

# MARYLAND PARKWAY CORRIDOR



## TRANSIT-ORIENTED DEVELOPMENT

Existing Conditions and Needs Assessment

*April 27th, 2020*



## **Foreword**

The Maryland Parkway Corridor Existing Conditions and Needs Assessment was developed in early 2020 prior to the broader spread of COVID-19 and the declaration of a global pandemic. As such, the report accurately reflects the conditions that existed within the study area prior to March 2020, but does not necessarily reflect the existing conditions or the “new normal” that is expected as the Las Vegas Valley, the nation and the globe emerge from the current crisis. Moving forward, it will be critical to supplement the observations and findings included within this report with observations, data and community input with regards to how behavior, public health provisions, and market conditions will be different over the coming months. The TOD Plans will also need to make assessments of what changes are likely to be temporary and what shifts may permanently impact how we live, work and play in this important corridor.

# TABLE OF CONTENTS

- Introduction ..... 3**
  - » Transit-Oriented Development (TOD).....4
  - » Corridor Overview .....6
  - » Related Planning Efforts.....10
  - » Regulatory Framework .....12
- Corridor Profile ..... 15**
  - » Existing Conditions Maps .....16
  - » Transportation Summary ..... 30
  - » Utilities .....32
  - » Health Indicators .....33
- Focus Area Profiles..... 35**
  - » Sahara Avenue..... 36
  - » Karen Avenue ..... 40
  - » Sunrise Hospital ..... 44
  - » Desert Inn Road ..... 48
  - » Boulevard Mall.....52
  - » Katie Avenue ..... 56
  - » Flamingo Road ..... 60
  - » University Avenue ..... 64
  - » University Road ..... 68
  - » Tropicana Avenue..... 72
  - » Reno Avenue.....76
  - » Hacienda Avenue ..... 80
  - » Russell Road ..... 84
- Focus Areas Summary ..... 89**
  - » Focus Area TOD Supportiveness Comparison..... 90







# 1

## INTRODUCTION

Clark County has a tremendous opportunity with the planned investment in high capacity transit along the Maryland Parkway Corridor to revitalize what was once a vibrant and bustling regional destination and commercial corridor. As such, Clark County is working with RTC and coordinating with the City of Las Vegas to develop a Transit-Oriented Development (TOD) Plan for several high priority stations along the planned Bus Rapid Transit (BRT) line that will ultimately have McCarran International Airport and the Las Vegas Medical District as its two termini.

The current effort includes two major elements:

1. Analyze and collect input on the areas around all 13 stations that are partially or completely within Clark County's jurisdiction to determine the three or four priority Focus Areas that are most ready for TOD; and
2. Work with key stakeholders and the community to develop detailed plans and implementation strategies for the three or four priority Focus Areas identified in the first major element of the process.

This Existing Conditions and Needs Assessment is one of three inputs into determining the highest priority Focus Areas for TOD. The other two inputs include an economic analysis assessing market momentum and development opportunity for TOD, and community and stakeholder input. These inputs are outlined on page 8. This report provides an overview of the portions of the Maryland Parkway Corridor within Clark County, profiles each of the 13 stations, and then summarizes the top factors related to the existing regulatory and physical environment that contribute to TOD Supportiveness.

# TRANSIT-ORIENTED DEVELOPMENT (TOD)

## WHAT IS TOD?

Transit-Oriented Development (TOD) is a type of development located close to high quality, high capacity transit, that creates a compact, walkable, mixed-use and dense environment. TOD areas contribute to livable communities and serve as activity centers that provide a range of benefits to the region, local community, and individual households.

The TOD Plan will locate priority Focus Areas along the Maryland Parkway Corridor and ensure that the nearby development will build upon existing economic, physical, and social assets to create community amenities unique to the Las Vegas Valley. The plan will create a roadmap for stitching together existing and new destinations and improving the corridor with great streets, exciting public spaces, public art, and a vibrant mix of uses.



