



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



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historic west las vegas walkable community

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PLAN

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HISTORIC WEST LAS VEGAS WALKABLE COMMUNITY PLAN

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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 survey¹ 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 Dupont Circle in Washington, D.C. and Midtown or Atlantic Station in Atlanta, GA.
- **Suburban Town Center**—18th or 19th century towns that have been swept up in the growth of the metropolitan area but were laid out before the advent of the car, such as Bethesda, MD and Boulder, CO.
- **Suburban Redevelopment**—failed drivable sub-urban commercial strips or regional malls that have been redeveloped into walkable urbanism such as Mashpee Commons in Mashpee, MA and the University District in Seattle, WA.
- **Greenfield**—a walkable urban place developed on a Greenfield site, such as the current trend of developing mixed-use “lifestyle centers” (note: not retail-only lifestyle centers) such as Reston Town Center outside of Washington, D.C. and Valencia Town Center in the Los Angeles, CA area.

Applying these descriptions in the city of Las Vegas, 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).



New York City, New York

Source: Transportation Nation - <http://transportation.org>



Reston Town Center, Reston, VA

Source: Reston, VA - <http://reston.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:

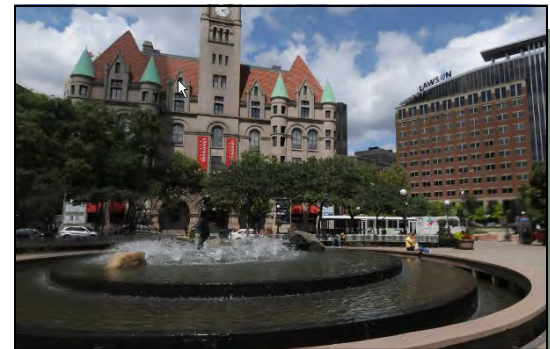
- Capitalizes on building design, scale, architecture, and proportionality to create interesting visual experiences, vistas, or other qualities.
- Accommodates multiple users and provides access (via walking, bicycling, or public transit) to multiple destinations that serve its residents.
- Fosters social 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.



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

Source: city of Las Vegas, Nevada



St. Paul, MN - Rice Park

Source: <http://mn-stpaul.civicplus.com>



Washington, D.C. - U Street N.W.

Source: <http://sustainablecitiescollective.com>

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 can be represented by how much property in the community retains and even appreciates in value or cost saving that accumulate over time from less need for a motor vehicle. There is also the value resulting from quality of life factors such as improved health due to greater opportunities for exercise and cleaner air, community satisfaction due to more attractive neighborhoods and greater connection amongst neighborhood amenities.

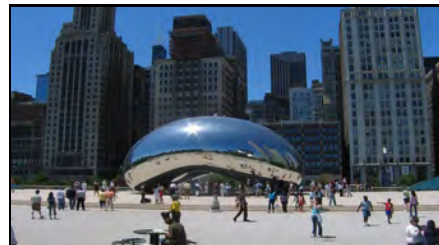
Financial Value: A 1999 study by the Urban Land Institute of four new pedestrian-friendly communities determined that homebuyers were willing to pay a \$20,000 premium for homes within a walkable community compared to similar houses in surrounding areas.³ In a study of 94,000 home sales from 15 metropolitan 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-dependant 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-dependant 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.



Portland, Oregon

Source: CNBC - <http://cnbc.com>



Chicago, Illinois

Source: CNBC - <http://cnbc.com>



New York, New York

Source: CNBC - <http://cnbc.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 a neighborhood 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

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.



Vancouver, BC was ranked top North American city for “quality of life” by Mercer Surveys for 2010

Source: View From Seven - <http://theviewfromseven.com>

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>



INTRODUCTION

CITY OF LAS VEGAS PLANNING POLICIES

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

Master Plan Policy Objectives:

Neighborhood Revitalization

- Policy 2.1.6** That, where feasible, neighborhoods be distinguished from one another through urban design elements, lighting, or landscaping features, or other community focal points which are unique to each neighborhood.
- Policy 2.1.7** That the demand for transportation services be reduced by improving the balance between jobs and housing and by creating options for people to live and work within walking or cycling distance of their place of work.
- Policy 2.1.8** That the concept of walkable communities with porches and neighborhood amenities, be promoted in areas of residential reinvestment.
- Policy 2.4.7** That the City maintain and renovate its public infrastructure within existing residential neighborhoods as needed.

Fiscal Management

- Policy 6.1.6** That the City, where possible, use public/private partnerships to pay for public capital improvements.

Community Design Element:

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



Las Vegas 2020 Master Plan

Source: city of Las Vegas, Nevada
<http://www.lasvegasnevada.gov>



Community Design Element

Source: city of Las Vegas, Nevada
<http://www.lasvegasnevada.gov/>



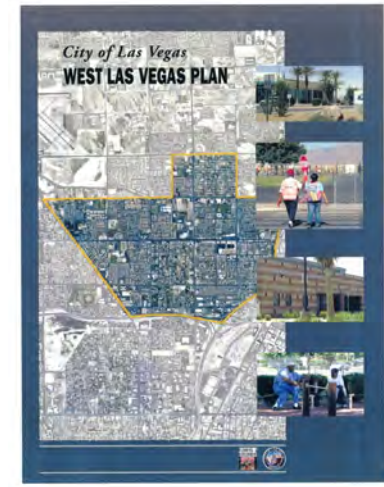
INTRODUCTION

CITY OF LAS VEGAS PLANNING POLICIES

West Las Vegas Plan

The Las Vegas 2020 Master Plan mandates that “a West Las Vegas Plan provide such direction for West Las Vegas and adjacent areas.” The West Las Vegas Plan was first adopted by the Las Vegas City Council in 1994 and later updated in 2006 and 2009. The Implementation section of the West Las Vegas Plan provides direction on the following “Infrastructure” improvements for the area:

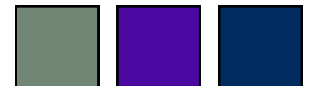
6. Examine the circulation and transportation corridors within West Las Vegas, and opportunities for infrastructure improvements, including: sidewalks, streetlights, pedestrian overpasses, bus turnouts along major arterials and the provision of covered bus shelters and trash receptacles at all stops.
8. Identify and prioritize primary and secondary streets for traffic calming devices to discourage non residential traffic and assist in slowing down traffic in high pedestrian areas.
9. Enhance the Owens Avenue corridor.



West Las Vegas Plan

Source: city of Las Vegas, Nevada

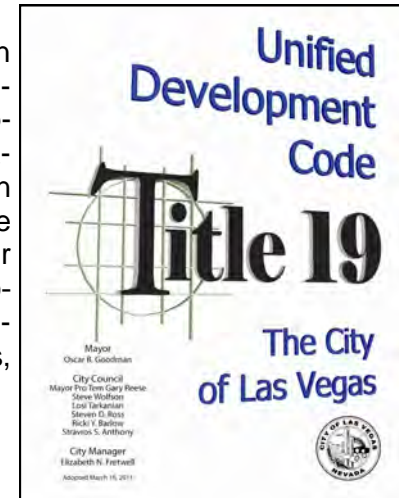
<http://www.lasvegasnevada.gov>



INTRODUCTION

Complete Streets Standards of Title 19 Unified Development Code:

In 2008 the Department of Planning embarked on a major endeavor to merge the Subdivision Regulations (Title 18) and Zoning Code (Title 19) and to update and reorganize the existing language and create a more graphics-oriented document. The combining of the two sets of development standards eliminated cross-referencing issues, contradictions, and 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

<http://www.lasvegasnevada.gov/UDC>

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*

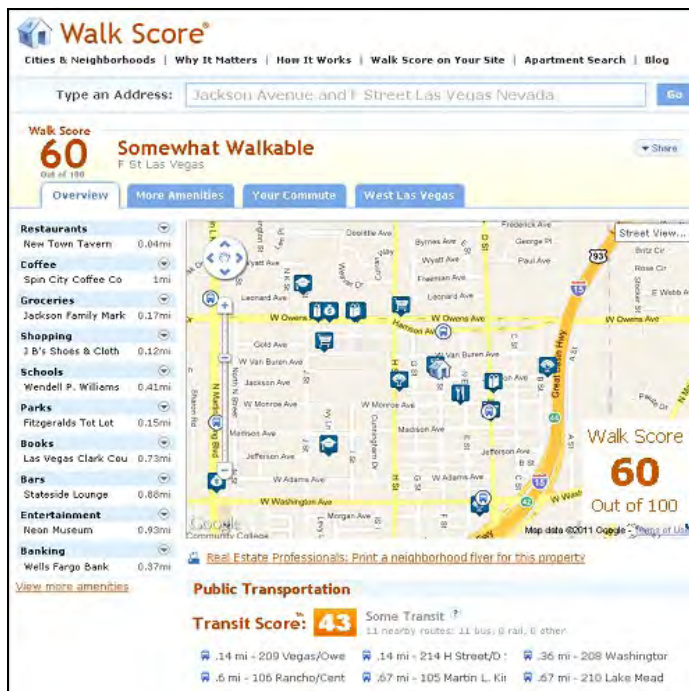
Promotes the environmentally responsible, sustainable development of the City by reducing overall energy consumption, developing infrastructure to facilitate sustainable development and supporting efforts to improve air quality and conserve non-renewable resources.



INTRODUCTION

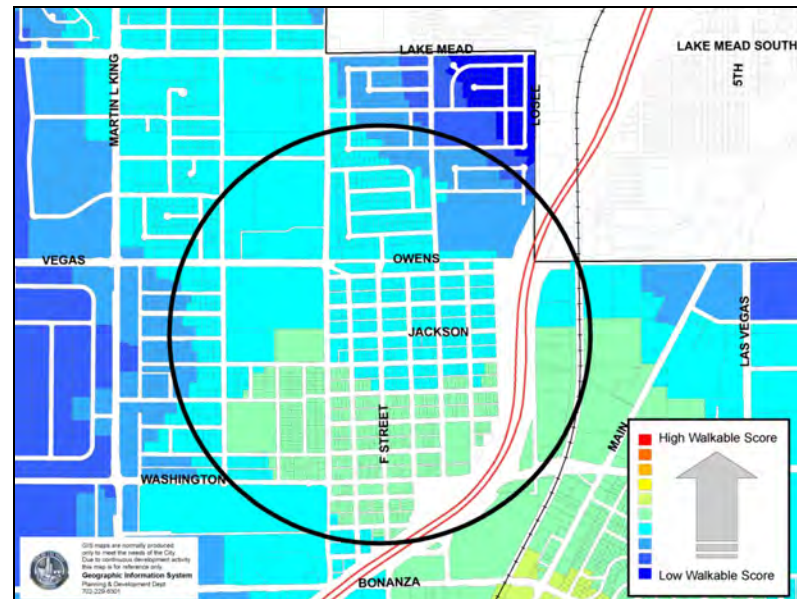
WALKABILITY STUDY

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



Walk Score® report for F Street at Jackson Avenue as of November 2011

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



Source: city of Las Vegas, Nevada

According to www.walkscore.com the Historic West Las Vegas Walkable Community Plan area, referred to as the "Plan" has a Walk Score of 60 – "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 Historic West Las Vegas community and the surrounding area.

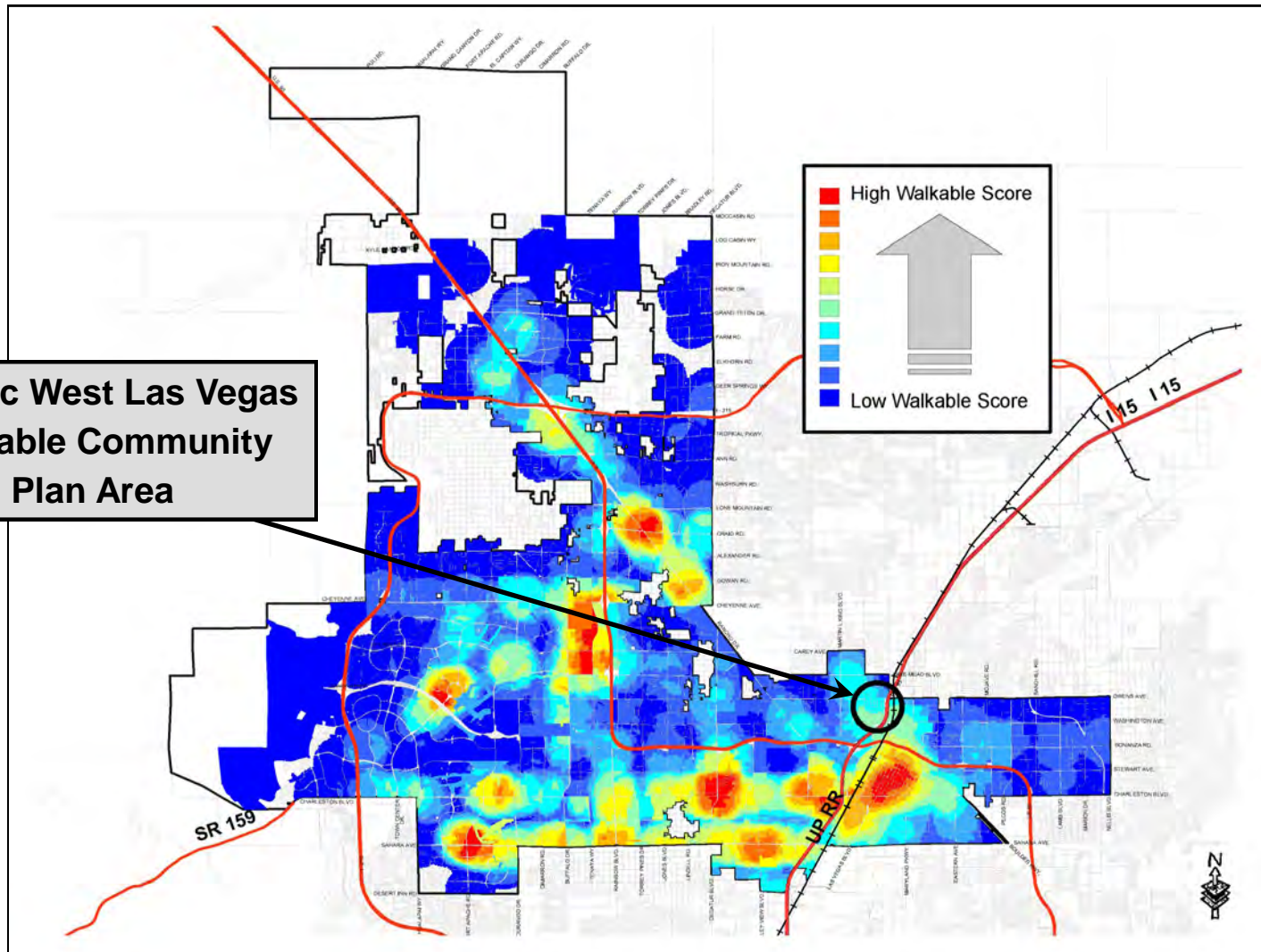
The Plan area shown above has a variety of amenities present. Within a 10-minute walk, residents of the community can find two neighborhood shopping centers, three parks, three schools, numerous religious facilities, single and multi-family housing. The proximity of residential to these amenities allows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



INTRODUCTION

CITY OF LAS VEGAS WALKABILITY STUDY MAP

**Historic West Las Vegas
Walkable Community
Plan Area**



This map shows the intensity of community amenities within the city of Las Vegas

Source: city of Las Vegas, Nevada



HISTORIC WEST LAS VEGAS WALKABLE COMMUNITY PLAN

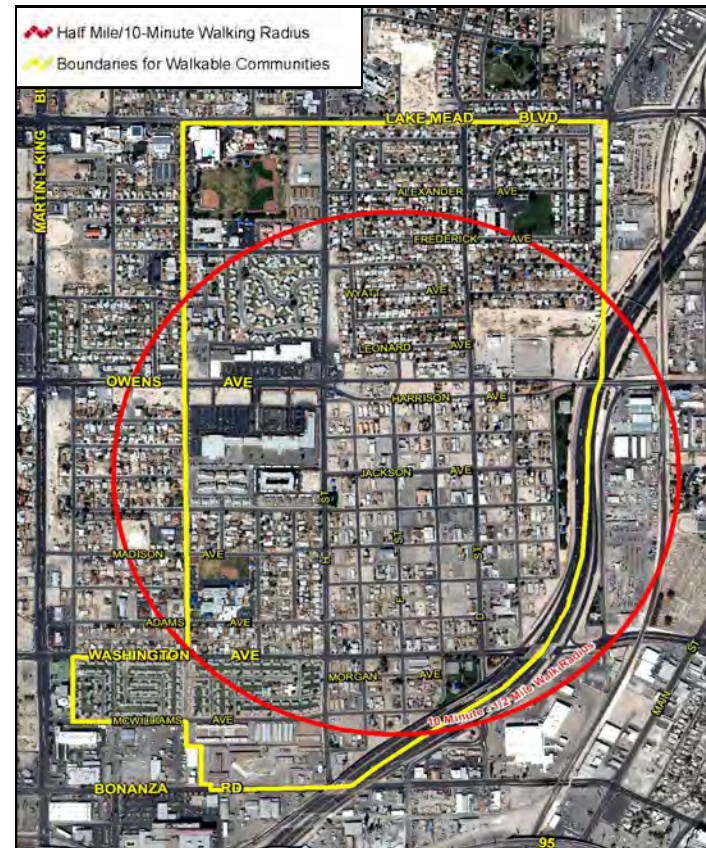
THE PLAN

The Plan area is located in the southeast sector of the City. The center of the Plan area is located at the intersection of F Street and Jackson Avenue. From the intersection, the Plan boundaries extend approximately one-half mile in all directions. Below is a map with the Plan boundaries in yellow and a ten minute walk or half-mile radius indicated in red. The Plan area is focused north-west of a high walkability scoring area and has been identified as an area 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 4.

