Rafael Rivera walkable community

Environment
Community Design Element
Quality of Life
Walkable *Sustainable*
Financial Value

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Adopted August 20, 2014 by Resolution (R-30-2014)

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INTRODUCTION

WHAT IS A WALKABLE COMMUNITY?

A walkable community allows residents to 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. The concepts are as follows:

- **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 Brooklyn and Jersey City in the New York Metropolitan area.

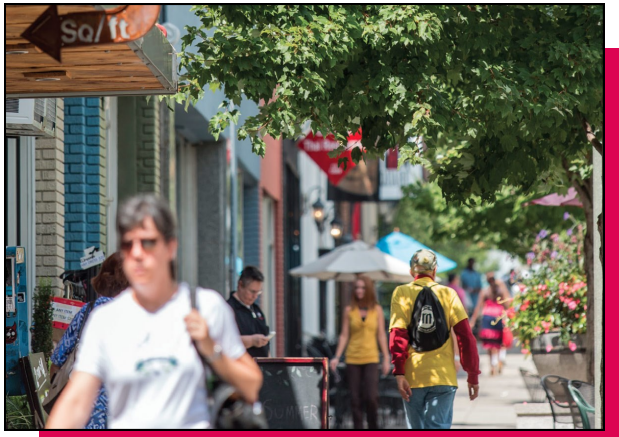
- **Downtown Adjacent**– immediately adjacent to the original downtown or one or two transit stops away, such as Chinatown in San Francisco, CA and Midtown or Oak Lawn in Dallas, TX.

- **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 Pasadena, CA and Bellevue, WA.

- **Suburban Redevelopment**—failed drivable sub-urban commercial strips or regional malls that have been redeveloped into walkable urbanism such as Belmar in Lakewood, CO and Santana Row in San Jose, CA.

- **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 the Mercado District in Tucson, AZ. and City Place in West Palm Beach, FL.

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



Atlanta, GA

Source: Better Cities & Towns - http://bettercities.net

Genova Street, Mexico City, Mexico

Source: LAC Journal - http://lacjournal.com

INTRODUCTION

AMERICAN PLANNING ASSOCIATION'S GREAT PLACES IN AMERICA

Each year the American Planning Association (APA) recognizes ten Great Neighborhoods and ten Great Public Spaces as 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." The following characteristics are indicative of these Great Places:

- 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.[2]

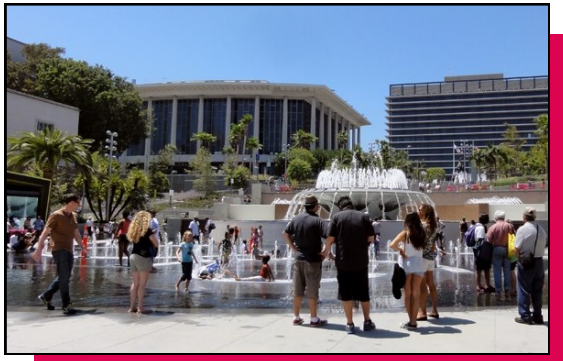
In 2010, the Historic John S. Park Neighborhood located in Downtown Las Vegas was named a Great Place in America under the Great Neighborhoods designation by the American Planning Association. The neighborhood is within walking distance of the city's downtown government and core casino business district, and residents have convenient access to basic goods and services as well as to mass transit service. A restored pocket park serves as the neighborhood's gateway, easing the transition between homes and surrounding commercial areas.

John S. Park Neighborhood Historic District, Las Vegas, NV

Source: City of Las Vegas, Nevada

Central Street, Evanston, IL

Source: APA— http//planning.org



Grand Park, Los Angeles, CA

Source: APA—http://planning.org

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

INTRODUCTION

WALKABLE COMMUNITIES CREATE LASTING VALUE

Walkable communities create lasting value in multiple ways. There is the financial value which is represented by how much property in the community retains or even appreciates in value or the cost savings that accumulate over time from the reduced 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 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]

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 to the higher inefficiency of engine performance when the engine is cold. The report estimates savings for each vehicle mile reduced through walking or cycling as much as $0.25 per mile due to reduced maintenance, depreciation, parking fees, fuel and oil use and even reduced insurance premiums.

San Francisco, CA

Source: SF Gate - http://sfgate.com

Seattle, WA

Source: Just Up the Pike - http//justupthepike.com

Washington, D.C.

Source: Urban Times - http://urbantimes.com

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 neighborhoods which include 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 would take 20 minutes or less.[7]

Vancouver, BC was ranked top North American city for "quality of life" by Mercer Surveys for 2012

Source: Project for Public Spaces - http://pps.org

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 the 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.

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.

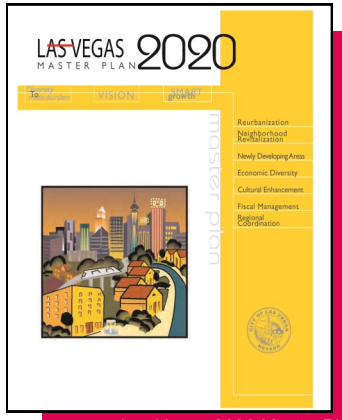
6 Saelens, B.E. (2003). Neighborhood-based differences in physical activity: An environmental scale evaluation. *American Journal of Public Health*, Vol. 93, No. 9

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 recognizes the need for Walkable Communities and is taking 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. Furthermore, the Las Vegas Municipal Code (LVMC) Title 19 (Unified Development Code) contains a chapter of Complete Streets Standards that applies to all new development and reaffirms policy objectives of the Master Plan. 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

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

Source: City of Las Vegas, Nevada

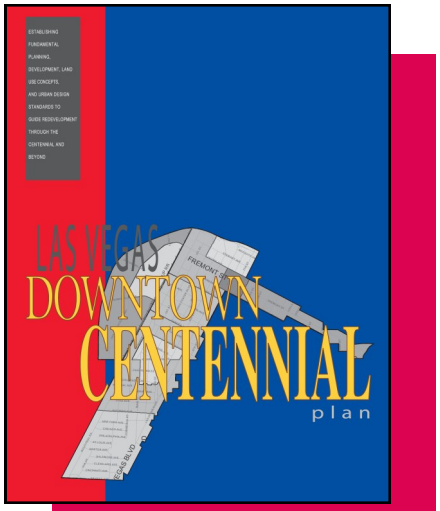
Community Design Element:

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. 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.

CITY OF LAS VEGAS PLANNING POLICIES

Las Vegas Downtown Centennial Plan

The Las Vegas 2020 Master Plan mandates that "the City develop a specific set of urban design requirements that are applicable to Downtown Las Vegas in order to improve the aesthetics and appearance of private development and of public projects in the Downtown area." The Las Vegas Downtown Centennial Plan was first adopted by the Las Vegas City Council in 2000 and has been updated numerous times since. The western portion of the Plan area, bordering both sides of Fremont Street between Bruce Street and Eastern Avenue falls within the Las Vegas Downtown Centennial Plan. The Urban Design Goals and Objectives section of the Las Vegas Downtown Centennial Plan provides direction on the following goals for the area:



Las Vegas Downtown Centennial Plan

Source: City of Las Vegas, Nevada

A. Land Use:

1. Create retail and other pedestrian–friendly uses on the ground floor of buildings;

B. Urban Form

1. Bring building facades to the property line / sidewalk edge;
2. Require parking structures to have ground-floor retail and façade treatments with appropriate architectural massings;

C. Pedestrian Movement

1. Create streetscapes that provide safety, comfort, and interest for pedestrians;
2. Establish a network of urban trails, open space and linkages that will further the city's urban pathway system

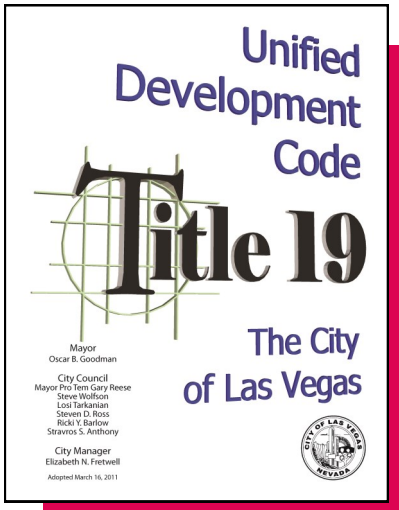
D. Image and Character:

1. Enhance the overall image of downtown through improvements at gateways, primary urban trail corridors, civic plazas, and open spaces.

INTRODUCTION

Complete Streets Standards of The Unified Development Code:

In 2008 the Department of Planning completed a major endeavor by merging the Subdivision Regulations (Title 18) and Zoning Code (Title 19) and updated and reorganized the existing language and created a more graphics-oriented document. The combining of the two sets of development standards eliminated cross-referencing issues, contradictions, and the 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 network 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, amenity and buffer zones landscaped with street trees.



Unified Development Code

Source: City of Las Vegas, Nevada

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 Las Vegas City Council 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.

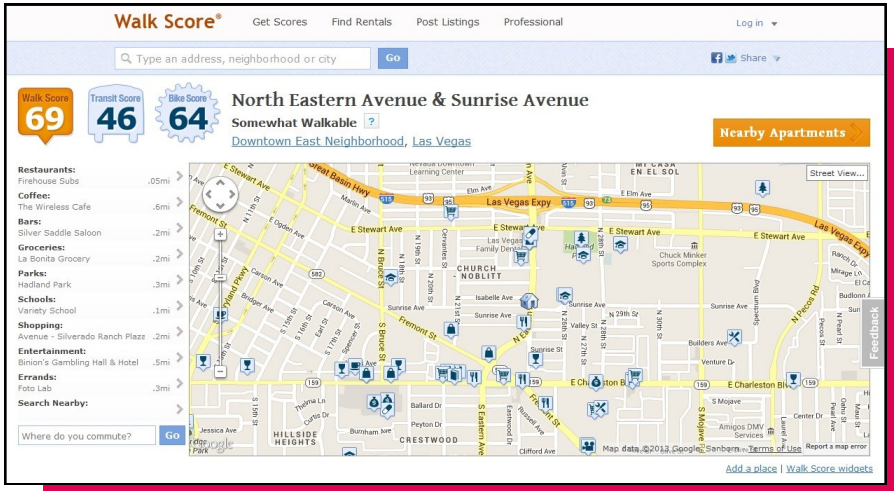
R-50-2008 ***Resolution Adopting a Sustainable Energy Strategy for the city of Las Vegas***

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.

INTRODUCTION

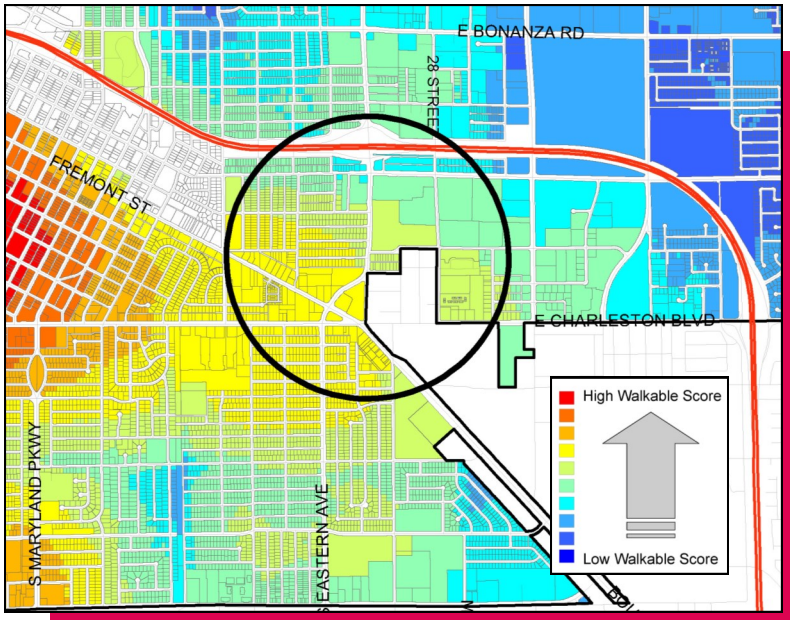
WALKABILITY STUDY

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 following page illustrates a number of locations within the city of Las Vegas that have the potential to be walkable communities.



Walk Score® report for Eastern Avenue at Sunrise Avenue as of October 2013

Source: Walk Score - http://www.walkscore.com



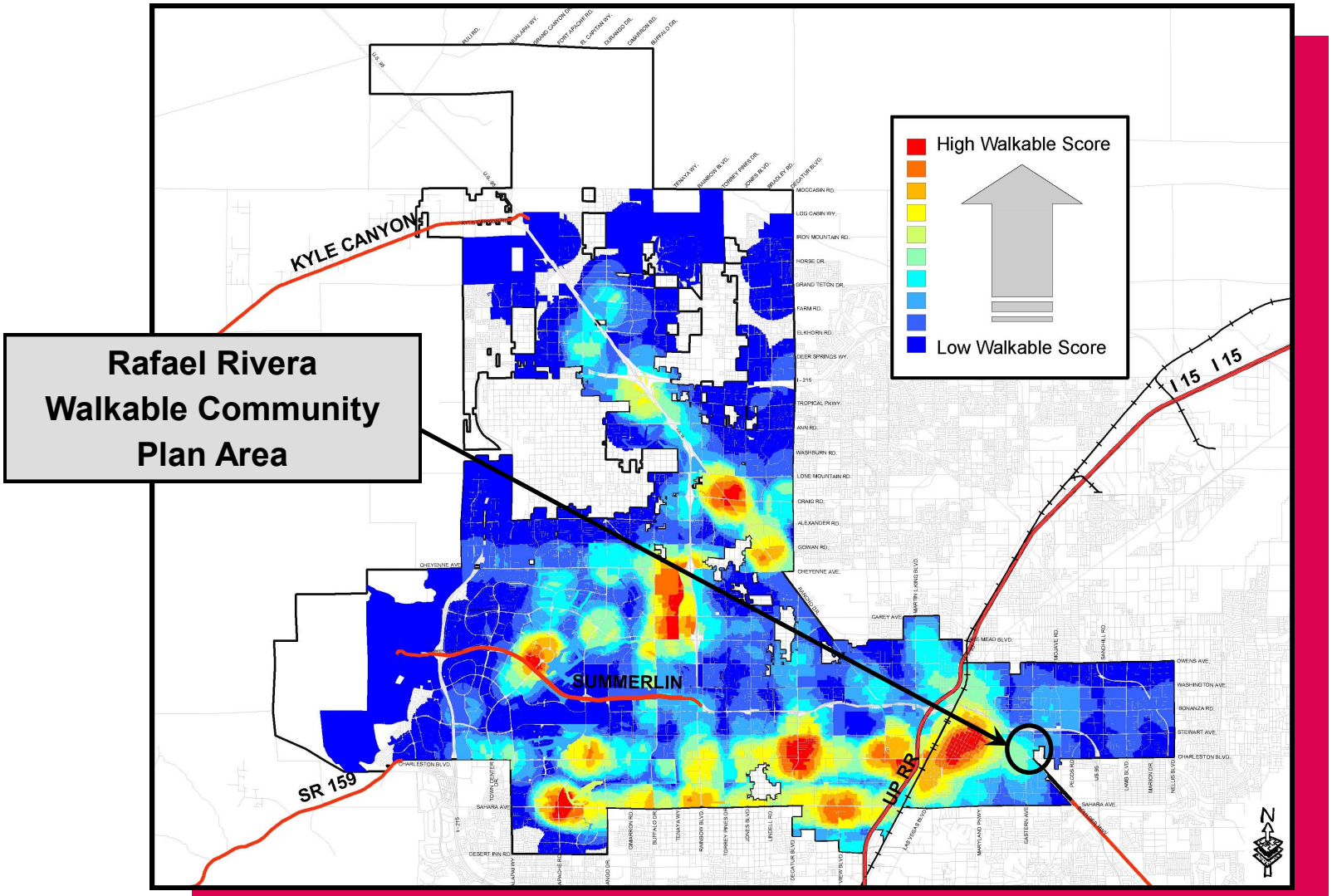
CLV gradient map showing the walkability at Eastern and Sunrise Avenues

Source: City of Las Vegas, Nevada

According to www.walkscore.com the Rafael Rivera Walkable Community Plan area, referred to as the "Plan" has a Walk Score of 69 – "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 Rafael Rivera Walkable Community Plan and the surrounding area.

The Plan area shown above has a variety of amenities present. Within a 10-minute walk, residents of the community can find two neighborhood shopping centers, two parks, five schools, a community center and recreation center, single-family and multi-family housing. The proximity of residential to these amenities allows for a reduction of vehicle miles traveled.

CITY OF LAS VEGAS WALKABILITY STUDY MAP



This 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 Eastern Avenue and Sunrise Avenue. From the intersection, the Plan boundaries extend approximately one-half mile in all directions. To the right is a map with the Plan boundaries indicated in red and a ten minute walk or half-mile radius indicated in yellow. The Plan area is focused due east of a high walkability scoring area and has been identified as a location where the greatest gains can be made with minor improvements and additional amenities. This location combines elements of the Downtown Adjacent and Suburban Town Center walkable community categories described in "What is a Walkable Community?" on page 5.

Map illustrates the Plan area and the distance that can be walked within 10 minutes

Source: City of Las Vegas, Nevada

Amenities in the area include the East Las Vegas Community Center, Chuck Minker Sports Complex, three public elementary schools, the special needs and vocational-focused public Variety School, Roy Martin Middle School, single-family residential, multi-family residential ranging from small-scale four-plexes to traditional large-scale complexes, public housing, senior housing, several vintage motels, small-scale retail buildings and multiple lines of transit that serve the area. The goal of the Plan is to recommend improvements that allow residents to easily and safely walk to, from and between these community amenities and conduct normal daily activities. The 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.

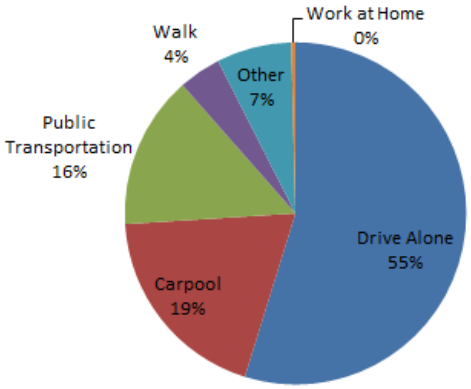
The Plan is divided into four sections: Community Amenities; Community Design; Complete Streets and Community Input and Support. Community Amenities is further broken down into four categories that include businesses that provide goods and services, employment centers, housing opportunities and parks.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

RAFAEL RIVERA WALKABLE COMMUNITY PLAN

DEMOGRAPHICS

The Rafael Rivera Walkable Community Plan neighborhood was originally developed in the late 1940s and 50s as a downtown adjacent community, with many of the commercial and multi-family structures following in the 1960s. Within the Plan area 36% of the population is without an automobile, nearly four times the rate of those in other parts of the City. Residents of the Plan area use a private vehicle to commute to work 75% of the time with the remaining residents relying on carpooling and public transportation. Public transportation use, which is 12.4% compared to the city average of 3.9%, is typically higher in areas whose median household income is below the City average. In addition, residents with ambulatory difficulties constitute 7.0% of the population, which is just slightly higher than the 6.8% City average.

Unemployment in the Las Vegas region is just over 2% above the national rate, at 8.9% versus 6.5%.[1] Opportunities exist within this urban neighborhood to create a vibrant employment base supported by a diverse housing mix. As vacant parcels and obsolete developments are developed and redeveloped, an emphasis should be placed on creating mixed-use structures which reinforce the goals and objectives of this Walkable Community Plan.



