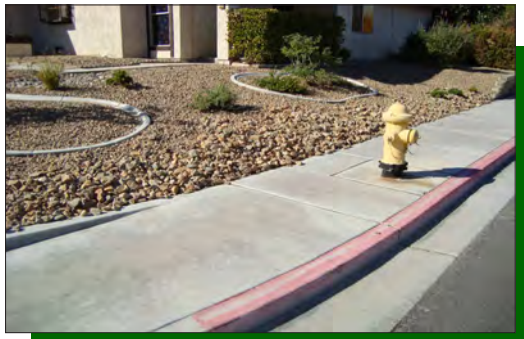
Walkable communities facilitate the circulation of all modes of transportation. The existing sidewalks within the Plan area have obstacles hindering the travel of pedestrians, particularly people with disabilities. Obstacles such as traffic signposts and transit shelters may need to be moved off the sidewalk to be compliant with ADA and the UDC. The UDC standards require above-ground utility boxes in excess of 27 cubic feet to be set back a minimum of three feet from the public street right-of-way or sidewalk. In addition, there are various locations where the sidewalks are chipped, cracked, or uneven and need to be repaired. Please see "Pedestrian Obstacles Map - Plan Area North of Alta Drive" on page 37 and "Pedestrian Obstacles Map - Plan Area South of Alta Drive" on page 38.

School zone signage in the middle of the sidewalk on Alta Drive.
Source: City of Las Vegas, Nevada

Street lights and signage in the sidewalk along Decatur Blvd.
Source: City of Las Vegas, Nevada

Incomplete sidewalk along the south side of Meadows Lane.
Source: City of Las Vegas, Nevada

Street light and utility box in a sidewalk.
Source: City of Las Vegas, Nevada



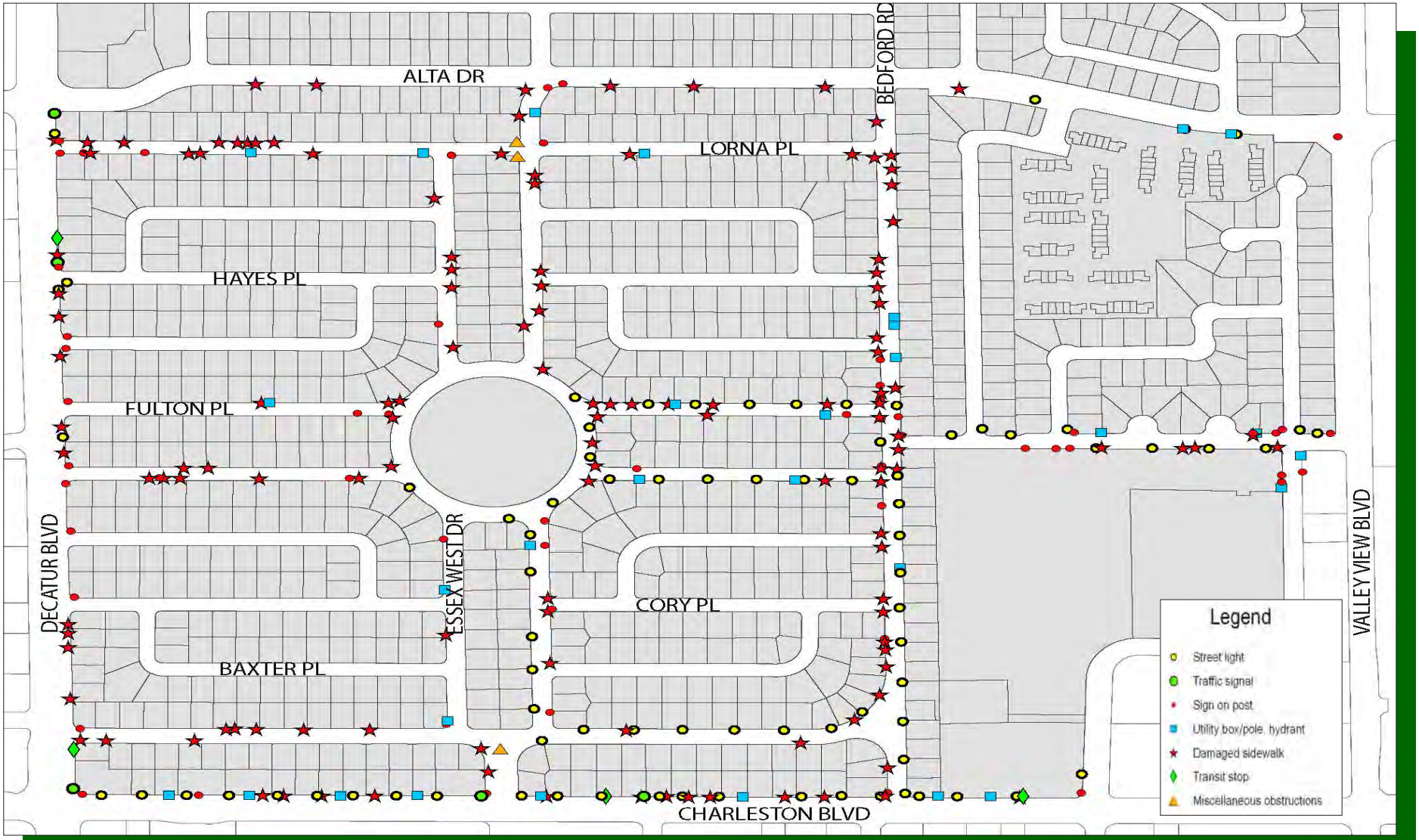
Fire hydrant in the middle of a sidewalk.
Source: City of Las Vegas, Nevada

Bus shelter and other obstructions in sidewalk along Decatur Blvd.
Source: City of Las Vegas, Nevada

Pedestrian Obstacles Map - Plan Area North of Alta Drive

Map details pedestrian obstructions in the northern portion of the Plan area.
Source: City of Las Vegas, Nevada

Pedestrian Obstacles Map - Plan Area South of Alta Drive



Map details pedestrian obstructions in the southern portion of the Plan area.

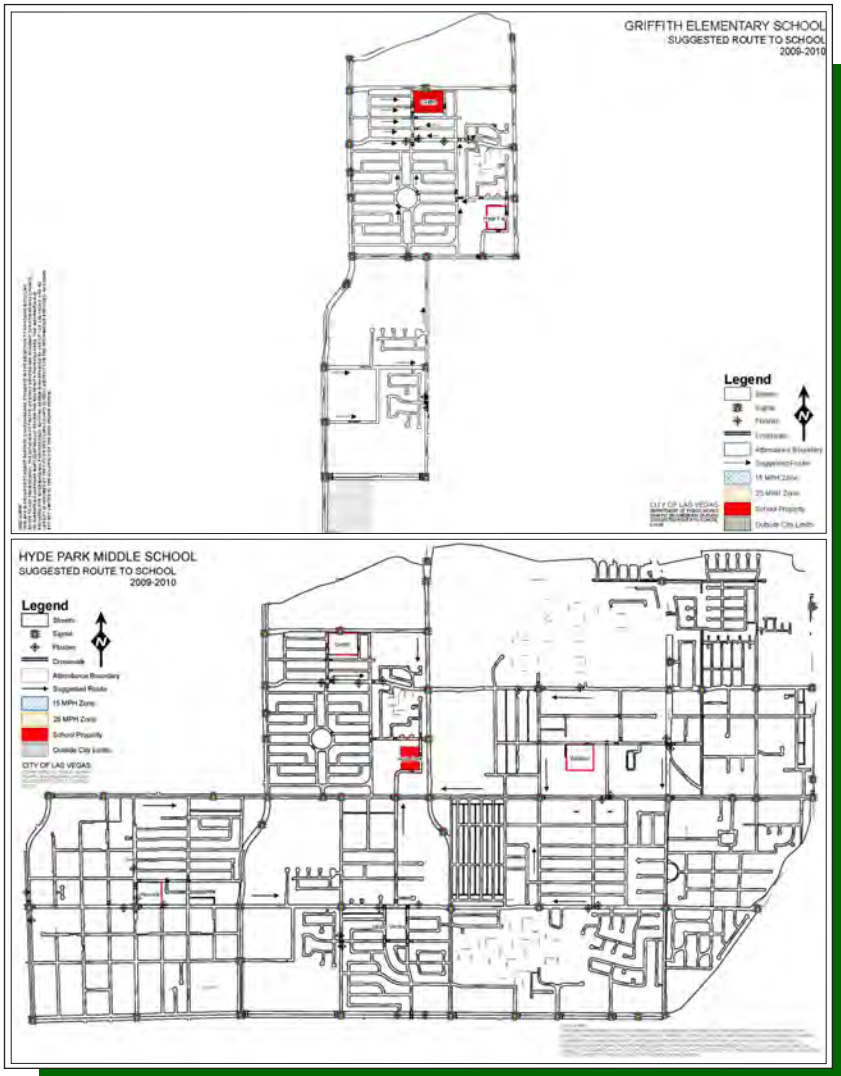
Source: City of Las Vegas, Nevada

School Walking Partners

The city of Las Vegas Suggested School Routes program has provided school zones and crosswalks to both E.W. Griffith Elementary and Hyde Park Middle School. With improvements to the streets and intersections, the neighborhood becomes a safer place for kids to walk to school. To increase visibility, Continental style crosswalks should be provided for all directions on all non-residential street intersections.

Within this community is a great opportunity for school kids to stay healthy by walking and riding bikes. Groups are more visible and strengthen the neighborhood. Children walking in groups are safer with more pairs of eyes watching and better judgment. Groups of four or five kids could meet at a designated location and walk to school as a group. If necessary a stay-at-home parent could volunteer to walk with them. More information about the city's Suggested School Routes can be found on the Department of Public Works' webpage (www.lasvegasnevada.gov/publicworks).

Students walk to school using designated Safe Routes to School.
Source: Clark County School District - http://ccsd.net/partnership/saferoutes/



The suggested routes to school for Griffith Elementary and Hyde Park Middle school published by the city's Public Works Department.
Source: City of Las Vegas, Nevada

Transit Stops

The provision of transit stops within a walkable community provides access to resources outside of the neighborhood. In addition to visiting friends and relatives, the lack of some necessary goods and services within the relatively small area encompassed by a walkable community can necessitate a resident's need to venture out of their neighborhoods. When transit stops are available a resident is not limited to their own neighborhood and are able to access other areas of the valley. The transit stops in the Plan area are evenly spaced between each other. Benches and trash receptacles are recommended to be placed at each transit stop location.