## Benefits of TOD



### Societal Benefits

- Transportation Options
- Health
- Quality of Life



### Environmental Benefits

- Reduced Greenhouse Gas Emissions
- Reduced Suburban Sprawl



### Economic Benefits

- Reduced Household Transportation Costs
- Efficient Development Pattern
- Increased Sales and Employment



### Equity Benefits

- Affordable Housing
- Diverse Employment Opportunities
- Increased Transportation Options

## EQUITABLE TOD (ETOD)

TOD investment can produce an economic climate that creates challenges to low income residents by pricing them out of the community and their homes. Equitable TOD (eTOD) provides strategies to counteract the negative impacts of rising costs of living in Focus Areas and ensure that jobs are available to all residents. Two major pieces of eTOD include:

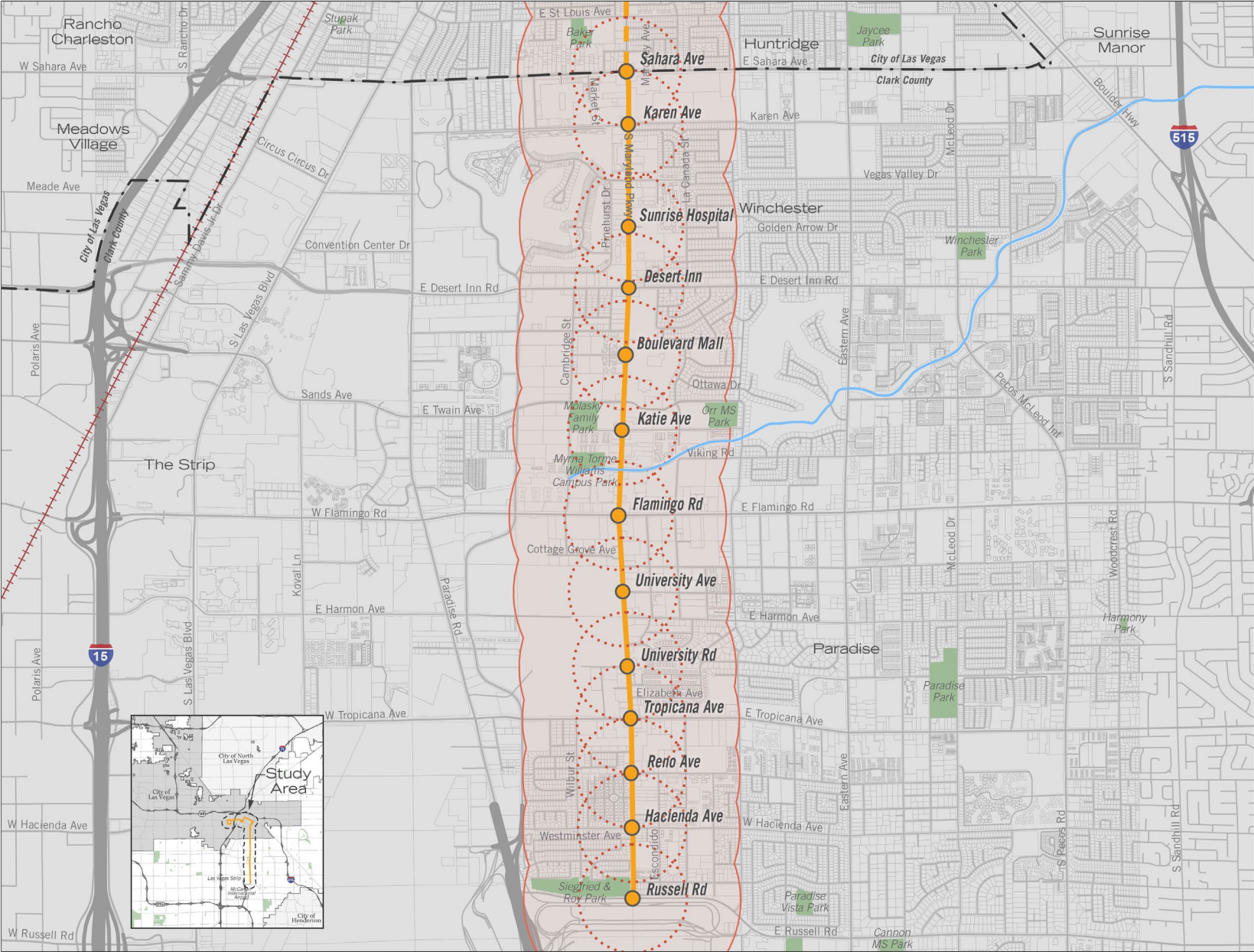
- **Affordable Housing**  
Low-income residents often struggle to afford housing and the costs associated with personal vehicle ownership. In turn, these residents tend to have a higher need for accessible and dependable transit. Ensuring affordable housing is located in TOD areas helps to serve those who need transit access the most.
- **Diverse Employment Opportunities**  
Diverse employment centers that offer a variety of jobs for a range of skill levels and educational attainment levels help to ensure that all residents have convenient access to employment opportunities.