Amenities in the area include public elementary schools, single-family residential, multi-family residential, public housing, senior housing, an under-developed suburban retail center, “Main Street” type development along Jackson Avenue and D Street, historic structures 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 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.

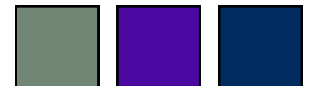
The recommendations highlighted in this Plan are focused on the infrastructure within the right-of-way and the development of amenities which contribute to a sustainable community. The enhancements recommended seek to encourage such a community by augmenting the existing pedestrian connections and circulation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



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

Source: city of Las Vegas, Nevada

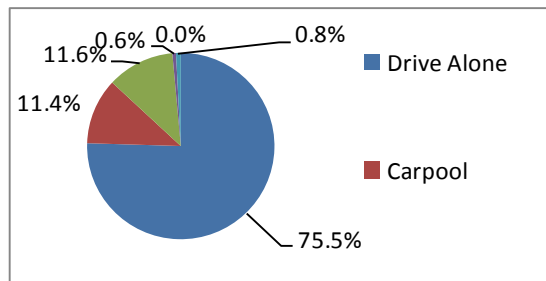


HISTORIC WEST LAS VEGAS WALKABLE COMMUNITY PLAN

DEMOGRAPHICS

The Historic West Las Vegas Walkable Community Plan area was originally planned in an era when automobiles were beginning to come of age. The overall physical characteristic of the area offers good connectivity due to general grid layout of streets. Within the Plan area nearly 25% of the population is without an automobile, nearly three 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 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.

Unemployment data for the Las Vegas region is approximately 4% above the national rate, at 12.3% versus 8.3%.¹ The city of Las Vegas data indicates that unemployment within the Historic West Las Vegas Walkable Community Plan area is approximately 20.8%, nearly double the surrounding region. The Plan area is lacking a major employment base. Minimal office and retail opportunities in the immediate region forces most residents to travel outside the Plan area for employment, goods and services.



1. Ryan, C. (2012). *Unemployment rate dips in Clark County, statewide*. Retrieved May 1, 2012 from <http://www.lasvegassun.com/news/2012/mar/30/unemployment-rate-dips-clark-county-statewide/>

| Population | |
|----------------|-------|
| Single Family | 1,805 |
| Apartment | 2,690 |
| Townhome | 148 |
| Group Quarters | 177 |
| Multi-Plex | 1,439 |
| Total | 6,259 |

| Dwelling Units | |
|----------------|-------|
| Single Family | 775 |
| Apartment | 1,091 |
| Townhome | 59 |
| Multi-Plex | 611 |
| Total | 2,536 |

| Occupied Housing Units | |
|------------------------|-------|
| Single Family | 629 |
| Apartment | 886 |
| Townhome | 48 |
| Multi-Plex | 496 |
| Total | 2,059 |

| Median Household Income | |
|--|-----------|
| Historic West Las Vegas Walkable Community | \$ 28,217 |

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

| Age | | |
|--------------------|-------|-------|
| Less than 18 years | 1,987 | 31.7% |
| 18 - 64 years | 3,643 | 58.2% |
| 65 years and over | 629 | 10.1% |

| Race | | |
|--------------------|-------|-------|
| Black | 4,021 | 64.2% |
| Hispanic | 1,655 | 26.4% |
| White | 328 | 5.2% |
| American Indian | 10 | 0.2% |
| Asian | 47 | 0.9% |
| Pacific Islander | 13 | 0.2% |
| Other | 13 | 0.3% |
| More than one race | 129 | 2.4% |

| Vehicles Available | | |
|--------------------|-----|-------|
| None | 463 | 22.5% |
| One | 988 | 48.0% |
| Two | 405 | 19.7% |
| Three or more | 202 | 9.8% |

| Commuting to Work | | |
|----------------------------|------|-------|
| Drive Alone | 1260 | 76.3% |
| Carpool | 158 | 9.6% |
| Public Transportation | 205 | 12.4% |
| Walk | 10 | 0.6% |
| Other | 18 | 1.1% |
| Work at Home | - | 0.0% |
| Mean Travel Time (Minutes) | 28.2 | |

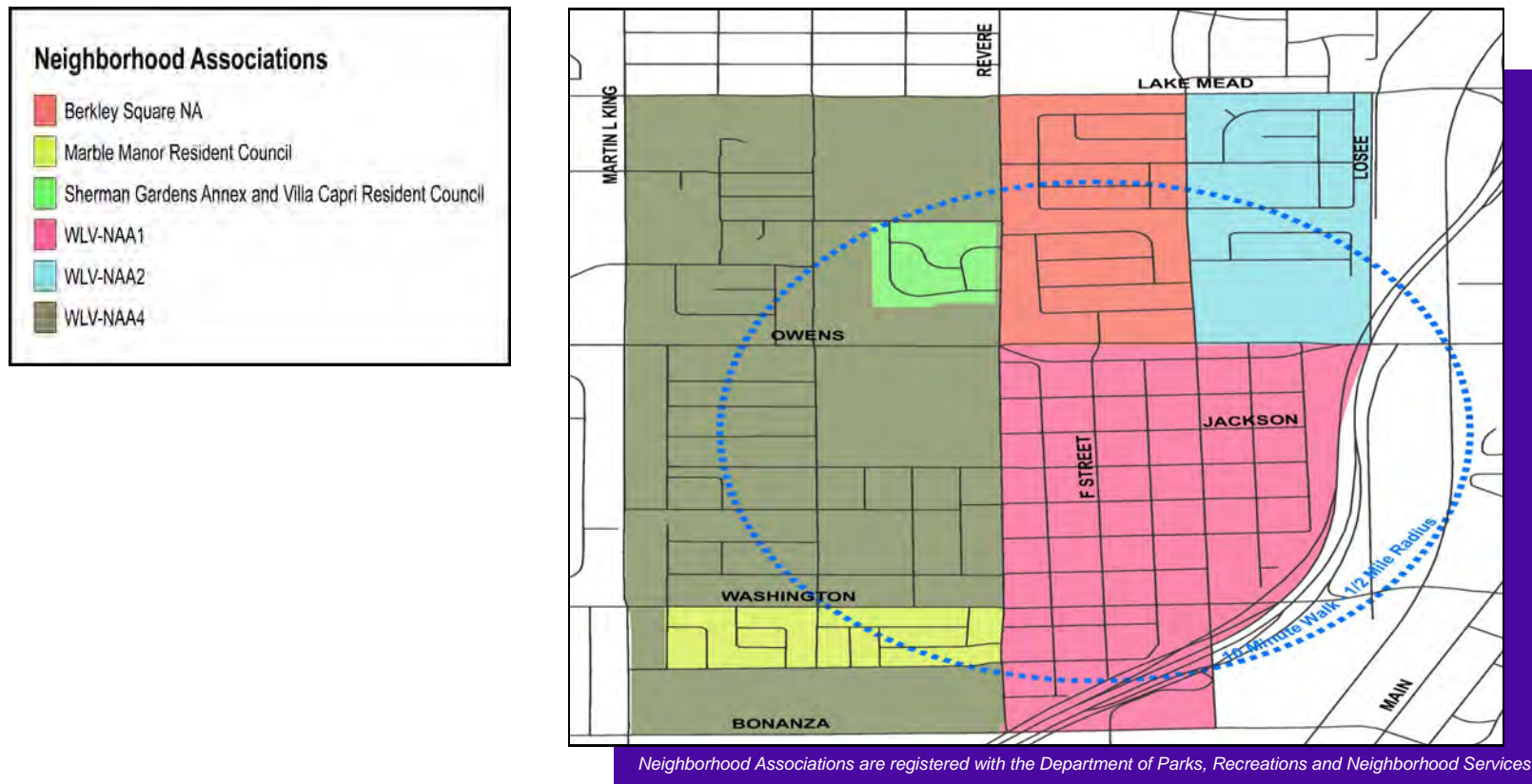


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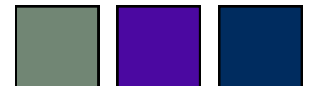
COMMUNITY INPUT AND SUPPORT

The residents of the Plan area and participants of the planning charrette on May 3, 2012 were very familiar with their community and its needs. Receiving input and feedback from these residents played an integral role in the development of the Plan. An open forum was created by the Department of Planning in-order to encourage citizen participation. The forum provided an opportunity for area residents to share their daily interactions with neighborhood amenities. This opportunity allowed the Department of Planning to better understand the needs of the Plan area residents. The Department of Planning was able to gather insight, ideas and suggestions on how the Plan could improve the community and the daily lives of its residents.

NEIGHBORHOOD ASSOCIATIONS MAP



Source: city of Las Vegas, Nevada



HISTORIC WEST LAS VEGAS WALKABLE COMMUNITY PLAN

COMMUNITY MEETINGS

Community meetings were conducted throughout Ward 5 between August 2010 and August 2012. The entire list of meetings is located on page 18. The following comments were received from residents at these meetings:

- Provide a complete sidewalk network, including complete sidewalks along Washington Avenue, I Street at Washington Avenue, and F Street and McWilliams Avenue
- Provide a business district that would include a farmers market and walking tour of the historic area/Pioneer Trail
- Provide for the removal of obstacles (such as utility boxes) from sidewalks
- Provide streetlights
- Provide street trees
- Provide bike lanes
- Provide crosswalks at additional intersections
- Provide larger parks that include baseball facilities
- Provide additional lighting and special paving in alleyways
- Provide bus shelters at all transit stops
- Provide street art, street furniture (benches and trash receptacles)
- Provide tree grates



On August 2, 2011 The Department of Planning made a presentation on the potential walkability within the Plan area.

Source: city of Las Vegas, Nevada



On August 2, 2011 The Department of Planning made a presentation on

Source: city of Las Vegas, Nevada



HISTORIC WEST LAS VEGAS WALKABLE COMMUNITY PLAN

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. The outreach meetings provided the opportunity for the Planning Department 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.

| <i>Outreach Events</i> | | |
|------------------------|--|---|
| <i>Meeting Date</i> | <i>Organization/Event</i> | <i>Meeting Location</i> |
| 08/14/2010 | Ward 5 Back to School Fair | Lorenzi Park, Sammy Davis Jr. Festival Plaza 700 Twin Lakes Drive |
| 01/13/2011 | West Las Vegas Advisory Board | NAACP Conference Room Nucleus Plaza, 1052 West Owens Avenue |
| 02/28/2011 | Berkley Square Neighborhood Association | Kit Carson Elementary School 1735 D Street |
| 08/02/2011 | Historic West Las Vegas Walkable Community Plan Open House Event | Doolittle Community Center 1950 J Street |
| 08/23/2011 | Historic West Las Vegas Walkable Community Plan Open House Event | Elks Lodge 600 West Owens Avenue |
| 09/14/2011 | Historic West Las Vegas Walkable Community Plan Open House Event | Andre Agassi Boys and Girls Club 800 North Martin L King Boulevard |
| 11/02/2011 | Historic West Las Vegas Walkable Community Plan Update | Doolittle Community Center 1950 J Street |
| 08/07/2012 | Safe Summer Nights | Matt Kelly Elementary School 1900 J Street |
| 08/09/2012 | Neighborhood Meeting | Doolittle Community Center 1950 J Street |
| 08/18/2012 | Back to School Fair | Doolittle Community Center 1950 J Street |
| 11/13/12 | Final Plan Open House | Doolittle Community Center 1950 J Street |



HISTORIC WEST LAS VEGAS WALKABLE COMMUNITY PLAN

HISTORIC WEST LAS VEGAS WALKABLE COMMUNITY DESIGN CHARETTE

On May 3, 2012 the Department of Planning held a walkable community design charrette to further examine opportunities to enhance the Historic West Las Vegas community. Specific goals of the charrette focused on exploring three key areas for enhancements: connectivity, complete streets, and transportation. Participants reviewed pedestrian access, crosswalks, midblock crossings, curb cuts and removal of pedestrian obstacles as ways that connectivity could be enhanced. In examining the topic of complete streets, charrette attendees identified the major transportation corridors within the Plan area and explored locations for implementation. The discussion of transportation opportunities focused on the enhancement of transportation routes, future bus shelters and identified alternative modes of transportation within the Plan area.

Representatives from the Department of Public Works and the Regional Transportation Commission (RTC) were also in attendance. The representatives answered questions and discussed Capital Improvement Projects currently being designed and funded. Through active participation and engagement, citizens were able to guide the planning process toward the needs of the community.



Aerial image of the Historic West Las Vegas Walkable Community Plan Planning Area

Source: city of Las Vegas, Nevada



Participants review presentation boards at the community design charrette

Source: city of Las Vegas, Nevada



HISTORIC WEST LAS VEGAS WALKABLE COMMUNITY PLAN

HISTORIC WEST LAS VEGAS WALKABLE COMMUNITY PLAN CHARETTE—RECOMMENDATIONS

The following is a summary of the recommendations made at the Historic West Las Vegas Walkable Community Plan Design Charrette:

1. Crosswalks are needed around the larger houses of worship within the Plan area, as well as along Madison and Monroe Avenues at the intersections of E, F, G and H Streets.
2. F Street, between Washington and Owens Avenues, should be the primary north/south pedestrian corridor with wider sidewalks, clearly marked crosswalks, and pedestrian-scaled lighting.
3. D and H Streets should be the main north/south automobile routes.
4. Lighting throughout the Plan area should be consistent in disbursement, design and style.
5. Pedestrian safety at alleyways needs to be considered and should provide lighting at alley entrances and exits.
6. Additional bicycle lanes should be provided along F Street, Washington, Monroe, Madison, Harrison and Adams Avenues.
7. The Pioneer Trail should receive sidewalk and streetscape enhancements.
8. The Jackson Avenue corridor is unique and historically significant; therefore, it should have a separate plan developed to address its specific needs.
9. Bus shelters should accommodate larger groups of people, and should be located at all commercial amenity locations, at senior and public housing locations, and at the D Street stop located adjacent to the Berkley Square subdivision.