There are 18 transit stops located within the Plan area. Six of the stops are located near the Meadows Mall/Loma Vista Commercial Area. Another six are on Alta Drive. There is one on Decatur Boulevard, two on Charleston Boulevard and three on Valley View Boulevard. Of the 18 stops, four are full stops with a bench, trash receptacles, solid roof, ceiling lighting and shade screening. Two of the remaining locations have benches.

Transit stop on the north side of Alta Drive at Bedford Road.
Source: City of Las Vegas, Nevada

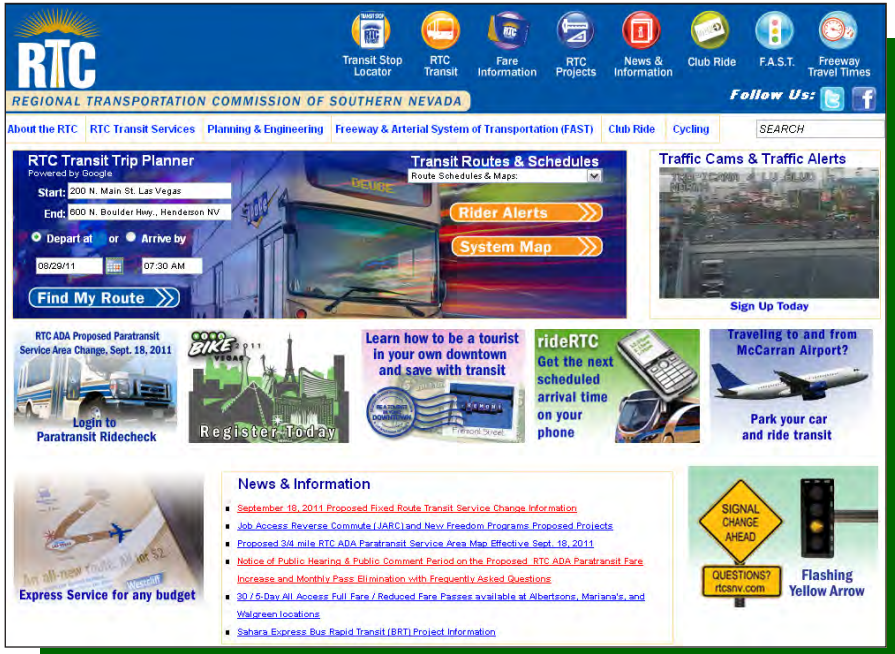
Transit stop at Meadows Lane and Valley View Boulevard.
Source: City of Las Vegas, Nevada

Transit stop on north side of Alta Drive near Valley View Boulevard.
Source: City of Las Vegas, Nevada

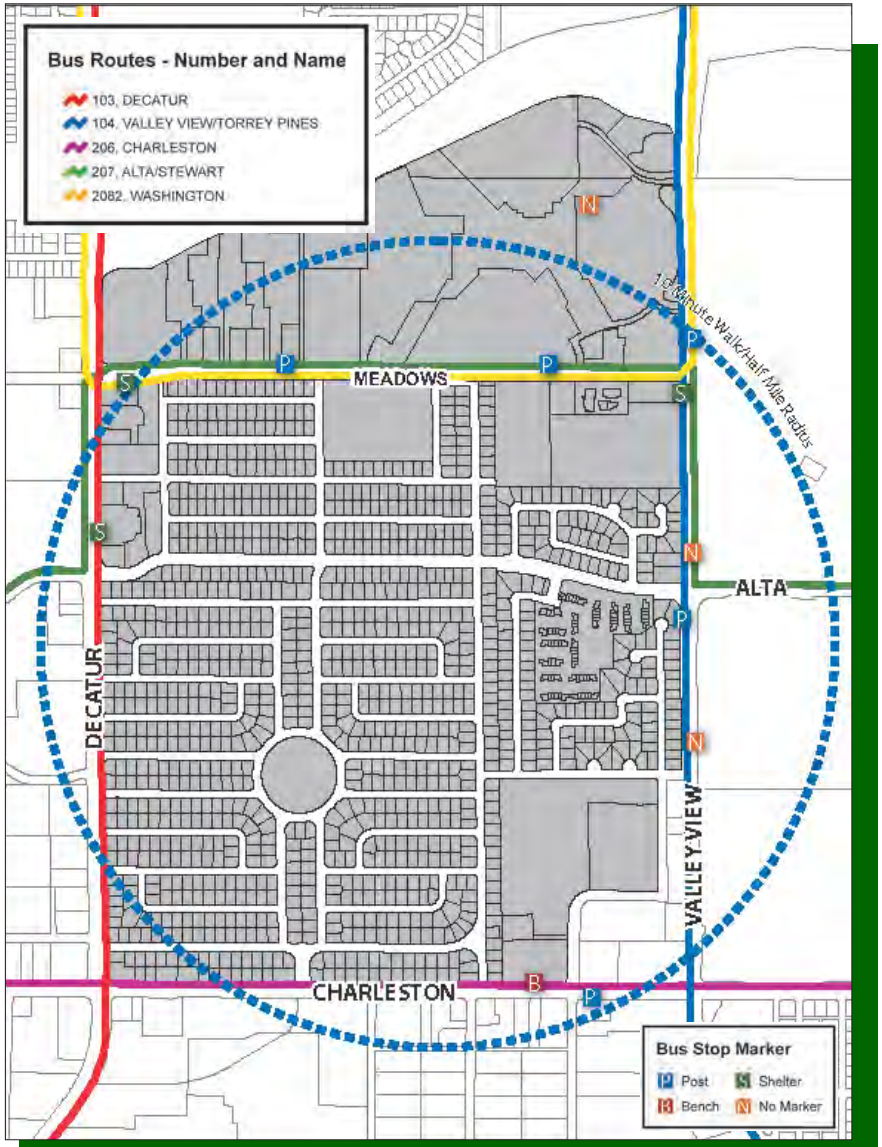
Transit stop approximately midway on the north side of Meadows Lane.
Source: City of Las Vegas, Nevada

Transit stop on the north side of Charleston Boulevard.
Source: City of Las Vegas, Nevada

Nine locations consist of either a sign on a pole or sign on a light post to indicate the stop location. There are four locations without a transit stop marker. None of the locations have facilities for bikes. Little separation exists between the stops and vehicular traffic, with only one of the stop locations having a bus turn-out. All of the locations are in fair to good condition, but none of the stops reflected the character of the surrounding community. Integrating elements of the surrounding area into transit stops can positively contribute to a neighborhood's identity.



Bus route information and trip planning are available on the RTC website.
Source: Regional Transportation Commission of Southern Nevada - http://www.rtcsouthernnevada.com/



Regional Transportation Commission of Southern Nevada bus routes in and around the Plan area.
Source: City of Las Vegas, Nevada

Landscape

The addition of landscaping within the public and private realms provides multiple benefits to a community. Trees are a valuable asset to any property and provide benefits that actually pay back a property owner over time. According to research performed by the United States Department of Agriculture Forest Service, trees can add up to 10% additional value to property, have the power to cut cooling and heating bills by 60% and have the ability to lower air temperatures by as much as five degrees. [11] Other benefits include a reduction of storm water runoff, slowing down traffic and creation of a more pleasant and safer walking environment, in addition to reducing multiple types of airborne pollution. Trees and shrubs also help reduce glare and soften the built environment, as well as add aesthetics to a neighborhood and further strengthening its sense of place. With the extensive amount of drought tolerant landscape materials available to the community, the benefits of urban landscape can be experienced by every property owner.

Residents and property owners within the Meadows Community have the opportunity to reintroduce landscape material into the community that reflects the nature of the surrounding desert environment. One of the strongest landscape examples that the community can follow is the precedent which has been set by the neighboring Las Vegas Springs Preserve. The landscape buffer along the east side of Valley View Boulevard adjacent to the Springs Preserve property exemplifies the use of desert and drought tolerant landscape installed in a lush and healthy manner. By building on the precedent set by this institution, the community can achieve a greater sense of neighborhood cohesion while remaining responsive to the natural desert environment. The plant selection listed on the following pages features a mix of native and desert plants and represents the direction which should be taken for landscape material within the Plan area. Through utilization of these materials the positive momentum begun along Valley View Boulevard can continue on through the community and further showcase the diversity, versatility and lushness that native and desert plants offer. Using plants from the suggested list will create a neighborhood distinguished from other neighborhoods through a unique landscaping palette.

Yellow/Mexican/Red Bird of Paradise.
Source: City of Las Vegas, Nevada

Cat's Claw Acacia.
Source: City of Las Vegas, Nevada

Blue Palo Verde.
Source: City of Las Vegas, Nevada

[11] Foster, J., Lowe, A., & Winkelman, S. (2011). *The Value of Green Infrastructure for Urban Climate Adaptation*. Retrieved June 13, 2011, from the Alliance for Community Trees Web site: http://actrees.org/files/Research/

The use of landscaping is a great way to soften unattractive utility boxes and create a visually appealing presence within the community. The many utility boxes within the Plan area are randomly scattered at the back of the right-of-way and are easy targets for graffiti. Utility boxes with shrubs or tall grasses used to screen them from view allow the unsightly boxes to blend into the landscape and surroundings. Therefore, utilizing the current screening standards for existing utility boxes with shrubs and tall grasses is recommended.

Suggested Planting List

	Common Name	Latin Name
TREES:	Cat's Claw Acacia	Acacia greggii
	Blue Palo Verde	Parkinsonia florida
	Honey Mesquite and associated hybrids	Prosopis glandulosa
	Sweet Acacia	Acacia farnesiana
	Desert Museum Palo Verde	Parkinsonia X 'Desert Museum'
	Screwbean Mesquite	Prosopis pubescens
SHRUBS:	Yellow/Mexican/Red Bird of Paradise	Caesalpinia sp.
	Baja Fairy Duster	Calliandra californica
	Black Dalea	Dalea frutescens
	Brittle Bush	Encelia farinosa
	Senna	Senna sp.
GROUND-COVER:	Centennial Broom/Coyote Bush	Baccharis X 'Centennial'
	Prostrate Acacia	Acacia redolens
	Sierra Gold Dalea	Dalea capitata 'Sierra Gold'
	Prostrate Indigo Bush	Dalea greggii
	Myoporum	Myoporum parvifolium
ACCENTS:	Cats Claw Vine	Macfadyena unguis-cati
	Agave	Agave sp.
	Yucca	Yucca sp.
	Penstemon	Penstemon sp.