The Workforce Housing Plan within the TOD Plan will focus on finding opportunities for TOD along Maryland Parkway Corridor to provide equitable access to affordable and attainable housing. This is a critical piece of helping the Maryland Parkway Corridor build a resilient future through transit investment.





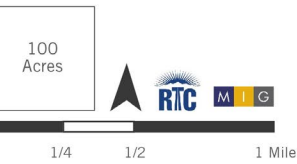
# CORRIDOR OVERVIEW



## Maryland Parkway Corridor TOD Plan



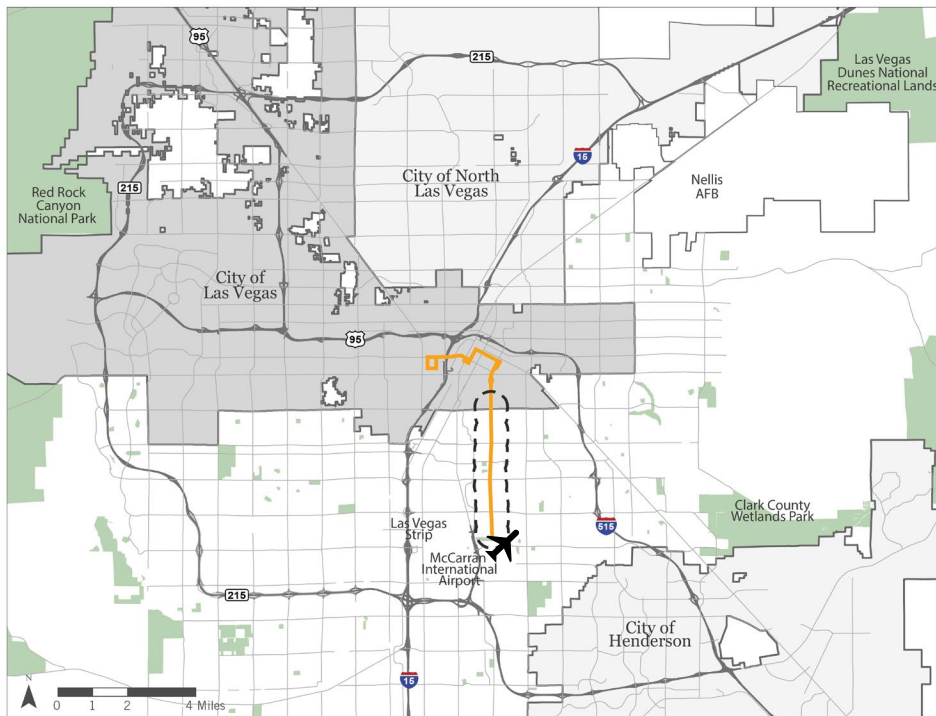
- ### Focus Areas
- • — Municipal Boundary
  - Roads / Highway
  - ++++ Railroad
  - Parks & Open Space
  - Parcels
  - Maryland Pkwy Transit Corridor
  - Transit Stations
  - 1/2 Mile Focus Area
  - 1/4 Mile Focus Area



## CORRIDOR DESCRIPTION

The Maryland Parkway Corridor within Clark County begins at the intersection with Sahara Avenue at the boundary of Clark County and the City of Las Vegas. It then continues south along Maryland Parkway until its terminus at the intersection with Russell Road, near McCarran International Airport.

Major destinations and landmarks along/near this stretch of corridor include Sunrise Hospital, the Boulevard Mall, the Historic Commercial Center District, UNLV, McCarran International Airport, and multiple neighborhoods.