Charrette participants discuss opportunities existing within the Plan area

Source: city of Las Vegas, Nevada



HISTORIC WEST LAS VEGAS WALKABLE COMMUNITY PLAN

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 work 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 the traffic and pollution.

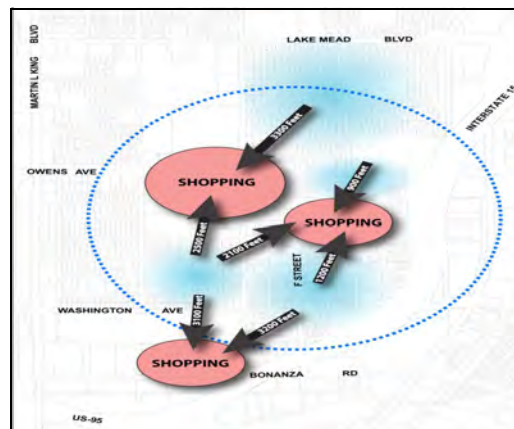
Walkable communities need a variety of housing opportunities for different income levels. Having different types of housing in a wide range of prices provides diversity in housing choices. An assortment of housing options and opportunities provide people with a feasible alternative to living within walking 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.



Edmond Town Center (foreground) and Nucleus Plaza (background)

Source: city of Las Vegas, Nevada



Map illustrating average walking distances

Source: city of Las Vegas, Nevada



Matt Kelly Elementary School

Source: Google Maps – <http://www.googlemaps.com>

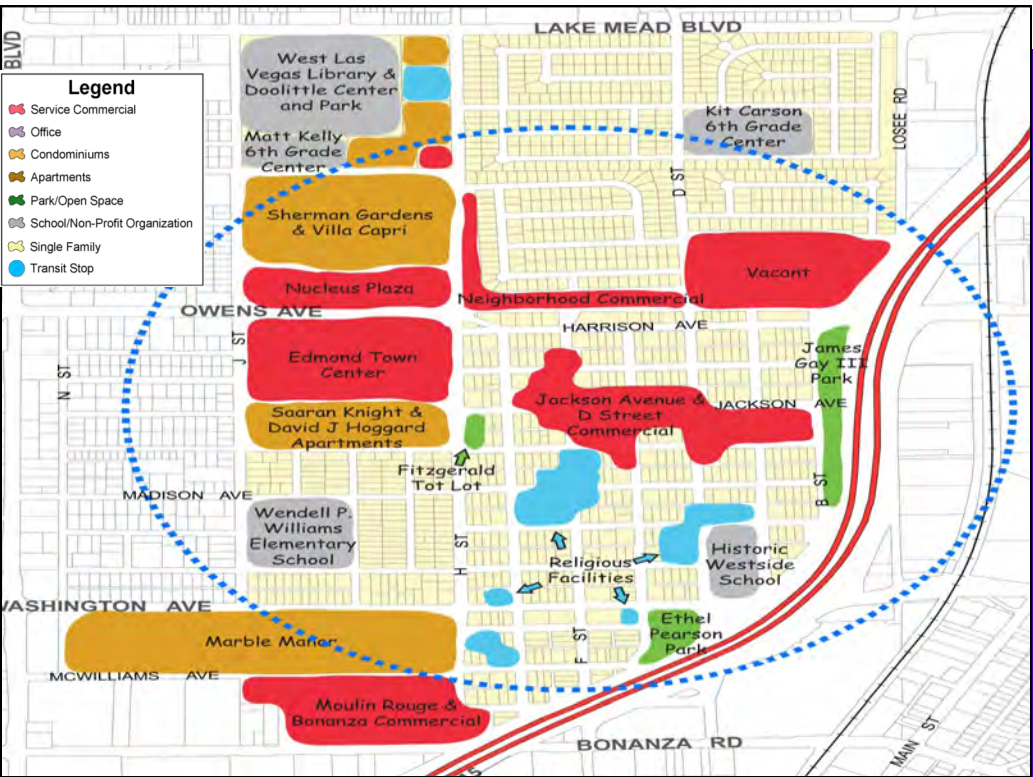


HISTORIC WEST LAS VEGAS WALKABLE COMMUNITY PLAN

COMMUNITY AMENITIES

The Plan area has approximately 238 active business licenses and 6,259 residents. At the heart of the community are several commercial properties. Edmond Town Center contains a grocery store and serves as the Plan area's largest shopping center. Additionally, there are 24 retail and 27 office uses within the Plan area. The Plan area also contains three parks and 41 transit stops. There are vacant commercial parcels for new businesses to be located along Jackson Avenue and D Street.

COMMUNITY AMENITIES MAP



Major amenities within the Sahara West Walkable Community Plan Area

Source: city of Las Vegas, Nevada

| Community Assets | Quantity |
|---------------------------|----------|
| Parks | 3 |
| Public/Private Schools | 3 |
| Religious Facilities | 18 |
| Financial Institutions | 4 |
| Convenience Stores | 3 |
| Community Services | 7 |
| General Retail Store | 24 |
| Grocery Store | 1 |
| Restaurants | 5 |
| Office, Other than Listed | 27 |
| Apartment Complexes | 27 |
| Transit Stops | 41 |



HISTORIC WEST LAS VEGAS WALKABLE COMMUNITY PLAN

COMMUNITY AMENITIES - HISTORIC

The Historic West Side School is another valuable resource within the Plan area. Located in the historic Westside, the “Las Vegas Grammar School Branch No. 1” was built in 1923. The building was the first grammar school in West Las Vegas and is the oldest remaining schoolhouse in Las Vegas. The school was important in the development of the Westside, serving a largely African American community. The building was added onto in the 1940s to accommodate the large wartime population increase. Today the building houses KCEP radio and serves as a community center and offices for the Economic Opportunity Board.

A master plan which provides recommendations for the rehabilitation and adaptive reuse of the school was completed in 2011. The next phase includes the preparation of construction documents, which began in summer 2012. This phase and the construction phase are funded by historic preservation grants and the City’s Redevelopment Agency.

The Historic Westside School is listed on the city of Las Vegas Historic Property Register, as well as the state and National Register of Historic Places.



Historic West Side School

Source: city of Las Vegas, Nevada



HISTORIC WEST LAS VEGAS WALKABLE COMMUNITY PLAN

COMMUNITY AMENITIES - COMMERCIAL

Commercial uses are located primarily along major arterials throughout the Plan area, as well as historic neighborhood commercial locations such as Edmonds Town Center, Nucleus Plaza, Jackson Avenue, D Street, Owens Avenue and H Street. Situated at the southeast corner of Owens Avenue and J Street of the Plan area is Edmond Town Center, which serves as the Plan area's only traditional shopping center. Edmond Town Center replaces the Golden West Shopping Center which was destroyed by a fire in the 1960's. Edmond Town Center provides the area's sole full-service grocery store. While the shopping center provides tenant opportunities for big-box and in-line retailers, the current site configuration does not adequately address the heavy pedestrian needs of the community. Large swaths of asphalt parking lots separate the shopping center from the community. The lack of formal pedestrian connections to the surrounding sidewalks and retail buildings further hinders access to site amenities. Incorporating site design elements of the Unified Development Code, such as the orienting of buildings towards the street frontages, providing bicycle and pedestrian paths that connect to adjacent commercial and residential developments and the utilization of benches, bicycle racks, pergolas, landscaped arbors or artwork, will result in a well-connected environment that is usable, accessible and enjoyable for area pedestrians.



Large areas of parking

Source: city of Las Vegas, Nevada



Lack of pedestrian connection from Owens Avenue

Source: city of Las Vegas, Nevada



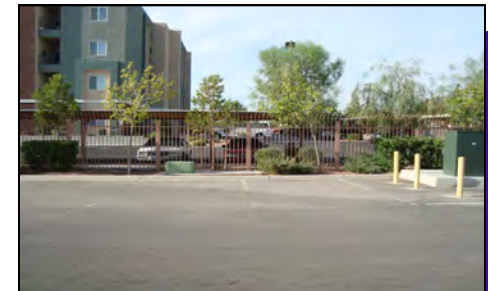
Buy Low Supermarket

Source: Google Maps – <http://www.googlemaps.com>



Buildings not oriented toward street frontage

Source: city of Las Vegas, Nevada



Fencing restricts access to residents

Source: city of Las Vegas, Nevada



HISTORIC WEST LAS VEGAS WALKABLE COMMUNITY PLAN

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 three parks, three public/private schools, eighteen houses of worship and seven community facilities. James Gay III Park, Wendell Williams Elementary School, Fitzgerald Tot Lot, Doolittle Community Center are all examples of amenities that within the Plan area that play an important role in the Plan area. Parks, schools and houses of worship provide residents locations to hold community events and socialize within their neighbors while exploring their community. The location of these amenities within the Plan area reduces the need for commutes thereby reducing auto-related air pollution. Bicycle racks should also be utilized at all parks, schools, houses of worship and community facilities.



James Gay III Park

Source: city of Las Vegas, Nevada



Wendell Williams Elementary School

Source: Google Maps - <http://www.googlemaps.com>



Fitzgerald Tot Lot

Source: city of Las Vegas, Nevada



Victory Mission Baptist Church

Source: city of Las Vegas, Nevada



Doolittle Community Center

Source: Google Maps - <http://www.googlemaps.com>



Pentecostal Temple Church

Source: city of Las Vegas, Nevada



HISTORIC WEST LAS VEGAS WALKABLE COMMUNITY PLAN

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.

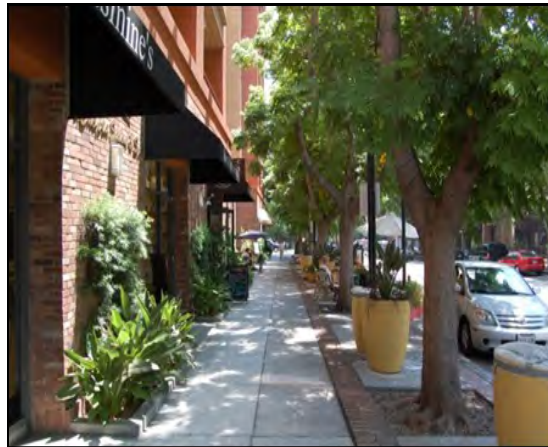
Greater connectivity of a walkable community provides shorter trips and easier access to the amenities. Connectivity allows for greater options for travel direction, ingress and egress, thereby making a neighborhood less isolated and more traversable. It allows community members a variety of choices 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: city of Las Vegas, Nevada



Sidewalk with landscaped amenity zone

Source: city of Las Vegas, Nevada



Clearly designated crosswalk

Source: city of Las Vegas, Nevada



HISTORIC WEST LAS VEGAS WALKABLE COMMUNITY PLAN

LANDMARKS AND PLACEMAKING

Within the Plan area, there are several opportunities to create landmarks at the terminus of prominent streets. Landmarks help to define a community. Landmarks contribute to memorable streetscapes that are enhanced by visual experiences. These experiences can be unique or welcoming. Landmarks also create a sense of a community hierarchy and place making while providing anchors for the neighborhood. These landmarks can consist of something as simple as a pergola, gazebo, gate or statue. A landmark can also consist of a built structure whose façade, entry, tower or stairwell is centered on the sightline of a roadway. Traditionally these termini in older, smaller communities include; houses of worship, town squares or public buildings. The National Museum of Organized Crime and Law Enforcement in downtown Las Vegas is a prime example of this, serving as the northerly terminus for Third Street.

James Gay III Park serves as the eastern terminus for Van Buren, Jackson, Monroe and Madison Avenues. Opportunities exist to create new park entrances, amenities and community focal points along the western edge of the park which could bring new life and community members back to the facility. Ethel Pearson Park serves as the eastern terminus for Morgan Avenue. A well-positioned and well-thought-out park entry would create a visual terminus for Morgan Avenue. The placement of clearly defined entries and focal points in communities will entice residents to visit, explore and utilize public facilities.



Madison Avenue terminus at B Street

Source: Google Maps— <http://www.googlemaps.com>



Jackson Avenue terminus at H Street

Source: Google Maps— <http://www.googlemaps.com>



Jefferson Avenue terminus at B Street

Source: Google Maps— <http://www.googlemaps.com>



HISTORIC WEST LAS VEGAS WALKABLE COMMUNITY PLAN

LANDMARKS AND PLACEMAKING

Freeway sound walls terminate at H Street on its southern end and Jefferson Avenue on its eastern end. Blank walls create uninteresting and unmemorable streetscapes; however, if these points were rethought with landscape and human-scaled elements in mind, emphasis could be brought back to the street environment, creating a more visually interesting and walkable streetscape.

Additional opportunities exist on private property and within rights-of-way to create termini. Privately held parcels at the northerly termini of B and C Streets and at the westerly terminus of Jackson Avenue provide the opportunity to create built structures where hierarchical visual cues can be planned and incorporated into architecture. Within the rights-of-way at the Owens/Harrison Avenue split at H Street and the F Street Owens/Harrison Avenue connection, opportunities to create special landscape treatments or monument signage exist.



Termini locations in the Plan area

Source: city of Las Vegas, Nevada



Jackson Avenue terminus at B Street

Source: city of Las Vegas, Nevada



Morgan Avenue terminus at E Street

Source: city of Las Vegas, Nevada



Pergola terminus in Seaside, FL

Source: city of Las Vegas, Nevada



Fountain terminus in Celebration, FL

Source: city of Las Vegas, Nevada



HISTORIC WEST LAS VEGAS WALKABLE COMMUNITY PLAN

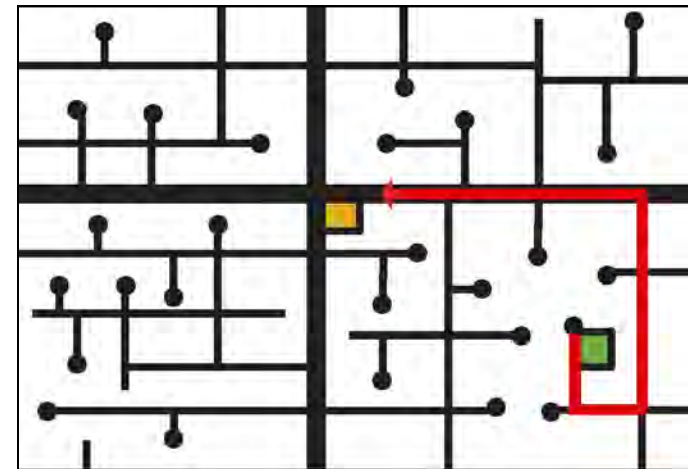
CONNECTIVITY

Connectivity is the quality of a network 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.

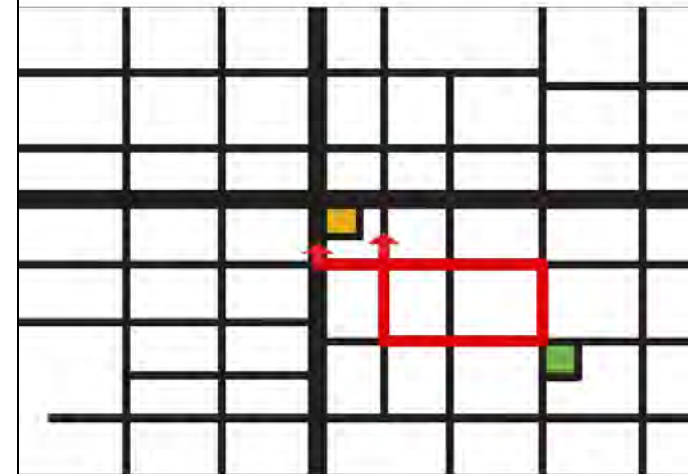
The connectivity ratio for the Plan area is 1.64. The street layout within the Plan area is mostly a grid system and is not hampered by many cul-de-sacs. While the connectivity ratio exceeds the Connectivity Ratio standard of 1.30 adopted by the City, there are areas where connectivity and pedestrian circulation can be enhanced, such as between the multi-family residential communities and the commercial amenities in the Plan area.