Baja Fairy Duster.
Source: City of Las Vegas, Nevada

Myoporum.
Source: City of Las Vegas, Nevada

Penstemon.
Source: City of Las Vegas, Nevada

Shade Coverage

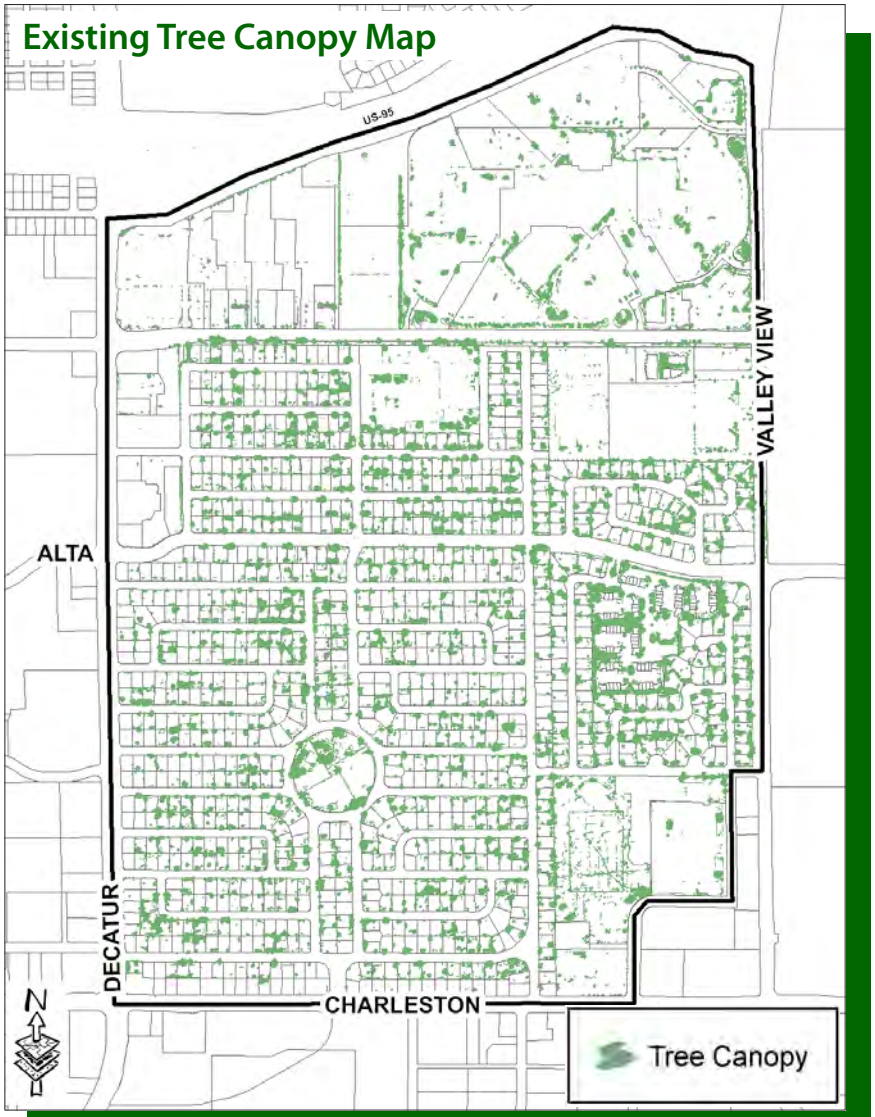
The Las Vegas climate is favorable for walking most of the year. For the hotter months landscaping with shade trees can provide additional benefits to pedestrians.

An urban forestry initiative was adopted by the Las Vegas City Council recognizing the numerous economic, social and environmental benefits of trees within the urban environment. Walkable communities help to meet the goals of the initiative which include doubling the city's tree canopy coverage from 10% to 20% by 2035, and working with existing partners and developing new partnerships in order to ensure that urban forestry remains a priority for the city and southern Nevada region.

The lack of shade in the summer months makes walking difficult and can negatively influence the habits of pedestrians. The creation of a shade canopy through the use of street trees along sidewalks is critical to a walkable community. The sun's path should dictate the planting location and types of trees to needed to provide shade along sidewalks.

The tree canopy of the Meadows Walkable Community is sparse with select areas of tree groupings. Most trees are found on private residential lots. Other areas including the parks and common areas within the Sundown condominium complex have trees. The streets are void of trees with the exception of Meadows Lane that has a 30-foot landscaped area with trees adjacent to the roadway, but no sidewalk to benefit from the shade. The north side of Meadows Lane has trees on the north side of the sidewalk providing no shade from the sun from the south. Along the east side of Valley View there are intermittent tree planting areas. Some of the trees are so far from the sidewalks, that pedestrians do not benefit from their shade.

The addition of drought tolerant trees and landscaping will mitigate the urban heat island effect while improving streetscape enhancements and air quality. These actions will meet the city of Las Vegas' resolution to be environmentally responsible, promote sustainable development by reducing overall energy consumption, support efforts to improve air quality, and conserve non-renewable resources.

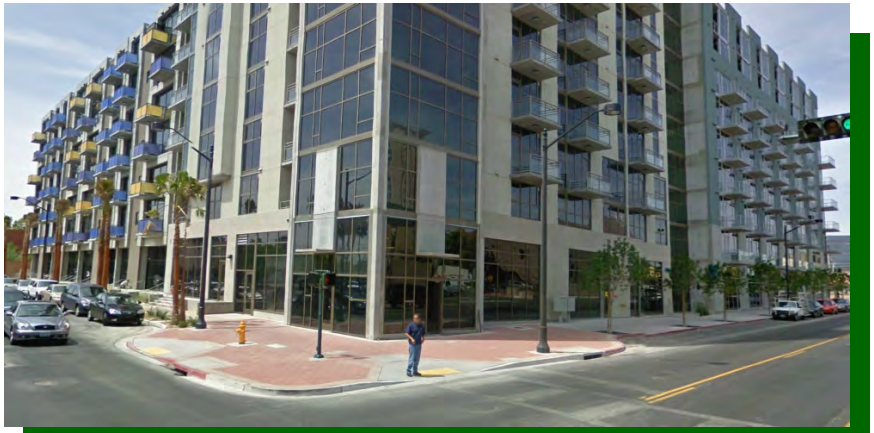


Map details tree canopy for the Plan area.
Source: City of Las Vegas, Nevada

Private Development

The walkability discussion has mainly focused on the public realm to this point. To unify and complete the community design, conformance to the UDC as new development occurs will ensure that walkable, pedestrian-scaled development will be brought forth within the Plan area.

Community design within the Plan area should enhance and promote the characteristics of a Walkable Community. Pedestrian-oriented features should be taken into account in site design, building location, relationship to the roadway, parking lot design and building façade design. These features are addressed within the development standards of the UDC; however, special emphasis and adherence to these elements will strengthen and enhance walkability within the community.



Juhl Lofts is a mixed-use development at the corner of 4th St. and Bonnieville Ave. that exemplifies private development that enhances walkability by building at the street frontages and maintaining human scale.
Source: Google Maps - http://www.google.com/

An additional feature to consider is building placement and orientation. Buildings should be sited and designed to provide sensitive transitions to nearby and less intense areas. Buildings on corner lots should be oriented to the intersection of the street frontages, while buildings on interior lots should be located at the front of the site at the minimum setback line in order to develop a strong street edge. Building exteriors should relate to human scale by minimizing the perceived height and bulk of buildings by including variations in massing and articulation.

Commercial and multi-family developments should provide interconnected walkways and integrate bicycle and pedestrian paths that connect to adjacent developments and residential neighborhoods. Such pedestrian walkways and paths should be highlighted through the use of special pavers, bricks or patterned concrete. Pedestrian open spaces and plazas in commercial developments should be provided in relation to the size of the development and interspersed throughout the site. Site amenities should include an assortment of benches, pergolas, landscaped arbors, artwork and other appropriate landscape features incorporated into the design of each pedestrian open space/plaza.

Proper screening and placement of utilities, loading zones and parking lots should be considered for each site. Consideration and review should be given to the placement and architectural compatibility of pedestrian lighting. Parking lot design should incorporate the minimum landscape requirements to provide the greatest amount of pedestrian comfort. Adherence to the development standards of the UDC will ensure walkable, pedestrian scaled development within the Plan area. A checklist is available within the Appendix of this Plan to help new developments meet the design intent of a walkable community, as well as the development standards of the UDC.

COMPLETE STREET DESIGN

Historically, the public right-of-way has favored automobile traffic. As communities evolve, the public right-of-way is used by multiple modes of transportation. Modern transportation corridors incorporate a complete street design that includes pedestrian, cyclist, automobile, and mass transit modes. This design approach provides protected sidewalks, bike lanes, crosswalks, refuge medians and bus pullouts. These modes are designed to be accessed by pedestrians of all ages and abilities.

In addition to transportation, complete streets promote a better walking environment by providing aesthetic amenities that define the streetscape in the form of benches, trash receptacles, sidewalks, street trees, landscaping, and street/sidewalk lighting. Streetscapes define a neighborhood's character and create the visual environment in which people interact. By improving the streetscape of a neighborhood, the value and quality of the community improves. These enhancements provide increased value to the neighborhood. Below is an illustration of the many components that may be incorporated into a complete street.

Retrofitting the roadways within the Plan area to include components found within a complete street is possible; however, it will depend greatly on the existing conditions and availability of funding.