Population	
Single Family	2,525
Apartment	4,365
Townhome	54
Condominium	95
Multi-Plex	1,082
Total	8,121

Dwelling Units	
Single Family	1,060
Apartment	1,796
Townhome	21
Multi-Plex	466
Total	3,380

Occupied Housing Units	
Single Family	903
Apartment	1,528
Townhome	18
Multi-Plex	389
Total	2,870

Median Household Income	
Rafael Rivera Walkable Community	$ 25,343

Disability Status	
Ambulatory Difficulty	7.0%
No Ambulatory Difficulty	93.0%

Age		
Less than 18 years	2,095	25.8%
18 - 64 years	5,019	61.8%
65 years and over	1,007	12.4%

Race		
Black	894	11.0%
Hispanic	4,492	55.3%
White	2,223	27.4%
American Indian	44	0.5%
Asian	304	3.7%
Pacific Islander	25	0.3%
Other	12	0.1%
More than one race	127	1.6%

Vehicles Available		
None	1,037	36.1%
One	1,354	47.2%
Two	393	13.7%
Three or more	85	3.0%

Commuting to Work		
Drive Alone	1,572	54.8%
Carpool	551	19.2%
Public Transportation	417	14.5%
Walk	114	4.0%
Other	204	7.1%
Work at Home	12	0.4%
Mean Travel Time (Minutes)	28.1	

Source of table data provide by the U.S. Census and CLV Dept. of Planning

1. United States Department of Labor, Bureau of Labor Statistics Retrieved March 6, 2014 from http://www.bls.gov/web/metro/laummtrk.htm

Rafael Rivera Walkable Community Plan

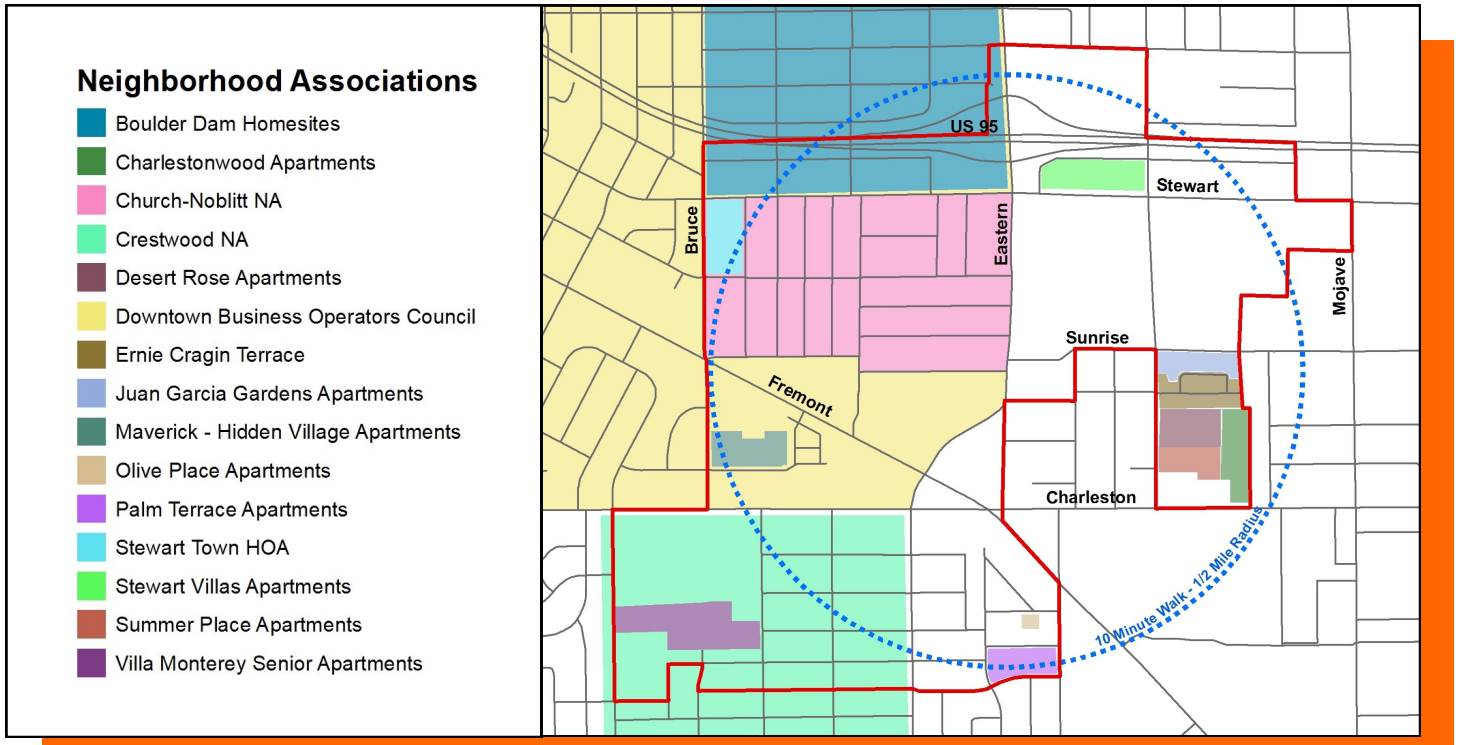
Community Input and Support

The residents of the Plan area are the 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 these residents interact with their neighborhood amenities. Through engaging the community in the planning process, the Department of Planning was able to meet with many of the area residents who shared insight, ideas and suggestions on how the Rafael Rivera Walkable Community Plan could improve their community.

Outreach materials

Source: City of Las Vegas, Nevada

Neighborhood Associations Map



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

Source: City of Las Vegas, Nevada

Outreach materials

Source: City of Las Vegas, Nevada

COMMUNITY MEETINGS

Community meetings were conducted throughout the Rafael Rivera Walkable Community Plan area in September and October 2013. The entire list of meetings is located on page 18. The following comments were received from area residents at these meetings:

Meeting #1 09/11/2013 ▪ Rafael Rivera Center/Latin Chamber of Commerce ▪ 2900 Stewart Ave.

- Need lights at alleyways to address crime; specifically at Sunrise Avenue and the alley at Isabel Avenue.
- At the Burnham Avenue and Charleston Boulevard crosswalk (across Charleston) either needs to be eliminated or made safer.
- Use creative control in development and new development – utilize nature (cacti, large rocks, etc.) to create barriers – low walls, screen walls, etc. create hiding/sleeping places for homeless.
- At Stewart Avenue and 21st Street there is a lot of pedestrian traffic/foot traffic accessing the neighborhood market; need a flashing signal – but not like the one at Sahara and 15th Street – to slow down fast moving traffic.
- Need additional lighting at alleyways.
- Need sidewalks along Cervantes Street.
- There are too many payphones in the public right of way; these need to be removed.
- Widen the sidewalks where we have amenity zones; reduce size of amenity zones to accommodate tree planters and new drought-tolerant trees, that way the garbage, litter and inconsistencies can be removed.
- There is not enough Code Enforcement proactively addressing the neighborhood issues/violations.
- We don't need Code Enforcement looking at our properties.
- The City should take over maintenance of all the amenity zones in the residential areas.
- Bus stops need to be located behind the sidewalk.
- Alleyway at Burnham Avenue and Ballard needs lighting.
- Lack of ADA access within the plan area; sidewalk ramps are needed, utility poles and all other encumbrances need to be removed from sidewalks, certain areas lack sidewalks.

Meeting #2 09/24/2013 ▪ East Las Vegas Community Center ▪ 250 North Eastern Ave.

- Bus stops need to be located back from the street.
- More covered bus shelters, benches, trash cans, bicycle racks
- Ease walkability and ADA access.
- Complete sidewalks are needed throughout the plan area, sidewalk ramps are missing, remove obstacles in sidewalks.

Meeting #3 10/15/2013 ▪ Howard Hollingsworth Elementary School ▪ 1776 East Ogden Ave.

- Plant trees in places where necessary and put in more lighting to make it more appealing to the community to take walks for the benefit of their own health.
- Narrow Streets should be one-way so sidewalks can be widened.
- Need to cut back old trees and replace them with new ones.
- Sidewalks along Elm Avenue (north side of I-515/US 95).
- The curbs along Cervantes Street are too tall.
- Need more lighting along streets for safety.
- Build sidewalks at 7 feet wide.
- Maintain the bicycle pathway along the south side of I-515/US 95.
- Need a wider, 7-foot sidewalk along Bruce Street north of Charleston Boulevard.
- Bruce Street could serve as the main north/south walking/biking street
- Sidewalks are narrow on Eastern just north of I-515/US 95.
- At the Eastern Avenue curve (25th Street) it feels unsafe to walk needs a guard rail or some measure of protection.

Meeting #4 10/23/2013 ▪ Crestview Elementary School ▪ 1300 Pauline Wy.

- Pave sidewalk on Wengert Avenue between 17th Street and Pauline Way.
- Nevada Power easement needs to be cleaned up.
- Wengert Avenue between Pauline Way and 17th Street has no lighting; Sidewalk, trees, seating for families and trash cleanup is needed.
- No pedestrian crossings on Stewart Avenue between Bruce Street and 21st Street, need flashing lights to warn drivers; Vehicles drive too fast on Stewart Avenue.
- The area at 26th Street & Valley Street needs sidewalks, street lighting and marked crosswalks.
- Apartments at 26th Street & Valley Street utilize on-street parking; ensure that on-street parking remains.
- Lighting needed in/at alleyways at 26th Street & Valley Street.
- Dying/dead trees at Jaycee Park a concern.
- Extend the Plan area to Oakey Boulevard on the south.
- More trees are needed in the Plan area.
- Maintain the landscape that is along Burnham Avenue (Charleston Boulevard to Franklin Avenue).

COMMUNITY MEETINGS

The Department of Planning held several outreach meetings within the Plan area. Staff contact information and Plan website addresses were also provided at these meetings as well as within the outreach announcement materials. The outreach meetings provided the opportunity for the Department of Planning staff to meet with community residents and provide information on walkable community plans and their concepts. These meetings allowed residents to express their ideas on community amenity priorities including enhanced streetscapes and sidewalks. The community input and insight helped steer the Plan toward the needs of the neighborhood, which strengthened the goals of the Plan.

Outreach Events		
Meeting Date	*Organization/Event*	*Meeting Location*
09/11/2013	Rafael Rivera Walkable Community Plan Open House Event	Latin Chamber of Commerce, Rafael Rivera Commu-
09/24/2013	Rafael Rivera Walkable Community Plan Open House Event	East Las Vegas Community Center 250 North Eastern Avenue
10/15/2013	Rafael Rivera Walkable Community Plan Open House Event	Howard Hollingsworth Elementary School 1776 East Ogden Avenue
10/23/2013	Rafael Rivera Walkable Community Plan Open House Event	Crestwood Elementary School 1300 Pauline Way
04/22/2014	Rafael Rivera Walkable Community Plan Open House Event	Latin Chamber of Commerce, Rafael Rivera Commu-
04/29/2014	Rafael Rivera Walkable Community Plan Open House Event	Howard Hollingsworth Elementary School 1776 East Ogden Avenue

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 for the area residents. Some of the commercial amenities needed for daily life include grocery stores, banks, restaurants, drugstores, clothing stores, housing complexes, entertainment providers, as well as community events. 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 life.

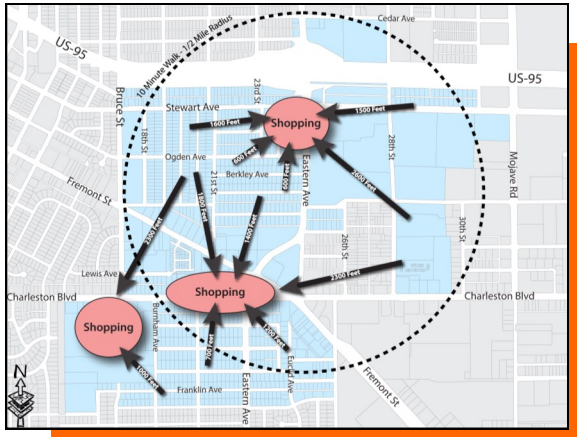
Schools and work places are also an important part of a walkable community. Having a variety of employment opportunities within a community is important to preserving a 10-minute walking distance for residents. Having schools or workplaces near residents eliminates the need to commute outside of the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

Walkable communities need 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.

An equally important aspect 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.

Charleston Plaza Shopping Center

Source: City of Las Vegas, Nevada



Map illustrating average walking distances to shopping

Source: City of Las Vegas, Nevada

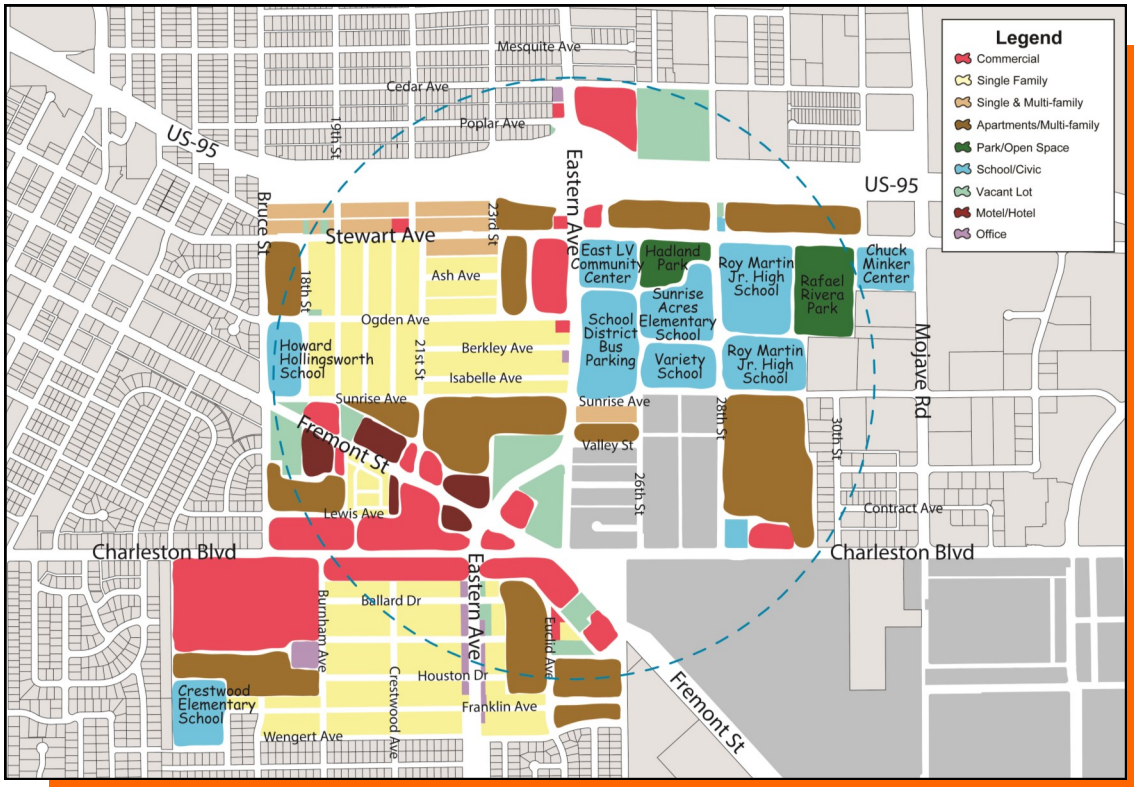
East Las Vegas Community Center

Source: City of Las Vegas, Nevada

COMMUNITY AMENITIES

The Plan area has approximately 617 active business licenses and 8,121 residents. Towards the southwest portion of the Plan area is a heavy concentration of commercial properties. Charleston Plaza is the largest traditional shopping center, which is anchored by a grocery store, drug store and an indoor swap meet. A second, smaller concentration of commercial services is located in the northern-central portion of the plan area, including a neighborhood grocery store and general support retail. Additionally, there are 52 retail and 91 office uses within the Plan area. The Plan area also contains three parks and 25 transit stops.

COMMUNITY AMENITIES MAP



Major amenities within the Rafael Rivera Walkable Community Plan Area

Source: City of Las Vegas, Nevada

Community Assets	Quantity
Parks	2
Public/Private Schools	5
Religious Facilities	6
Financial Institutions	6
Convenience Stores	9
Community Services	7
General Retail Store	52
Grocery Store	1
Restaurants	27
Office, Other than Listed	91
Apartment Complexes	75
Transit Stops (total)	25
Transit Stops (full sheltered)	16

COMMUNITY AMENITIES - COMMERCIAL

Commercial uses are located primarily in the southwest portion of the Plan area and near the intersection of Stewart and Eastern Avenues. In the southwest portion of the plan area there are three distinct commercial centers: Fremont Street, which consists primarily of vintage motels and limited-stay residential uses; Charleston Boulevard, which contains a myriad of small-lot mid-century strip commercial centers, offices and restaurants; and Charleston Plaza, a 279,000 square-foot traditional shopping center which contains a grocery store, drug store, indoor swap meet, support retail and restaurant pads. At Stewart and Eastern Avenues is Stewart Square, which contains neighborhood retail and support uses and a smaller neighborhood grocery store/market. These models of commercial development are representative of a period in time when automobile travel was convenient, inexpensive and quick. As the surrounding community has evolved and increased in density, finding new ways to ensure the success and longevity of commercial centers becomes paramount. Incorporating site design elements of the Unified Development Code, such as orienting buildings towards the street frontages, providing bicycle and pedestrian paths that connect to adjacent commercial and residential developments and utilizing benches, bicycle racks, pergolas, landscaped arbors or artwork, will result in a well-connected environment that is usable, accessible and enjoyable for area pedestrians.

Charleston Plaza retail center

Source: City of Las Vegas, Nevada

Fremont Street motels

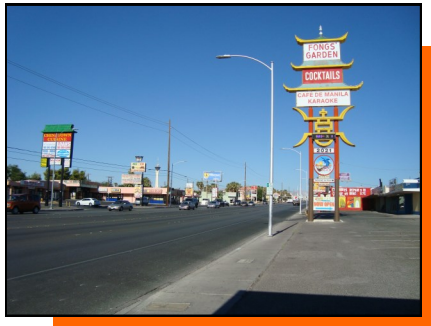
Source: City of Las Vegas, Nevada

Stewart Square retail center

Source: City of Las Vegas, Nevada

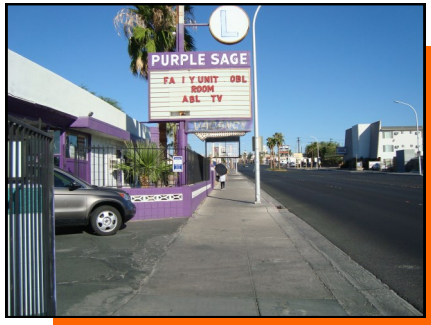
Charleston Boulevard commercial centers

Source: City of Las Vegas, Nevada



Charleston Boulevard commercial centers

Source: City of Las Vegas, Nevada



Fremont Street motels

Source: City of Las Vegas, Nevada

COMMUNITY AMENITIES - COMMERCIAL

The Charleston Plaza Mall has been a staple of East Charleston Boulevard since it was constructed in the early 1960s. Originally built by developer William Peccole, most Las Vegans recall this center as housing the local Thriftimart, Woolco, American Furniture, Skaggs Drugs and Fox Theater. The mall served as a community gathering spot, placed at the center of the site and was accessible to the surrounding neighborhood from all four sides with well-connected entrances.

In 1988 the Mall was redeveloped with the building orientation changing significantly. The new buildings were recessed deeply at the back of the property, closed off from the surrounding neighborhood and oriented towards Charleston Boulevard. Economic conditions combined with an aging property and an evolving retail climate have led to higher vacancy rates in the Mall. The shopping center provides tenant opportunities for big box and in-line retailers; however, the current site configuration does not adequately address the heavy pedestrian needs of the community. Sidewalks do not connect the Mall to Charleston Boulevard, while the deep setbacks of the buildings give the illusion that the property is out of reach for most residents walking to the center. In addition the closed-off building placement creates safety concerns amongst neighbors, specifically with the backs of buildings facing Burnham Avenue and the NV Energy power line easement.

Charleston Plaza Mall c. 1965

Source: Classic Las Vegas

Charleston Plaza Mall as viewed from Burnham Avenue

Source: City of Las Vegas, Nevada

Charleston Plaza Mall as viewed from the NV Energy Easement

Source: City of Las Vegas, Nevada

COMMUNITY AMENITIES - COMMERCIAL

Incorporating site design elements of the Unified Development Code, will result in a well -connected environment that is usable, accessible and enjoyable for area residents and pedestrians. Creating a safer pedestrian route will also benefit both the community and the Charleston Plaza Mall property. The mid-block crossing at Charleston Boulevard and Burnham Avenue is a difficult crossing as pedestrians must compete with turning vehicles. If the Charleston Plaza Mall is redeveloped at some point in the future, consideration should be given to providing a pedestrian, bicycle and/or vehicular connection between Bruce Street and the Ballard Drive alignment and Curtis Avenue. This would encourage an additional level of foot traffic at the Charleston Plaza Mall as well as helping to funnel pedestrians and cyclists wishing to cross Charleston Boulevard to the signalized intersection at Bruce Street.

Vacant retail at the Charleston Plaza Mall

Source: City of Las Vegas, Nevada

Potential future connections at Chaleston Plaza Mall

Source: City of Las Vegas, Nevada

Charleston Plaza Mall with large expanses of parking

Source: City of Las Vegas, Nevada

Incomplete sidewalks do not carry pedestrains to store fronts

Source: City of Las Vegas, Nevada

AMENITIES - PARKS, SCHOOLS, HOUSES OF WORSHIP AND COMMUNITY FACILITIES

A community is in part defined by its parks, schools, houses of worship and community facilities. The Plan area is home to two parks, five public schools, six houses of worship and seven community facilities. Rafael Rivera Park, Variety School, Roy Martin Middle School, Chuck Minker Sports Complex and the East Las Vegas Community Center are all examples of amenities that play an important role in the Plan area. The Parks Element of the Las Vegas 2020 Master Plan recognizes that the western portion of the Plan Area (west of Eastern Avenue, north of Charleston Boulevard) is underserved by recreation facilities. Recommendation #1 of the Parks Element seeks to build neighborhood parks in dense, chronically underserved areas by prioritizing parks planning and implementation in locations that have endured the longest periods of time with substandard parks and recreation services. Parks, schools and houses of worship provide residents locations to hold community events and socialize with one another while exploring their community. The location of these amenities within the Plan area reduces the need for commuting thereby reducing auto-related air pollution. Bicycle racks should also be utilized at all parks, schools, houses of worship and community facilities.

Chuck Minker Sports Complex

Source: City of Las Vegas, Nevada

East Las Vegas Community Center

Source: City of Las Vegas, Nevada

Hadland Park

Source: City of Las Vegas, Nevada

Howard Hollingsworth Elementary School

Source: City of Las Vegas, Nevada

Latin Chamber of Commerce

Source: City of Las Vegas, Nevada

Roy Martin Middle School

Source: City of Las Vegas, Nevada

AMENITIES - I-515/US 95 TRAIL

The I-515/U.S. 95 Trail is a multi-use non-equestrian transportation trail that runs along the south side of U.S. 95 throughout most of the Plan area. The trail connects the Rafael Rivera Walkable Community Plan area to Downtown Las Vegas and the southeast portions of the Las Vegas Valley. The trail is generally un-landscaped, making the pathway an uncomfortable and visually unappealing route and suffers from lack of proper maintenance. In addition, visibility and lack of appropriate lighting creates safety concerns for users.

Proper maintenance on the existing trail should occur to allow residents the opportunity to take advantage of this multi-modal transportation connection to other areas of the Valley. As I-515/U.S. 95 may be subject to future widening or reconstruction, reestablishing the trail alignment through the Plan area may be required. It is at that time in which care and consideration should be given to how the trail interacts with both the community and its surrounding environment. Shade trees, signage, benches, proper lighting and other similar aesthetic necessities are an integral part in ensuring community interaction with the trail.