Regional Locator Map (corridor in orange)

## Proposed High Capacity Transit Stations Along Maryland Parkway in Clark County

1. Sahara Avenue
2. Karen Avenue
3. Sunrise Hospital
4. Desert Inn Road
5. Boulevard Mall
6. Katie Avenue
7. Flamingo Road
8. University Avenue
9. University Road
10. Tropicana Avenue
11. Reno Avenue
12. Hacienda Avenue
13. Russell Road

## Relationship to City of Las Vegas Planning Effort

The City of Las Vegas is concurrently undertaking a similar TOD planning effort utilizing Federal Transit Administration TOD grant funding for the Maryland Parkway Corridor north from Sahara Avenue, through Downtown, and west to the Medical District. Existing conditions and analysis for Focus Areas along that section of the corridor can be found in the City of Las Vegas Maryland Parkway Corridor TOD Plan Existing Conditions and Needs Assessment.



## MAJOR INPUTS TO PRIORITY FOCUS AREA SELECTION

The **TOD Supportiveness Score** outlined in this Existing Conditions and Needs Assessment is one of three major inputs into determining the highest priority Focus Areas for TOD. The second major input is the TOD Market Readiness Analysis which includes an assessment of both **Market Momentum** and **Development Opportunity** for TOD. The third major input is **feedback gathered from the community and stakeholders** during public engagement efforts. These three major inputs, along with staff expertise, local knowledge, and other considerations such as geographic distribution will ultimately be combined to determine which Focus Areas are the highest priority for TOD and where more detailed planning and design work will be done as part of this Plan.

### TOD Supportiveness

The TOD Supportiveness score is used to rank each Focus Area based on seven readiness indicators including mix of uses, zoning, (re)development opportunities, infrastructure conditions, multi-modal connectivity, vehicular accessibility, and traffic safety impacts. A Focus Area is considered “TOD supportive” if it currently has a strong mix of land uses, is more covered by the Midtown Maryland Parkway District zoning overlay, has more development or redevelopment opportunities, has high quality infrastructure, and has strong connectivity for bikes, pedestrians and cars.

This scoring method is intended to assess the built environment through a lens of what’s on the ground today and what that means for future TOD opportunities.



### Market Momentum

The Market Momentum score is used to rank each Focus Areas based on the strength of the real estate market by comparing each Focus Area’s market to the other Focus Areas along the corridor and the broader Las Vegas metro area. The metrics assess growth trends and real estate values to indicate whether the market will support a new project/new development within the Focus Area. The scoring metrics assess the relative attractiveness of existing rentable commercial spaces, assess recent growth in housing, jobs, and new buildings, and measure the relative presence of existing residents who fall within demographic groups likely to be attracted to TOD within the Focus Area.



### Development Opportunity

The Development Opportunity score is used to rank the Focus Areas based on the existing physical, land use, and regulatory characteristics that can support and attract new development. These metrics measure the “readiness” of the physical environment for larger, denser mixed-use TOD. The metrics assess the amount and attributes of existing parcels and land uses to determine if infill or redevelopment are feasible. As well, the metrics assess if there are existing attributes (such as major destinations and the overall existing density of the Focus Area) that are supportive and attractive for denser, transit-oriented projects.





	Existing Conditions (Out of 14 maximum)	TOD Market Readiness Analysis (Out of 7 maximum, 14 combined)	
FOCUS AREA	TOD SUPPORTIVENESS	MARKET MOMENTUM	DEVELOPMENT OPPORTUNITY
SAHARA AVENUE	5	2	4
KAREN AVENUE	3	2	5
SUNRISE HOSPITAL	6	2	3
DESERT INN ROAD	6	1	2
BOULEVARD MALL	7	2	3
KATIE AVENUE	6	2	5
FLAMINGO ROAD	7	3	6
UNIVERSITY AVENUE	8	3	6
UNIVERSITY ROAD	9	3	3
TROPICANA AVENUE	5	2	2
RENO AVENUE	4	1	2
HACIENDA AVENUE	3	3	1
RUSSELL ROAD	3	2	2

TOD Supportiveness scores are outlined in more detail in the table and rubric on pages 91-93. The Market Momentum and Development Opportunity scores are from the TOD Market Readiness Analysis.