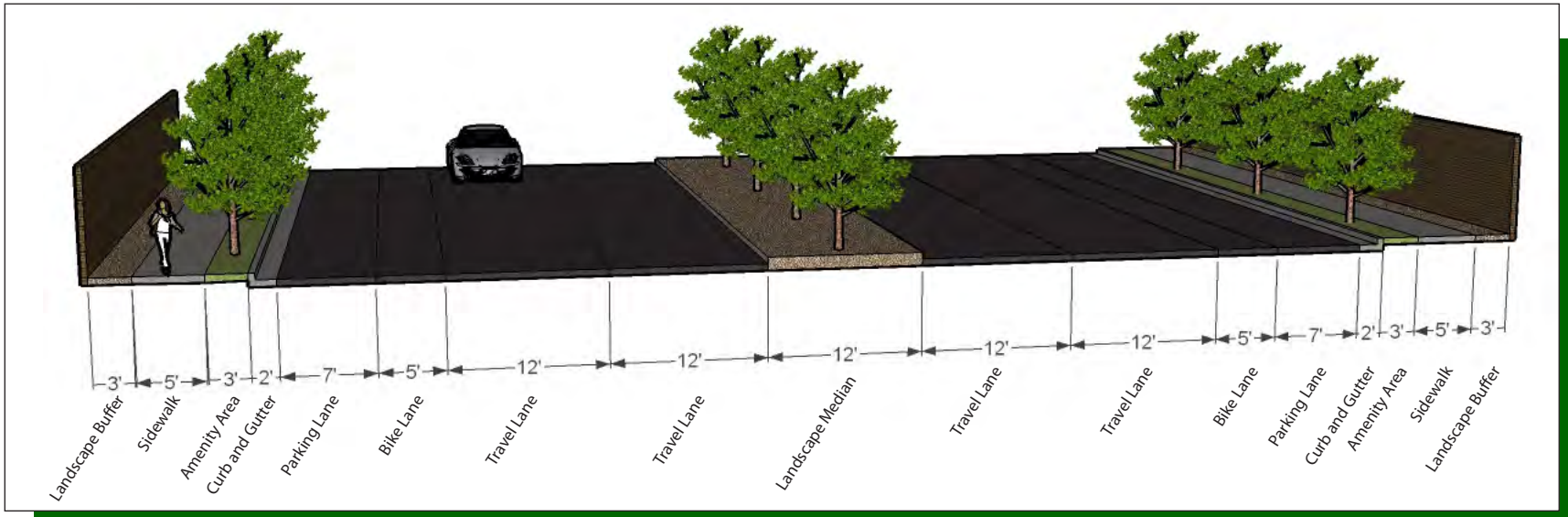


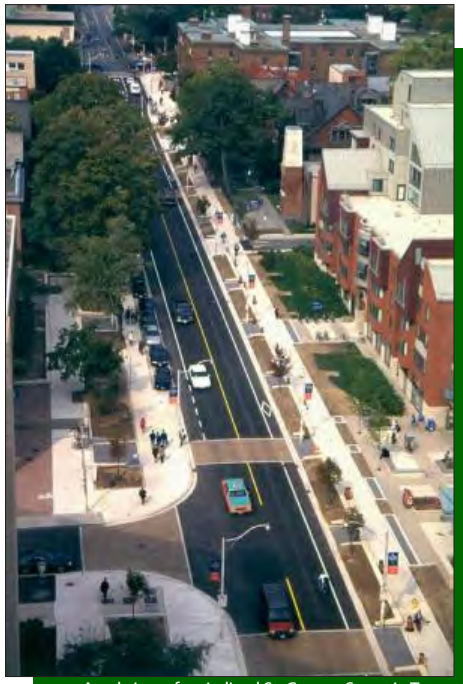
Figure illustrates the typical components of a complete street using a right-of-way of 110 feet.
Source: City of Las Vegas, Nevada

Complete Street Design Examples

Highlighted bike lane street design.
Source: Street Design Manual - New York City , NY
http://www.nyc.gov/dot/

Using a complete street design in Tacoma, WA that incorporates stormwater management best practises.
Source: Complete Streets Design Guidelines Project - City of Tacoma
http://www.cityoftacoma.org/

The intersection of South Blvd. and Scott Street in Charlotte, NC using a complete street design.
Source: Charlotte Department of Transportation - City of Charlotte, NC
http://charmeck.org/city/charlotte/transportation/



Areal view of revitalized St. George Street in Toronto, Canada using a complete street design.
Source: Transport Canada
http://www.tc.gc.ca/

Alta Drive

Alta Drive serves as the primary east/west pedestrian and vehicular connection for the plan area. This roadway is classified as a minor collector and consists of a travel lane in each direction with a painted median and a dedicated bicycle lane, parking lane and sidewalk on each side of the roadway. The section of Alta Drive that is within the Plan area is part of a larger bicycle route that provides a link between the Red Rock Conservation Area and downtown Las Vegas.

With a few exceptions, the sidewalks along Alta Drive are free of obstructions (see Pedestrian Obstacles Map on pages 37-38). One area of potential concern is the sidewalk on the south side of Alta Drive near the Sundown Condominium complex. This portion of sidewalk is level with the street and serves as the entry point for stormwater to enter the drainage channel. This may be considered uninviting to pedestrians.

Possible enhancements to consider here are the continuation of the intersection bulb-outs begun under previous street improvements and using a paving material that highlights the bike lanes to increase motorist awareness.

Alta Drive Location Map.
Source: City of Las Vegas, Nevada

Street Composition		
North Side of Street	Landscape Buffer	No
	Sidewalk	5 feet
	Amenity Area	No
	Parking Lane	8.5 feet
	Bike Lane	5 feet
	Travel Lanes	1 @ 11 feet
	Center Turn Lane	12 feet
	Median Island	No
South Side of Street	Travel Lanes	1 @ 11 feet
	Bike Lane	5 feet
	Parking Lane	8.5 feet
	Amenity Area	No
	Sidewalk	5 feet
	Landscape Buffer	No

Alta Drive as viewed from the intersection at Bedford Road looking west.
Source: City of Las Vegas, Nevada

Street Amenities	
Lighting	Yes
Benches	Yes
Speed Limit	30 mph
Transit Stops	No
Utility Boxes Screened	No
Obstacles in the Sidewalk	Yes

Bedford Road

Bedford Road provides a north/south pedestrian and vehicular spine that runs from Charleston Boulevard north to just south of Meadows Lane. This roadway is classified as a residential street and consists of a travel lane in each direction with an attached sidewalk on each side of the street. While not striped for on-street parking, parking is permitted on both sides of the street.

The sidewalks along Bedford Road contain a number of obstructions (see Pedestrian Obstacles Map on pages 37-38). Most of these obstructions are sign posts and street lights.

Possible enhancements to consider here are providing a pedestrian/bicycle opening in the community wall to allow non-vehicular traffic to continue from Bedford Road through the wall on to Meadows Lane and providing street trees within an amenity area between the sidewalk and roadway.

Bedford Road Location Map.
Source: City of Las Vegas, Nevada

Street Composition		
East Side of Street	Landscape Buffer	No
	Sidewalk	5 feet
	Amenity Area	No
	Parking Lane	No *
	Bike Lane	No
	Travel Lanes	1 @ 18.5 feet
	Center Turn Lane	No
	Median Island	No
West Side of Street	Travel Lanes	1 @ 18.5 feet
	Bike Lane	No
	Parking Lane	No *
	Amenity Area	No
	Sidewalk	5 feet
	Landscape Buffer	No

* Although no parking lanes are marked, on-street parking is permitted.

Bedford Road as viewed from the intersection at Alpine Place looking north.
Source: City of Las Vegas, Nevada

Street Amenities	
Lighting	Yes
Benches	No
Speed Limit	25 mph
Transit Stops	No
Utility Boxes Screened	No
Obstacles in the Sidewalk	Yes

Charleston Boulevard

Charleston Boulevard serves as a major valley-wide thoroughfare that connects the east and west sides of the valley. This roadway is classified as a primary arterial and consists of three travel lanes in each direction with a median and double left turn pockets at major intersections and sidewalks on each side of the roadway.

The sidewalks along Charleston Boulevard contain a number of obstructions (see Pedestrian Obstacles Map on pages 37-38). These obstructions are a mix of street lights, utility boxes and damaged sidewalk sections.

Possible enhancements to consider here are fixing any cracked or broken sidewalks and aligning the medians and crosswalks where possible to allow a refuge for those needing additional time to cross this high volume roadway.

Charleston Boulevard Location Map.
Source: City of Las Vegas, Nevada

Street Composition		
North Side of Street	Landscape Buffer	No
	Sidewalk	5 feet
	Amenity Area	No
	Parking Lane	No
	Bike Lane	No
	Travel Lanes	3 @ 11 feet
	Center Turn Lane	Yes
	Median Island	18 feet
South Side of Street	Travel Lanes	3 @ 11 feet
	Bike Lane	No
	Parking Lane	No
	Amenity Area	No
	Sidewalk	5 feet
	Landscape Buffer	No

Charleston Boulevard as viewed from just east of Decatur Boulevard looking west.
Source: City of Las Vegas, Nevada

Street Amenities	
Lighting	Yes
Benches	Yes
Speed Limit	35 mph
Transit Stops	2 (w/i plan area)
Utility Boxes Screened	No
Obstacles in the Sidewalk	Yes

Decatur Boulevard

Decatur Boulevard serves as a major valley-wide thoroughfare that connects the north and south ends of the valley. This roadway is classified as a primary arterial and consists of four travel lanes in each direction with a median and left turn pockets at intersections and sidewalks on each side of the roadway. A portion of Decatur Boulevard that is within the Plan area is part of the Decatur Boulevard Widening Project (CIP-8003 and CIP-26295).

The sidewalks along Decatur Boulevard contain a number of obstructions (see Pedestrian Obstacles Map on pages 37-38). Most of these obstructions are street lights.

Possible enhancements to consider here are fixing any cracked or broken sidewalks and aligning the medians and crosswalks where possible to allow a refuge for those needing additional time to cross this high volume roadway.

Decatur Boulevard Location Map.
Source: City of Las Vegas, Nevada

Street Composition		
East Side of Street	Landscape Buffer	No
	Sidewalk	5 feet
	Amenity Area	No
	Parking Lane	No
	Bike Lane	No
	Travel Lanes	4 @ 11 feet
	Center Turn Lane	No
	Median Island	20 feet
West Side of Street	Travel Lanes	4 @ 11 feet
	Bike Lane	No
	Parking Lane	No
	Amenity Area	No
	Sidewalk	5 feet
	Landscape Buffer	No

Decatur Boulevard as viewed from the intersection at Alta Drive looking north.
Source: City of Las Vegas, Nevada

Street Amenities	
Lighting	Yes
Benches	Yes
Speed Limit	45 mph
Transit Stops	2 (w/i plan area)
Utility Boxes Screened	No
Obstacles in the Sidewalk	Yes

Essex Drive

Essex Drive provides a secondary north/south pedestrian and vehicular path and connects E. W. Griffith Elementary School and Alta Drive. This roadway is classified as a residential street and consists of a travel lane in each direction with an attached sidewalk on each side of the street. While not striped for on-street parking, parking is permitted on both sides of the street.

With a few exceptions, the sidewalks along Essex Drive are free of obstructions (see Pedestrian Obstacles Map on pages 37-38). One potential concern is the lack of sidewalk curb cuts at the intersection with Amherst Lane.