Short-term improvements to the existing trail can be made which will help provide accessibility to the community residents and create awareness of the pathway. Directional signage, general clean up, and repaving the rough, weathered asphalt pavement would be potential ways in which this trail could be improved and foster new community users.

Chuck Minker Sports Complex

Source: City of Las Vegas, Nevada

U.S. 95 Trail west of Eastern Avenue

Source: City of Las Vegas, Nevada

Howard Hollingsworth Elementary School

Source: City of Las Vegas, Nevada

Roy Martin Middle School

Source: City of Las Vegas, Nevada

COMMUNITY DESIGN

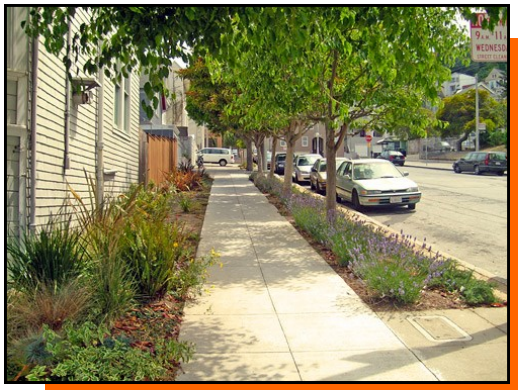
Community Design addresses elements that comprise the look and circulation throughout the community. The ability for residents to access community amenities is key to the success of a walkable community. Currently pedestrians traversing the community are hindered by lack of sidewalks and obstacles within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

Greater connectivity provides for shorter trips and easier access to amenities. Connectivity allows for increased options for travel direction, ingress and egress, thereby making a neighborhood less isolated and more traversable. It allows community members a variety of choices on how they travel and use their community. Alternate routes allow travelers to walk, bike or drive to their destinations.

The look and character of a community is addressed by design elements that include landscaping, lighting 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 sidewalk

Source: Austin Texas—http://austintexas.gov



Sidewalk with landscaped amenity zone

Source: SF Better Streets—http://sfbetterstreets.org

Clearly designated crosswalk

Source: Grand Lake Guardian—http://grandlakeguardian.org

COMMUNITY GARDENS

While conducting the field checks associated with this Plan, staff observed several instances of vacant or underutilized public lands which offers opportunities to create community gardens. Because community gardens are outside the scope of this Plan, these locations are presented for discussion purposes only, and are not to be considered as either Policies or Recommendations.

On the north side of Franklin Avenue at Bruce Street, there is an approximate 50-foot by 100-foot portion of excess right-of-way that once served as an access point to the Charleston Plaza Mall Shopping Center. This portion of Bruce Street currently serves as an unnecessary heat sink of asphalt, attracting debris and supporting unwelcome activity. This area creates an opportunity to implement a community gathering spot that can benefit the surrounding neighborhood. Through removal of the existing stub-street, sidewalk and improvements, a community garden benefitting the community could be created adding more opportunities to foster neighborhood interaction and walking.

Mayor Carolyn Goodman dedicates a community garden in Las Vegas

Source: http://www.examiner.com

Excess right-of-way at Bruce Street and Franklin Avenue

Source: City of Las Vegas, Nevada

Potential community garden location at Bruce Street and Franklin Avenue

Source: City of Las Vegas, Nevada

COMMUNITY GARDENS

At Sunrise Avenue and 26th Street, there is an approximate 60-foot by 80-foot triangular-shaped portion of excess right-of-way that is surrounded by roadway on all sides. This approximate 2,400 square-foot island lot is underutilized, collecting debris and weeds, and offers the opportunity to create a community point of pride. Through installing a community garden, residents of neighboring multi-family properties will have an opportunity to grow fresh, affordable foods locally in an environment that is close to home.

In addition, near the south side of the Chuck Minker Sports Complex is an approximate 80-foot by 85-foot patch of excess underutilized landscape area that currently houses two portable storage units. This 6,500 square-foot location offers the unique potential opportunity to provide a community garden at an existing, staffed public facility that already promotes exercise and healthy living.

These potential locations for community gardens would satisfy Policy/Action FP 1.2.1 of the Food Access Policy Guide, which states that "The City will support the use of public and private vacant lots, including school yards, for community gardens, as feasible or appropriate."

Potential community garden location at Chuck Minker Sports Complex

Source: City of Las Vegas, Nevada

Sunrise Avenue at 26th Street

Source: City of Las Vegas, Nevada

Potential community garden location at 26th St. and Sunrise Ave.

Source: City of Las Vegas, Nevada

Potential community garden location at Chuck Minker Sports Complex

Source: City of Las Vegas, Nevada

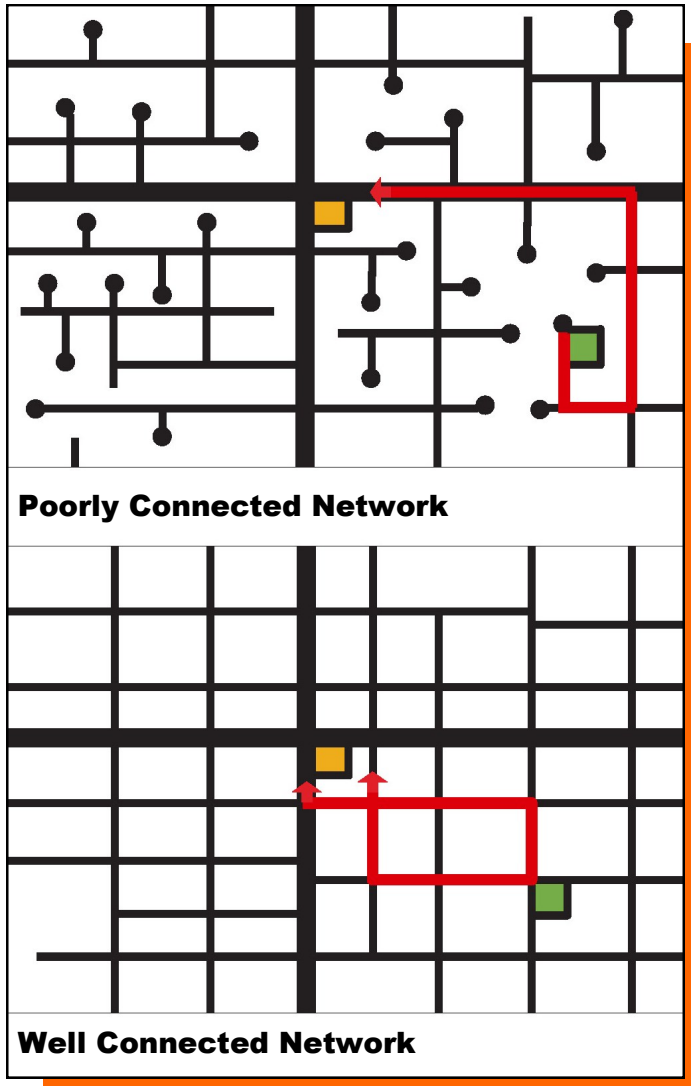
CONNECTIVITY

Connectivity is the measurement of a transportation network's ability to facilitate travel between two points. 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 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 connectivity ratio for the Plan area is 1.51. The street layout within the Plan area is generally a grid system and is not hampered by many cul-de-sacs. While the connectivity ratio 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 areas surrounding the large developed blocks near the center of the Plan area.

The lack of midblock crossings and pedestrian links surrounding the large street blocks hinders pedestrian circulation. These large blocks house most of the commercial activity within the Plan area as well as several civic amenities, yet lack convenient pedestrian access. Pedestrian links to commercial properties will allow for better circulation and easier access to community amenities. Midblock crossings improve circulation and safety crossings across streets with long blocks or heavy auto traffic use.

Large commercially-zoned properties, which cater to the automobile further restrict connectivity, contrasted with generally well-connected residential blocks which lack full sidewalk connections provide prime opportunities to make minor adjustments to increase walkability and pedestrian access. Sidewalk and streetscape enhancements will improve the pedestrian experience and offer renewed access to existing neighborhood facilities.



Link-Node Diagram

Source: City of Las Vegas, Nevada

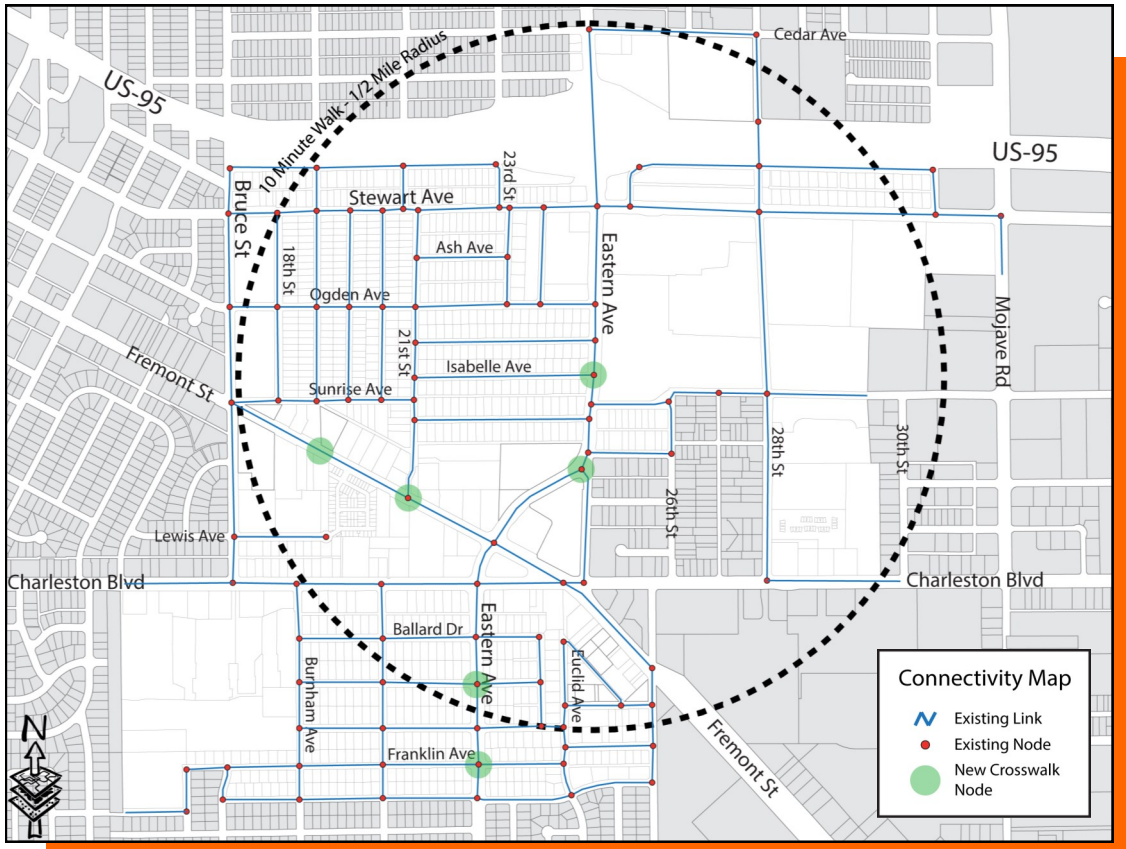
CONNECTIVITY

Midblock crossings are beneficial in areas where large parcels inhibit pedestrians access from one side of the street to the other. Where appropriate, a midblock crossing, or "link", saves the pedestrian time and eliminates any hazardous and illegal access across roadways. The large commercial and civic blocks within the Plan area currently do not have adequate pedestrian links. Some mid-block connectivity exists in limited places; however, a vast majority of the links are located towards the corners of the large block areas rather than near storefronts and other points of access.

Pedestrian links to commercial and civic properties allow for better circulation and easier access to community amenities. Midblock crossings improve the circulation and provide a connection across auto traffic areas. Pedestrian nodes are points where pedestrian-related amenities are grouped to increase the perception of an active, urban corridor and to encourage walking, bicycling and transit use. Proposed nodes are shown in green on the Connectivity map along the Eastern Avenue corridor connecting residents of the eastern and western portions of the Plan area. Proposed crossings are shown at Eastern Avenue and 25th Street, Eastern Avenue at Peyton Drive, Eastern Avenue at Franklin Avenue, Fremont Street and 21st Street, and at the 1900 block of Fremont Street.

In addition, community members have requested a crosswalk with flashers which is shown in blue located at Stewart Avenue and Cervantes Avenue/21st Street, which serves as an access point to the neighborhood convenience store, Stewart Market & Liquor.

Providing logical connections at areas which receive a high volume of pedestrian activity will ensure that the Rafael Rivera Walkable Community Plan area remains a well-connected, safe and accessible neighborhood.



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

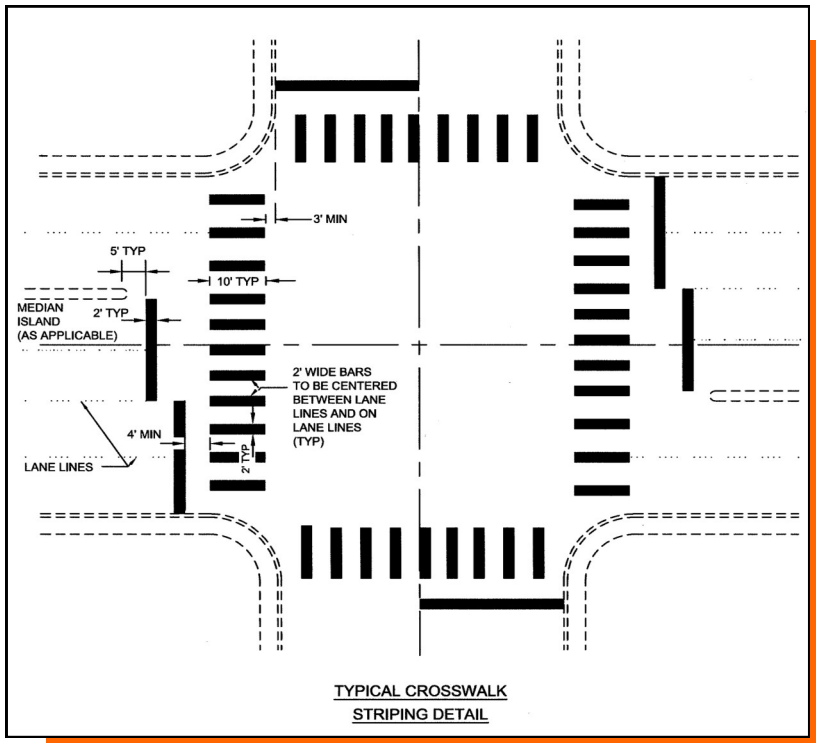
CROSSWALKS

The image in the lower right corner 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 as other styles of crosswalks are not as durable. When older intersections are refurbished throughout the City, this new style of striping 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 traffic signal cycles to the pedestrian walk phase. The creation of a pedestrian refuge is not always possible within existing medians. Pedestrian passageways should have a minimum of four-feet clearance of any obstructions or obstacles.

An existing Continental style crosswalk at Wengert Avenue and Crestwood Elementary School

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

MIDBLOCK CROSSINGS

The central portions of the Plan area are characterized by commercial and civic parcels that limit access and continuance of through streets from the surrounding residential neighborhoods. Fremont Street and Charleston Boulevard serve as the commercial hubs of the neighborhood, while large blocks with civic uses on them are located at Eastern and Stewart Avenues. Given the fact that over one-third of all area residents do not own a car, providing well-connected pedestrian routes to and between these hubs is vital.

Midblock pedestrian crossings will provide direct routes to community assets and prevent jaywalking around the commercial hubs. Currently, there are no marked pedestrian crossings on Fremont Street between Eastern Avenue and Bruce Street, despite the observed pedestrian traffic in the area. By placing two additional midblock crossings in the 1900 Block of Fremont and at 21st Street, the distances that pedestrians would have to travel between marked crosswalks could be shortened by a half mile. Placing midblock crossings in these locations will work to join both sides of Fremont Street and offer residents easier access to existing and future business that relocate to the area.

Pedestrain attempts crossing Eastern Avenue near Peyton Drive

Source: City of Las Vegas, Nevada

Photo simulation of mid block crossing on Eastern Avenue at Franklin Avenue

Source: City of Las Vegas, Nevada

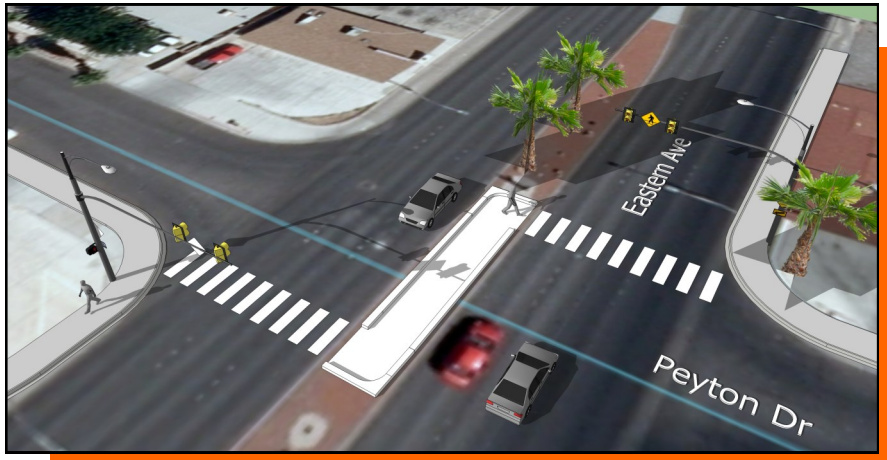
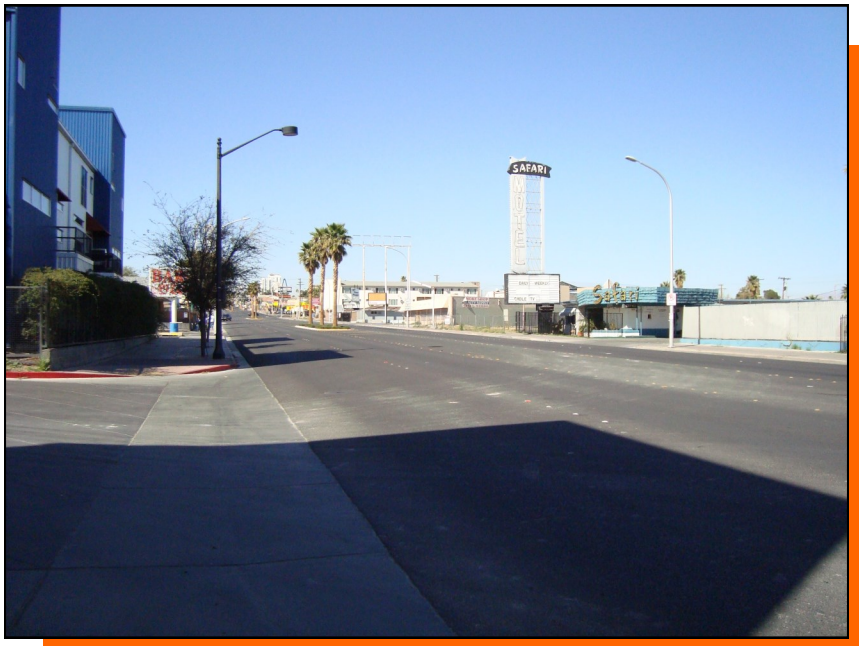


Photo simulation of mid block crossing on Eastern Avenue at Peyton Drive

Source: City of Las Vegas, Nevada

MIDBLOCK CROSSINGS

Providing improved access across Eastern Avenue will increase the connectivity within the Plan area. Eastern Avenue receives significant pedestrian activity, with many pedestrians opting to jaywalk rather than locate a nearby crossing. The crosswalk need of the area should be evaluated, with consideration given towards placing additional crossings on Eastern Avenue at 25th Street and Eastern Avenue at Peyton Avenue. Consideration should also be given towards relocating the crossing at Eastern Avenue and Wengert Avenue north to Franklin Avenue to better connect residents to Crestwood Elementary School, as well as provide for a pedestrian refuge within the existing median. These modifications may lead to a reduction in jaywalking and provide a better connected community. Existing pedestrian crossings Eastern Avenue at Isabelle Avenue, Stewart Avenue at 21st Street and Charleston Boulevard at Burnham Avenue should also be evaluated to determine if pedestrian traffic volumes warrant a push-button activated flashing light signals, which would increase pedestrian safety at these crossings. These midblock crossings and crosswalks will help relieve pedestrian traffic from busy intersections and provide more direct pedestrian-scaled routes to further facilitate access between residences and area amenities.



Fremont Street lacks pedestrain connections within the Plan area

Source: City of Las Vegas, Nevada

Photo simulation of mid block crossing in the 1900 block of Fremont Street

Source: City of Las Vegas, Nevada

Photo simulation of mid block crossing on Fremont Street at 21st Street

Source: City of Las Vegas, Nevada

LIGHTING

Providing well-lit pedestrian areas increases safety and visibility for pedestrians. The Plan area is well lit with overhead lighting for automobile traffic along most roadways; however, the pedestrian traffic that the Plan area currently receives on its sidewalks does not always directly benefit from this lighting. One option to assist with sidewalk lighting is the use of pedestrian-oriented lighting. Pedestrian-oriented lighting tends to be lower than traditional street lighting, providing more illumination to sidewalk and bicycle lane users creating enhanced visibility. Small-scaled lighting fixtures, between 10 and 12 feet in height, installed in pairs at each side of all mid-block crossings as well as at intersection bulb-outs, would help to better highlight pedestrians waiting to cross busy roadways. A lighting study is recommended to help determine if certain crossings and intersections may warrant additional lighting within the Plan area.

In addition to pedestrian lighting, alleyways may also be underserved by proper lighting. Currently, multiple alley ingress/egress points appear dark to pedestrians, causing concern for area residents. Conducting a lighting study to determine if placing lighting at ingress/egress points of alleyways will help create a safer environment for residents, pedestrians and alley users and allow an opportunity to evaluate where enhancements can be made.