The lack of midblock crossings and pedestrian links to the commercial areas in the Plan area (Owens Avenue and J Street) hinders pedestrian circulation. 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.

The curvilinear street layout of the Marble Manor and Sherman Gardens multi-family properties limit connectivity in the Plan area. Large commercially-zoned properties, with limited or no access points adjacent to these properties further restrict connectivity, contrasted with the rigid and well-connected grid of the McWilliams Townsite. Sidewalk and streetscape enhancements will improve the pedestrian experience.



Poorly Connected Network



Well Connected Network

Link-Node Diagram

Source: city of Las Vegas, Nevada



HISTORIC WEST LAS VEGAS WALKABLE COMMUNITY PLAN

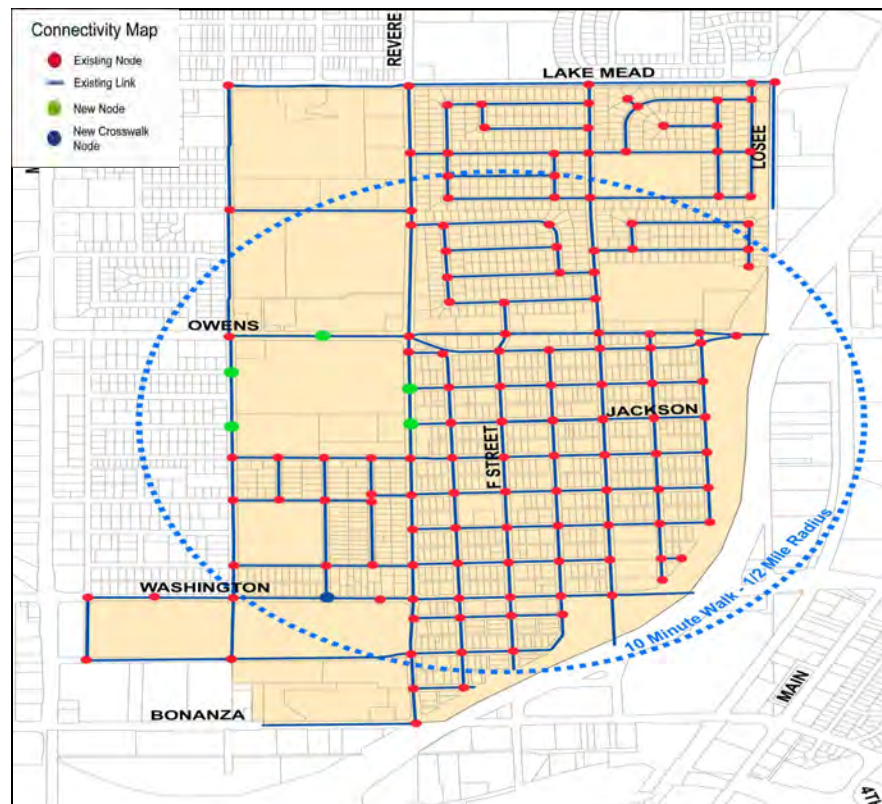
CONNECTIVITY

Midblock crossings are beneficial in areas where large parcels inhibit pedestrians access from one side of the street to the other. A midblock crossing, or “link”, saves the pedestrian time and eliminates any dangerous and illegal access across roadways. The large commercial and multi-family parcels near Owens Avenue and H Street currently do not have adequate pedestrian links. The links are located towards the corners of the parcels rather than near storefronts. Many pedestrians unsafely cross H Street and J Street to gain access to Edmond Town Center, as well as midblock businesses located on Owens Avenue between H and J Streets.

Pedestrian links to commercial properties will 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 Owens Avenue connecting the entrance of Nucleus Plaza and Edmond Town Center, Jackson Avenue and Van Buren Avenue at H Street and Gold Avenue and Van Buren Avenue at J Street.

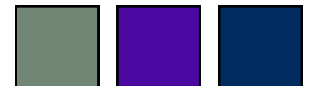
In addition, community members have requested a crosswalk, which is shown in blue located at Washington Avenue and I Street, which connects the neighborhood south of Washington Avenue with the nearby Wendell Williams Elementary School.

Providing logical connections at areas which receive a high volume of pedestrian activity will ensure that the Historic West Las Vegas community 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



HISTORIC WEST LAS VEGAS WALKABLE COMMUNITY PLAN

CROSSWALKS

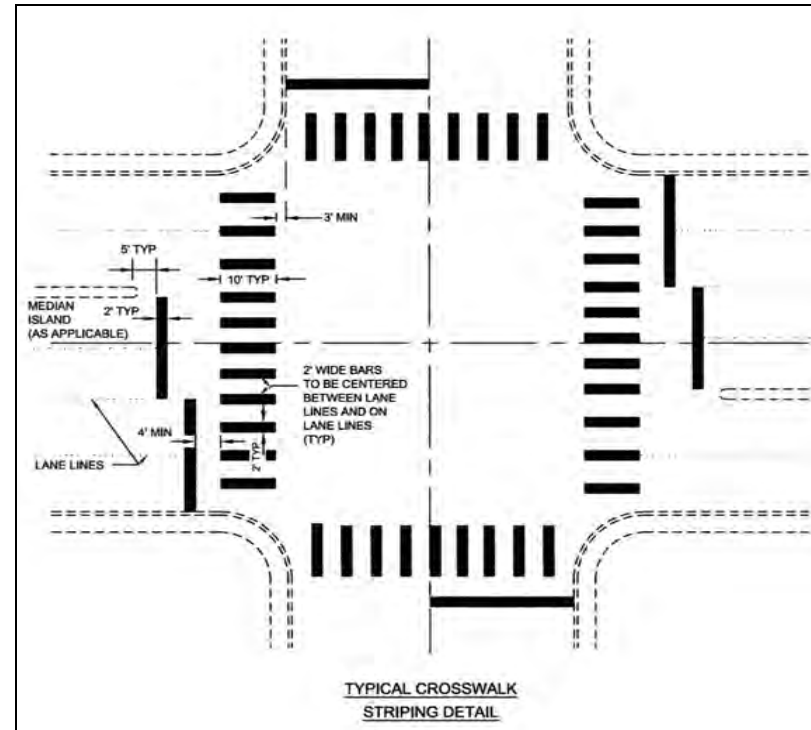
Below is a diagram of the typical crosswalk striping detail using the Continental style of crosswalks. The City has adopted this style of striping for newly constructed intersections. Older intersections throughout the City have a variety of styles that are not as visible. When older intersections are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

Crosswalks that meet a median in the roadway provide a pedestrian refuge. This allows pedestrians that get caught midway in the crosswalk a safe location to wait until the signal light cycles to the pedestrian walk phase. The creation of a pedestrian refuge is not always possible within existing medians. Standard striping details show that pedestrian passageways need to have a minimum of four-feet clearance of any obstructions or obstacles.



An existing Continental style crosswalk at the intersection of Jackson Avenue and D Street

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



HISTORIC WEST LAS VEGAS WALKABLE COMMUNITY PLAN

MIDBLOCK CROSSINGS

A portion of the Plan area (Owens Avenue and J Street) is characterized by commercial and multi-family parcels that disrupt the well-established street grid pattern of the McWilliams Townsite and surrounding residential neighborhoods. Edmond Town Center and Nucleus Plaza serve as the commercial hubs for the community. Given the fact that nearly a quarter of all area residents do not own a car, providing well-connected pedestrian routes to and between these hubs is vital.

Midblock pedestrian crossings could provide direct routes to community assets and prevent jaywalking around the commercial hubs. Currently, pedestrians can only cross Owens Avenue at H Street or J Street connections which are located at the corners of the commercial developments. The commercial developments are surrounded by large open parking lots. By placing a midblock crossing at Owens Avenue at the Edmond Town Center and Nucleus Plaza's main entry, the distances that pedestrians would have to travel between intersections could be shortened by a quarter mile. By placing midblock crossings at the Van Buren Avenue terminus at both H and J Streets area residents could safely access Edmond Town Center.



Photo simulation of Owens Avenue at Edmonds Town Center Street

Source: city of Las Vegas



Photo simulation of Washington Avenue and I Street

Source: city of Las Vegas



HISTORIC WEST LAS VEGAS WALKABLE COMMUNITY PLAN

MIDBLOCK CROSSINGS

Providing enhanced access to Wendell Williams Elementary school will also provide for enhanced connectivity within the Plan area. The intersection of Washington Avenue and I Street has been identified by the community as an area that needs a marked crosswalk to better facilitate access between the multi-family residential on the south side of Washington Avenue and Wendell Williams Elementary School, as well as the additional community amenities located north of Washington Avenue. The midblock crossing and crosswalk will help relieve pedestrian traffic from busy intersections and provide more direct pedestrian-scaled routes to further facilitate access between residences and area amenities.



Washington Avenue and I Street

Source: Google Maps - <http://www.googlemaps.com>



Photo simulation of Washington Avenue and I Street

Source: city of Las Vegas, Nevada



Owens Avenue at Edmonds Town Center Street

Source: Google Maps - <http://www.googlemaps.com>



Photo simulation of Owens Avenue at Edmonds Town

Source: city of Las Vegas, Nevada



Location map and aerial of enhancement locations

Source: city of Las Vegas, Nevada



HISTORIC WEST LAS VEGAS WALKABLE COMMUNITY PLAN

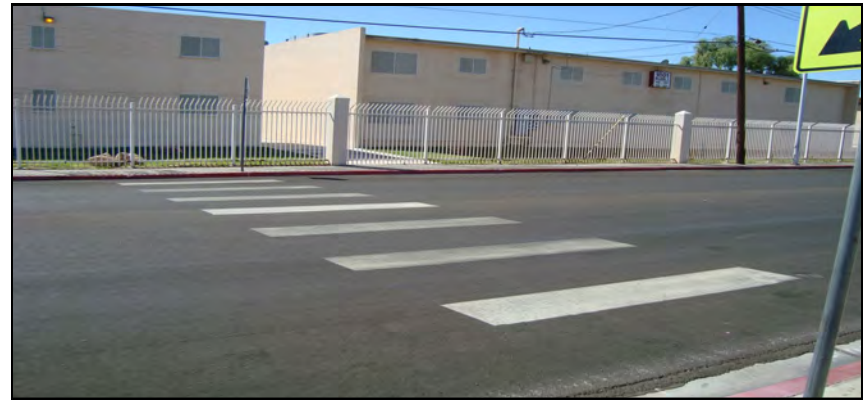
CURB CUTS

Curb cuts are another element that make a community walkable and easily traversable for residents. They eliminate tripping hazards and improve accessibility. Locations were identified at intersections, alley ways and streets within intersections. Providing curb cuts are necessary to complete the connection between the crosswalk and the sidewalk. Currently the City is moving forward with Capital Improvement Project (CIP-41375, 45397 and 45920) to provide for the infill of sidewalks and provide crosswalks and curb cuts within the majority of the Plan area.



Identified locations requiring curb cuts and/or crosswalks

Source: city of Las Vegas, Nevada



Crosswalk at Doolittle Avenue without curb cuts

Source: city of Las Vegas, Nevada



Lack of curb cuts at Bonanza Road & Moulin Rouge site

Source: city of Las Vegas, Nevada



HISTORIC WEST LAS VEGAS WALKABLE COMMUNITY PLAN

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 throughout the Plan area. Currently the City is moving forward with Capital Improvement Project (CIP-41375, 45397 and 45920) to provide for the infill of sidewalks and provide ADA compliant crosswalks and curb cuts within the majority of the Plan area. Please see the Pedestrian Obstacles Map“ on page 36.



Asphalt sidewalk, light pole, bollard, and hydrant in sidewalk

Source: city of Las Vegas, Nevada



Curb cut, but no sidewalk at B Street and Monroe Avenue

Source: city of Las Vegas, Nevada



Street lights and signage in the sidewalk along H Street

Source: city of Las Vegas, Nevada



Concrete barrier in sidewalk path at Harrison Avenue

Source: city of Las Vegas, Nevada



Utility pole and supporting structures in sidewalk

Source: city of Las Vegas, Nevada



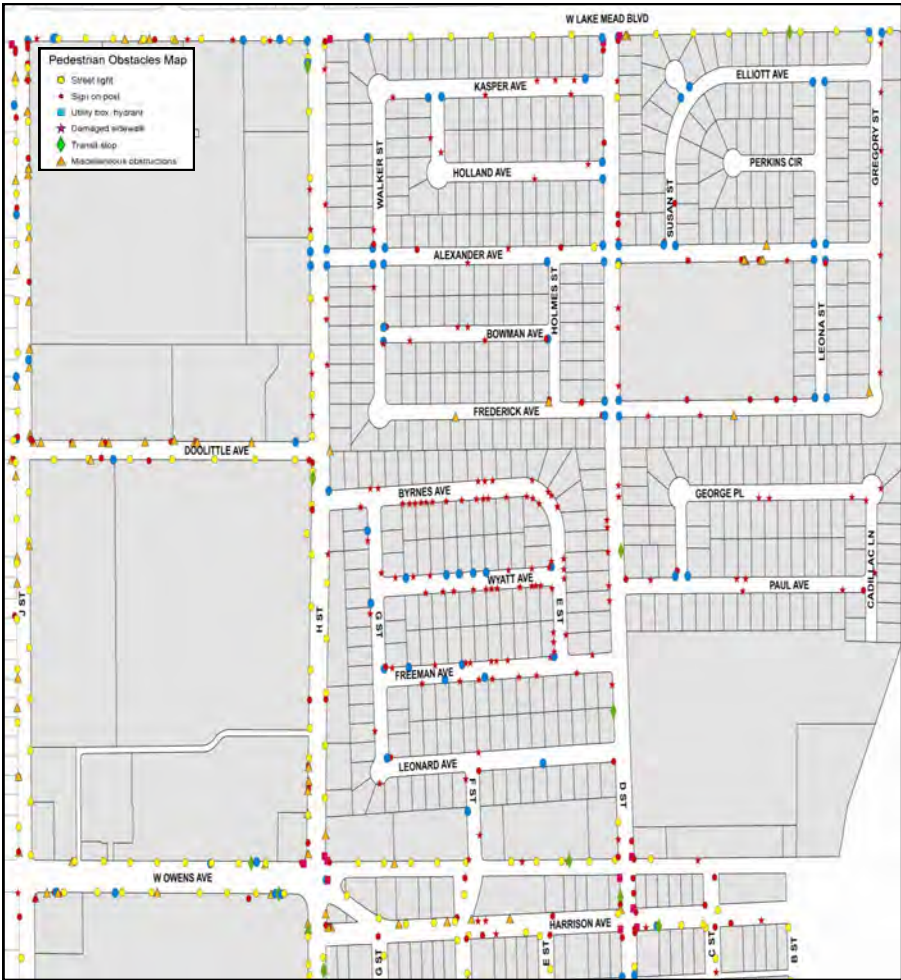
Missing sidewalk, trail marker, shrub, low wall in sidewalk

Source: city of Las Vegas, Nevada



HISTORIC WEST LAS VEGAS WALKABLE COMMUNITY PLAN

PEDESTRIAN OBSTACLES



Northern Portion of Plan Area Lake Mead to Harrison Avenue detailing pedestrian obstructions

Source: city of Las Vegas, Nevada



Southern portion of Plan Area Harrison Avenue to Bonanza Road detailing pedestrian obstructions

Source: city of Las Vegas, Nevada



HISTORIC WEST LAS VEGAS WALKABLE COMMUNITY PLAN

SCHOOL WALKING PARTNERS

The Clark County School District Suggested Routes to School program has provided school zones and crosswalks to Wendell Williams, Kit Carson and Matt Kelly Elementary Schools. Improvements to the streets and intersections will create a safer place for children to walk to area schools. Continental style crosswalks should be provided for all directions 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: city of Las Vegas, Nevada