Possible enhancements to consider here are providing a pedestrian/bicycle opening in the wall to allow non-vehicular traffic to continue from Essex Drive through the wall on to Meadows Lane and providing street trees within an amenity area between the sidewalk and roadway.

Essex Drive Location Map.
Source: City of Las Vegas, Nevada

Street Composition		
East Side of Street	Landscape Buffer	No
	Sidewalk	5 feet
	Amenity Area	No
	Parking Lane	No *
	Bike Lane	No
	Travel Lanes	1 @ 18.5 feet
	Center Turn Lane	No
	Median Island	No
West Side of Street	Travel Lanes	1 @ 18.5 feet
	Bike Lane	No
	Parking Lane	No *
	Amenity Area	No
	Sidewalk	5 feet
	Landscape Buffer	No

* Although no parking lanes are marked, on-street parking is permitted.

Essex Drive as viewed from the intersection at Providence Lane looking south.
Source: City of Las Vegas, Nevada

Street Amenities	
Lighting	Yes
Benches	No
Speed Limit	25 mph
Transit Stops	No
Utility Boxes Screened	No
Obstacles in the Sidewalk	Yes

Essex East Drive

Essex East Drive provides a secondary north/south pedestrian and vehicular path and connects residents with Alta Drive on the north and Charleston Boulevard on the south. This roadway is classified as a residential street and consists of a travel lane in each direction with an attached sidewalk on each side of the street (except around the park). While not striped for on-street parking, parking is permitted on both sides of the street.

With a few exceptions, the sidewalks along Essex East Drive are free of obstructions (see Pedestrian Obstacles Map on pages 37-38). There are an number of sidewalk sections that are damaged and in need of repair.

Possible enhancements to consider here are providing shared travel lane signage for bicycle awareness and providing street trees within an amenity area between the sidewalk and roadway.

Essex East Drive Location Map.
Source: City of Las Vegas, Nevada

Street Composition		
East Side of Street	Landscape Buffer	No
	Sidewalk	7 feet
	Amenity Area	No
	Parking Lane	No *
	Bike Lane	No
	Travel Lanes	1 @ 17 feet
	Center Turn Lane	No
	Median Island	No
West Side of Street	Travel Lanes	1 @ 17 feet
	Bike Lane	No
	Parking Lane	No *
	Amenity Area	No
	Sidewalk	7 feet
	Landscape Buffer	No

* Although no parking lanes are marked, on-street parking is permitted.

Essex East Drive as viewed from the intersection at Essex Circle looking south.
Source: City of Las Vegas, Nevada

Street Amenities	
Lighting	Yes
Benches	No
Speed Limit	25 mph
Transit Stops	No
Utility Boxes Screened	No
Obstacles in the Sidewalk	Yes

Evergreen Place

Evergreen Place serves as an east/west pedestrian and vehicular connection between Bedford Road and Decatur Boulevard. This roadway is classified as a residential street and consists of a travel lane in each direction with an attached sidewalk on each side of the street. While not striped for on-street parking, parking is permitted on both sides of the street.

The sidewalks along Evergreen Place contain a number of obstructions (see Pedestrian Obstacles Map on pages 37-38). Most of these obstructions are damaged sidewalk segments and street lights.

Possible enhancements to consider here are providing shared travel lane signage for bicycle awareness and providing street trees within an amenity area between the sidewalk and roadway.

Evergreen Place Location Map.
Source: City of Las Vegas, Nevada

Street Composition		
North Side of Street	Landscape Buffer	No
	Sidewalk	7 feet
	Amenity Area	No
	Parking Lane	No *
	Bike Lane	No
	Travel Lanes	1 @ 17 feet
	Center Turn Lane	No
	Median Island	No
South Side of Street	Travel Lanes	1 @ 17 feet
	Bike Lane	No
	Parking Lane	No *
	Amenity Area	No
	Sidewalk	7 feet
	Landscape Buffer	No

* Although no parking lanes are marked, on-street parking is permitted.

Evergreen Place as viewed from the intersection at X looking y.
Source: City of Las Vegas, Nevada

Street Amenities	
Lighting	Yes
Benches	No
Speed Limit	25 mph
Transit Stops	No
Utility Boxes Screened	No
Obstacles in the Sidewalk	Yes

Fulton Place

Fulton Place serves as an east/west pedestrian and vehicular connection between Bedford Road and Valley View Boulevard and is the northern border of Cragin Park. This roadway is classified as a residential street and consists of a travel lane in each direction with an attached sidewalk on each side of the street. While not striped for on-street parking, parking is permitted on both sides of the street.

The sidewalks along Fulton Place contain a number of obstructions (see Pedestrian Obstacles Map on pages 37-38). Most of these obstructions are damaged sidewalk segments and street lights.

Possible enhancements to consider here are providing landscape planters within the two bubble streets on the north side of the roadway and providing street trees within an amenity area between the sidewalk and roadway.

Fulton Place Location Map.
Source: City of Las Vegas, Nevada

Street Composition		
North Side of Street	Landscape Buffer	No
	Sidewalk	5 feet
	Amenity Area	No
	Parking Lane	No *
	Bike Lane	No
	Travel Lanes	1 @ 23 feet
	Center Turn Lane	No
	Median Island	No
South Side of Street	Travel Lanes	1 @ 23 feet
	Bike Lane	No
	Parking Lane	No *
	Amenity Area	No
	Sidewalk	5 feet
	Landscape Buffer	No

* Although no parking lanes are marked, on-street parking is permitted.

Fulton Place as viewed from the intersection with Bedford Road looking east towards Valley View Boulevard.
Source: City of Las Vegas, Nevada

Street Amenities	
Lighting	Yes
Benches	No
Speed Limit	25 mph
Transit Stops	No
Utility Boxes Screened	No
Obstacles in the Sidewalk	Yes

Mayflower Lane

Mayflower Lane provides a secondary east/west pedestrian and vehicular path and connects the neighborhood to the community center to the east and the commercial uses along Decatur Boulevard. This roadway is classified as a residential street and consists of a travel lane in each direction with an attached sidewalk on each side of the street. While not striped for on-street parking, parking is permitted on both sides of the street.

The sidewalks along Mayflower Lane contain a number of obstructions (see Pedestrian Obstacles Map on pages 37-38). Most of these obstructions are street lights.

Possible enhancements to consider here are providing a pedestrian/bicycle entrance to allow non-vehicular traffic to access the community center from Mayflower Lane and providing street trees within an amenity area between the sidewalk and roadway.

Mayflower Lane Location Map.
Source: City of Las Vegas, Nevada

Street Composition		
North Side of Street	Landscape Buffer	No
	Sidewalk	5 feet
	Amenity Area	No
	Parking Lane	No *
	Bike Lane	No
	Travel Lanes	1 @ 18.5 feet
	Center Turn Lane	No
	Median Island	No
South Side of Street	Travel Lanes	1 @ 18.5 feet
	Bike Lane	No
	Parking Lane	No *
	Amenity Area	No
	Sidewalk	5 feet
	Landscape Buffer	No

* Although no parking lanes are marked, on-street parking is permitted.

Street Amenities	
Lighting	Yes
Benches	No
Speed Limit	25 mph
Transit Stops	No
Utility Boxes Screened	No
Obstacles in the Sidewalk	Yes

Mayflower Lane as viewed from the intersection at Revere Drive looking west.
Source: City of Las Vegas, Nevada

Meadows Lane

Meadows Lane serves as a secondary east/west pedestrian and vehicular connection for the plan area and mainly conveys vehicular traffic between Decatur Boulevard and Valley View Boulevard and is the primary access to the regional mall and the adjacent commercial shopping center. This roadway is classified as a minor collector and consists of two travel lanes in each direction with a painted median and a sidewalk on the north side of the roadway.

The sidewalk along Meadows Lane contains a number of obstructions (see Pedestrian Obstacles Map on pages 37-38). Most of these obstructions are street lights.

Possible enhancements to consider here are the transformation of the wide landscape buffer along the south side of the roadway into a linear greenbelt with a 10-foot wide sidewalk and openings in the wall to allow pedestrian and bicycle traffic between the residential neighborhood and the commercial areas north of Meadows Lane.

Meadows Lane Location Map.
Source: City of Las Vegas, Nevada

Street Composition		
North Side of Street	Landscape Buffer	No
	Sidewalk	5 feet
	Amenity Area	No
	Parking Lane	No
	Bike Lane	No
	Travel Lanes	2 @ 12 feet
	Center Turn Lane	12 feet
	Median Island	No
South Side of Street	Travel Lanes	2 @ 12 feet
	Bike Lane	No
	Parking Lane	No
	Amenity Area	No
	Sidewalk	No
	Landscape Buffer	30.5 feet

Meadows Lane as viewed from the Bill and Lillie Heinrich YMCA looking east.
Source: City of Las Vegas, Nevada

Street Amenities	
Lighting	Yes
Benches	Yes
Speed Limit	35 mph
Transit Stops	3
Utility Boxes Screened	No
Obstacles in the Sidewalk	Yes

Portsmouth Way

Portsmouth Way provides a secondary north/south pedestrian and vehicular path that serves as the western border of the residential neighborhood. This roadway is classified as a residential street and consists of a travel lane in each direction with an attached sidewalk on each side of the street. While not striped for on-street parking, parking is permitted on both sides of the street.

The sidewalks along Fulton Place contain a number of obstructions (see Pedestrian Obstacles Map on pages 37-38). Most of these obstructions are damaged sidewalk segments.

Possible enhancements to consider here are providing a pedestrian/bicycle opening in the wall to allow non-vehicular traffic to continue from Portsmouth Way through the wall on to Meadows Lane and complete the sidewalk network where approximately 265 feet of sidewalk is missing on the west side of the roadway.

Portsmouth Way Location Map.
Source: City of Las Vegas, Nevada

Street Composition		
East Side of Street	Landscape Buffer	No
	Sidewalk	5 feet
	Amenity Area	No
	Parking Lane	No *
	Bike Lane	No
	Travel Lanes	1 @ 18.5 feet
	Center Turn Lane	No
	Median Island	No
West Side of Street	Travel Lanes	1 @ 18.5 feet
	Bike Lane	No
	Parking Lane	No *
	Amenity Area	No
	Sidewalk	5 feet
	Landscape Buffer	10.75 feet

* Although no parking lanes are marked, on-street parking is permitted.