Pedestrian lighting creates a safe waling environment in Tucson, Az

Source: http://www.wheatscharf.com

Overhead pedestrian –oriented lighting on First Street

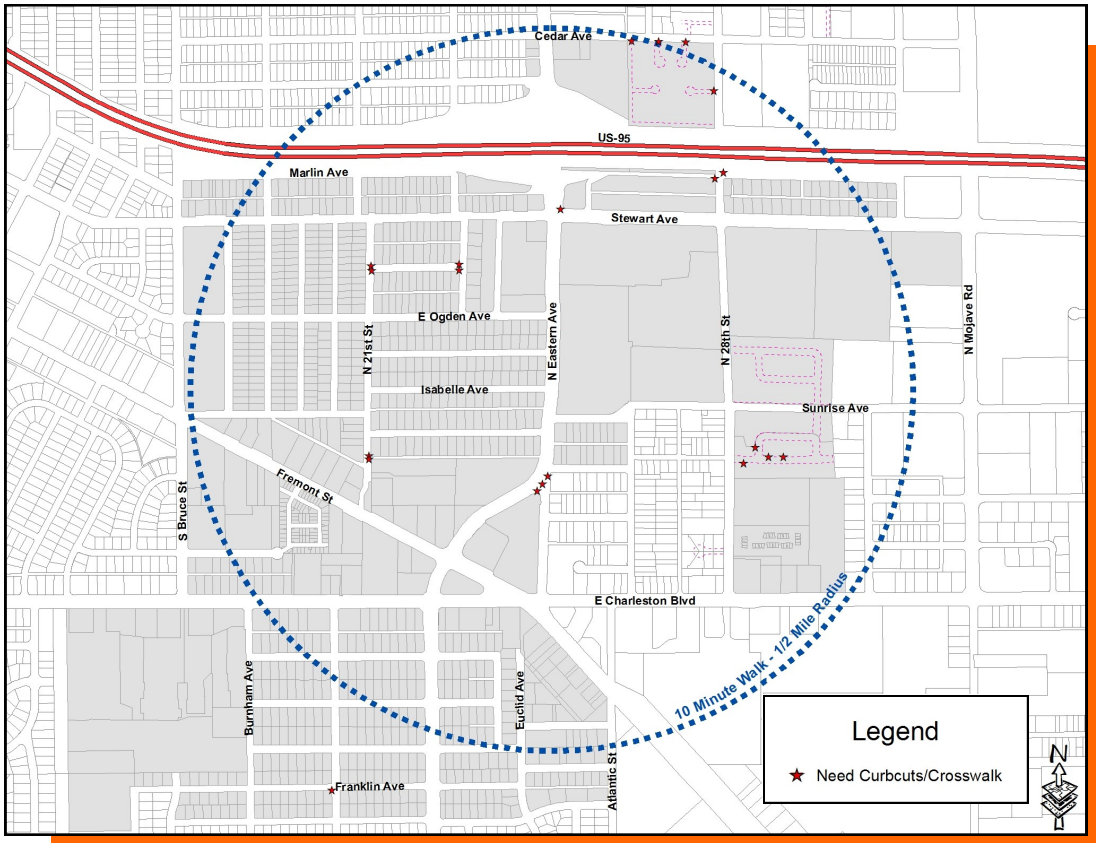
Source: City of Las Vegas, Nevada

Unlit alleyway ingress/egress south of Isabelle Avenue and 23rd Street

Source: City of Las Vegas, Nevada

SIDEWALK RAMPS

Sidewalk ramps are an essential component that makes a community walkable and easily traversable for residents. They eliminate tripping hazards and make the community compliant with the Americans with Disabilities Act (ADA). Intersections, alley ways and crosswalks were reviewed to ensure that sidewalk ramps are provided, and notations were made on the map below as to which locations do not provide ramps. Providing sidewalk ramps are vital to completing the connection between the crosswalk and the sidewalk. Current and future Capital Improvement Plan Projects will provide new sidewalk ramps where needed throughout the Plan area.



Identified locations within the Plan area requiring sidewalk ramps

Source: City of Las Vegas, Nevada

Corner of Crestwood and Franklin Avenues without sidewalk ramps

Source: City of Las Vegas, Nevada

No sidewalk ramps along Wengert Avenue at Crestwood Elementary

Source: City of Las Vegas, Nevada

PEDESTRIAN OBSTACLES

Walkable communities facilitate the circulation of all modes of transportation. Many 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. The UDC standards require above-ground utility boxes in excess of 27 cubic feet to be setback a minimum of three feet from the public street right-of-way or sidewalk where adjacent to commercial properties. In addition, there are various locations where the sidewalks are in need of repair or missing altogether. Current and future Capital Improvement Plan Projects will provide new sidewalks where needed throughout the Plan area.

Debris, rocks and litter on the Multi-Use Trail adjacent to US 95

Source: City of Las Vegas, Nevada

Utility Cabinet and fence intruding into sidewalk on Eastern Avenue at Stewart Avenue

Source: City of Las Vegas, Nevada

Utility poles, street lights and signage in the sidewalk along Eastern Avenue

Source: City of Las Vegas, Nevada

School zone flasher in sidewalk adjacent to empty planters

Source: City of Las Vegas, Nevada

Crosswalk button and unpaved patch in center of sidewalk

Source: City of Las Vegas, Nevada

Utility poles, support wires in sidewalk path on Bruce Ave.

Source: City of Las Vegas, Nevada

PEDESTRIAN OBSTACLES—SIDEWALKS

Several portions of the Rafael Rivera Walkable Community Plan area have an incomplete or missing sidewalk network. A well-connected sidewalk network is key to fostering walkability within the community and one of the first steps which should be taken in implementing a Walkable Community Plan is ensuring that all residents have access to a walkable street network.

Notable areas with incomplete sidewalk networks include Marlin Avenue between Bruce Street and 23rd Street; Stewart Avenue between Bruce Street and Eastern Avenue; 18th, 19th, 20th and 21st Streets and Cervantes Avenue between Sunrise and Stewart Avenues; Ash Street between 21st and 23rd Streets; Sunrise Avenue between Bruce and 21st Streets; 21st Street between Sunrise Avenue and Fremont Street; Olive Avenue between Atlantic Street and Euclid Avenue; Sunrise Avenue and Valley Street between Eastern Avenue and 26th Street; and Wengert Avenue between 17th Street and Pauline Way. In total there are 109,540 linear feet, or 20.74 miles of sidewalks within the Plan area, with a total of 16,338 linear feet, or 3.09 miles of unpaved sidewalk sections. These areas should be identified as priority areas in which to complete the sidewalk network. Where right-of-way permits, an amenity zone with landscape and street trees should be installed between the street curb and back of sidewalk.

Wengert Avenue east of 17th Street looking east

Source: City of Las Vegas, Nevada

Cervantes Street south of Stewart Avenue looking south

Source: City of Las Vegas, Nevada

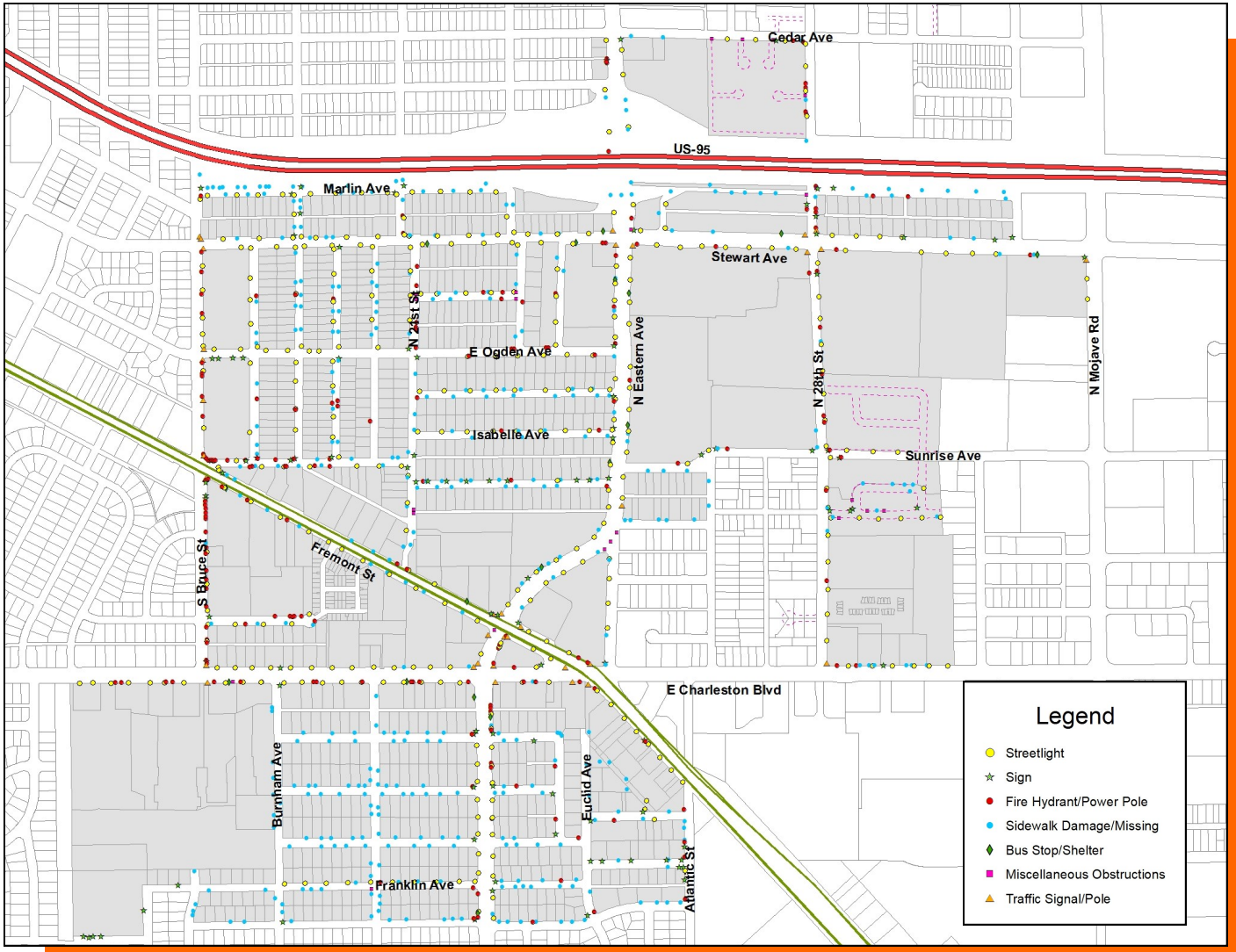
Stewart Avenue at 21st Street looking east

Source: City of Las Vegas, Nevada

Olive Avenue at Russell Street looking west

Source: City of Las Vegas, Nevada

PEDESTRIAN OBSTACLES



Map details pedestrian obstacles within the Plan area

Source: City of Las Vegas, Nevada

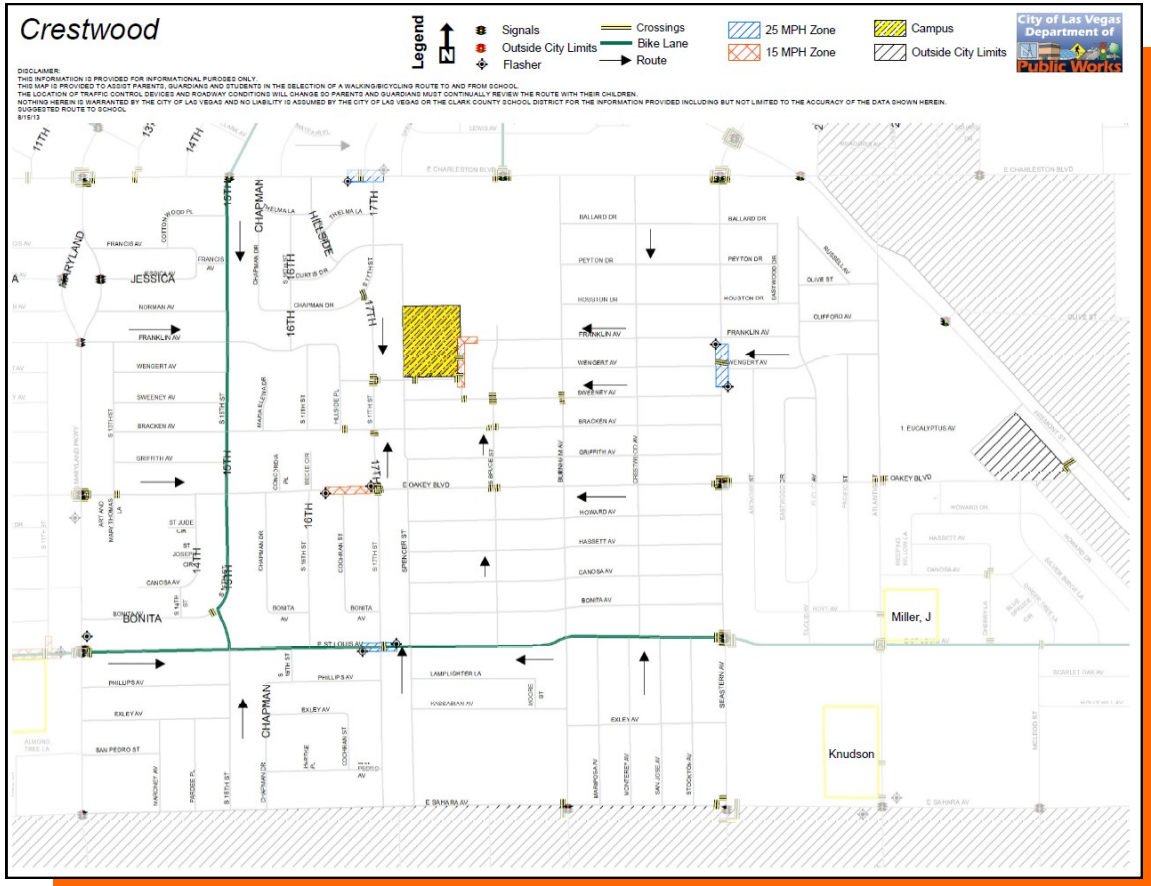
SCHOOL WALKING PARTNERS

The Clark County School District Suggested Routes to School program has identified school zones and crosswalks to Crestwood, Howard Hollingsworth and Sunrise Acres Elementary Schools and Roy Martin Middle School. Variety School is located within the Plan area; however, Variety is a CCSD Special School in which students are bussed in from all portions of the community. Improvements to the streets and intersections will create a safer place for children to walk to area schools. Continental style crosswalks should be provided on all non-residential street intersections to increase visibility.

There is an opportunity for area elementary school children to stay healthy by walking and riding bicycles. Children walking in groups are generally safer than individuals. Groups of four or five children 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 the students. Additional information about the Suggested Routes to School program can be found on the Department of Public Works' webpage (www.lasvegasnevada.gov/PublicWorks).