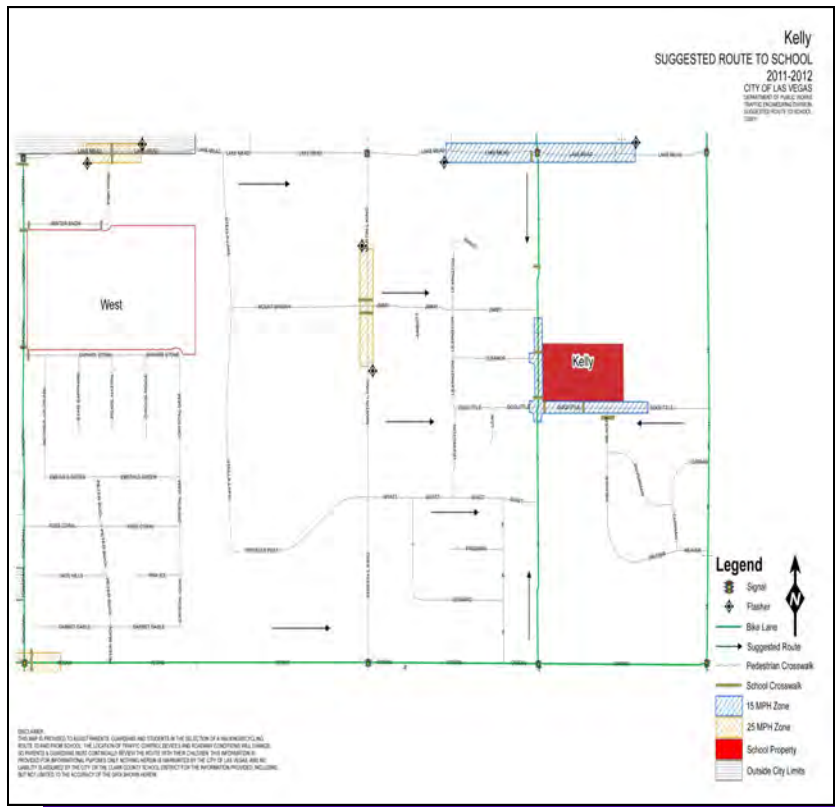
Wendell Williams Suggested School Route

Source: city of Las Vegas, Nevada



HISTORIC WEST LAS VEGAS WALKABLE COMMUNITY PLAN

SUGGESTED ROUTES TO SCHOOLS



Matt Kelly Suggested School Route

Source: city of Las Vegas, Nevada



Kit Carson Suggested School Route

Source: city of Las Vegas, Nevada

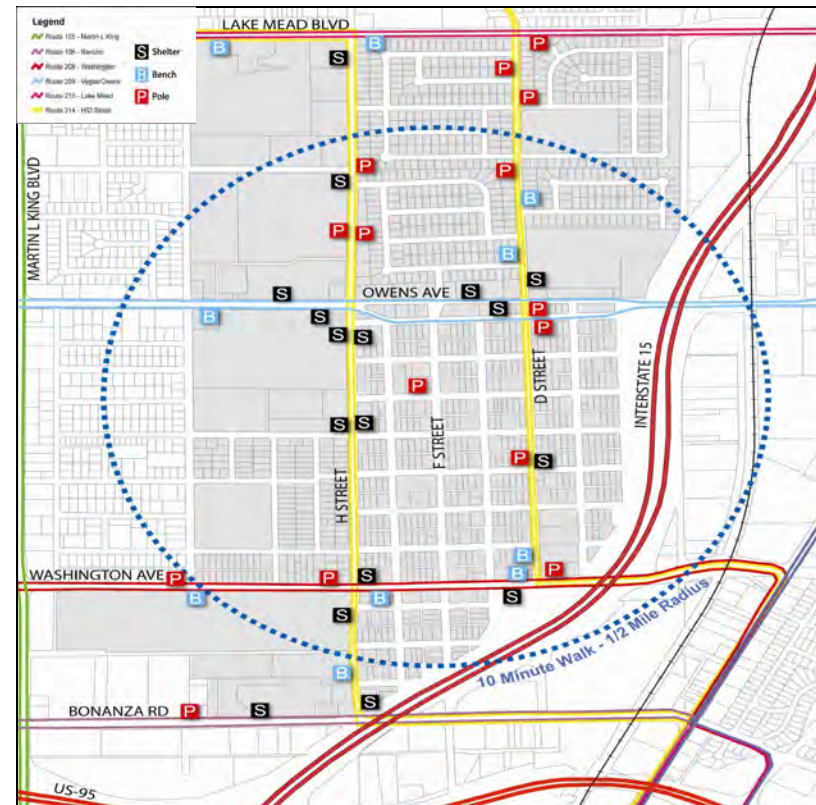


HISTORIC WEST LAS VEGAS WALKABLE COMMUNITY PLAN

TRANSIT STOPS

The provision of transit stops within a walkable community provides access to resources outside of the neighborhood. In addition to visiting friends and relatives, the lack of necessary goods and services can necessitate a resident's need to venture out of their neighborhood. When transit stops are available a resident is not limited to their own neighborhood and area and are able to access other parts of the valley.

There are 41 transit stops located within the Plan area. Of the 41 stops, 17 are shelters (full stops with a bench, trash receptacles, solid roof, ceiling lighting and shade screening). Ten of the stops only provide a bench for transit riders. Twelve locations consist of either a sign on a pole or sign on a light post indicating the stop location. There are two locations without a transit stop marker. None of the transit stops has facilities for bikes. There is little separation that exists between the transit stops and vehicular traffic. None of the transit stop locations has a bus turn-out. All of the locations are in fair to good condition, but none of the stops reflects the character of the surrounding community. This could be achieved by integrating elements of the area into the transit stops. The newly designed transit stops could positively contribute to a neighborhood's identity.



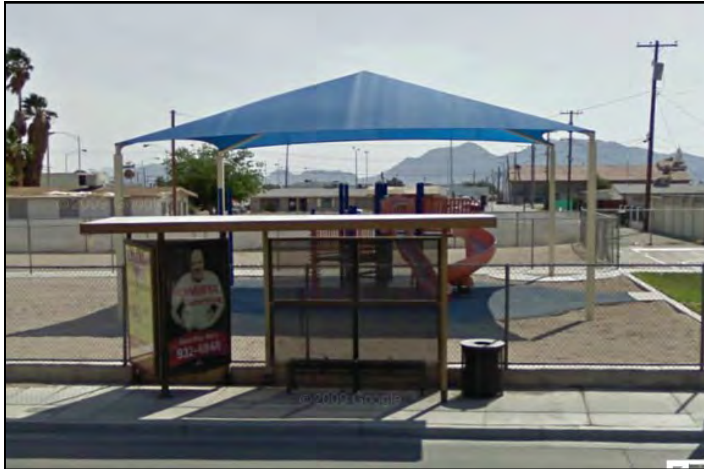
Bus routes and stops within the Historic West Las Vegas Walkable Community plan area.

Source: city of Las Vegas, Nevada



PLAN HISTORIC WEST LAS VEGAS WALKABLE COMMUNITY PLAN

TRANSIT STOPS



Transit Stop at Monroe Avenue and H Street

Source: Google Maps – <http://www.googlemaps.com>



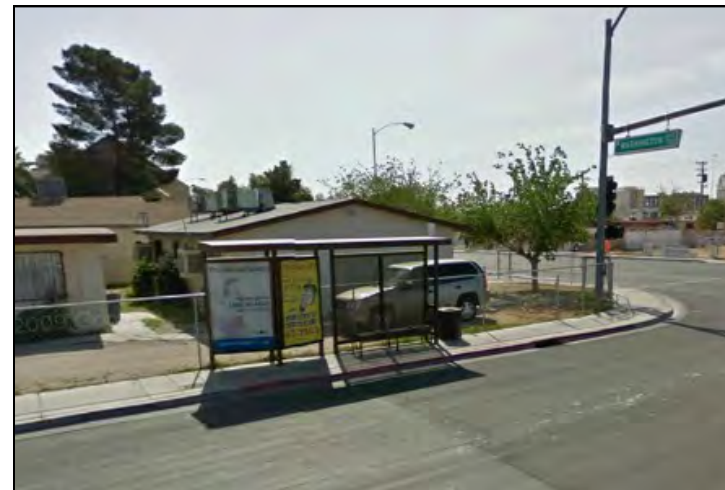
Transit Stop at Harrison and H Street

Source: Google Maps – <http://www.googlemaps.com>



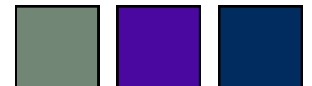
Transit Stop at Owens Avenue and J Street

Source: Google Maps – <http://www.googlemaps.com>



Transit Stop at Washington Avenue and H Street

Source: Google Maps – <http://www.googlemaps.com>



HISTORIC WEST LAS VEGAS WALKABLE COMMUNITY PLAN

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 United 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 in storm water runoff, air pollution, reduced traffic speeds and improve pedestrian experience by creating a more pleasant and safer walking environment. Trees and shrubs also help reduce glare, soften the built environment and improve the overall neighborhood aesthetic. The variety of drought tolerant landscaping materials 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 re-introduce native landscape materials. These landscape materials would highlight the native species of the Las Vegas Valley. Several native species, which would have been present at the time Historic West Las Vegas was settled, have been suggested in the plant list (pg.42). 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 an area that is unique and easily distinguishes itself from other area of the Las Vegas Valley.

Reference:

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



Desert Museum Palo Verde

Source: city of Las Vegas, Nevada



Sweet Acacia

Source: city of Las Vegas, Nevada



Twisted Yucca

Source: city of Las Vegas, Nevada



HISTORIC WEST LAS VEGAS WALKABLE COMMUNITY PLAN

SUGGESTED PLANT LIST:

Common Name

Latin Name

Trees:

Honey Mesquite

Sweet Acacia

Red Push Pistache

Desert Museum Palo Verde

Prairie/Flameleaf Sumac

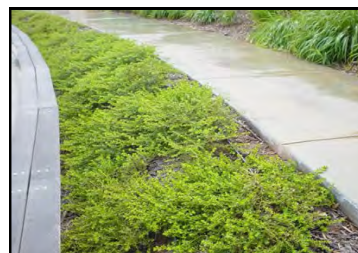
Prosopis glandulosa

Acacia farnesiana

Pistachia x 'Red Push'

Parkinsonia x 'Desert Muesum'

Rhus lanceolata



Dwarf Coyote Brush

Source: city of Las Vegas, Nevada



Prairie/Flameleaf Sumac

Source: city of Las Vegas, Nevada

Shrubs:

Spiny Senna

Jojoba

Mexican Bush Sage

Snakeweed

Yellow/Mexican Bird of Paradise

Senna armata

Simmondsia chinensis

Salvia leucantha

Gutierrezia sarothrae

Caesalpinia gilliesii/mexicana



Mexican Bush Sage

Source: city of Las Vegas, Nevada



Spiny Senna

Source: city of Las Vegas, Nevada

Groundcover:

Dwarf Coyote Brush

Desert Carpet Creeping Acacia

Four O'clock

Verbena species

Sierra Gold Dalea

Baccharis pilularis 'Pigeon Point'

Acacia redolens 'Desert Carpet'

Mirabilis multiflora

Verbena sp.

Dalea capitata 'Sierra Gold'

Accents:

Hedge Cactus

Palmer's Agave

Coral Fountain Grass

Twisted Yucca

Cereus hildmannianus

Agave palmeri

Russelia equisetiformis

Yucca rupicola



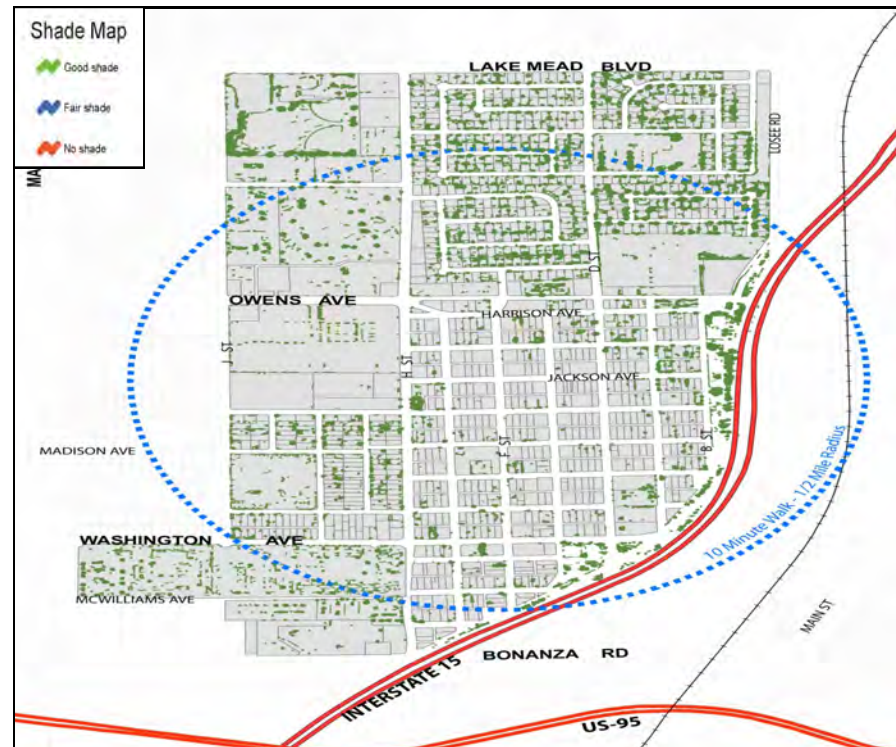
HISTORIC WEST LAS VEGAS WALKABLE COMMUNITY PLAN

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 include 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 Historic West Las Vegas Walkable Community is sparse, a little more than 7.8 percent, and provides little canopy coverage. The existing trees are generally found on commercial and residential lots. The streets are generally void of trees, with the exception of the Historic Berkley Square neighborhood. Historic Berkley Square was the recipient of a grant from the Nevada Division of Forestry. In the spring of 2011 over 200 trees were planted adjacent to the streets.

The addition of drought tolerant trees and landscaping will mitigate urban heat islands, air pollution and improve streetscape esthetics. 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.



HISTORIC WEST LAS VEGAS WALKABLE COMMUNITY PLAN

PRIVATE DEVELOPMENT

The recommendations to this point have been focused on the public realm. For private properties within the Plan area, conformance to 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 sidewalk for pedestrians 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.