Portsmouth Way as viewed from the intersection at Nolan Lane looking north.
Source: City of Las Vegas, Nevada

Street Amenities	
Lighting	Yes
Benches	No
Speed Limit	30 mph
Transit Stops	No
Utility Boxes Screened	No
Obstacles in the Sidewalk	Yes

Valley View Boulevard

Valley View Boulevard is a north/south pedestrian and vehicular connection long the eastern border of the Plan area from Charleston Boulevard to the US 95 on-ramps. This roadway is classified as a major collector and consists of two travel lanes in each direction with a painted median and sidewalks on each side of the roadway. Landscape buffers exist at various locations along the roadway to varying degrees.

The sidewalks along Valley View Boulevard contain a number of obstructions (see Pedestrian Obstacles Map on pages 37-38). Most of these obstructions are street lights.

Possible enhancements to consider here are fixing any cracked or broken sidewalk and aligning the medians and crosswalks where possible to allow a refuge for those needing additional time to cross this high volume roadway and adding landscaping within the easement on the west side of the roadway between Alta Drive and Fulton Place.

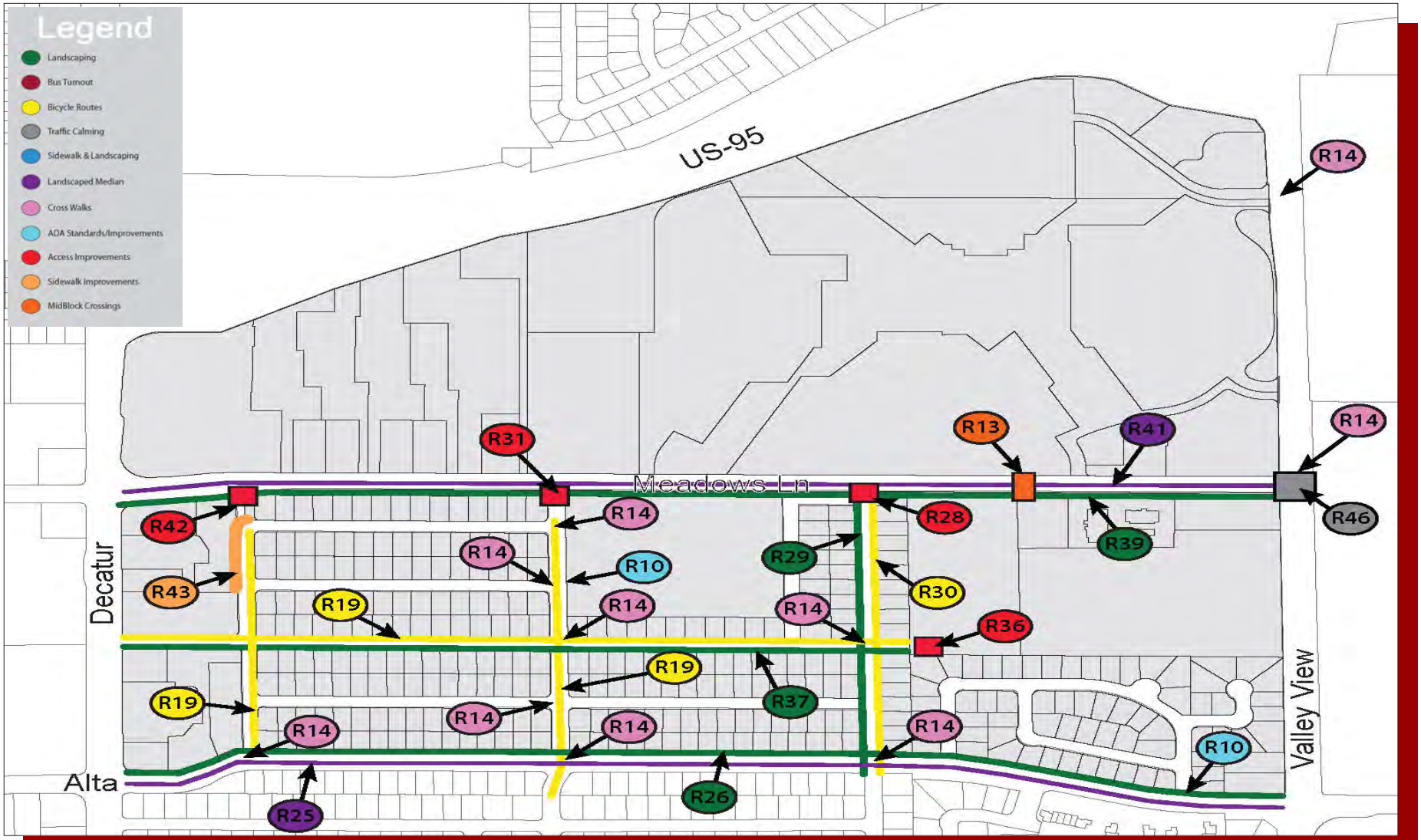
Valley View Boulevard Location Map.
Source: City of Las Vegas, Nevada

Street Composition		
East Side of Street	Landscape Buffer	6 feet
	Sidewalk	5 feet
	Amenity Area	No
	Parking Lane	No
	Bike Lane	No
	Travel Lanes	2 @ 12 feet
	Center Turn Lane	12 feet
	Median Island	No
West Side of Street	Travel Lanes	2 @ 12 feet
	Bike Lane	No
	Parking Lane	No
	Amenity Area	No
	Sidewalk	5 feet
	Landscape Buffer	30 feet

Valley View Boulevard as viewed from the intersection with Fulton Place looking north.
Source: City of Las Vegas, Nevada

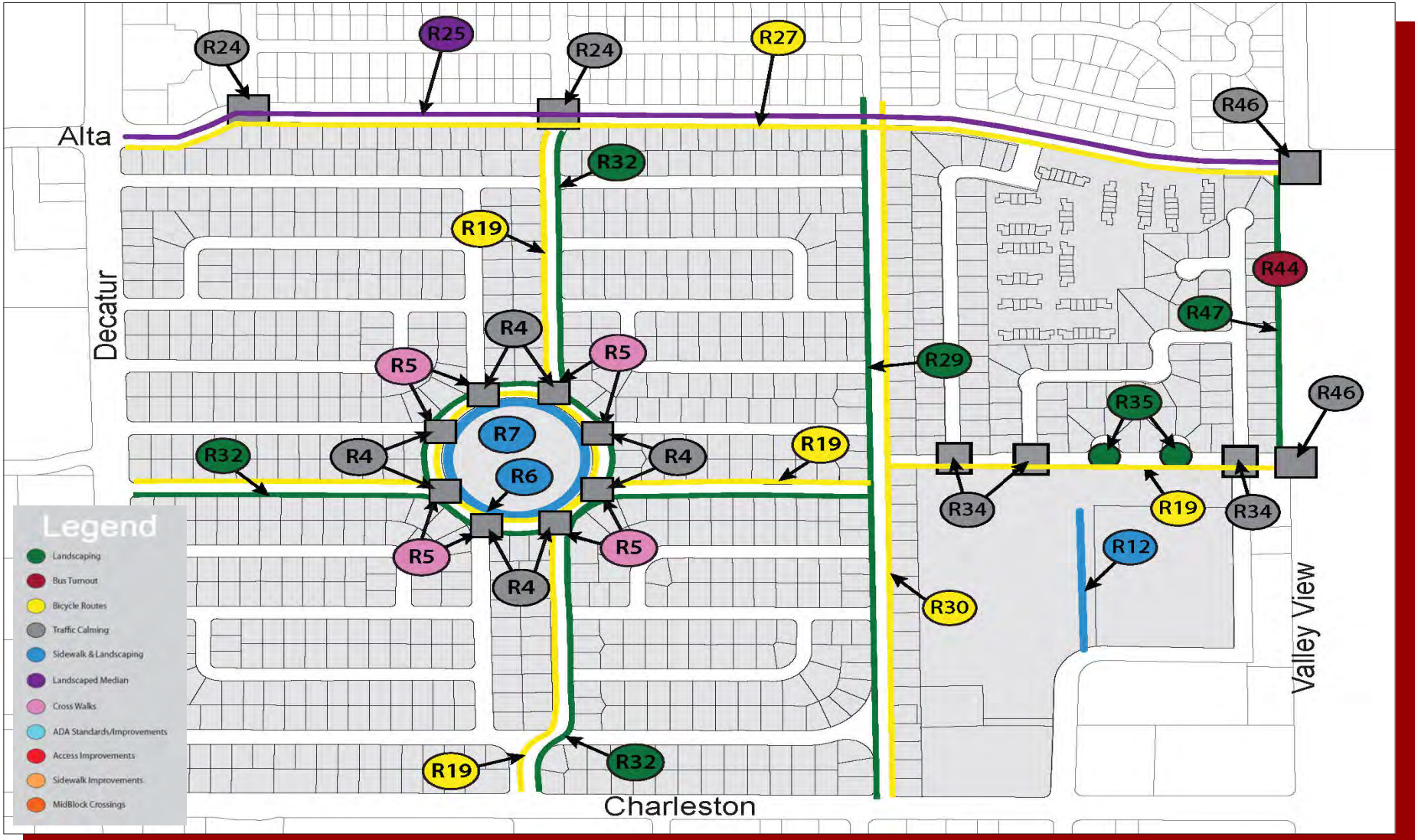
Street Amenities	
Lighting	Yes
Benches	Yes
Speed Limit	35 mph
Transit Stops	5
Utility Boxes Screened	No
Obstacles in the Sidewalk	Yes

ENHANCEMENT MAP - NORTH



Map indicates in the enhancement recommendation locations for the northern portion of the Plan area.
Source: City of Las Vegas, Nevada

ENHANCEMENT MAP - SOUTH



Map indicates in the enhancement recommendation locations for the southern portion of the Plan area.
Source: City of Las Vegas, Nevada

Plan Implementation

Recommendations

The "Plan Implementation" section of this plan provides recommendations for enhancements to the community that will provide a safer, more enjoyable walking and biking environment for accessing community amenities and conducting normal daily activities. These recommendations are based on input from residents at community meetings. All new development shall conform to the UDC. Potential funding sources include, but are not limited to, the following:

- Standard Development Process: As land goes through redevelopment, the enhancements are installed by the developer as part of the approval for the project.
- Federal Grants: The Department of Transportation periodically has funding available for bicycle and pedestrian improvements.
- Special Improvement District: All parcels adjacent to the street are assessed a percentage of the cost of improvements based on their share of street frontage (as a general rule), contingent on property owners agreement to the district creation.
- General Fund: As funds become available enhancements could be funded by the city individually or as part of larger capital improvements within the plan area.