Students walk using designated Suggested Safe Routes to School

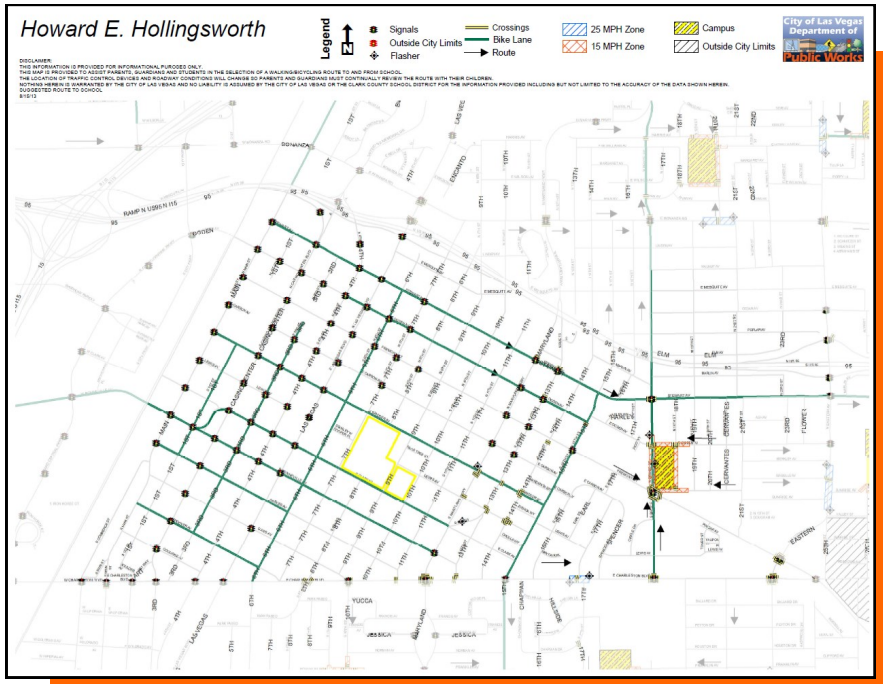
Source: http://saferoutepartnership.org



Crestwood Elementary Suggested School Route

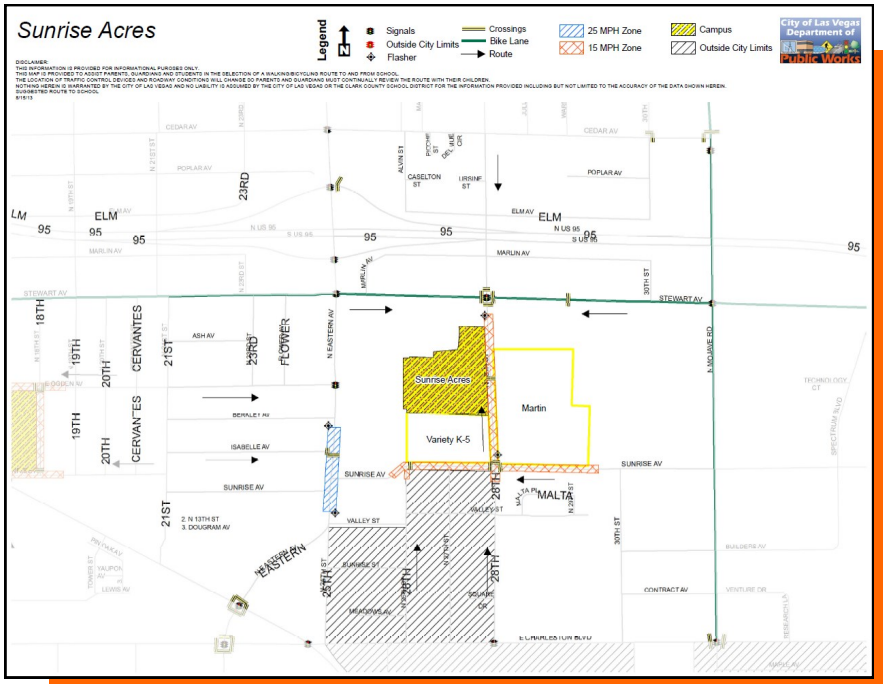
Source: City of Las Vegas, Nevada

SUGGESTED ROUTES TO SCHOOLS



Howard Hollingsworth Suggested School Route

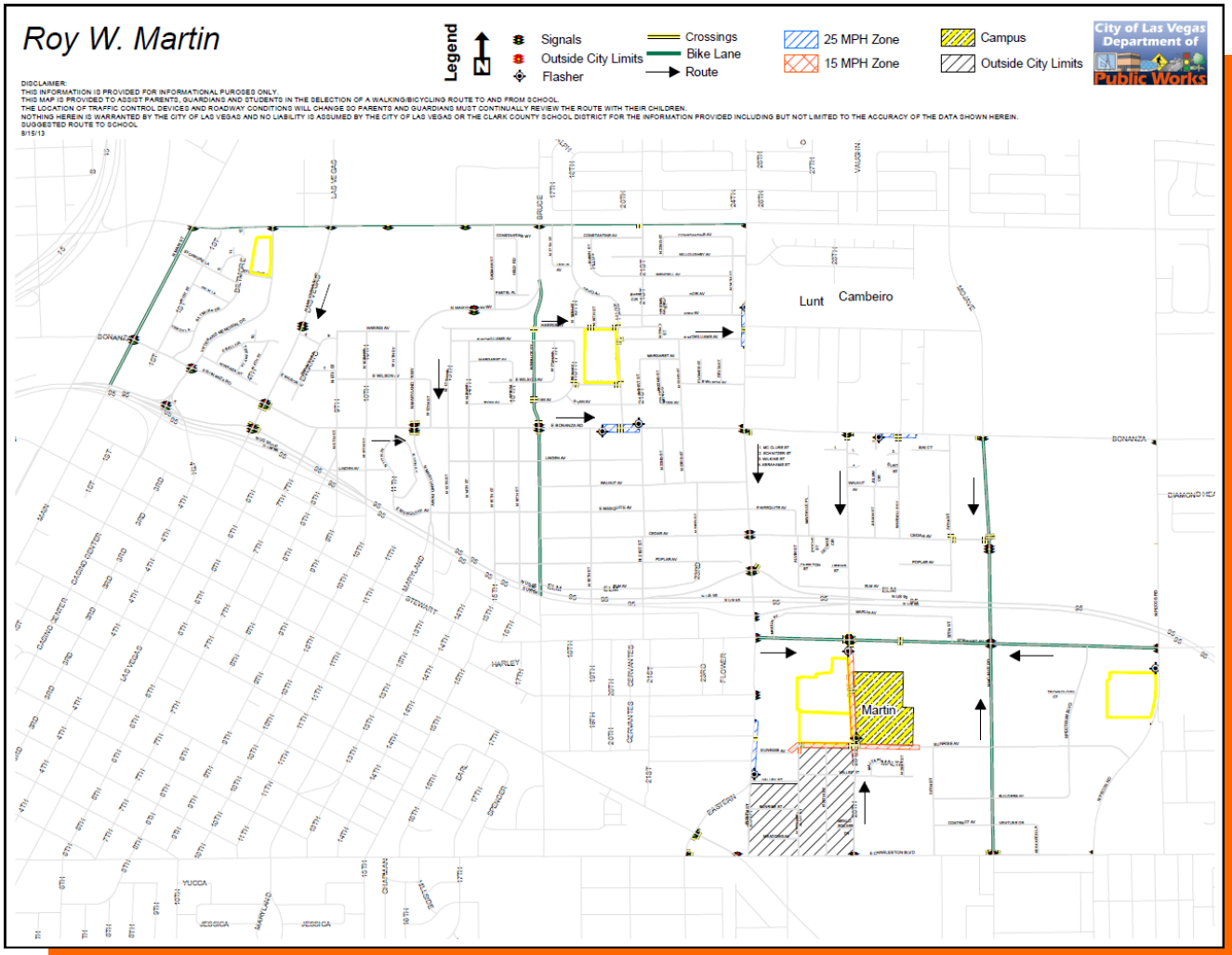
Source: City of Las Vegas, Nevada



Sunrise Acres Suggested School Route

Source: City of Las Vegas, Nevada

SUGGESTED ROUTES TO SCHOOLS



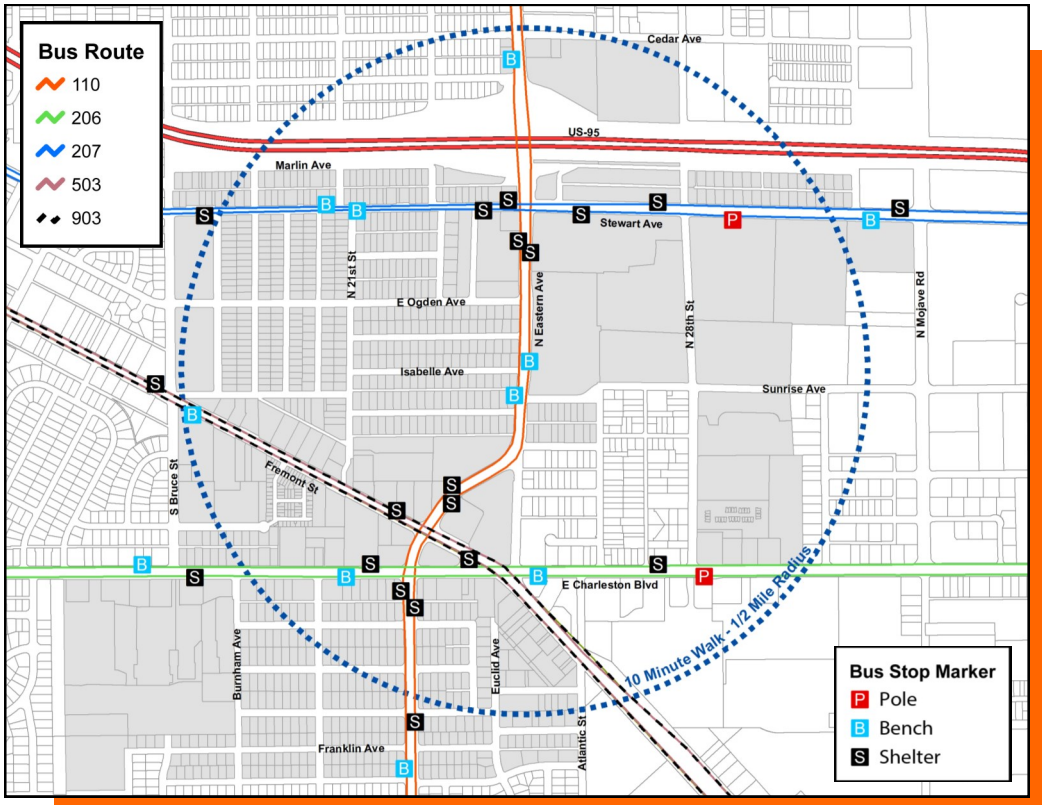
Roy Martin Suggested School Route

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, residents may need to venture out of their neighborhood for goods and services. When transit stops are available a resident is not limited to their own neighborhood and are able to access other parts of the valley.

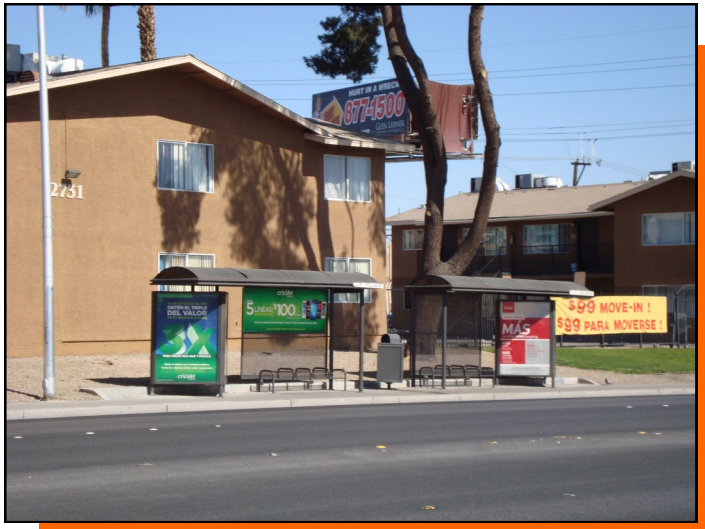
Generally, the Plan area is adequately served by transit stops with locations along all major transportation corridors within approximately 1/4 mile, or a 5-minute walk, of one another. There are 32 transit stops located within the Plan area. Of the 32 stops, 19 have shelters (full stops with a bench, trash receptacles, solid roof, ceiling lighting and shade screening). Eleven of the stops only provide a bench for transit riders. Two locations consist of either a sign on a pole or sign on a light post indicating the stop location. None of the transit stops has facilities for bikes. There is little separation that exists between the transit stops and vehicular traffic, with the exception of some of the newer stops, such as those located on Fremont Street and a shelter at Bruce Street and Stewart Avenue. All of the locations are in fair to good condition, but none of the stops reflects the character of the surrounding community. Integrating elements of the surrounding area into transit stops can positively contribute to a neighborhood's identity.



Bus routes and stops within the Rafael Rivera Walkable Community plan area

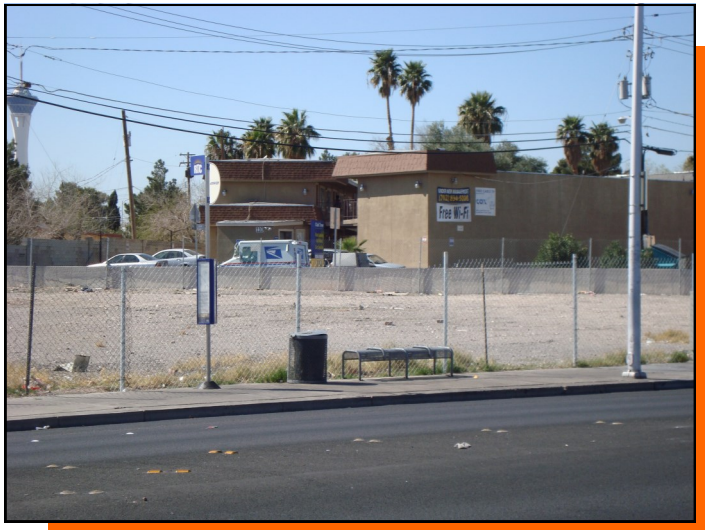
Source: City of Las Vegas, Nevada

TRANSIT STOPS



Transit Stop at Steward Avenue and 28th Street

Source: City of Las Vegas, Nevada



Transit Stop at Fremont Street and Bruce Street

Source: City of Las Vegas, Nevada

Transit Stop at Fremont Street and Charleston Boulevard

Source: City of Las Vegas, Nevada

Transit Stop at Stewart Avenue and Bruce Street

Source: City of Las Vegas, Nevada

LANDSCAPE

The addition of landscaping within the public and private realm 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 Unites States Department of Agriculture — Forest Service, trees can add up to an additional 10% to property value. Trees have the ability to reduce heating and cooling bills by 60% and can lower air temperatures by as much as five degrees.[1] 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.

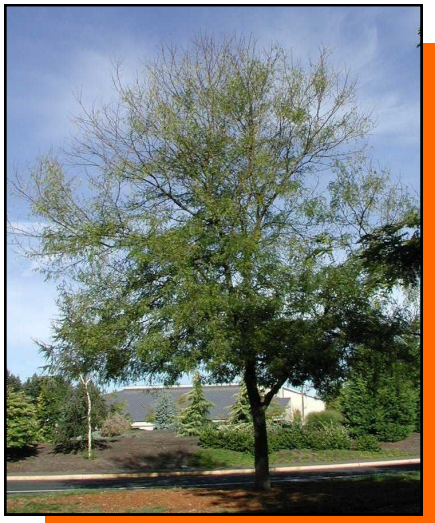
Trees and shrubs also help reduce glare, soften the built environment and improve the overall neighborhood aesthetic. The variety of drought tolerant landscaping materials available ensures that all property owners can enjoy the benefits provided by additional landscaping.

Residents and property owners within the Plan area have the opportunity to build off of and enhance existing landscape materials. These landscape materials would compliment the heavy shade canopies found on the residential streets within the Plan Area. Traditional drought tolerant species which provide shade, green elements and seasonal color have been suggested in the plant list (pg.45). All of the suggested plant list materials are low maintenance and have proven to be successful to grow in the Las Vegas climate. Using plants from the suggested list will create a neighborhood that is unique and easily distinguishes itself from other area of the Las Vegas Valley.

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

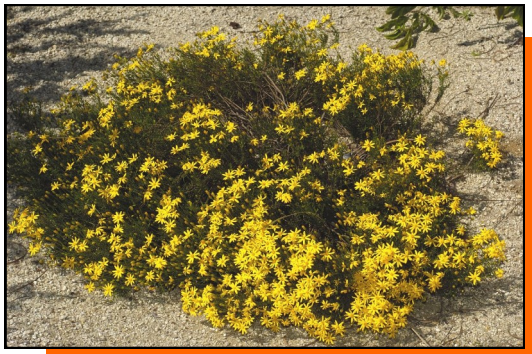
Japanese/Sawleaf Zelkova

Source: Southern Nevada Water Authority



Honey Locust

Source: Southern Nevada Water Authority



Damianita

Source: Southern Nevada Water Authority

Weeping Yucca

Source: Southern Nevada Water Authority

SUGGESTED PLANT LIST:

Common Name	Latin Name
Trees:	
Honey Locust	*Gleditsia tricanthos*
Native/Velvet Mesquite	*Prossopis velutina*
Shumard Oak	*Quercus shumardii*
Japanese Pagoda Tree	*Sophora japonica*
Japanese/Sawleaf Zelkova	*Zelkova serrata*
Shrubs:	
Mexican Bird of Paradise	*Caesalpinia mexicana*
Damianita	*Chrysactinia mexicana*
Autumn Sage	*Salvia greggii*
Orange Jubilee Tacoma/Orange Bells	*Tecoma x* 'Orange Jubilee'
Xylosma	*Xylosma congestum*
Groundcover:	
Dwarf Coyote Brush	*Baccharis pilularis* 'Pigeon Point'
Prostrate Myoporum	*Acacia redolens* 'Desert Carpet'
Santa Cruz Pyracantha/Firethorn	*Pyracantha fortuneana* 'Santa Cruz'
Purple Ice Plant	*Drosanthemum cooperi*
Gooding Verbena	*Glandularia goodinggii*
Accents:	
Cow's Horn Agave	*Agave bovicornuta*
Octopus Agave	*Agave vilmoriniana*
Giant Sword Flower	*Hesperaloe funifera*
Weeping Yucca	*Yucca recurvifolia*

Japanese Pagoda Tree

Source: Southern Nevada Water Authority

Purple Ice Plant

Source: Southern Nevada Water Authority

Orange Bells

Source: Southern Nevada Water Authority

Mexican Bird of Paradise

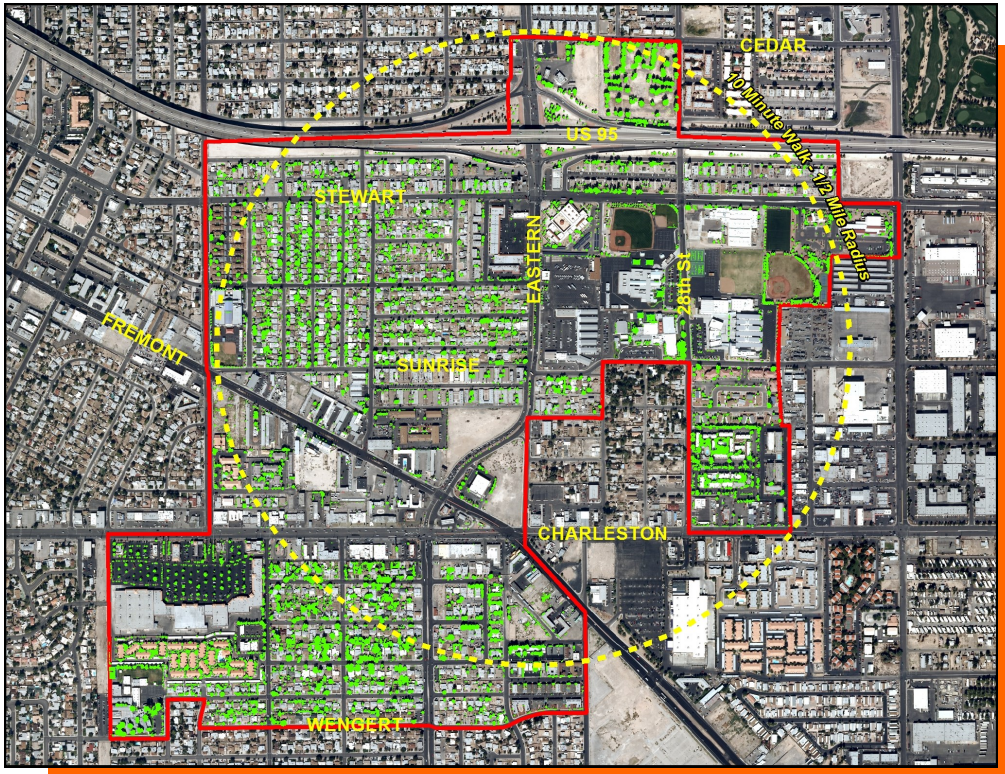
Source: Southern Nevada Water Authority

SHADE COVERAGE

The Las Vegas climate is favorable for walking throughout most of the year. For the hotter summer months landscaping with shade trees provides added benefits to pedestrians, homeowners and area businesses.

An urban forestry initiative was adopted by the Las Vegas City Council that recognizes the numerous economic, social and environmental benefits of trees within the urban environment. Walkable communities help to meet the goals of the initiative which includes doubling the City's tree canopy coverage from 10% to 20% by 2035. The initiative also seeks to utilize existing partners and develop new partnerships in an effort to further urban forestry in the City and Southern Nevada.

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 adjacent to sidewalks is critical to a walkable community plan. The path of the sun should dictate the planting location of trees in-order to provide optimal shade coverage along sidewalks.



Map details shade coverage for the Plan area

Source: City of Las Vegas, Nevada

The tree canopy of the Rafael Rivera Walkable Community Plan provides little canopy coverage outside of residential areas. The major arterials of Fremont Street, Charleston Boulevard, Eastern Avenue, Stewart Avenue and Bruce Street offer minimal shade relief, which when coupled with large parking lots, hardscape and other impermeable surfaces exacerbates the urban heat island effect within the Plan Area.

The addition of drought tolerant trees and landscaping will mitigate urban heat islands, air pollution and improve streetscape aesthetics. Existing and planned amenity zones are logical locations to consider placing additional shade trees. Throughout the Plan area several residential streets, including portions of Burnham Avenue, Crestwood Avenue, Ballard Drive, Peyton Drive, Houston Drive, Pauline Way and Sunrise Avenue contain privately maintained amenity zones within the public right-of-way. Placing shade trees within these locations will enhance pedestrian environments and facilitate walkability within the Rafael Rivera Walkable Community Plan area. 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.

PRIVATE DEVELOPMENT

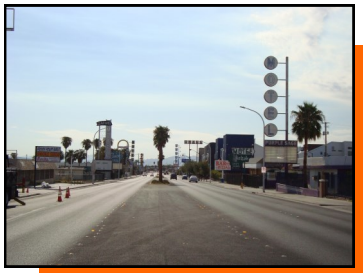
The recommendations to this point have been focused on the public realm. For private properties within the Plan area, conformance to Unified Development Code (UDC) development standards upon redevelopment or renovation will unify the community design by providing walkable, pedestrian-scaled development.

Community design within the Plan area should enhance and promote the characteristics of a walkable community. Pedestrian-oriented features should be taken into account including the following: 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 Plan area.

These features include building placement and orientation, which require buildings on corner lots to be oriented to the corner and street fronts, while building entrances and pedestrian sidewalks for stand alone projects are to be located at the front of the site at the minimum setback. Building exteriors must be relieved by variations in massing or articulation, and relate height and bulk to a human scale.

Properties need to integrate bicycle and pedestrian paths with connections to adjacent commercial and residential areas. Additional pedestrian walkways should be provided that are distinguished through the use of special pavers, bricks or patterned concrete. Pedestrian open spaces and plazas are to be provided in commercial developments. Site amenities are to be provided including benches, pergolas, landscaped arbors or artwork.

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 ensure new developments meet the design intent of a walkable community, as well as the development standards of the UDC.

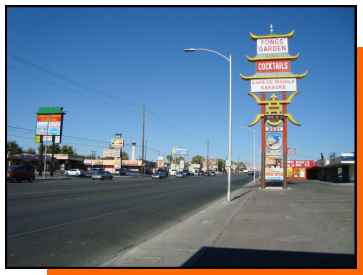


Fremont Street east of Bruce Street

Source: City of Las Vegas, Nevada

Rafael Rivera Park

Source: City of Las Vegas, Nevada



Charleston Blvd west of Eastern Ave

Source: City of Las Vegas, Nevada

East Las Vegas Community Center

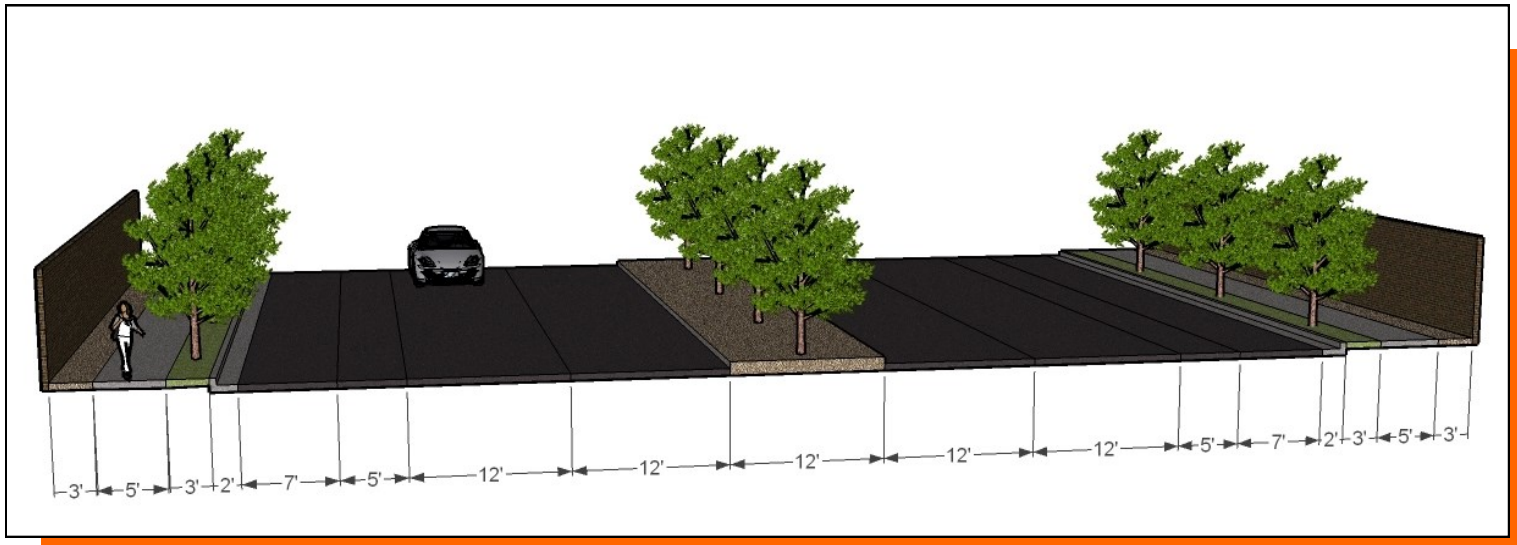
Source: City of Las Vegas, Nevada

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 overall community improves. These enhancements provide increased value to the neighborhood that will last forever. Below is an illustration of the many components that are 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.



Example highlighting the typical components found in an ideal complete street using the full extent of the right-of-way

Source: City of Las Vegas, Nevada

EXAMPLES OF COMPLETE STREET DESIGN

Example of a complete street in Los Angeles, CA

Source: www.sf.streetsblog.org

Example of a complete street in Tacoma, WA

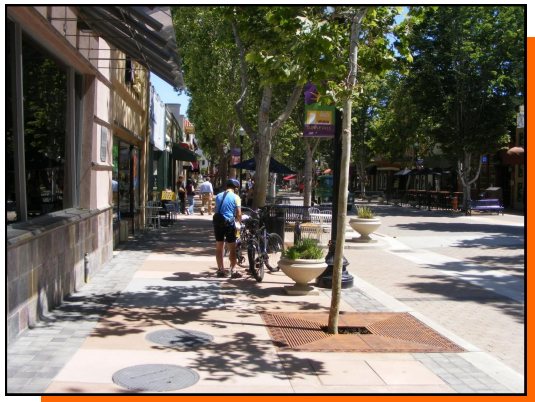
Source: www.exit133.com

Example of a complete street in Bellingham, WA

Source: www.smartgrowthamerica.org

Example of a complete street in Lancaster, CA

Source: www.sdapa.org



Example of a complete street in Sunnyvale, CA

Source: www.bellecci.com

Example of a complete street in Madison, NJ

Source: www.saferoutesnj.org

FREMONT STREET

The design of Fremont Street west of Eastern Avenue falls under the Las Vegas Downtown Centennial Plan Streetscape Standards. These standards require a five-foot amenity zone and a 10-foot wide, unobstructed sidewalk along all streets. East of Eastern Avenue, Fremont Street lies outside of the Las Vegas Downtown Centennial Plan and has no automatic streetscape standards associated with it beyond existing minimum requirements.