## Community and Stakeholder Engagement

The goal of community and stakeholder input as a part of the selection process for priority Focus Areas is to address community need throughout the study area. Community members and stakeholders will not only be able to provide a prioritized ranking of Focus Areas to become mixed-use hubs, but will also be able to provide valuable information about what they envision the community needs in different locations. These community needs may include better pedestrian and bike facilities, reduction of traffic congestion, more jobs, more shops and restaurants, more housing options, more affordable housing, increased safety, more shade trees, and/or more parks/open space.

The scoring results from the Existing Conditions and Needs Assessment and the TOD Market Readiness Analysis will be used to inform community members further about the study area.



## RELATED PLANNING EFFORTS

### SOUTHERN NEVADA STRONG

The purpose of Southern Nevada Strong (SNS) is to develop regional support for long-term economic success and stronger communities by integrating reliable transportation, quality housing for all income levels, and job opportunities throughout Southern Nevada. One goal of SNS is to “Develop a modern transit system that is integrated with vibrant neighborhood and employment centers, better connecting people to their destinations.” Multiple objectives within this goal directly align with this TOD planning effort.

### ON BOARD MOBILITY PLAN

RTC is currently working on a comprehensive multi-modal mobility plan for Southern Nevada called On Board. In order to accommodate the transportation needs of a growing population, eight strategies, and 65 projects to achieve those strategies, have been identified as part of this planning process. One of these strategies is to Build a High Capacity Transit System (HCT). The first project outlined to implement this strategy is the completion of HCT along Maryland Parkway.

On Board also established a TOD Typology that will guide regional planning and local regulations. The Typology defines TOD Types in terms of mixture of uses, density, building form, time of activation and street block pattern.

### MARYLAND PARKWAY HIGH CAPACITY TRANSIT PROJECT

An Environmental Assessment was completed for the Maryland Parkway High Capacity Transit Project in early 2019. This assessment included analysis of three possible modes of HCT including Light Rail Transit (LRT), Bus Rapid Transit (BRT) and Enhanced Bus. Although LRT was determined as the preferred mode, in April 2019 the RTC Board of Directors voted to move forward with BRT largely due to the high cost of LRT.

In December 2019, the Federal Transit Administration issued the “Finding of No Significant Impact” (FONSI) for side-running BRT based on a review of the environmental assessment and a \$300,000 federal grant was awarded to develop a TOD plan for an 8.7-mile fixed guideway project proposed to run along Maryland Parkway into downtown Las Vegas.

While this Plan focuses on the area surrounding the proposed High-Capacity Transit (HCT) stations along the Maryland Parkway Corridor, another ongoing effort is planning the transit investment itself and doing detailed design within the right-of-way and station platforms. Coordination between the two projects will be at many points in the process.

### Preliminary Timeline for Maryland Parkway Corridor High Capacity Transit:

- March 2020 - Preliminary Engineering
- June 2021 – Final Engineering
- September 2022 - Anticipated start of construction
- September 2024 – Anticipated completion of construction
- December 2024 - Anticipated start of revenue service

### CLARK COUNTY COMPREHENSIVE MASTER PLAN

The Clark County Comprehensive Master Plan is a long-term, general policy plan for the physical development of unincorporated Clark County. The plan is a living document and its elements have been updated at various times as listed below:

- Conservation Element (September 2017)
- Historic Preservation Element (February 2019)
- Housing Element (March 2019)

- Land Use Element (Various Times for 11 Planning Areas)
- Public Facilities and Services Element (November 2014)
- Recreation and Open Space Element (November 2009)
- Safety Elements (2015)
- Transportation Element (August 2019)

Concurrent with the development of this Plan, Clark County is working on an update to the Comprehensive Master Plan and Development Code including a review, analysis and rewrite. The County's goal is to develop a modern and user-friendly master plan and development code to guide development in diverse communities and environments experiencing a variety of growth patterns. This overlapping planning effort provides opportunities for outcomes and recommendations from the Maryland Parkway Corridor TOD Plan to be folded into the updated Comprehensive Master Plan and Development Code.