Community Amenities

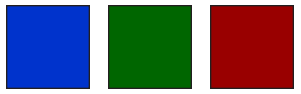
Recommendation #1: Encourage a mix of uses and housing types to increase the walkability and self-sufficient nature of the Plan area (see page 23).

Recommendation #2: Encourage uses that are missing from the area such as a public library or health club (see page 24).

Recommendation #3: Encourage redevelopment of the Meadows Mall and Loma Vista Commercial Area to promote walkable, mixed-use development that strongly connects to the rest of the Plan area (see page 27).

Essex Circle / West Charleston Lions Park

Recommendation #4: Provide bulb-outs at each of the corners of the eight intersections along Essex Circle, similar to those at the intersection of Bedford Road and Alta Drive (see page 28).



Recommendation #5: Provide crosswalks across both sides of each roadway intersection along Essex Circle leading into Essex Circle/West Charleston Lions Park. This will create a shorter span for pedestrians to cross, and create more links between the community and the park (see page 28).

Recommendation #6: Provide a five-foot sidewalk with benches and distance markers around the perimeter of Essex Circle/West Charleston Lions Park, and actively label the existing decomposed granite pathway as a jogging/dog path. This will encourage area residents to utilize the park for active recreational purposes (see page 28).

Recommendation #7: Provide pedestrian-scaled lighting in pairs at each of the proposed crosswalks leading into Essex Circle/West Charleston Lions Park, in addition to placement at regular intervals along the planned perimeter sidewalk and along the existing walkways traversing the park from northwest to southeast and northeast to southwest. This will create better nighttime visibility and create a safer evening experience for users of the park (see page 28).

Community Design

Connectivity

Recommendation #8: Remove all obstacles hindering the travel of pedestrians and people with disabilities along the sidewalk including utility boxes, traffic sign posts and transit shelters. These items can be placed in landscape buffers or easements if necessary (see page 36).

Recommendation #9: Fix all damaged, cracked, chipped and uneven portions of the existing sidewalk within the Plan area (see page 36).

Recommendation #10: Bring all crossing buttons, warning mats, sidewalks and ramps into compliance with current ADA standards and provide curb cuts for crosswalks located at the following intersections (see page 36):

- Alta Drive and Blue River Drive
- Essex Drive and Amherst Lane

Recommendation #11: Where the median is wide enough, move crosswalks to allow for a pedestrian refuge within the median island (see page 33).

Recommendation #12: Provide a tree-lined paved walkway along the east side of Cragin Park to serve as a pedestrian connector for Hyde Park Middle School and Cragin Park (see page 31).

Recommendation #13: Provide a marked mid-block crossing across Meadows Lane near the YMCA (see page 34).

Recommendation #14: Stripe or re-stripe the following intersections with Continental style crosswalks (see page 33):

- Alta Drive and Bedford Road
- Alta Drive and Essex Drive
- Alta Drive and Portsmouth Way
- Bedford Road and Mayflower Lane
- Essex Drive and Amherst Lane
- Essex Drive and Mayflower Lane
- Essex Drive and Nolan Lane
- Essex Drive and Providence Lane
- Valley View Boulevard and the north entrance to the Meadows Mall
- Valley View Boulevard and Meadows Lane

Recommendation #15: Facilitate discussion for parents, students and the school district to develop a "Walking Partners" program that promotes walking to school in groups for students at both E.W. Griffith Elementary School and Hyde Park Middle School (see page 39).

Recommendation #16: Restripe and add Continental style crosswalks in all directions at intersections along the suggested routes to school pathway to E.W. Griffith Elementary School and Hyde Park Middle School (see page 39).

Recommendation #17: Work with existing property owners within the Plan area to ensure that if and when they choose to renovate or redevelop their properties that they do so with the design principles and standards of the Plan and the UDC in mind (see page 45).

Recommendation #18: Any new streetscapes should conform to the standards of this Plan and the UDC as conditions allow (see page 42).

Recommendation #19: Provide shared-lane bicycle routes along the following streets (see page 46):

- Essex Drive
- Essex East Drive
- Evergreen Place
- Fulton Place
- Mayflower Lane
- Portsmouth Way

Transit Stops

Recommendation #20: Work with the RTC to provide at minimum a bench and trash receptacle at each transit stop within the Plan area (see page 40).

Landscaping

Recommendation #21: Use landscape materials from the Suggested Planting List within the Plan area and require new landscaping to conform to the UDC (see page 43).

Recommendation #22: Work with utility companies as street improvements occur to bring utility boxes into compliance with UDC screening standards (see page 42).

Recommendation #23: Add street trees in existing and newly created landscape buffers and medians to provide shade for sidewalks and pedestrians (see page 44).

This illustration represents a before and after glimpse of adding landscaping on each side of the roadway and a landscaped median island as indicated in various enhancement recommendations.
Source: Regional Transportation Commission of Southern Nevada (RTC) Sahara Avenue Bus Rapid Transit Project - http://www.rtcsouthernnevada.com/mpo/projects/sahara2/

Complete Streets

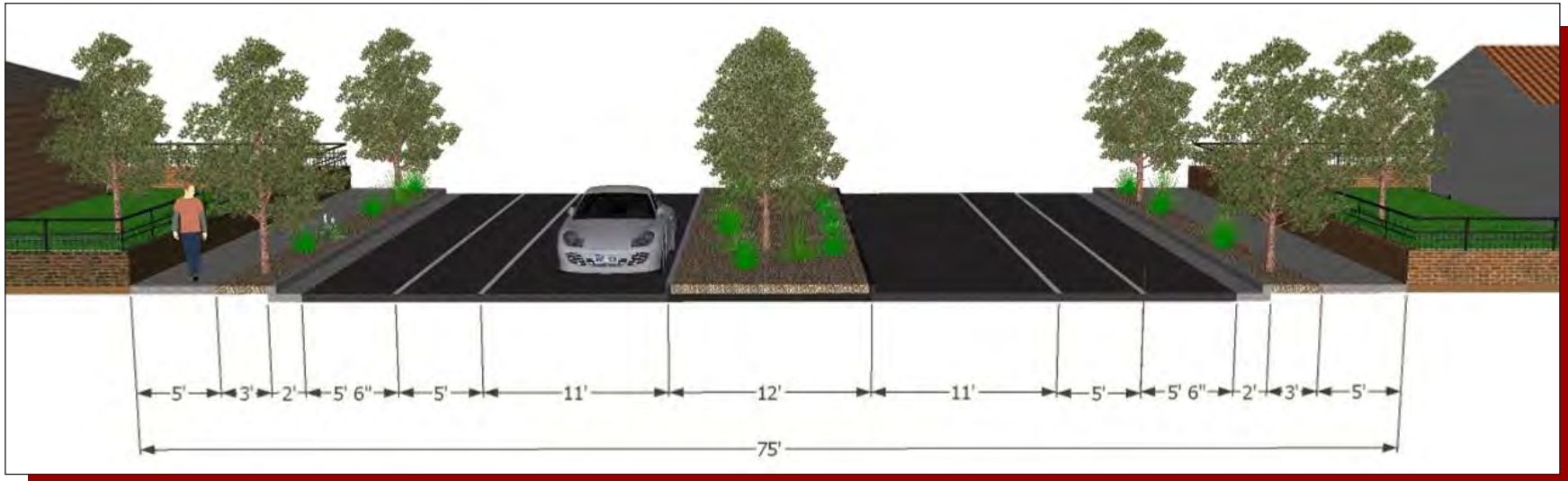
Alta Drive

Recommendation #24: Provide bulb-outs at all corners of Essex Drive and Portsmouth Way, similar to those at the intersection of Bedford Road and Alta Drive (see page 48).

Recommendation #25: Provide a raised landscaped median in the middle of Alta Drive from Decatur Boulevard to Valley View Boulevard, subject to the location of any existing underground utility lines (see page 48).

Recommendation #26: Provide a three-foot wide landscape buffer adjacent to the existing five-foot wide sidewalks with 24-inch or larger box trees planted 25-feet on center along Alta Drive between Valley View Boulevard and Decatur Boulevard, subject to the location of any existing underground utility lines (see page 48).

Recommendation #27: Highlight the bike lane so that it is more recognizable to motorists (see page 48).



This illustration represents Alta Drive with the addition of a 3-foot amenity area on each side of the roadway and a landscaped median island as indicated it the enhancement recommendations.

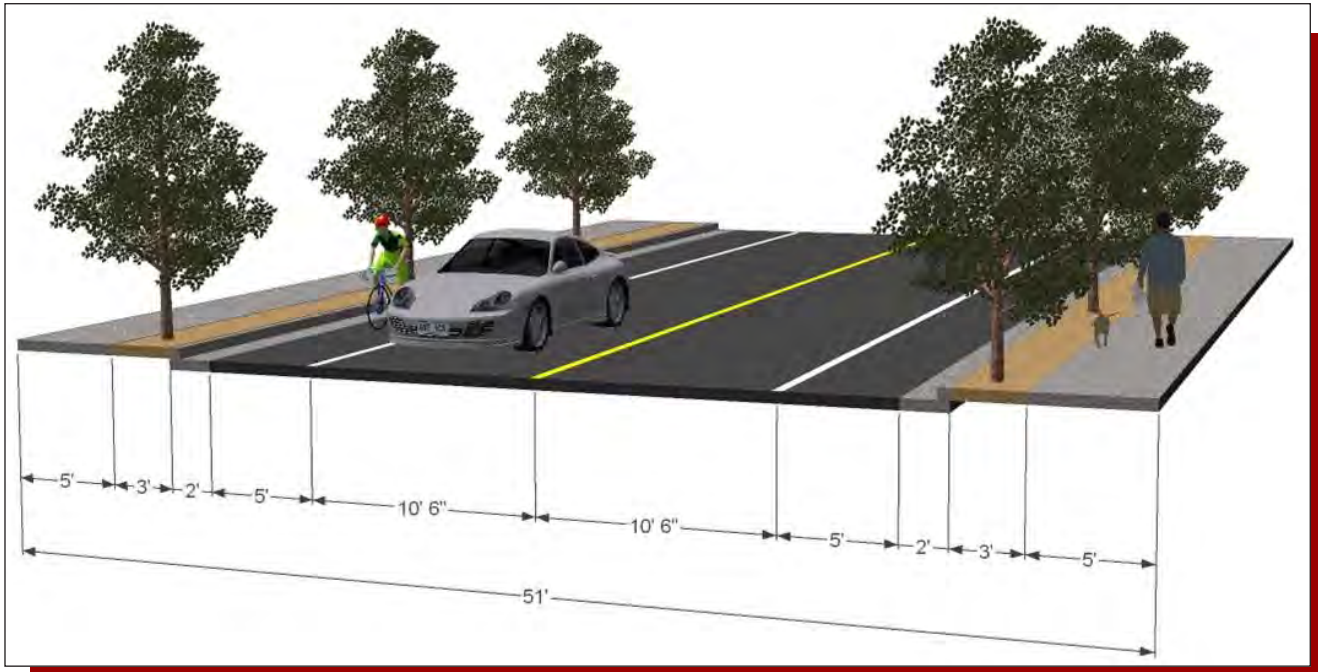
Source: City of Las Vegas, Nevada

Bedford Road

Recommendation #28: Provide a pedestrian/bicycle opening in the six-foot high wall at the northern terminus of Bedford Road to create an access point to the commercial resources available at the northern portion of the Plan area (see page 49).