To facilitate walkability through the Plan area and offer visual cohesion, thematic streetscape improvements along Fremont Street west of Eastern Avenue should extend east to Atlantic Street, the eastern border of the Plan area. Cohesive landscape and other streetscape treatments will help unite the eastern portion of the Plan area with Downtown and serve as a visual gateway to the Rafael Rivera Walkable Community Plan area.

Fremont Street south of Charleston Boulevard looking northwest

Source: City of Las Vegas, Nevada

Fremont Street west of Eastern Avenue looking west

Source: City of Las Vegas, Nevada

Fremont Street as it crosses Charleston Boulevard looking northwest

Source: City of Las Vegas, Nevada

FREMONT STREET

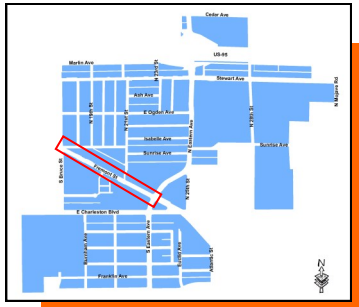
Historically, Fremont Street served as the primary connection between Downtown Las Vegas, Whitney, Pittman, Henderson, Boulder City and the Boulder Dam. Part of the original 1905 Las Vegas Townsite, Fremont Street was extended east in 1931 and eventually assigned the U.S. Highway 93 designation, later serving as the primary connector between southern Nevada and Arizona, until the current I-515/U.S. 93/95 freeway was completed. Typical of the pre-interstate highway system, Fremont Street is easily recognized by its collection of motor-court motels, eye-catching mid 20th century signage, and an array of current and abandoned automobile-oriented uses. Successfully transitioning this streetscape from it's early highway system design to one that accommodates the present-day and future needs of the neighborhood is key to ensuring the long-term success of this portion of the Plan Area.

Fremont Street is classified as a primary arterial throughout the Plan Area. Between Charleston Boulevard and Atlantic Street, Fremont Street consists of three travel lanes in each direction with a sidewalk at the back of curb on each side of the roadway. Between Eastern Avenue and Charleston Boulevard, Fremont Street narrows to two travel lanes in each direction, and provides an elongated right-hand turn lane for westbound travelers, retaining the five-foot sidewalk at the back of curb on the north side of the street and a 10-foot sidewalk on the south side of the roadway. Between Eastern Avenue and Bruce Street, Fremont Street provides four travel lanes in each direction and a 10-foot sidewalk at the back of curb.

Possible enhancements to consider for Fremont Street are extending the landscape improvements found west of 15th Street east to Atlantic Street; the addition of mid-block crossings between Bruce Street and Eastern Avenue; and the addition of a ten foot sidewalk between Eastern Avenue and Atlantic Avenue. These improvements would enhance motorist awareness and walkability for pedestrians.

Fremont Street at Bruce Street looking east

Source: City of Las Vegas, Nevada



Fremont Street, Eastern Ave to Charleston Boulevard

Source: City of Las Vegas, Nevada

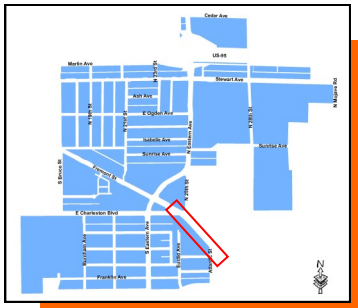
Street Composition - Fremont (Bruce Street to Eastern Avenue)		
North Side of Street	**Landscape Buffer**	0 to 5 Feet
	Sidewalk	10 Feet
	Amenity Area	0 to 5 feet
	Travel Lanes	2; 12 and 14 Feet
	Bike Lane	None
	Parking Lanes	None
	Center Turn Lane	YES
	Median Island	YES
South Side of Street	**Travel Lanes**	2; 12 and 14 Feet
	Bike Lane	None
	Parking Lane	None
	Amenity Area	None
	Sidewalk	5 Feet
	Landscape Buffer	0 to 5 Feet

Street Amenities	
Lighting	Yes
Benches	No
Speed Limit	35 mph west of Charleston, 45 mph
Transit Stops	Yes
Utility Boxes Screened	No
Obstacles in the Sidewalk	Yes

Street Composition - Fremont (Eastern to Charleston)		
North Side of Street	**Landscape Buffer**	0 to 30 Feet
	Sidewalk	5 Feet
	Amenity Area	None
	Travel Lanes	2-11and 14 Feet
	Bike Lane	None
	Parking Lanes	None
	Center Turn Lane	YES
	Median Island	YES
South Side of Street	**Travel Lanes**	11 and 14 Feet
	Bike Lane	None
	Parking Lane	None
	Amenity Area	5 Feet
	Sidewalk	5-10 Feet
	Landscape Buffer	0 to 10 Feet

Fremont Street, Eastern Avenue to Charleston Boulevard

Source: City of Las Vegas, Nevada



Fremont Street, Eastern Avenue to Atlantic Street

Source: City of Las Vegas, Nevada

Street Composition - Fremont (Charleston to Atlantic)		
North Side of Street	**Landscape Buffer**	0 to 10 Feet
	Sidewalk	5 Feet
	Amenity Area	None
	Travel Lanes	11, 12 and 23 Feet
	Bike Lane	None
	Parking Lanes	None
	Center Turn Lane	YES
	Median Island	YES
South Side of Street	**Travel Lanes**	2-12 and 13 Feet
	Bike Lane	None
	Parking Lane	None
	Amenity Area	None
	Sidewalk	5 Feet
	Landscape Buffer	0 to 5 Feet

Fremont Street east of Eastern Avenue looking west

Source: City of Las Vegas, Nevada

Fremont Street east of Charleston Boulevard looking northwest

Source: City of Las Vegas, Nevada

CHARLESTON BOULEVARD

Charleston Boulevard serves as the major east-west vehicular arterial within the Plan Area that connects it to the east and west sides of the valley. This roadway is classified as a 100-foot primary arterial providing two travel lanes in each direction, a center turn lane, a parking/right-hand turn lane and a five-foot sidewalk on each side of the street.

The sidewalks along Charleston Boulevard contain a large number of impediments (see Pedestrian Obstacles Map on page 38) including power poles, street lights, sign poles, traffic signal poles, transit stops and fire hydrants. There are also damaged sidewalks and crosswalks that could be considered uninviting to pedestrians.

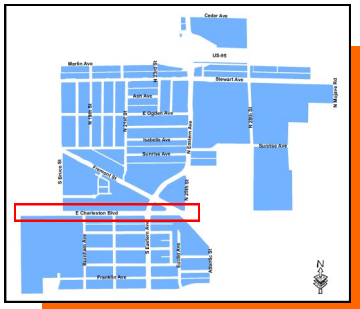
Possible enhancements to consider here include improving ADA access, evaluating if the addition of a median is feasible, widened sidewalks and bus turnouts, street trees and tree grates. These improvements would improve the aesthetic quality of Charleston Boulevard and walkability for pedestrians.

Street Composition		
North Side of Street	**Landscape Buffer**	0—10 Feet
	Sidewalk	5 to 10 Feet
	Amenity Area	None
	Travel Lane	12 and 13 Feet
	Bike Lane	None
	Parking Lane	11 Feet
	Center Turn Lane	15 Feet
	Median Island	None
South Side of Street	**Travel Lanes**	12 and 13 Feet
	Bike Lane	None
	Parking Lane	11 Feet
	Amenity Area	None
	Sidewalk	5—6 Feet
	Landscape Buffer	0—15 Feet

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

Charleston Boulevard at Burnham Avenue

Source: City of Las Vegas, Nevada



Charleston Boulevard Location Map

Source: City of Las Vegas, Nevada

STEWART AVENUE

Stewart Avenue serves as an east/west pedestrian and vehicular connection for the northern portion of the Plan area. There is a noticeable downhill slope from west to east between Bruce Street and Eastern Avenue that facilitates travel speeds above the posted 30 MPH speed limit, causing concern for area residents who regularly cross Stewart Avenue. This roadway is classified as a major collector and consists of two travel lanes in each direction and an intermittent sidewalk on each side of the roadway.

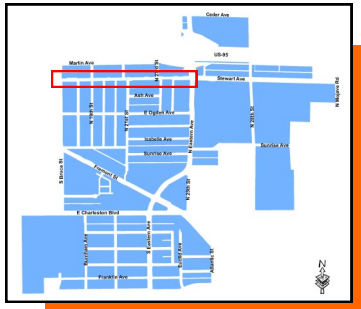
The sidewalks along Stewart Avenue contain a several impediments which include a combination of street lights, sign posts and transit stops. There are also portions of damaged sidewalks, missing or faded crosswalks as well as significant portions of incomplete sidewalks on the north side of Stewart Avenue between Bruce Street and Eastern Avenue (see Pedestrian Obstacles Map on page 38). The south side of Stewart Avenue is designated a Pedestrian Path by the Trails Element.

Possible enhancements to consider here include removal of impediments, increase ADA accessibility, narrowing the street to one travel lane in each direction, bus turnouts, a highlighted bike lane and the addition of landscaped amenity zones located at the back of curb and street trees. A bicycle lane is also recommended in order to improve alternative modes of transportation within the area, while narrowing the street to one travel lane in each direction will help calm traffic and bring and the addition of landscape buffers will help improve pedestrian safety and increase walkability.

Street Composition		
North Side of Street	**Landscape Buffer**	0 to 20 Feet
	Sidewalk	5 Feet/None
	Amenity Area	None
	Travel Lane	10.5 and 11 Feet
	Bike Lane	None
	Parking Lane	7 Feet
	Center Turn Lane	None
	Median Island	None
South Side of Street	**Travel Lanes**	13 Feet
	Bike Lane	None
	Parking Lane	7 Feet
	Amenity Area	None
	Sidewalk	5 Feet/None
	Landscape Buffer	None

Stewart Avenue at 19th Street looking west

Source: City of Las Vegas, Nevada



Stewart Avenue Location Map, Bruce Street to Eastern Avenue

Source: City of Las Vegas, Nevada

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

STEWART AVENUE

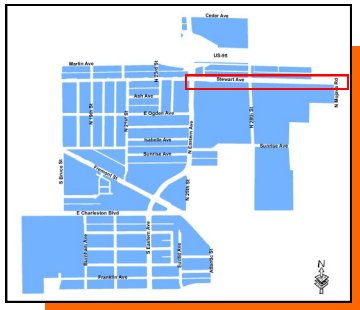
East of Eastern Avenue, Stewart Avenue widens to a primary arterial which includes a center turn lane, parking lanes on both sides of the street and a concrete-filled median in certain areas varying between five and 15 feet in width. The sidewalk in front of the recently reconstructed Roy Martin Middle School widens to 8 feet in width, meanders slightly and still includes some impediments despite the provision of an amenity zone.

Possible enhancements to consider here include removal of impediments, increase ADA accessibility, widening the sidewalks, placing landscape buffers at the back of curb with street trees, placing live plant material within the roadway median and the addition of bus turnouts and highlighted bicycle lanes.

Wider sidewalks with landscape buffers will help increase pedestrian safety and promote walkability. Live plant materials within the street median will help calm traffic and decrease the urban heat island effect, while bus turnouts will promote and facilitate user-friendliness of the bus system. A highlighted bicycle lane is also recommended in order to improve alternative modes of transportation within the area.

Stewart Avenue at 19th Street looking west

Source: City of Las Vegas, Nevada



Stewart Avenue Location Map, Eastern Avenue to Mojave Road

Source: City of Las Vegas, Nevada

Street Composition—Eastern Avenue to Mojave Road		
North Side of Street	**Landscape Buffer**	0 to 20 Feet
	Sidewalk	5 Feet/None
	Amenity Area	None
	Travel Lane	12 and 13 Feet
	Bike Lane	None
	Parking Lane	12 Feet
	Center Turn Lane	12 Feet
	Median Island	None to 5 Feet
South Side of Street	**Travel Lanes**	12 and 13 Feet
	Bike Lane	None
	Parking Lane	9 Feet
	Amenity Area	None
	Sidewalk	5—8 Feet
	Landscape Buffer	15 Feet

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

EASTERN AVENUE

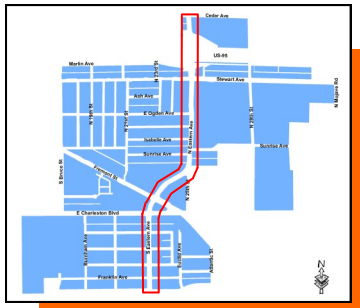
Eastern Avenue serves as the major north/south vehicular and pedestrian and connection for the Plan area, as well as the Las Vegas Valley. This roadway is classified as a primary arterial and consists of three travel lanes in each direction, a center turn lane/median and a five-foot sidewalk at the back of curb on each side of the roadway. South of Fremont Street the median contains concrete, gravel and interpretative metal sculptures, while north of Fremont Street the median contains live palm trees and shrubs.

The sidewalks along Eastern Avenue contain a large number of impediments (see Pedestrian Obstacles Map on page 38). The Eastern Avenue sidewalk impediments include a combination of street lights, sign poles and transit stops. There are also damaged sidewalks that could be considered uninviting to pedestrians.

Limited right of way and shallow lot depth hinder additional opportunities for widening or wider sidewalks. Possible enhancements to consider here are placing street lights and sign poles at the back of sidewalk, along with bus benches and shelters where adjacent properties allow and adding live plant materials in the median to help reduce the urban heat island effect, as funding permits, and thematically extend that landscape treatment within the existing medians north of Charleston Boulevard.

Eastern Avenue at Ballard Drive looking north

Source: City of Las Vegas, Nevada



Eastern Avenue Location Map

Source: City of Las Vegas, Nevada

Street Composition		
East Side of Street	**Landscape Buffer**	0-15 Feet
	Sidewalk	5 Feet
	Amenity Area	None
	Parking Lane	None
	Bike Lane	None
	Travel Lanes	2 - 11.5 and 13 Feet
	Center Turn Lane	12 Feet
	Median Island	5-17 Feet
West Side of Street	**Parking Lane**	None
	Bike Lane	None
	Traffic Lane	11, 11, and 12 Feet
	Amenity Area	None
	Sidewalk	5 Feet
	Landscape Buffer	0—15 Feet

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

BRUCE STREET

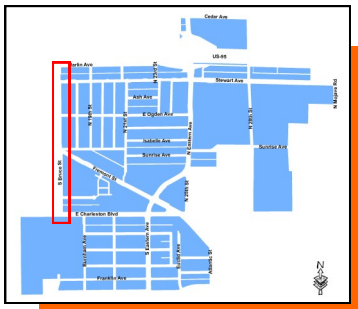
Bruce Street serves as a north/south pedestrian and vehicular connection at the western edge of the Plan area. This roadway is classified as a major collector and consists of one travel lane in each direction, sidewalks on each side of the roadway, parking lanes and a five-foot dedicated bicycle lane.

The sidewalks along Bruce Street contain numerous impediments (see Pedestrian Obstacles Map on page 36). This includes a combination of utility line poles and support wires, street lights, stoplights, school flasher poles, fire hydrants, utility boxes and traffic sign poles. There are also damaged sidewalks and crosswalks that could be considered uninviting to pedestrians. The west side of Bruce Street is designated a Pedestrian Path by the Trails Element.

Possible enhancements to consider here are evaluating the feasibility of adding additional landscape buffers located at the back of curb with street trees, relocating the utility installations from the pedestrian path and highlighting the bicycle lanes. This would improve both pedestrian and cyclist safety as well as help improve the overall aesthetic quality of Bruce Street.

Bruce Street south of Fremont Street looking north

Source: City of Las Vegas, Nevada



Bruce Street Location Map

Source: City of Las Vegas, Nevada

Street Composition		
East Side of Street	**Landscape Buffer**	0-15 Feet
	Sidewalk	4-8 Feet
	Amenity Area	None
	Travel Lane	10.5 Feet
	Bike Lane	5 Feet
	Parking Lanes	8-11 Feet
	Center Turn Lane	12.5 Feet
	Median Island	None
West Side of Street	**Travel Lanes**	10.5 Feet
	Bike Lane	5 Feet
	Parking Lane	8-11 Feet
	Amenity Area	None
	Sidewalk	5-8 Feet
	Landscape Buffer	None

Street Amenities	
Lighting	Yes
Benches	None
Speed Limit	35 mph
Transit Stops	No
Utility Boxes Screened	No
Obstacles in the Sidewalk	Yes

28TH STREET

28th Street serves as a north/south pedestrian and vehicular connection for the eastern portion of the Plan area, linking adjacent single and multi-family residential areas with three public schools consisting of Roy Martin Middle School, Sunrise Acres Elementary School and Variety School. This roadway is classified as a local collector and consists of a travel lane in each direction and a sidewalk both sides of the street.

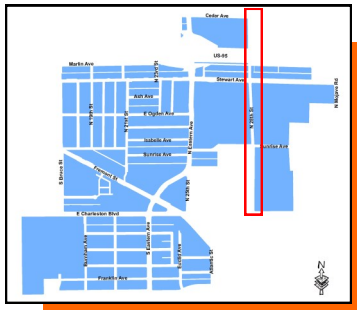
The sidewalks along 28th Street contain some impediments, mainly consisting of a combination of street lights and sign poles. There are also some damaged sidewalks and faded crosswalks, mainly north of Stewart Avenue (see Pedestrian Obstacles Map on page 38).

Possible enhancements to consider here are adding additional landscape buffers located at the back of curb with additional street trees, a highlighted bicycle lane, pedestrian lighting and bulb-outs with benches at intersections/crosswalks. The additional landscape buffers located at the back of curb and street trees would provide shade for pedestrians and improve the overall street aesthetic quality, wider sidewalks would facilitate walking to the three schools located on 28th Street while pedestrian lighting would improve safety, and bulb-outs at intersections and crosswalks with benches would provide shorter crossing distances and relief for pedestrians and help calm traffic. A striped, highlighted bicycle lane would also improve alternative transportation modes within the area.

Street Composition		
East Side of Street	**Landscape Buffer**	0 to 15 Feet
	Sidewalk	5 Feet
	Amenity Area	None
	Travel Lane	12-16.5 Feet
	Bike Lane	None
	Parking Lane	12 Feet
	Center Turn Lane	None
	Median Island	None
West Side of Street	**Travel Lanes**	12-16.5 Feet
	Bike Lane	None
	Parking Lane	12 Feet
	Amenity Area	None
	Sidewalk	5 Feet
	Landscape Buffer	0-15 Feet

28th Street at Marlin Avenue looking south

Source: City of Las Vegas, Nevada



28th Street Location Map

Source: City of Las Vegas, Nevada

Street Amenities	
Lighting	Yes
Benches	None
Speed Limit	25 mph
Transit Stops	None
Utility Boxes Screened	Yes
Obstacles in the Sidewalk	Yes

21ST STREET

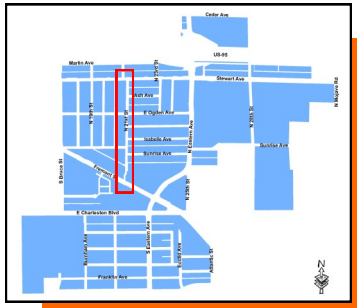
21st Street serves as a minor north/south pedestrian and vehicular connection within Plan area. This roadway is classified as a local collector and consists of one travel lane in each direction and an intermittent sidewalk on both sides of the street.

Portions of the existing sidewalks contain some impediments (see Pedestrian Obstacles Map on page 38) including a mixture of street lights and damaged sidewalks.

Narrow right-of-way limits major changes to the streetscape; however, possible enhancements to consider here are adding bulb-outs with benches to street intersections and crosswalks, adding bicycle route signage and restriping crosswalks. Bulb-outs at street intersections and crosswalks with benches would provide shorter crossing distances and relief for pedestrians and help calm traffic, while signed bicycle routes and restriped crosswalks would encourage alternate mode of transportation within the area.

21st Street at Sunrise Avenue looking north

Source: City of Las Vegas, Nevada



21st Street Location Map

Source: City of Las Vegas, Nevada

Street Composition		
East Side of Street	**Landscape Buffer**	None
	Sidewalk	5 Feet/None
	Amenity Area	None
	Travel Lane	11 Feet
	Bike Lane	None
	Parking Lanes	7 Feet
	Center Turn Lane	None
	Median Island	None
West Side of Street	**Travel Lanes**	11 Feet
	Bike Lane	None
	Parking Lane	7 Feet
	Amenity Area	None
	Sidewalk	5 Feet/None
	Landscape Buffer	None

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

CEDAR AVENUE

Cedar Avenue serves as a local east/west pedestrian and vehicular connection at the northern edge of the Plan area. This roadway is classified as a local collector road and consists of a travel lane in each direction, a center turn lane and a sidewalk on each side of the roadway.