West Las Vegas Neighborhood sign

Source: city of Las Vegas, Nevada



Berkley Square Neighborhood sign

Source: city of Las Vegas, Nevada



Historic Westside School

Source: city of Las Vegas, Nevada



Pioneer Trail Banner

Source: city of Las Vegas, Nevada



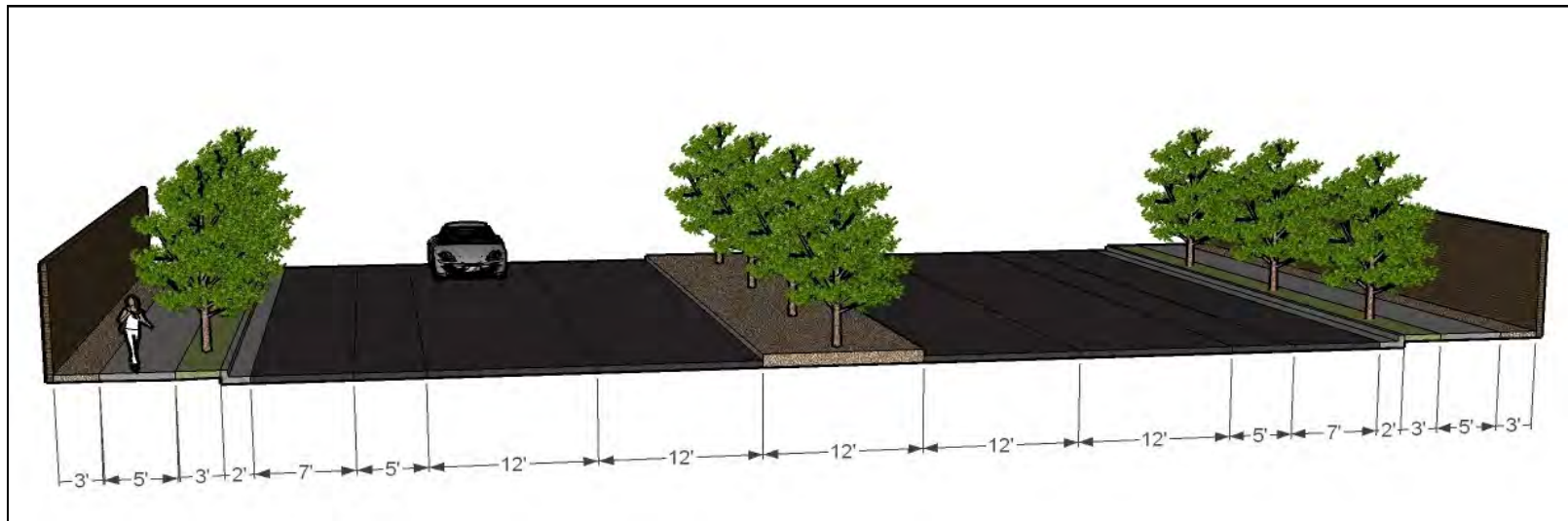
HISTORIC WEST LAS VEGAS WALKABLE COMMUNITY PLAN

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



HISTORIC WEST LAS VEGAS WALKABLE COMMUNITY PLAN

EXAMPLES OF COMPLETE STREET DESIGN



Example of a complete street in New York, NY

Source: www.thebicyclestory.com



Example of a complete street in St. Louis, MO

Source: www.trailnetstl.blogspot.com



Example of a complete street in Columbus, OH

Source: www.publichealth.columbus.gov



Example of a complete street in New York City, NY

Source: www.wired.com



Example of a complete street in Miami, FL

Source: www.transitmiami.com



Example of a complete street in Charlotte, NC

Source: www.completestreets.org



HISTORIC WEST LAS VEGAS WALKABLE COMMUNITY PLAN

OWENS & HARRISON AVENUES

The “Infrastructure” section of the West Las Vegas Plan includes an action item for Owens Avenue. The Implementation Section goal number nine (9) “Enhance the Owens Avenue Corridor” indicates the following: “Realign Owens Avenue from a one-way couplet to a single four-lane road to enhance east/west circulation and encourage commercial redevelopment along this corridor.” If goal number nine (9) is realized, it may not be beneficial to connectivity, but complete streets design standards should be utilized.

In 2013, a Unified Planning Work Program (UPWP) study performed by the Regional Transportation Commission (RTC) will examine transportation improvements to major transportation corridors in the area such as Washington Avenue as well as corridors along Owens Avenue, D and H Streets. It will identify and prioritize transit, pedestrian, and bicycle routes; including widened sidewalks, landscape buffers/street trees, crosswalks, and bicycle amenities. It will also investigate if these transportation routes are properly aligned with residential, commercial, and workplace destinations.



Harrison Avenue as viewed from the intersection at F Street looking

Source: Google Maps – <http://www.googlemaps.com>



Owens Avenue and adjacent shopping center as viewed looking west

Source: Google Maps – <http://www.googlemaps.com>



Owens Avenue as viewed from the intersection at H Street looking east

Source: Google Maps – <http://www.googlemaps.com>



HISTORIC WEST LAS VEGAS WALKABLE COMMUNITY PLAN

OWENS AND HARRISON AVENUES

Owens Avenue serves as one of the primary east/west pedestrian and vehicular connections for the Plan area. The roadway is classified as a primary collector and consists of a travel lane in each direction with a sidewalk on each side of the roadway. The sidewalk is at the back of the curb with a landscape buffer between the sidewalk and the property lines.

Harrison Avenue serves as an entrance to the community from Owens Avenue. Harrison Avenue is classified as a secondary collector and consists of a travel lane in each direction, which includes a sidewalk on each side. The sidewalk is at the back of the curb, which is adjacent to the commercial and residential property lines.

The sidewalks along Owens and Harrison Avenues contain a large number of impediments. The north side of Owens Avenue sidewalk contains a combination of street lights, traffic signals, signs and transit stops. There are also damaged sidewalks and crosswalks (see Pedestrian Obstacles Map on page 36).

Possible enhancements to consider here include: improve ADA access, addition of an enhanced median on Owens Avenue, and additional landscape buffers located at the back of curb and street trees to be located on the north and south sides of Owens and Harrison Avenue. These improvements would enhance motorist awareness and walkability for pedestrians.



Owens Avenue as viewed from H Street looking east

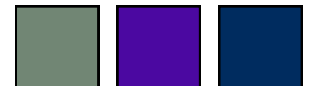
Source: Google Maps – <http://www.googlemaps.com>

Street Composition - Owens (J Street to H Street)

| | | |
|-----------------------------|-------------------------|--------------|
| North Side of Street | Landscape Buffer | 0 to 15 Feet |
| | Sidewalk | 5 Feet |
| | Amenity Area | None |
| | Travel Lanes | 2-14 Feet |
| | Bike Lane | 5 Feet |
| | Parking Lanes | None |
| | Center Turn Lane | YES |
| | Median Island | YES |
| South Side of Street | Travel Lanes | 2-14 Feet |
| | Bike Lane | 5 Feet |
| | Parking Lane | None |
| | Amenity Area | None |
| | Sidewalk | 5 Feet |
| | Landscape Buffer | 0 to 30 Feet |

Street Amenities

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



HISTORIC WEST LAS VEGAS WALKABLE COMMUNITY PLAN

Street Composition - Owens (I-15 to H Street)

| | | |
|-----------------------------|-------------------------|------------------|
| North Side of Street | Landscape Buffer | 0 to 15 Feet |
| | Sidewalk | 5 Feet |
| | Amenity Area | None |
| | Travel Lanes | 2-18 and 19 Feet |
| | Bike Lane | None |
| | Parking Lanes | None |
| | Center Turn Lane | YES |
| | Median Island | YES |
| South Side of Street | Travel Lanes | 2-18 and 19 Feet |
| | Bike Lane | None |
| | Parking Lane | None |
| | Amenity Area | None |
| | Sidewalk | 5 Feet |
| | Landscape Buffer | 0 to 30 Feet |



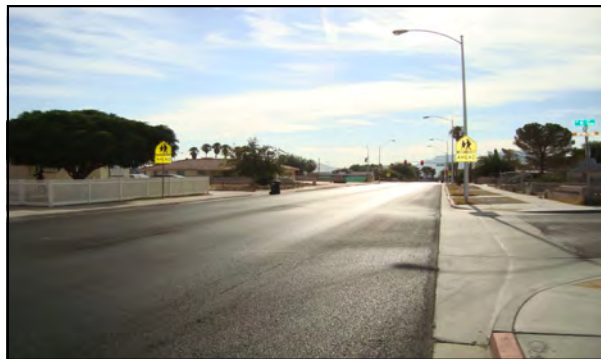
Owens Avenue Map - J to H St Street
Source: city of Las Vegas



Owens Avenue Map - I-15 to H St
Source: city of Las Vegas

Street Composition - Harrison (H Street to I-15)

| | | |
|-----------------------------|-------------------------|------------------|
| North Side of Street | Landscape Buffer | 0 to 15 Feet |
| | Sidewalk | 5 Feet |
| | Amenity Area | None |
| | Travel Lanes | 2-18 and 19 Feet |
| | Bike Lane | None |
| | Parking Lanes | None |
| | Center Turn Lane | YES |
| | Median Island | YES |
| South Side of Street | Travel Lanes | 2-18 and 19 Feet |
| | Bike Lane | None |
| | Parking Lane | None |
| | Amenity Area | None |
| | Sidewalk | 5 Feet |
| | Landscape Buffer | 0 to 30 Feet |



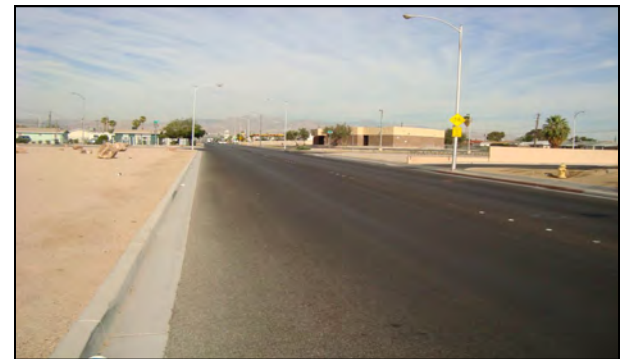
Harrison Avenue as viewed from the intersection at H Street looking east

Source: city of Las Vegas



Harrison Avenue Map - H St to I-15

Source: city of Las Vegas



Harrison Avenue as viewed from the intersection at F Street looking west

Source: city of Las Vegas



HISTORIC WEST LAS VEGAS WALKABLE COMMUNITY PLAN

F STREET

F Street serves as a north/south pedestrian and vehicular connection for the Plan area. This roadway is classified as a local collector and consists of a travel lane in each direction and sidewalk on each side of the roadway. A portion of F Street between Jackson and Adams Avenues contains the Pioneer Trail, which is defined as a Pedestrian Path in the Transportation Trails Element of the Las Vegas 2020 Master Plan. The sidewalks along F Street contain a large number of impediments (see Pedestrian Obstacles Map on page 36).

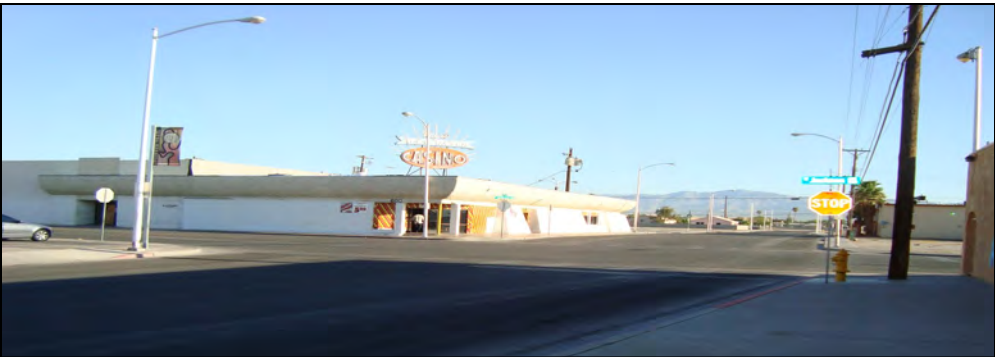
The F Street sidewalks include a combination of street lights, traffic signals, signs and transit stops. There are also damaged sidewalks and crosswalks that could be considered uninviting to pedestrians.

Possible enhancements to consider here include: improve ADA access, addition of a median, street trees and tree grates. These improvements would improve the aesthetic quality of F Street and walkability for pedestrians. The City will be extending the streetscape improvements on F Street that are currently planned for the bridge between F Street, Interstate 95 and Washington Avenue.



F Street Location Map

Source: city of Las Vegas



Jackson Avenue as viewed from the intersection at F Street looking north

Source: city of Las Vegas

| Street Composition | | |
|----------------------|------------------|-------------|
| North Side of Street | Landscape Buffer | None |
| | Sidewalk | 5 Feet/None |
| | Amenity Area | None |
| | Travel Lane | 13 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 |

| Street Amenities | |
|---------------------------|--------|
| Lighting | YES |
| Benches | NO |
| Speed Limit | 25 mph |
| Transit Stops | NONE |
| Utility Boxes Screened | YES |
| Obstacles in the Sidewalk | YES |



HISTORIC WEST LAS VEGAS WALKABLE COMMUNITY PLAN

MONROE AVENUE

Monroe Avenue serves as a east/west pedestrian and vehicular connection for the Plan area. This roadway is classified as a local collector and consists of a travel lane in each direction and sidewalk on each side of the roadway.

The sidewalks along Monroe Avenue contain a large number of impediments. The Monroe Avenue sidewalks include a combination of street lights, signs and transit stops. There are also damaged sidewalks and crosswalks (see Pedestrian Obstacles Map on page 36).

Possible enhancements to consider here include: removal of impediments, increase ADA accessibility and addition of landscape buffers 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.



Monroe Avenue Location Map

Source: city of Las Vegas



Monroe Avenue as viewed from the intersection at J Street looking north

Source: city of Las Vegas, Nevada

Street Composition

| | | |
|-----------------------------|-------------------------|-------------|
| North Side of Street | Landscape Buffer | None |
| | Sidewalk | 5 Feet/None |
| | Amenity Area | None |
| | Travel Lane | 13 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 |

Street Amenities

| | |
|----------------------------------|--------|
| Lighting | YES |
| Benches | NO |
| Speed Limit | 25 mph |
| Transit Stops | NONE |
| Utility Boxes Screened | YES |
| Obstacles in the Sidewalk | YES |



HISTORIC WEST LAS VEGAS WALKABLE COMMUNITY PLAN

ADAMS AVENUE

Adams Avenue serves as a east/west pedestrian and vehicular connection for the Plan area. This roadway is classified as a local collector and consists of a travel lane in each direction and sidewalk on each side of the roadway. This section of Adams Avenue contains a portion of the Pioneer Trail that is defined as a Pedestrian Path in the Transportation Trails Element of the Las Vegas 2020 Master Plan.

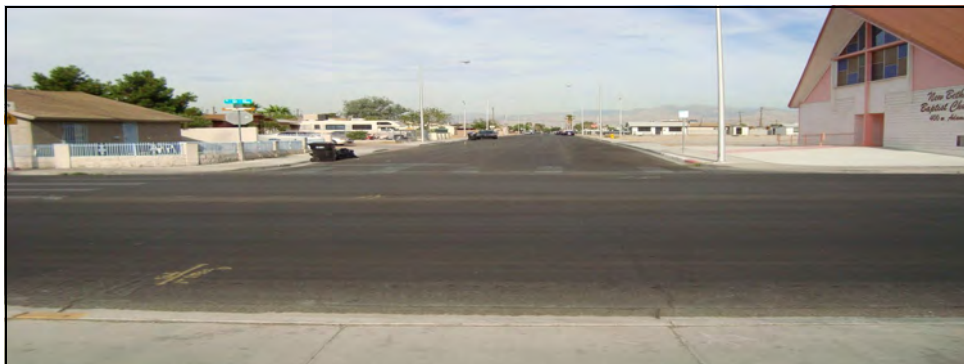
The sidewalks along Adams Avenue contain a large number of impediments (see Pedestrian Obstacles Map on page 36). The Adams Avenue sidewalks include a combination of street lights, signs and transit stops. There are also damaged sidewalks that could be considered uninviting to pedestrians.

Possible enhancements to consider here are adding additional landscape buffers with additional street trees. The additional landscape buffers located at the back of curb and street trees would provide shade for pedestrians and improve the overall street aesthetic. A new bicycle lane would also improve alternative transportation modes within the area.