Recommendation #29: Provide a three-foot wide landscape buffer adjacent to the existing five-foot wide sidewalks with 24-inch or larger box trees planted 25-feet on center along Bedford Road between Meadows Lane and Charleston Boulevard, subject to the location of any existing underground utility lines (see page 49).

Recommendation #30: Dedicate a bicycle lane on Bedford Road to eliminate the need for cyclists to use the sidewalk (see page 49).



This illustration represents Bedford Road with the addition of a bike lane and amenity area on each side of the roadway as indicated in the enhancement recommendations.

Source: City of Las Vegas, Nevada

Essex Drive

Recommendation #31: Provide a pedestrian/bicycle opening in the wall at the northern terminus of Essex Drive to create an access point to the commercial resources available at the northern portion of the Plan area (see page 52).

Essex East Drive

Recommendation #32: Provide a three-foot wide landscape buffer adjacent to the existing five-foot wide sidewalks with 24-inch or larger box trees planted 25-feet on center along Essex East Drive between Alta Drive and Charleston Boulevard, subject to the location of any existing underground utility lines (see page 53).

Evergreen Place

Recommendation #33: Provide a three-foot wide landscape buffer adjacent to the existing five-foot wide sidewalks with 24-inch or larger box trees planted 25-feet on center along Evergreen Place between Bedford Road and Decatur Boulevard, subject to the location of any existing underground utility lines (see page 54).

Fulton Place

Recommendation #34: Construct bulb-outs at each of the four crosswalks intersecting with Fulton Place between Valley View Boulevard and Bedford Road (see page 55).

Recommendation #35: Construct traffic medians at each of the two bubble streets adjacent to the north side of Fulton Place, between Valley View Boulevard and Shooting Star Street (see page 55).

Mayflower Lane

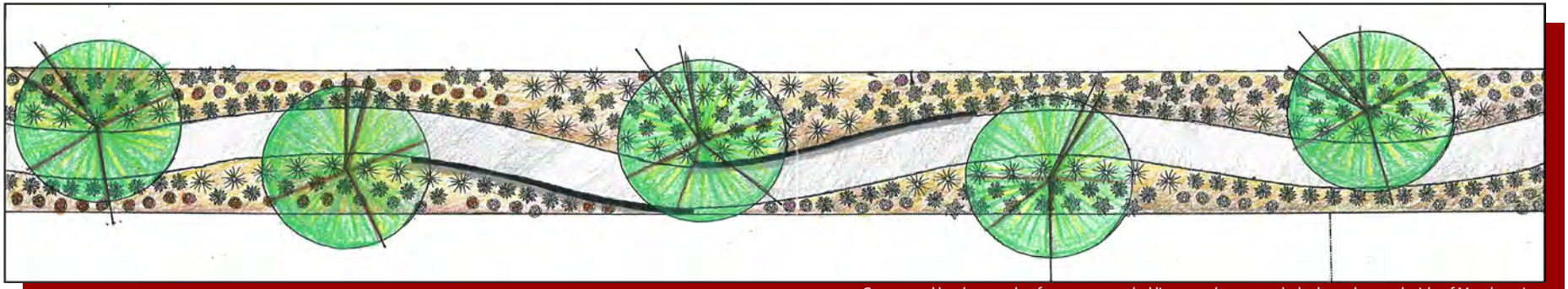
Recommendation #36: At the eastern terminus of Mayflower Lane, provide a pedestrian/bicycle access gate to the YMCA recreation center that can be used by the community (see page 56).

Recommendation #37: Provide a three-foot wide landscape buffer adjacent to the existing five-foot wide sidewalks with 24-inch or larger box trees planted 25-feet on center along Mayflower Lane between Bedford Road and Decatur Boulevard, subject to the location of any existing underground utility lines (see page 56).

Meadows Lane

Recommendation #38: Request a Review of Condition of the approved Meadows Mall Plot Plan Review (Z-0102-73) approved in 1973 to provide openings along the six-foot tall screen wall with a 30-foot landscape buffer adjacent to Meadows Lane. This will allow for enhanced connectivity and walkability between the commercial area north of Meadows Lane and the residential area to the south (see page 57).

Recommendation #39: Provide a ten-foot wide meandering sidewalk along the south side of Meadows Lane. This would create a linear greenbelt for the community and could be similar to the sidewalk which is adjacent to the east side of Valley View Boulevard (see page 57).



Conceptual landscape plan for recommended linear park or green belt along the south side of Meadows Lane.
Source: City of Las Vegas, Nevada

Recommendation #40: Provide enhanced landscaping along the south side of Meadows Lane utilizing the Suggested Plant List (see page 57).

Recommendation #41: Provide a raised landscaped median on Meadows Lane from Decatur Boulevard to Valley View Boulevard, subject to the location of any existing underground utility lines (see page 57).

Portsmouth Way

Recommendation #42: Provide a pedestrian/bicycle opening in the wall at the northern terminus of Portsmouth Way to create an access point to the commercial resources available at the northern portion of the Plan area (see page 58).

Recommendation #43: Complete the sidewalk along the west side of Portsmouth Way where there is a 265-foot stretch missing. This would complete the sidewalk network for this portion of the Plan area (see page 58).

Valley View Boulevard

Recommendation #44: Provide a bus turnout on the west side of Valley View Boulevard between Alta Drive and Fulton Place using a portion of the 30-foot wide landscape buffer (see page 59).

Recommendation #45: Revise the signal phasing to account for the crossing rate of senior residents (see page 59).

Recommendation #46: Provide a median with a pedestrian refuge at all intersections on Valley View Boulevard within the Meadows Walkable Community Plan (see page 59).

Recommendation #47: Adjacent to both sides of the existing ten-foot wide detached sidewalk along the west side of Valley View Boulevard, between Alta Drive and Fulton Place, provide landscaping from the Suggested Plant List replicating the landscaping located on the east side of Valley View Boulevard, between Meadows Lane and U.S. 95 (see page 59).

DEVELOPMENT CHECK LIST

This checklist will help new developments meet the design intent of a walkable community as well as the development standards of the UDC. The checklist below summarizes the desired elements for new development within the Plan area.

Capitalizes on building design, scale, architecture, and proportionality to create interesting visual experiences, vistas, or other qualities:

- ☐ Architecture is aesthetically compatible with existing development to perpetuate a sense of place.
- ☐ Corner buildings are oriented to the street corner fronts to create an active streetscape.
- ☐ Individual buildings are located at the minimum front setback to create an active streetscape.
- ☐ Utilities, loading zones, parking lots and related features are sited to allow for adequate visual screening from the adjacent right-of-way.
- ☐ Special pavers, bricks or patterned concrete are used to improve the pedestrian experience.
- ☐ Benches, pergolas, landscaped arbors or artwork are included in pedestrian open spaces and plazas.

Fosters social interaction and creates a sense of community and neighborliness:

- ☐ Provides landscaped plazas or other open space that incorporate benches, pergolas, landscaped arbors or artwork.
- ☐ Bicycle and pedestrian paths are connected to adjacent commercial and residential developments.
- ☐ Subdivisions provide access to pathways and roadways.

Accommodates multiple users and provides access (via walking, bicycling, or public transit) to multiple destinations that serve its residents:

- ☐ Bicycle and pedestrian paths are connected to adjacent commercial and residential developments.
- ☐ Subdivisions provide access to pathways and roadways.
- ☐ Utilities, loading zones, parking lots and related features are sited so as not to impede the sidewalk.
- ☐ Parking lot design incorporates adequate landscaping to provide the greatest amount of pedestrian comfort.

Promotes security from crime and is made safe for children and other users through traffic calming and other measures:

- ☐ Mid-block crossings, chicanes, landscaped medians and narrower land widths are provided where feasible.
- ☐ Streets accommodate multiple users through narrower lanes, bike paths and detached sidewalks with a landscape buffer between pedestrians and the street.
- ☐ Pedestrian lighting in parking lots and along roadways is provided.

Retains, interprets, and uses local history to help create a sense of place:

- ☐ Architecture and landscaping is aesthetically compatible with existing development to perpetuate a sense of place.

Uses, protects and enhances the environment and natural features:

- ☐ Existing trees and mature landscaping are incorporated into new designs where feasible.
- ☐ Landscaping is compatible with surrounding development to promote a sense of place.

Reflects the community's local character and sets itself apart from other neighborhoods:

- ☐ Architecture is aesthetically compatible with existing development to perpetuate a sense of place.
- ☐ Amenities, such as pedestrian lighting, are designed for architectural compatibility.

Utilizes forms of "green infrastructure" such as local tree cover to mitigate heat gain:

- ☐ Existing trees and mature landscaping are incorporated into new designs where feasible.
- ☐ Landscape buffers with 24-inch box trees are provided between curb and sidewalk to provide shade for pedestrians.

Promotes or protects air and water quality:

- ☐ Incorporates curb cuts in parking lot landscape to filter parking lot run-off.
- ☐ Trees are provided to filter particulates from the air and sequester carbon.

Appendix

Acronym Key

ADA – Americans with Disabilities Act
APA - American Planning Association
ARRA – American Recovery and Reinvestment Act
BRT – Bus Rapid Transit
FAST – Freeway and Arterial System of Transportation
HOA – Home Owners Association
ITS – Intelligent Transportation System
NDOT – Nevada Department of Transportation
OMC – Operations Management Committee
RTC – Regional Transportation Commission
TIGER – Transportation Investment Generating Economic Recovery
UDC – Unified Development Code
UMC – University Medical Center
VMT – Vehicle Miles Traveled

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