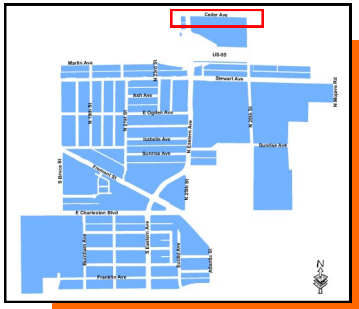
The sidewalks along Cedar Avenue contain some impediments including a combination of street lights, sign poles and lack of sidewalk ramps. There are also some damaged sidewalks and faded crosswalk striping (see Pedestrian Obstacles Map on page 38).

Possible enhancements to consider here are to include additional landscape buffers located at the back of curb with street trees, restriping crosswalks and removing obstacles from the sidewalks.

Street Composition		
East Side of Street	**Landscape Buffer**	None
	Sidewalk	5 Feet
	Amenity Area	None
	Travel Lane	11 Feet
	Bike Lane	None
	Parking Lanes	7 Feet
	Center Turn Lane	13 Feet
	Median Island	None
West Side of Street	**Travel Lanes**	11 Feet
	Bike Lane	None
	Parking Lane	7 Feet
	Amenity Area	None
	Sidewalk	5 Feet
	Landscape Buffer	None

Cedar Avenue west of 28th Street looking west

Source: City of Las Vegas, Nevada



Cedar Avenue Location Map

Source: City of Las Vegas, Nevada

Street Amenities	
Lighting	Yes
Benches	No
Speed Limit	25 mph
Transit Stops	Yes
Utility Boxes Screened	None
Obstacles in the Sidewalk	Yes

SUNRISE AVENUE

Sunrise Avenue between Eastern Avenue and the eastern edge of Roy Martin Middle School serves as a local east/west pedestrian and vehicular connection for the Plan area. This roadway is classified as a local collector road and consists of a travel lane in each direction and a sidewalk on the north side of the roadway, and provides access to the three public schools found on 28th Street.

The sidewalk along the north side Sunrise Avenue contains a few impediments consisting of street lights, sign poles and utility poles and a small portion with an un-landscaped amenity zone between Eastern Avenue and 26th Street, while the sidewalk network on the south side of Sunrise Avenue is incomplete. In addition, the south side of Sunrise Avenue between 26th and 28th Streets is located in unincorporated Clark County, while the remainder is within the city of Las Vegas' jurisdiction. There are also some damaged sidewalks and faded crosswalks (see Pedestrian Obstacles Map on page 38).

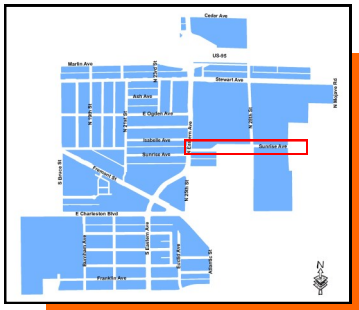
Possible enhancements to consider here are completing the sidewalk network, adding landscape in the existing un-landscaped amenity zone, adding bulb-outs with benches at street intersections and crosswalks, adding pedestrian lighting and restriping crosswalks. Bulb-outs with benches at street intersections and crosswalks would provide shorter crossing distances and relief for pedestrians and help calm traffic, restriped crosswalks along with a completed sidewalk network, pedestrian lighting and street trees would encourage alternate modes of transportation within the area.

Street Composition		
North Side of Street	**Landscape Buffer**	0-15 Feet
	Sidewalk	5 Feet
	Amenity Area	None
	Travel Lane	10.5 Feet
	Bike Lane	None
	Parking Lanes	7 Feet
	Center Turn Lane	None
	Median Island	None
South Side of Street	**Travel Lanes**	10.5 Feet
	Bike Lane	None
	Parking Lane	7 Feet
	Amenity Area	None
	Sidewalk	5 Feet/None
	Landscape Buffer	15 Feet/None

Street Amenities	
Lighting	Yes
Benches	None
Speed Limit	25 mph
Transit Stops	No
Utility Boxes Screened	None
Obstacles in the Sidewalk	Yes

Sunrise Avenue east of 26th Street looking east

Source: City of Las Vegas, Nevada



Sunrise Avenue between Eastern Avenue and 28th Street Location Map

Source: City of Las Vegas, Nevada

SUNRISE AVENUE

Sunrise Avenue between 21st Street and Bruce Street serves as a secondary east/west pedestrian and vehicular connection for the Plan area, providing access and connectivity to Isabelle Avenue and the midblock crossing across Eastern Avenue eventually meeting up with the eastern portion of Sunrise Avenue. This roadway is classified as a local collector road and consists of a travel lane in each direction and an attached sidewalk on the both sides of the street.

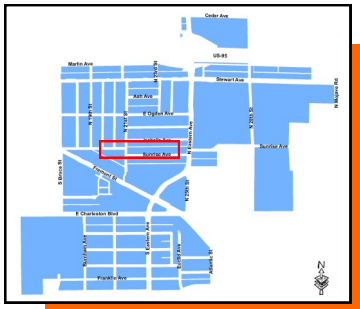
The sidewalks along Sunrise Avenue contain a few impediments consisting of street lights, sign poles and utility boxes. A portion of the sidewalk along the north side of the street contains an un-landscaped amenity zone between 18th and 21st Streets. In addition, some portions of the sidewalks are incomplete or damaged (see Pedestrian Obstacles Map on page 38).

Possible enhancements to consider here are adding bulb-outs with benches at street intersections and crosswalks, restriping crosswalks, providing street trees in the existing amenity zones, removing obstacles and adding pedestrian lighting. Bulb-outs with benches at street intersections and crosswalks would provide shorter crossing distances and relief for pedestrians and help calm traffic, while restriped crosswalks, street trees in amenity zones and pedestrian lighting would encourage alternate modes of transportation within the area.

Street Composition		
North Side of Street	**Landscape Buffer**	None
	Sidewalk	5 Feet/None
	Amenity Area	None
	Travel Lane	10.5 Feet
	Bike Lane	None
	Parking Lanes	7 Feet
	Center Turn Lane	None
	Median Island	None
South Side of Street	**Travel Lanes**	10.5 Feet
	Bike Lane	None
	Parking Lane	7 Feet
	Amenity Area	None
	Sidewalk	5 Feet/None
	Landscape Buffer	None

Sunrise Avenue at 18th Street looing east

Source: City of Las Vegas, Nevada



Sunrise Avenue between 21st Street and Bruce Street Location Map

Source: City of Las Vegas, Nevada

Street Amenities	
Lighting	Yes
Benches	None
Speed Limit	25 mph
Transit Stops	No
Utility Boxes Screened	None
Obstacles in the Sidewalk	Yes

ISABELLE AVENUE

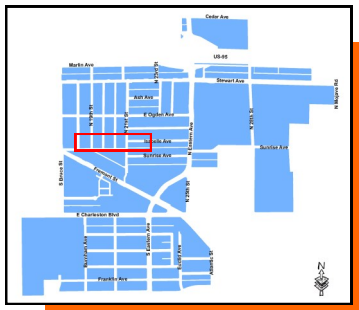
Isabelle Avenue between Eastern Avenue and 21st Street serves as a secondary east/west pedestrian and vehicular connection for the Plan area, providing critical pedestrian access to the mid-block crosswalk across Eastern Avenue to Sunrise Avenue east of Eastern. This roadway is classified as a local collector road and consists of a travel lane in each direction and an attached sidewalk on the both sides of the street.

The sidewalks along Isabelle Avenue contains a few impediments consisting of street lights and sign poles. In addition, some portions of the sidewalks are damaged (see Pedestrian Obstacles Map on page 38).

Possible enhancements to consider here are adding bulb-outs with benches at street intersections and crosswalks, restriping crosswalks and adding pedestrian lighting. Bulb-outs with benches at street intersections would provide shorter crossing distances and relief for pedestrians and help calm traffic, restriped crosswalks and pedestrian lighting would encourage alternate modes of transportation within the area.

Isabelle Avenue east of 21st Street looking east

Source: City of Las Vegas, Nevada



Isabelle Avenue Location Map

Source: City of Las Vegas, Nevada

Street Composition		
North Side of Street	**Landscape Buffer**	0-15 Feet
	Sidewalk	5 Feet
	Amenity Area	None
	Travel Lane	10.5 Feet
	Bike Lane	None
	Parking Lanes	7 Feet
	Center Turn Lane	None
	Median Island	None
South Side of Street	**Travel Lanes**	10.5 Feet
	Bike Lane	None
	Parking Lane	7 Feet
	Amenity Area	None
	Sidewalk	5 Feet/None
	Landscape Buffer	15 Feet/None

Street Amenities	
Lighting	Yes
Benches	None
Speed Limit	25 mph
Transit Stops	No
Utility Boxes Screened	None
Obstacles in the Sidewalk	Yes

25TH STREET

25th Street serves as a secondary north/south pedestrian and vehicular connection for the Plan area, spanning the distance between the Eastern Avenue curve and Charleston Boulevard. This small, approximately 800-foot section of roadway is classified as a local collector road and consists of a travel lane in each direction and a sidewalk on the west side of the roadway. The east side of the roadway is located in unincorporated Clark County and contains an inconsistent sidewalk network.

25th Street serves as a convenient and popular cut through/bypass of the Fremont Street and Charleston Boulevard intersections with Eastern Avenue for both vehicles and pedestrians. The sidewalk along 25th Street contains some impediments consisting mostly of street lights. There are also some damaged sidewalks and un-striped crosswalks (see Pedestrian Obstacles Map on page 38).

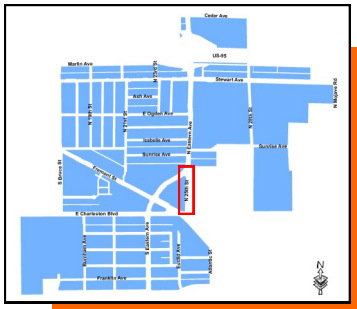
Possible enhancements to consider here which would acknowledge the multiple users of this roadway are adding additional landscape buffers with street trees, adding a striped, highlighted bicycle lane and narrowing the intersection of 25th Street with Eastern Avenue. The additional landscape buffers with street trees located at the back of curb would provide shade for pedestrians and improve the overall street aesthetic quality, while a narrowed intersection at Eastern Avenue will accommodate pedestrians and help calm cut-through traffic.

Street Composition		
East Side of Street	**Landscape Buffer**	None
	Sidewalk	5 Feet/None
	Amenity Area	None
	Travel Lane	12 Feet
	Bike Lane	None
	Parking Lanes	12.5 Feet
	Center Turn Lane	None
	Median Island	None
West Side of Street	**Travel Lanes**	12 Feet
	Bike Lane	None
	Parking Lane	12.5 Feet
	Amenity Area	None
	Sidewalk	5 Feet
	Landscape Buffer	None

Street Amenities	
Lighting	Yes
Benches	No
Speed Limit	25 mph
Transit Stops	None
Utility Boxes Screened	No
Obstacles in the Sidewalk	Yes

25th Street at Sunrise Street looking south

Source: City of Las Vegas, Nevada



25th Street Location Map

Source: City of Las Vegas, Nevada

BURNHAM AVENUE

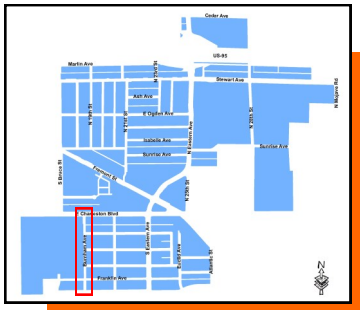
Burnham Avenue serves as a local north/south pedestrian and vehicular connection for the southern portion of the Plan area. This roadway is classified as a local collector road and consists of a travel lane in each direction and a sidewalk on each side of the roadway. It's northern terminus provides a mid-block crossing across Charleston Boulevard while the southern section of the roadway provides access to the surrounding residential neighborhood.

The sidewalks along Burnham Avenue contain several impediments including a combination of street lights, sign poles and lifted sidewalk panels. A five-foot amenity zone with partial landscape buffer is located on the east side of the street. There are also damaged sidewalks and lack of crosswalk striping (see Pedestrian Obstacles Map on page 38).

Possible enhancements to consider here are restoring street trees and landscape back to the amenity zone along the east side of Burnham Avenue, adding bulb-outs at street intersections and crosswalks, placing bicycle route signage along the roadway and restriping crosswalks at intersections. The additional landscape and street trees would provide shade for pedestrians and improve the overall street aesthetic quality, bulb-outs at street intersections and crosswalks would provide shorter crossing distances for pedestrians and help calm traffic crossing while signage for bicycles and re-striped crosswalks would encourage alternative modes of transportation.

Burnham Avenue at Franklin avenue looking north

Source: City of Las Vegas, Nevada



Burnham Avenue Location Map

Source: City of Las Vegas, Nevada

Street Composition		
East Side of Street	**Landscape Buffer**	None
	Sidewalk	4-5 Feet
	Amenity Area	5-6 Feet
	Travel Lane	11 Feet
	Bike Lane	None
	Parking Lanes	7.5 Feet
	Center Turn Lane	None
	Median Island	None
West Side of Street	**Travel Lanes**	11 Feet
	Bike Lane	None
	Parking Lane	7.5 Feet
	Amenity Area	None
	Sidewalk	5 Feet
	Landscape Buffer	None/9-15 Feet

Street Amenities	
Lighting	Yes
Benches	No
Speed Limit	25 mph
Transit Stops	None
Utility Boxes Screened	No
Obstacles in the Sidewalk	Yes

FRANKLIN AVENUE

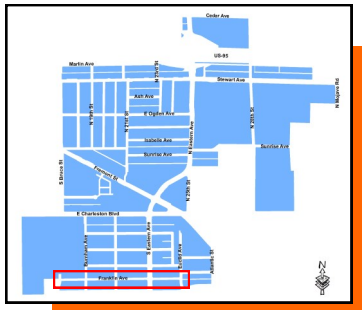
Franklin Avenue serves as a secondary east/west pedestrian and vehicular connection for the Plan area, providing access to Crestwood Elementary School to the west and terminating to the east at Euclid Avenue. This roadway is classified as a local collector road and consists of a travel lane in each direction and a sidewalk on each side of the roadway.

The sidewalks along Franklin Avenue contain some impediments hindering walkability, including a combination of street lights and sign poles. There are also damaged sidewalks and un-striped crosswalks (see Pedestrian Obstacles Map on page 38).

Possible enhancements to consider here are adding bulb-outs with benches at street intersections and crosswalks, placing bicycle route signage along the roadway and restriping crosswalks at intersections. Bulb-outs with benches at street intersections and crosswalks would provide shorter crossing distances and relief for pedestrians and help calm traffic crossing while signage for bicycles and re-striped crosswalks would encourage alternative modes of transportation.

Franklin Avenue west of Eastern Avenue looking east

Source: City of Las Vegas



Franklin Avenue Location Map

Source: City of Las Vegas, Nevada

Street Composition		
East Side of Street	**Landscape Buffer**	None
	Sidewalk	5 Feet
	Amenity Area	None
	Travel Lane	10 Feet
	Bike Lane	None
	Parking Lanes	7.5 Feet
	Center Turn Lane	None
	Median Island	None
West Side of Street	**Travel Lanes**	10 Feet
	Bike Lane	None
	Parking Lane	7.5 Feet
	Amenity Area	None
	Sidewalk	5 Feet
	Landscape Buffer	None

Street Amenities	
Lighting	Yes
Benches	No
Speed Limit	25 mph
Transit Stops	None
Utility Boxes Screened	None
Obstacles in the Sidewalk	Yes

ASH STREET / CERVANTES STREET / OLIVE AVENUE / VALLEY STREET / WENGERT AVENUE / 18TH STREET / 19TH STREET / 20TH STREET

Ash Avenue, Cervantes Street, Olive Avenue, Valley Street, Wengert Avenue, 18th Street, 19th Street and 20th Street serve as secondary pedestrian and vehicular connections for the Plan area, providing access to many of the single-family residential neighborhoods. These roadways are all classified as local collector roads and generally consist of a travel lane in each direction with partial or incomplete sidewalks on either side of the roadway.

The sidewalks and undeveloped sidewalk right-of-ways contain impediments hindering walkability, including a combination of street lights and sign poles. There are also damaged sidewalks and un-striped crosswalks (see Pedestrian Obstacles Map on page 38).

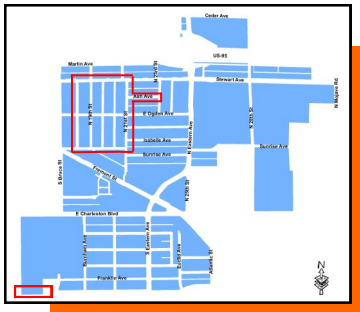
Where sidewalks are missing from certain areas along these streets, existing public right-of-way at the back of the street curb will accommodate sidewalks. Completing the sidewalk network and fixing any broken/cracked/chipped sidewalks along these street will enhance the community and promote walkability for all residents.

Street Composition		
East Side of Street	**Landscape Buffer**	None
	Sidewalk	0-5 Feet
	Amenity Area	None
	Travel Lane	Varies
	Bike Lane	None
	Parking Lanes	Varies
	Center Turn Lane	None
	Median Island	None
West Side of Street	**Travel Lanes**	Varies
	Bike Lane	None
	Parking Lane	Varies
	Amenity Area	None
	Sidewalk	0-5 Feet
	Landscape Buffer	None

Street Amenities	
Lighting	Varies
Benches	No
Speed Limit	25 mph
Transit Stops	None
Utility Boxes Screened	None
Obstacles in the Sidewalk	Yes

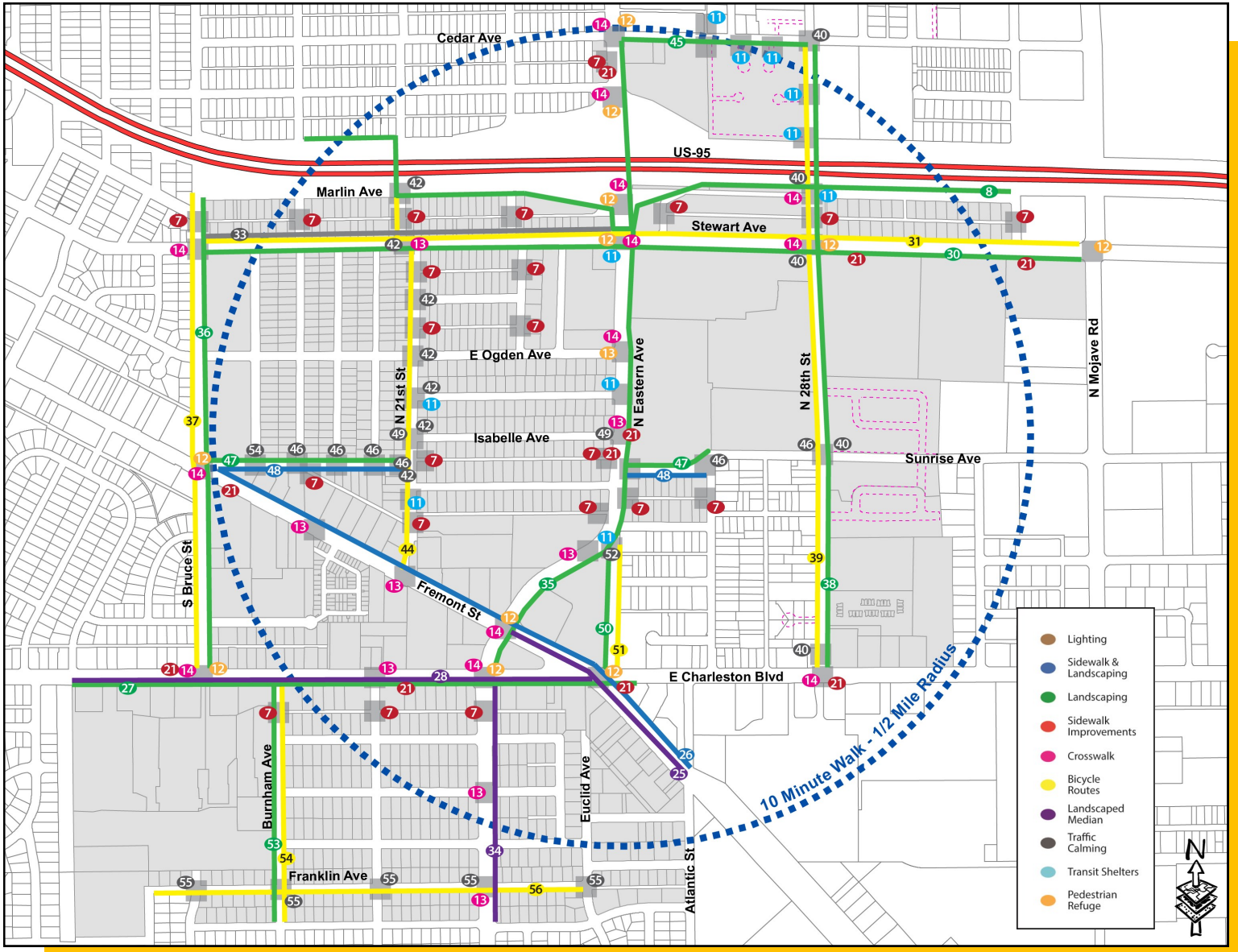
Cervantes Avenue looking north from Ogden Avenue

Source: City of Las Vegas



Noted residential streets location map

Source: City of Las Vegas, Nevada



Map indicates the enhancement recommendation locations for the Plan area

Source: City of Las Vegas, Nevada

Plan Implementation

Recommendations

This section of the 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. All recommendations are conceptual and will require further study prior to implementation. 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 Districts: 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 19).

Recommendation #2: Encourage uses that are missing from the area such as offices, health clubs, home improvement stores, pharmacies, coffee shops or bakeries (see page 19).

Recommendation #3: Encourage future development of the Charleston Plaza Mall to promote walkable development that strongly connects to the rest of the Plan area (see pages 22 and 23).