Adams Avenue Location Map

Source: city of Las Vegas, Nevada



Adams Avenue as viewed from the intersection at D Street looking east

Source: city of Las Vegas, Nevada

Street Composition

| | | |
|-----------------------------|-------------------------|-------------|
| North Side of Street | Landscape Buffer | None |
| | Sidewalk | 5 Feet/None |
| | Amenity Area | None |
| | Parking Lane | 7 Feet |
| | Bike Lane | Zero Feet |
| | Travel Lanes | 13 Feet |
| | Center Turn Lane | None |
| | Median Island | None |
| South Side of Street | Parking Lane | 7 Feet |
| | Bike Lane | Zero Feet |
| | Traffic Lane | 13 Feet |
| | Amenity Area | None |
| | Sidewalk | 5 Feet/None |
| | Landscape Buffer | None |

Street Amenities

| | |
|----------------------------------|--------|
| Lighting | Yes |
| Benches | None |
| Speed Limit | 25 mph |
| Transit Stops | None |
| Utility Boxes Screened | YES |
| Obstacles in the Sidewalk | YES |



HISTORIC WEST LAS VEGAS WALKABLE COMMUNITY PLAN

WASHINGTON AVENUE

Washington Avenue serves as a east/west pedestrian and vehicular connection for the Plan area. This roadway is classified as a Secondary Collector and consists of two travel lanes in each direction, a sidewalk on each side of the roadway and a dedicated bicycle lane on the south side of Washington Avenue.

The sidewalks along Washington Avenue contain a large number of impediments (see Pedestrian Obstacles Map on page 36). The Washington Avenue sidewalks include a combination of street lights, traffic signals, signs and transit stops. There are also damaged sidewalks and crosswalks that could be considered uninviting to pedestrians.

Possible enhancements to consider here are adding a median to the middle of Washington Avenue and additional landscape buffers located at the back of curb with street trees. This would improve pedestrian safety and the overall aesthetic quality of Washington Avenue.



Washington Avenue Location Map

Source: city of Las Vegas, Nevada

| Street Composition | | |
|-----------------------------|-------------------------|------------|
| North Side of Street | Landscape Buffer | 3 Feet |
| | Sidewalk | 5 Feet |
| | Amenity Area | None |
| | Travel Lane | 2– 11 Feet |
| | Bike Lane | None |
| | Parking Lanes | None |
| | Center Turn Lane | None |
| | Median Island | YES |
| South Side of Street | Travel Lanes | 2-11 Feet |
| | Bike Lane | None |
| | Parking Lane | 7 Feet |
| | Amenity Area | None |
| | Sidewalk | 5 Feet |
| | Landscape Buffer | None |



Washington Avenue as viewed from the intersection at I Street looking west

Source: Google Maps – <http://www.googlemaps.com>

| Street Amenities | |
|----------------------------------|--------|
| Lighting | Yes |
| Benches | None |
| Speed Limit | 35 mph |
| Transit Stops | Yes |
| Utility Boxes Screened | Yes |
| Obstacles in the Sidewalk | Yes |



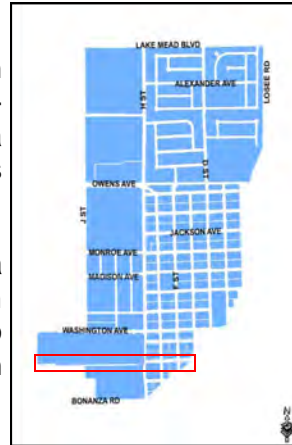
HISTORIC WEST LAS VEGAS WALKABLE COMMUNITY PLAN

MCWILLIAMS AVENUE

McWilliams Avenue serves as a west/east pedestrian and vehicular connection for the Plan area. This roadway is classified as a local collector and consists of a travel lane in each direction and a sidewalk on portions of the east side of the street.

The sidewalks along McWilliams Avenue contain a large number of impediments, including a combination of street lights, signs and transit stops. There are also damaged sidewalks and crosswalks (see Pedestrian Obstacles Map on page 36).

Possible enhancements to consider here are adding additional landscape buffers located at the back of curb with additional street trees. 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. A new bicycle lane would also improve alternative transportation modes within the area.



McWilliams Avenue Location Map

Source: city of Las Vegas, Nevada



McWilliams Avenue as viewed from the intersection at J Street looking east

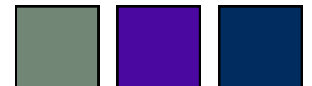
Source: city of Las Vegas, Nevada

Street Composition

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

Street Amenities

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



HISTORIC WEST LAS VEGAS WALKABLE COMMUNITY PLAN

B STREET

B Street serves as a north/south pedestrian and vehicular connection for the Plan area. This roadway is classified as a local collector and consists of a travel lane in each direction and a sidewalk on the east side of the street.

The sidewalks along B Street contain a large number of impediments (see Pedestrian Obstacles Map on page 36) including a mixture of street lights and damaged sidewalks.

Possible enhancements to consider here are adding additional landscape buffers located at the back of curb with additional street trees. The additional landscape buffers and street trees would provide shade for pedestrians and improve the overall street aesthetic quality. A new bicycle lane would also improve alternative transportation modes within the area.



B 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 | 13 Feet |
| | Bike Lane | None |
| | Parking Lanes | 7 Feet |
| | Center Turn Lane | None |
| | Median Island | None |
| West Side of Street | Travel Lanes | 13 Feet |
| | Bike Lane | None |
| | Parking Lane | 7 Feet |
| | Amenity Area | None |
| | Sidewalk | 5 Feet |
| | Landscape Buffer | None |



B Street as viewed from the intersection at Harrison Avenue looking south

Source: city of Las Vegas, Nevada

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



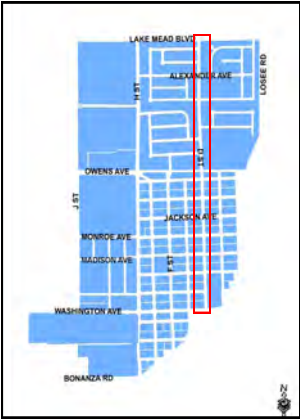
HISTORIC WEST LAS VEGAS WALKABLE COMMUNITY PLAN

D STREET

D Street serves as a local north/south 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 each side of the roadway. This section of D Street contains a portion of the Pioneer Trail that is defined as a Pedestrian Path in the Transportation Trails Element of the Las Vegas 2020 Master Plan.

The sidewalks along D Street contain a large number of impediments including a combination of street lights, traffic signals, signs and transit stops. There are also damaged sidewalks and crosswalks (see Pedestrian Obstacles Map on page 36).

Possible enhancements to consider here are to include a special paving, landscaping and lighting themes for any new development along D Street. The City, through its Capital Improvement Plan, will be moving forward with street improvements via project (CIP-39235).



D Street Location Map
Source: city of Las Vegas, Nevada



D Street as viewed from the intersection at Jackson Avenue looking south
Source: city of Las Vegas, Nevada

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

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



HISTORIC WEST LAS VEGAS WALKABLE COMMUNITY PLAN

H STREET

H Street serves as a local north/south 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, a dedicated bicycle lane and a sidewalk on each side of the roadway.

The sidewalks along H Street contain a large number of impediments including a combination of street lights, traffic signals, signs and transit stops. There are also damaged sidewalks and crosswalks (see Pedestrian Obstacles Map on page 36).

Possible enhancements to consider here are adding additional landscape buffers with additional street trees. 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. A new bicycle lane would also improve alternative transportation modes within the area.



H Street Location Map

Source: city of Las Vegas, Nevada



H Street as viewed from the intersection at Monroe Avenue looking north

Source: Google Maps - <http://googlemaps.com>

| Street Composition | | |
|----------------------------|-------------------------|--------------|
| East Side of Street | Landscape Buffer | None |
| | Sidewalk | 5 Feet/None |
| | Amenity Area | None |
| | Travel Lane | 12 Feet |
| | Bike Lane | 5 Feet |
| | Parking Lanes | 7 Feet |
| | Center Turn Lane | 12 Feet |
| | Median Island | None |
| West Side of Street | Travel Lanes | 12 Feet |
| | Bike Lane | 5 Feet |
| | 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 | Yes |
| Utility Boxes Screened | None |
| Obstacles in the Sidewalk | Yes |



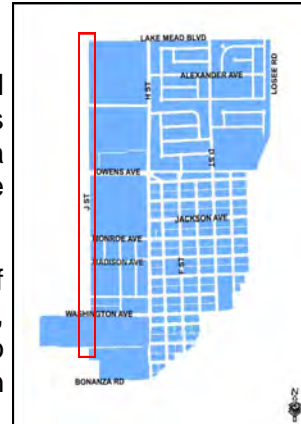
HISTORIC WEST LAS VEGAS WALKABLE COMMUNITY PLAN

J STREET

J Street serves as a local north/south 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, a dedicated bicycle lane and a sidewalk on each side of the roadway.

The sidewalks along J Street contain a large number of impediments including a combination of street lights, traffic signals, signs and transit stops. There are also damaged sidewalks and crosswalks (see Pedestrian Obstacles Map on page 36).

Possible enhancements to consider here are adding additional landscape buffers with additional street trees. 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.



J Street Location Map

Source: city of Las Vegas, Nevada



J Street as viewed from the intersection at Washington Avenue looking west

Source: Google Maps - <http://googlemaps.com>

Street Composition

| | | |
|----------------------------|-------------------------|-----------|
| East Side of Street | Landscape Buffer | A portion |
| | Sidewalk | 5 Feet |
| | Amenity Area | None |
| | Travel Lane | 11 Feet |
| | Bike Lane | 5 Feet |
| | Parking Lanes | 7 Feet |
| | Center Turn Lane | None |
| | Median Island | None |
| West Side of Street | Travel Lanes | 11 Feet |
| | Bike Lane | 5 Feet |
| | Parking Lane | 7 Feet |
| | Amenity Area | None |
| | Sidewalk | 5 Feet |
| | Landscape Buffer | A portion |

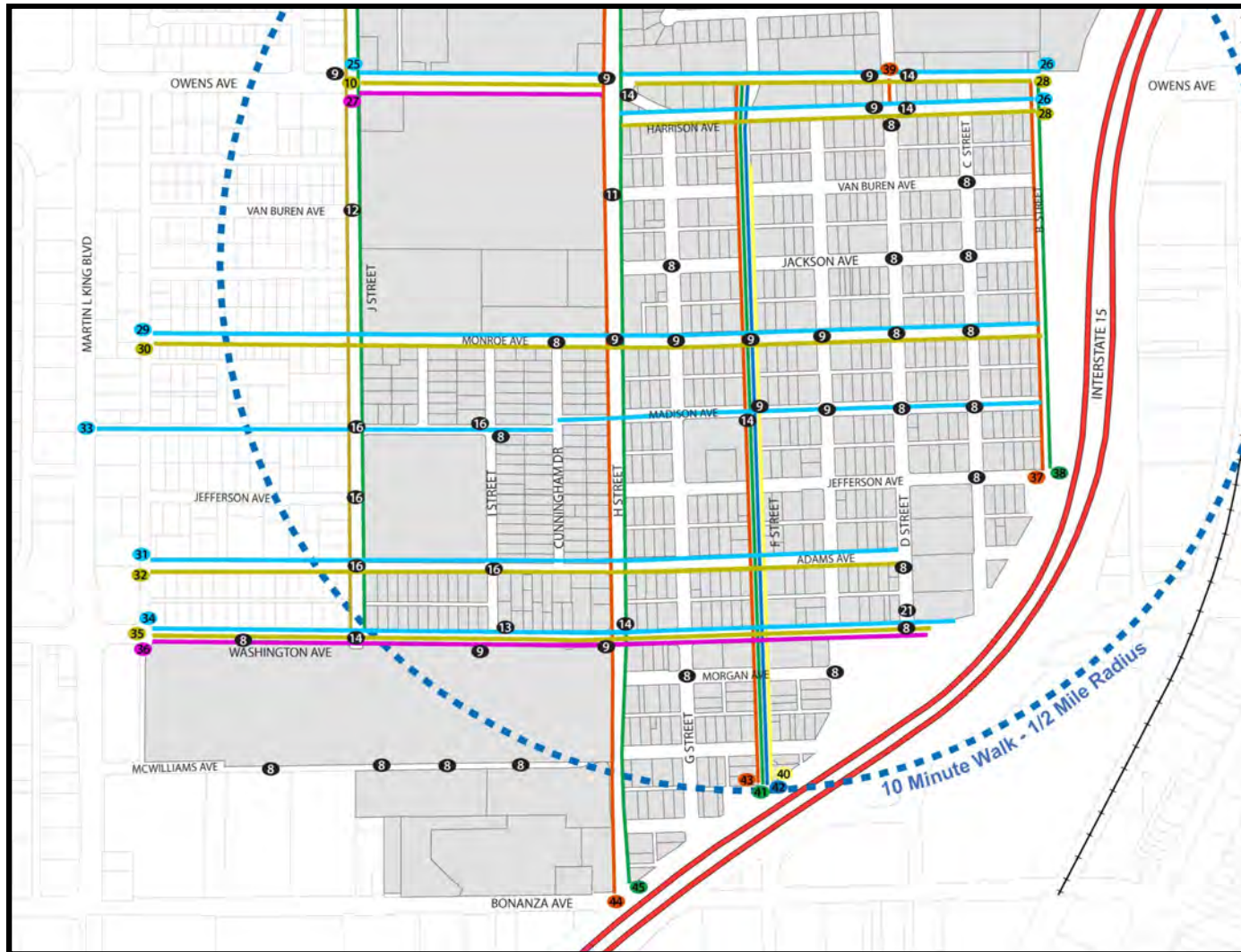
Street Amenities

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



PLAN IMPLEMENTATION

Southern Portion of Plan

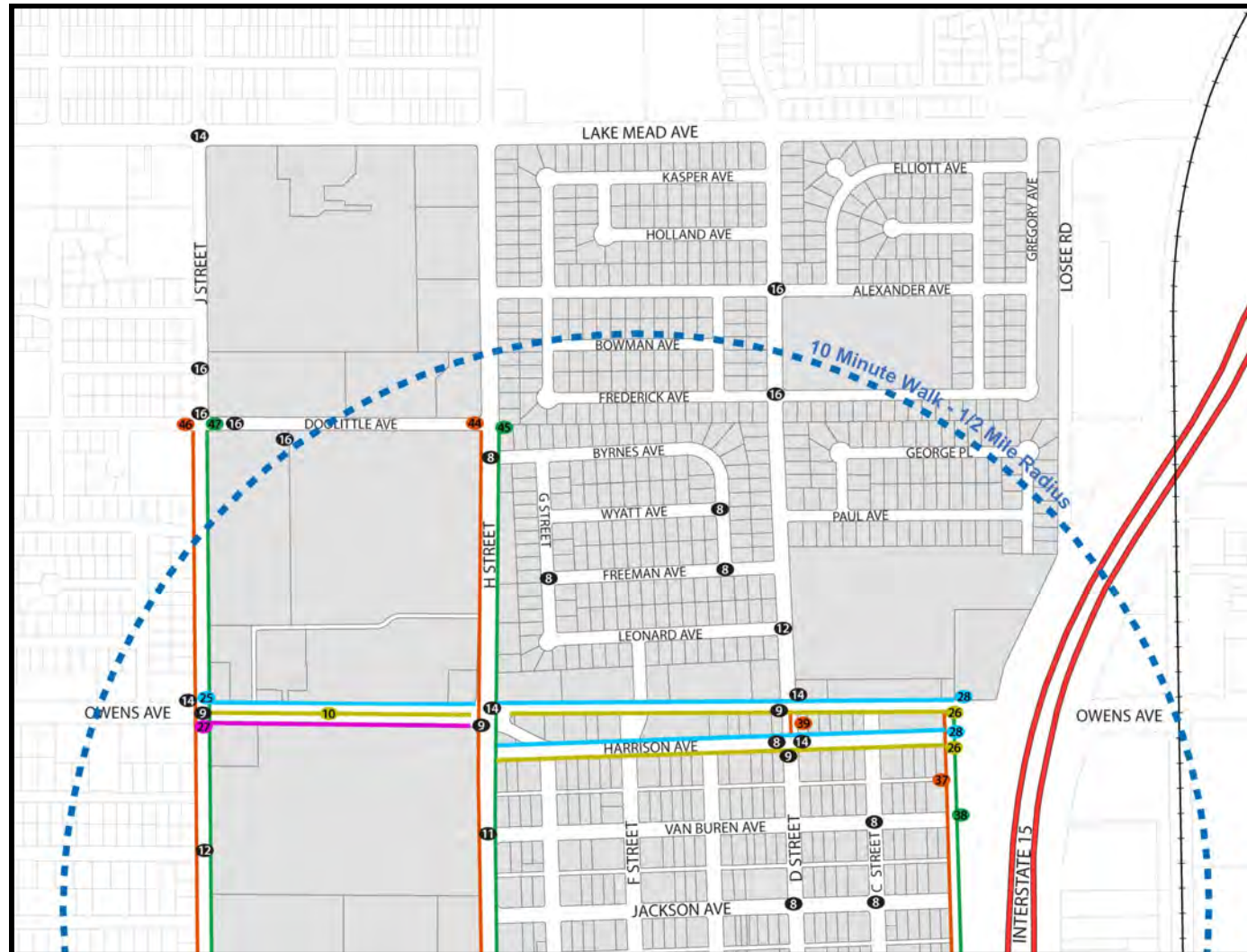


Source: city of Las Vegas



PLAN IMPLEMENTATION

Northern Portion of Plan



Source: city of Las Vegas



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. 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 21).