Recommendation #4: Provide bicycle racks at Charleston Plaza Mall, Stewart Square, East Las Vegas Community Center, Hadland Park, Rafael Rivera Park, the Chuck Minker Sports Complex, Variety School, Roy Martin Middle School, Sunrise Acres Elementary School, Howard Hollingsworth Elementary School and Crestwood Elementary School (see pages 21 and 24).

Recommendation #5: Any replacement of street lighting shall utilize the City standard (see page 26).

Recommendation #6: Perform a light-level study to determine where increased light levels at high-pedestrian crossing locations are appropriate for increased nighttime pedestrian safety and visibility (see page 34).

Recommendation #7: Conduct a light-level study within the plan area to determine if additional lighting can be placed at each alleyway entrance/exit within the plan area to provide for increased nighttime pedestrian safety and visibility (see page 34).

Recommendation #8: Ensure that the multi-use non-equestrian trail alongside I-515/U.S. 95 is maintained in a clean, satisfactory manner by the City of Las Vegas and work with NDOT to ensure that future enhancements to the existing I-515/U.S. 95 corridor through the Plan area include landscape, signage, benches and adequate lighting (see page 25).

COMMUNITY DESIGN — Connectivity

Recommendation #9: As part of Capital Improvement Project funding or when new development occurs, remove all obstacles hindering the travel of pedestrians and people with disabilities along the sidewalk within existing rights-of-way including utility boxes, traffic sign posts and transit shelters. These items can be placed in landscape buffers or easements if necessary (see pages 36 and 37).

Recommendation #10: Work with adjacent property owners to fix all damaged, cracked, chipped, missing and uneven portions of the existing sidewalk network within the Plan area right-of-ways (see pages 36 and 37). Notable areas with incomplete sidewalk networks identified for priority:

- Marlin Avenue between Bruce Street and 23rd Street
- Stewart Avenue between Bruce Street and Eastern Avenue
- 18th Street between Sunrise Avenue and Stewart Avenue
- 19th Street between Sunrise Avenue and Stewart Avenue
- 20th Street between Sunrise Avenue and Stewart Avenue
- 21st Street between Sunrise Avenue and Stewart Avenue
- Cervantes Street between Sunrise Avenue and Stewart Avenue
- Ash Street between 21st and 23rd Streets
- Sunrise Avenue between Bruce Street and 21st Street
- 21st Street between Sunrise Avenue and Fremont Street
- Olive Avenue between Atlantic Street and Euclid Avenue
- Sunrise Avenue between Eastern Avenue and 26th Street
- Valley Street between Eastern Avenue and 26th Street
- Wengert Avenue between 17th Street and Pauline Way

Recommendation #11: Bring all crossing buttons, warning mats, sidewalks and ramps into compliance with current ADA standards and provide sidewalk ramps for crosswalks located at the following intersections (see pages 36 and 37):

- Eastern Avenue and Stewart Avenue
- Eastern Avenue and 25th Street
- Marlin Avenue and 28th Street
- West side of 28th Street between Cedar Avenue and Elm Avenue (or remove unused driveway)
- South side of Cedar Avenue, between 28th Street and Alvin Street (or remove unused driveway)
- Ash Avenue at 23rd Street
- Ash Avenue at 21st Street
- East side of 21st Street, south of Sunrise Avenue (at alley way)

Recommendation #12: Where the median is wide enough, work with NDOT and Coty of Las Vegas Public Works to move crosswalks to allow for a pedestrian refuge within the median island at the following intersections (see page 31):

- Stewart Avenue and 28th Street
- Stewart Avenue and Mojave Road
- Eastern Avenue and US 95 Southbound ramps
- Eastern Avenue and US 95 Northbound ramps
- Eastern Avenue and Cedar Avenue
- Eastern Avenue and Stewart Avenue
- Eastern Avenue and Ogden Avenue
- Eastern Avenue and Fremont Street
- Eastern Avenue and Charleston Boulevard
- Charleston Boulevard and Fremont Street
- Charleston Boulevard and Bruce Street
- Bruce Street and Fremont Street/Sunrise Avenue

Recommendation #13: Provide a marked midblock crossing and install push-button activated flashers at the following locations; if pedestrian volume warrants are met (see page 33):

- Charleston Boulevard at Burnham Avenue
- Eastern Avenue at Franklin Avenue
- Eastern Avenue at Peyton Drive
- Eastern Avenue at 25th Street
- Eastern Avenue at Isabelle Avenue
- Stewart at 19th Street
- Stewart Avenue at 21st Street
- Stewart at 23rds Street
- Fremont Street at 21st Street
- 1900 Block of Fremont Street

Recommendation #14: Stripe or re-stripe the following intersections with Continental style crosswalks (see pages 31 and 67):

- Eastern Avenue and Cedar Avenue
- Eastern Avenue and US 95 Northbound off ramp
- Eastern Avenue and US 95 Southbound off ramp
- Eastern Avenue and Stewart Avenue
- Eastern Avenue and Ogden Avenue
- Eastern Avenue and Fremont Street
- Eastern Avenue and Charleston Boulevard
- Charleston Boulevard and 28th Street
- Stewart Avenue and 28th Street
- 28th Street and Marlin Avenue
- Bruce Street and Stewart Avenue
- Charleston Boulevard and Bruce Street
- Bruce Street and Fremont Street

Recommendation #15: Facilitate a discussion for parents, students and the school district to develop a "Walking Partners" program that promotes walking to school in groups for students at Sunrise Acres Elementary School, Howard Hollingsworth Elementary School, Crestwood Elementary School, and Roy Martin Middle School (see page 39).

Recommendation #16: Restripe and add Continental style crosswalks at intersections along the designated suggested routes to school pathway to Sunrise Acres Elementary School, Howard Hollingsworth Elementary School, Crestwood Elementary School, and Roy Martin Middle School (see pages 39-41).

Recommendation #17: Work with existing property owners within the Plan area to ensure properties are renovated and redeveloped with the design principles and to the Complete Streets standards of the UDC (see page 47).

Recommendation #18: Any new streetscapes shall conform to the Complete Streets standards of the UDC as conditions allow (see page 47).

Transit Stops

Recommendation #19: Work with RTC to provide at minimum a bench and trash receptacle at each transit stop within the Plan area where possible (see page 42).

Recommendation #20: Work with RTC to relocate all transit stops (shelters and benches) to the back of the sidewalk where possible (see page 42).

Recommendation #21: Work with RTC to determine if right-of-way exists to construct full sheltered transit stops with benches, screening, trash receptacles, and lighting at the following locations (see page 42):

- Stewart Avenue east of 28th Street
- Stewart Avenue and Mojave Road
- Stewart Avenue and 21st Street
- Charleston Boulevard at 28th Street
- Eastern and Cedar Avenue
- Eastern and Isabelle Avenue
- Fremont Street and Bruce Street
- Charleston and Bruce Street
- Charleston and Crestwood Avenue
- Charleston and Fremont Street
- Eastern Avenue and Franklin Avenue

LANDSCAPING

Recommendation #22: Use landscape materials from the Suggested Planting List within the Plan area and require new landscaping to conform to the UDC (see page 45).

Recommendation #23: Work with utility companies as street improvements occur to bring utility boxes into compliance with UDC screening standards (see page 36).

Recommendation #24: Add street trees in existing and newly created landscape buffers and medians to provide shade for sidewalks and pedestrians (see page 46).

Recommendation #25: Explore the potential to place street trees within the existing amenity zones located along Burnham Avenue and Crestwood Avenue between Charleston Boulevard and Wengert Avenue; Ballard Drive, Peyton Drive and Houston Drive between Burnham Avenue and Eastern Avenue; and along the south side of Pauline Way between Pauline Way and 17th Street (see page 46).

COMPLETE STREETS

FREMONT STREET

Recommendation #26: As property along Fremont Street is redeveloped, provide a ten-foot sidewalk with 24-inch or larger box trees planted 30-feet on center at the back of the existing curb along Fremont Street between Bruce Street and Atlantic Avenue, subject to the location of any existing underground utility lines (see pages 50-52 and 67 - Graphic 1).

CHARLESTON BOULEVARD

Recommendation #27: Work with NDOT to provide a three-foot wide landscape amenity zone within the existing right-of-way adjacent to the existing five-foot sidewalks planted with 24-inch box or larger trees spaced 45 feet on center along Charleston Boulevard between Bruce Street and Fremont Street, subject to the location of any existing underground utility lines (see pages 53 and 67 - Graphic 1).

Recommendation #28: Evaluate the feasibility of providing a raised landscaped median in the middle of Charleston Boulevard between Bruce Street and Fremont Street (see pages 53 and 67 - Graphic 2).

Recommendation #29: Provide bus turn outs at all bus stops along Charleston Boulevard between Bruce Street and Fremont Street within the existing right-of-way (see pages 53 and 67).

STEWART AVENUE

Recommendation #30: Provide a three-foot wide landscape amenity zone adjacent to the existing five-foot sidewalks planted with 24-inch box or larger trees spaced 40 feet on center along Stewart Avenue between Eastern Avenue and Mojave Road within the existing right-of-way (see pages 55 and 67 - Graphic 1).

Recommendation #31: As property along Stewart Avenue between Bruce Street and Eastern Avenue is redeveloped, obtain easements to provide for a three-foot-wide landscape amenity zone planted with 24-inch box or larger trees planted 40 feet on center.

Recommendation #32: Dedicate a bicycle lane on Stewart Avenue between Eastern Avenue and Mojave Road to facilitate bicycle travel; if feasibility exists to reduce Stewart Avenue to one vehicular travel lane in each direction, dedicate a bicycle lane between Bruce Street and Eastern Avenue to facilitate bicycle travel (see pages 54-55 and 67 - Graphic 1).

Recommendation #33: Provide bus turn outs at all bus stops along Stewart Avenue between Eastern Avenue and Mojave Road within the existing right-of-way (see page 54-55 and 67).

Recommendation #34: Explore the potential to reduce Stewart Avenue between Bruce Street and Eastern Avenue to one vehicular travel lane in each direction (see pages 54 and 67).

EASTERN AVENUE

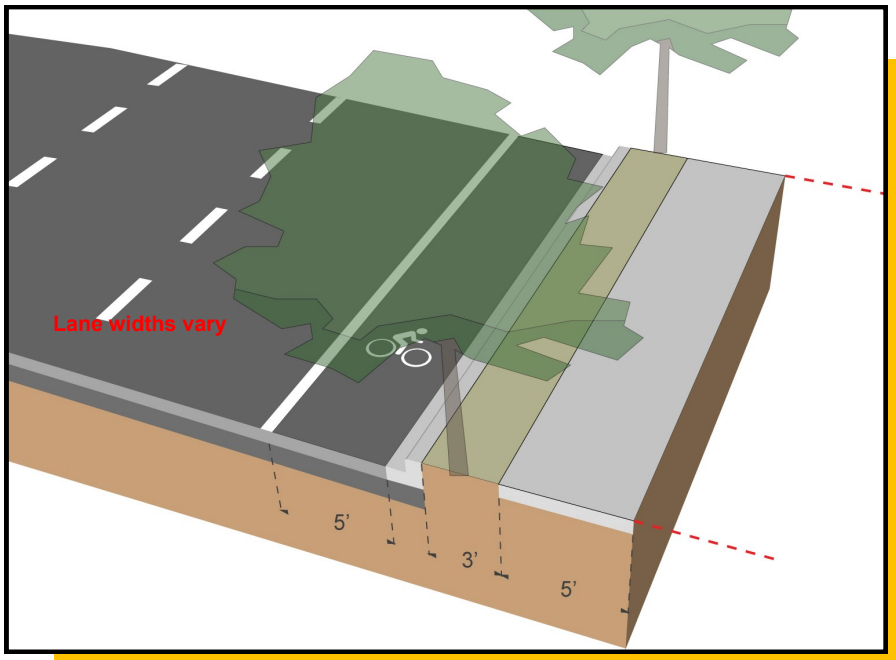
Recommendation #35: Provide landscape within the raised median in the middle of Eastern Avenue between Charleston Boulevard and Wengert Avenue (see pages 56 and 67 - Graphic 2).

Recommendation #36: Thematically extend the landscape materials added on Eastern Avenue between Charleston Boulevard and Wengert Avenue to the existing median on Eastern Avenue between Charleston Boulevard and Cedar Avenue (see pages 56 and 67).

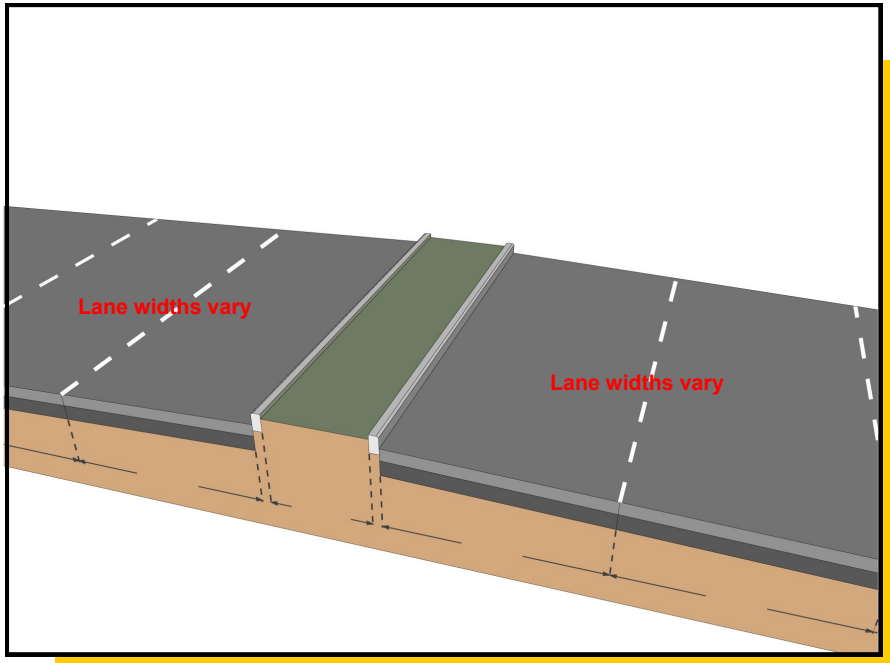
BRUCE STREET

Recommendation #37: Evaluate the feasibility of providing a three-foot wide landscape amenity zone adjacent to the existing five-foot sidewalks planted with 24-inch box or larger trees spaced 40 feet on center within the existing right-of-way along Bruce Street between Charleston Boulevard and Marlin Avenue (see pages 57 and 67 - Graphic 1).

Recommendation #38: Highlight the existing bike lane between Charleston Boulevard and Marlin Avenue so that it is more recognizable to motorists (see pages 57 and 67 - Graphic 1).



Complete Streets - Graphic 1



Complete Streets - Graphic 2

28TH STREET

Recommendation #39: As property along 28th Street is redeveloped, obtain easements to provide for a three-foot-wide landscape amenity zone planted with 24-inch box or larger trees planted 40 feet on center (see pages 58 and 67 - Graphic 1).

Recommendation #40: Dedicate a highlighted bicycle lane on 28th Street to facilitate bicycle travel (see pages 58 and 67 - Graphic 1).

Recommendation #41: Provide bulb-outs with benches along all street corners fronting 28th Street at Sunrise Avenue, Marlin Avenue, Elm Avenue and Cedar Avenue. Explore the feasibility of providing bulb outs on the 28th Street frontage at Charleston Boulevard and at Stewart Avenue (see pages 58 and 67—Graphic 3).

Recommendation #42: Perform a light-level study to determine if pedestrian-scale lighting is needed at all newly constructed bulb-outs (see pages 34, 58 and 67).

21ST STREET

Recommendation #43: Provide bulb-outs with benches along all street corners fronting 21st Street at Marlin Avenue, Ash Avenue, Ogden Avenue, Berkley Avenue, Isabelle Avenue and Sunrise Avenue. Explore the feasibility of providing a bulb out on the 21st Street frontage at Stewart Avenue (see page 59—Graphic 3).

Recommendation #44: Perform a light-level study to determine if pedestrian-scale lighting is needed at all newly constructed bulb-outs (see pages 34, 59 and 67).

Recommendation #45: Provide bicycle route signage along 21st Street to facilitate bicycle travel (see pages 59 and 67—Graphic 1).

CEDAR AVENUE

Recommendation #46: As property along Cedar Avenue is redeveloped, obtain easements to provide for a three-foot-wide landscape amenity zone planted with 24-inch box or larger trees planted 40 feet on center (see pages 60 and 67 - Graphic 1).

SUNRISE AVENUE

Recommendation #47: Provide bulb-outs with benches along all corners fronting Sunrise Avenue at 28th Street, 26th Street, 21st Street, Cervantes Street, 20th Street, 19th Street, and 18th Street (see pages 61, 62 and 67—Graphic 3).

SUNRISE AVENUE

Recommendation #48: Provide landscape within the existing amenity zones located on the north side of Sunrise Avenue between Eastern Avenue and 26th Street and on the north side of Sunrise Avenue between 20th and 21st Street (see pages 61, 62 and 67).

Recommendation #49: Complete the sidewalk network along the south side of Sunrise Avenue where there where there are intermittent patches between Eastern Avenue and 26th Street, as well as on both the north and south sides of the roadway between Bruce Street and 21st Street (see pages 61, 62 and 67).

ISABELLE AVENUE

Recommendation #50: Provide bulb-outs with benches along all street corners fronting Isabelle Avenue at Eastern Avenue and 21st Street (see pages 63 and 67—Graphic 3).

25TH STREET

Recommendation #51: Provide a three-foot wide landscape buffer adjacent to the existing five-foot sidewalks with 24-inch box or larger trees planted 25 feet on center along the city-maintained portion of 25th Street between Eastern Avenue and Charleston Boulevard (see pages 64 and 67 - Graphic 1).

Recommendation #52: Dedicate a highlighted bicycle lane on 25th Street to facilitate bicycle travel (see pages 64 and 67 - Graphic 1).

Recommendation #53: Explore the potential to provide bulb-outs along the corners fronting 25th Street at Eastern Avenue (see pages 64 and 67—Graphic 3).

BURNHAM AVENUE

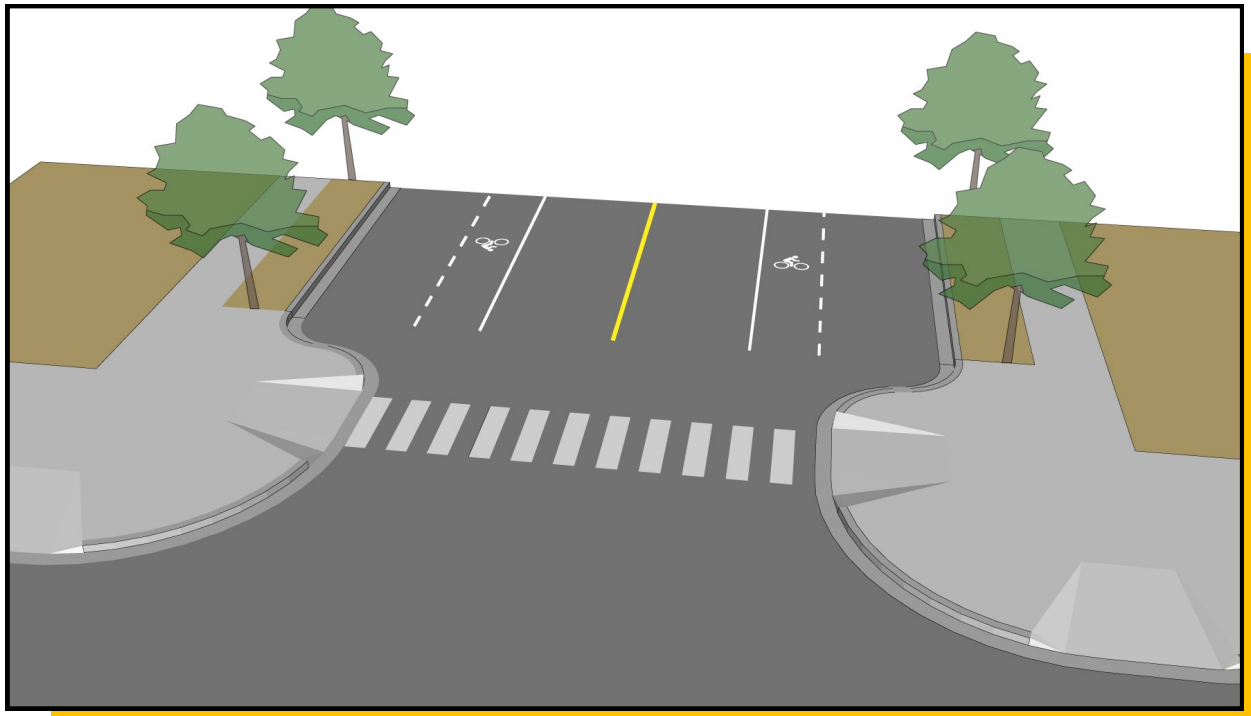
Recommendation #54: Provide landscape within the existing amenity zones located on the east side of Burnham Avenue between Charleston Boulevard and 26th Wengert Avenue (see pages 65 and 67).

Recommendation #55: Provide bicycle route signage along Burnham Avenue to facilitate bicycle travel (see pages 65 and 67—Graphic 1).

FRANKLIN AVENUE

Recommendation #56: Provide bulb-outs with benches along all corners fronting Franklin Avenue at Euclid Avenue, Eastern Avenue, Crestwood Avenue, Burnham Avenue, Bruce Street and Pauline Way (see pages 66 and 67—Graphic 3).

Recommendation #57: Provide bicycle route signage along Franklin Avenue to facilitate bicycle travel (see pages 66 and 67—Graphic 3).



Complete Streets - Graphic 3

Appendix

Development Checklist

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 with doors facing the sidewalk.
- ❑ 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.

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.

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.

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

- ❑ Midblock 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.
- ❑ 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.

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.

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.

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.

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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