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 21).

Recommendation #3: Encourage future development of Edmond Town Center to promote walkable development that strongly connects to the rest of the Plan area (see page 24).

Recommendation #4: Provide bicycle racks at Edmond Town Center, Nucleus Plaza, Westside School, Doolittle Community Center, Wendell Williams Elementary School, Kit Carson Elementary School, Matt Kelly Elementary School, James Gay III Park and Ethel Pearson Park (see pages 24 and 25).

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



PLAN IMPLEMENTATION

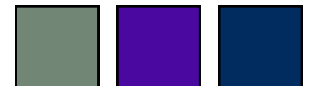
COMMUNITY DESIGN — Connectivity

Recommendation #6: 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 including utility boxes, traffic sign posts and transit shelters. These items can be placed in landscape buffers or easements if necessary (see page 36).

Recommendation #7: Fix all damaged, cracked, chipped, and uneven portions of the existing sidewalk within the Plan area (see page 36).

Recommendation #8: Bring all crossing buttons, warning mats, sidewalks and ramps into compliance with current ADA standards and provide curb cuts for crosswalks located at the following intersections (see page 34, 59 and 60):

- Washington Avenue and Down Way
- Byrnes Avenue and H Street
- Wyatt Avenue and E Street
- Freeman Avenue and E Street
- Freeman Avenue and G Street
- Van Buren Avenue and C Street
- Jackson Avenue and C Street
- Monroe Avenue and C Street
- Madison Avenue and C Street
- Jefferson Avenue and C Street
- Washington Avenue and D Street
- Adams Avenue and D Street (alley way)
- Madison Avenue and D Street (alley way)
- Monroe Avenue and D Street (alley way)
- Jackson Avenue and D Street (alley way)
- Harrison Avenue and D Street (alley way)
- Morgan Avenue and E Street
- Morgan Avenue and G Street
- Jackson Avenue and G Street
- Monroe Avenue and Cunningham Drive
- Madison Avenue and I Street
- McWilliams Avenue and entrance to multi-family residential



PLAN IMPLEMENTATION

Recommendation #9 Where the median is wide enough, move crosswalks to allow for a pedestrian refuge within the median island at the following intersections (see page 59 & 60):

- Owens Avenue and D Street
- Owens Avenue and H Street
- Owens Avenue and J Street
- Monroe Avenue and E Street
- Monroe Avenue and F Street
- Monroe Avenue and G Street
- Monroe Avenue and H Street
- Washington Avenue and H Street
- Washington Avenue and I Street
- Harrison Avenue and D Street
- Madison Avenue and E Street
- Madison Avenue and F Street

Recommendation #10: Provide a marked midblock crossing across Owens Avenue between Edmond Town Center and Nucleus Plaza (see page 59).

Recommendation #11: Provide a marked midblock crossing across H Street at Van Buren Avenue (see page 59).

Recommendation #12: Provide a marked midblock crossing across J Street at Van Buren Avenue (see page 59).

Recommendation #13: Provide a marked midblock crossing across Washington Avenue at I Street (see page 59).

Recommendation #14: Stripe or re-stripe the following intersections with Continental style crosswalks (see page 59 & 60):

- Owens Avenue and D Street
- Washington Avenue and H Street
- Owens Avenue and H Street
- Lake Mead Boulevard and J Street
- Harrison Avenue and D Street
- Washington Avenue and J Street
- Owens Avenue and J Street
- Madison Avenue and F Street



PLAN IMPLEMENTATION

Recommendation #15: Facilitate discussion for parents, students and the school district to develop a “Walking Partners” program that promotes walking to school in groups for students at Wendell Williams Elementary, Kit Carson Elementary, and Matt Kelly Sixth Grade Center (see pages 37 and 38).

Recommendation #16: Restripe and add Continental style crosswalks in all directions at intersections along the designated suggested routes to school pathway to Wendell Williams Elementary School, Kit Carson Elementary School, and Matt Kelly Sixth Grade Center (see pages 37, 38, 59 and 60).

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 44).

Recommendation #18: Any new streetscapes shall conform to the Complete Streets standards of the UDC as conditions allow (see page 45).

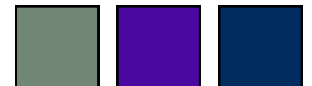
Transit Stops

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 39).

Recommendation #20: Work with RTC to relocate all transit stops (shelters and benches) to the back of the sidewalk where possible (see page 39).

Recommendation #21: Work with RTC to construct full sheltered transit stops with benches, screening, trash receptacles, and lighting at the following locations (see page 39):

- D Street and Leonard Avenue
- D Street and Westside School



PLAN IMPLEMENTATION

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 42).

Recommendation #23: Work with utility companies as street improvements occur to bring utility boxes into compliance with UDC screening standards (see page 35).

Recommendation #24: Add street trees in existing and newly created landscape buffers and medians to provide shade for sidewalks and pedestrians (see page 43).

COMPLETE STREETS

OWENS AND HARRISON AVENUES

Recommendation #25: Provide a raised landscaped median in the middle of Owens Avenue between J Street and H Street (see page 48, 59, 60 and 67 - Graphic 2).

Recommendation #26: Provide a three-foot wide landscape buffer adjacent to the existing five-foot wide sidewalks with 24-inch or larger box trees planted 25-feet on center along Owens and Harrison Avenues between B and J Streets, subject to the location of any existing underground utility lines (see page 48, 59, 60 and 67 - Graphic 1).

Recommendation #27: Highlight the existing bike lane between H and J Streets so that it is more recognizable to motorists (see page 48, 59, 60 and 67 - Graphic 1).

Recommendation #28: Provide a highlighted bike lane on the north side of Owens Avenue between B and H Streets, and on the south side of Harrison Avenue between B and H streets (see page 48, 59, 60 and 67 - Graphic 1).



PLAN IMPLEMENTATION

MONROE AVENUE

Recommendation #29: Provide a three-foot wide landscape buffer adjacent to the existing five-foot sidewalks with 24-inch or larger trees planted 25 feet on center along Monroe Avenue between B and N Streets (see page 51, 59, and 67 - Graphic 1).

Recommendation #30: Dedicate a bicycle lane on Monroe Avenue to facilitate bicycle travel (see page 51, 59, and 67 - Graphic 1).

ADAMS AVENUE

Recommendation #31: Provide a three-foot wide landscape buffer adjacent to the existing five-foot sidewalks with 24-inch or larger trees planted 25 feet on center along Adams Avenue between D and N Streets (see page 52, 59, and 67 - Graphic 1).

Recommendation #32: Dedicate a bicycle lane on Adams Avenue to facilitate bicycle travel (see page 52, 59, and 67 - Graphic 1).

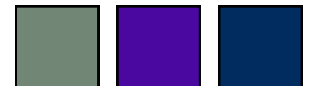
MADISON AVENUE

Recommendation #33: Dedicate a bicycle lane on Madison Avenue to facilitate bicycle travel (see page 59, and 67 - Graphic 1)

WASHINGTON AVENUE

Recommendation #34: Provide a raised landscaped median in the middle of Washington Avenue between Interstate 15 and N Street (see page 53, 59, 60 and 67 - Graphic 2).

Recommendation #35: The future development and redevelopment within the walkable community plan area shall be in conformance with the recommendations put forward by the Regional Transportation Commission (RTC) Unified Planning Work Program (UPWP) Task #1470-13 “Complete Streets Study.” (see page 53 and 59).



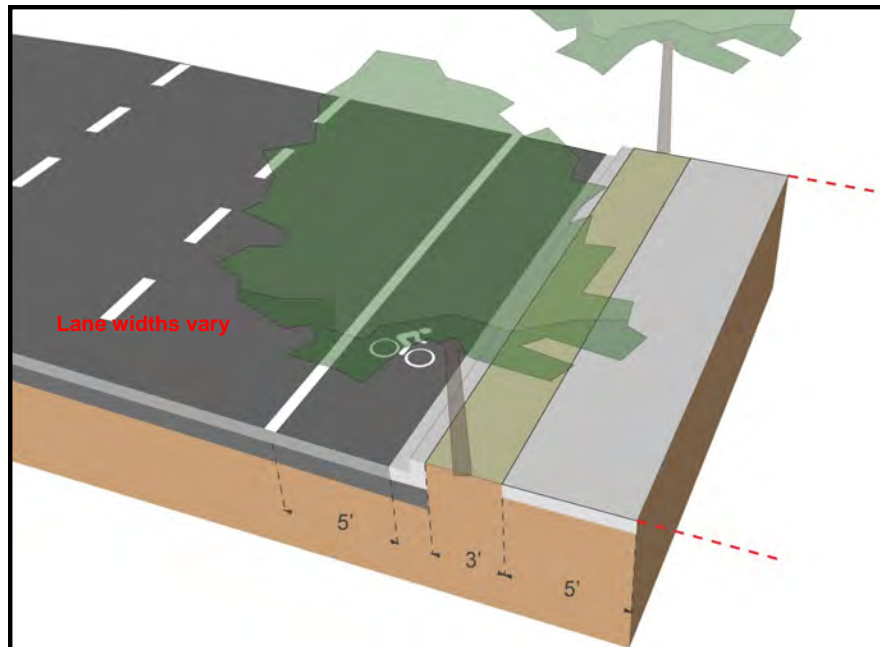
PLAN IMPLEMENTATION

Recommendation #36: Highlight the existing bike lane between Interstate 15 and N Street so that it is more recognizable to motorists (see page 53, 59, and 67 - Graphic 1).

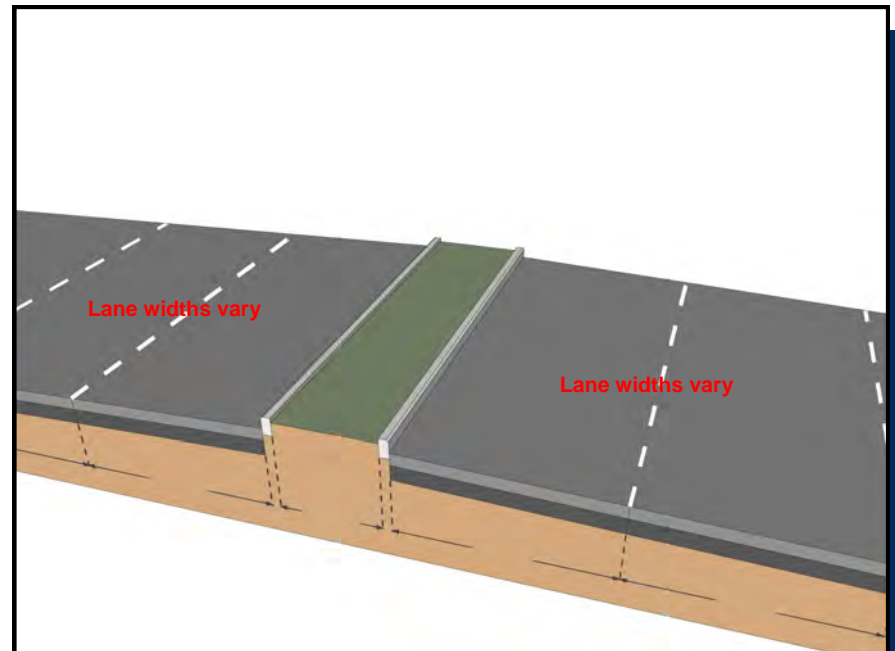
B STREET

Recommendation #37: Provide a three-foot wide landscape buffer adjacent to the existing five-foot sidewalks with 24-inch or larger trees planted 25 feet on center along B Street between Harrison and Jefferson Avenues (see page 55, 59, and 67 - Graphic 1).

Recommendation #38: Dedicate a bicycle lane on B Street to facilitate bicycle travel (see page 55, 59, and 67 - Graphic 1).



Complete Streets - Graphic 1



Complete Streets - Graphic 2



PLAN IMPLEMENTATION

D STREET

Recommendation #39: Request that new development along D Street continue the special D Street paving, landscape and lighting themes on-site between Owens and Washington Avenues (see page 56 and 59).

F STREET

Recommendation #40: Provide 10-foot lanes of travel lanes in each direction, provide bump-outs in order to encourage a reduction in vehicular traffic between Washington and Owens Avenues. The goal is to divert traffic to H Street (see page 50, 59, and 69 - Graphic 3).

Recommendation #41: Dedicate a bicycle lane on F Street to facilitate bicycle travel (see page 50, 59, and 69 - Graphic 3).

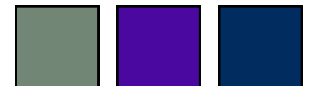
Recommendation #42: Provide five-foot x 100-foot grated tree wells, adjacent to the back of the F Street curb, with 24-inch or larger box trees planted 25 feet on center along F Street between Interstate 15 and Owens Avenue, subject to the location of any existing underground utility lines (see page 50, 59, and 69 - Graphic 3).

Recommendation #43: Provide pedestrian-scale lighting along F Street between Interstate 15 and Owens Avenue (see page 50 and 59).

H STREET

Recommendation #44: Provide a three-foot wide landscape buffer adjacent to the existing five-foot sidewalks with 24-inch or larger trees planted 25 feet on center along H Street between Doolittle Avenue and Bonanza Road (see page 57, 59, 60 and 67 - Graphic 1).

Recommendation #45: Highlight the existing bike lane between Doolittle Avenue and Bonanza Road so that it is more recognizable to motorists (see page 57, 59, 60 and 67 - Graphic 1).



PLAN IMPLEMENTATION

J STREET

Recommendation #46: Provide a three-foot wide landscape buffer adjacent to the existing five-foot sidewalks with 24-inch or larger trees planted 25 feet on center along J Street between Doolittle Avenue and Washington Avenue (see page 58, 59, 60 and 67 - Graphic 1).

Recommendation #47: Highlight the existing bike lane between Doolittle Avenue and Washington Avenue so that it is more recognizable to motorists (see page 58, 59, 60 and 67 - Graphic 1).



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:

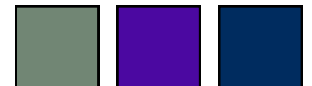
- ☐ Architecture is aesthetically compatible with existing development to perpetuate a sense of place.
- ☐ Corner buildings are oriented to the street corner fronts to create an active streetscape with doors facing the sidewalk.
- ☐ Individual buildings are located at the minimum front setback to create 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.



APPENDIX

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

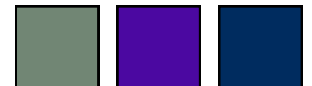
RTC – Regional Transportation Commission

TIGER – Transportation Investment Generating Economic Recovery

UDC – Unified Development Code

UMC – University Medical Center

VMT – Vehicle Miles Traveled





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Lois Tarkanian

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