## MIDTOWN MARYLAND PARKWAY DISTRICT

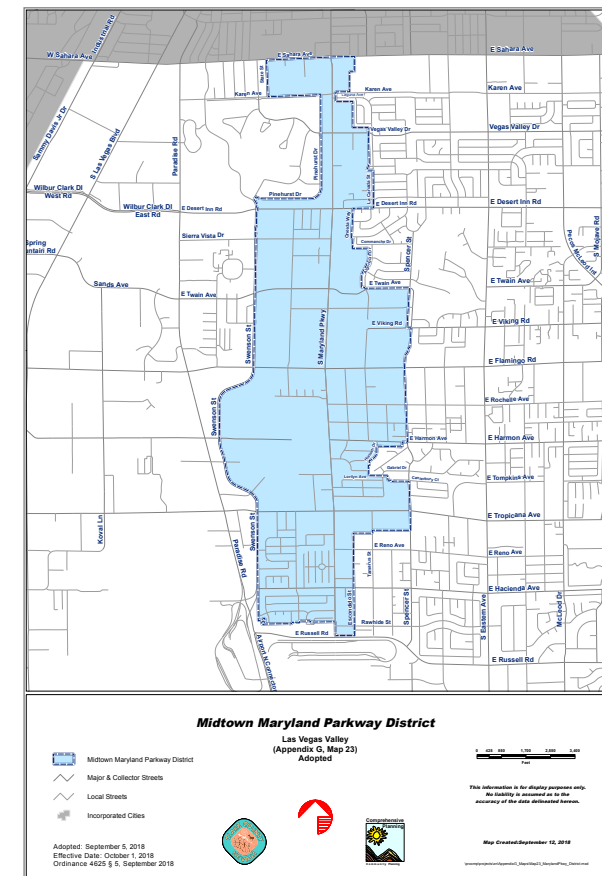
The zoning overlay districts portion of Clark County Code, Chapter 30.48 Part P, contains a zoning overlay called the Midtown Maryland Parkway District (MMPD). The following purpose of the overlay is stated within the code: "The (MMPD) is created to implement and encourage design standards and incentives for transit-oriented, walkable, and sustainable development and revitalization of properties within the District generally located along Maryland Parkway between Sahara Avenue and Russell Road."

The MMPD lists mandatory design standards for the pedestrian realm, open space, landscaping, walls/fencing/screening, and public art. All development, except for single family residential development, is required to comply with the mandatory design and development standards. These mandatory standards supplement any base zoning district regulations.

In addition, the MMPD includes "Opt-In Design and Development Standards". These are divided into architectural and site design standards and include standards for setbacks, facades for buildings and parking garages, roofs, parking, pedestrian access, trash enclosures, and signage.

Developers have a choice to adhere to these opt-in standards in exchange for development incentives. These incentives include an expedited design review process, reduced parking requirements, reduced screening and landscape buffer requirements, reduced use separation requirements, and increased densities. On January 1, 2023, all opt-in requirements will become mandatory except for single-family residential developments.

The study area for the Maryland Parkway Corridor TOD Plan includes a 1/4 mile radius from all proposed enhanced transit stations. The MMPD (right) covers 76% of the total study area of this project.





## REGULATORY FRAMEWORK

### MUNICIPAL PARKING REQUIREMENTS

Unincorporated Clark County, Nevada's parking requirements are outlined in Chapter 30.60 of the Clark County Development Code. The primary table to refer to is Table 30.60-1 Schedule of Parking Requirements. Section 30.60.035 also allows for developments with mixed uses to apply shared parking requirements, which would result in a parking reduction from the standard schedule of parking requirements outlined in Table 30.60-1.

There is also a provision to allow for reduced parking as outlined in Section 30.60.040 of the code. The reduced parking provision requires justification such as compliance with the Federal Clean Air Act, creation of a Transportation Demand Management Program for the development, demonstration of adequate off-site parking being available, or calculations from the Urban Land Institute, the Institute of Traffic Engineers or the American Planning Association, etc. that the standards of Table 30.60-1 would not be required for a particular development. Based on these justifications, the Planning Commission or Board of County Commissioners can approve a waiver of the parking standards in Table 30.60-1.

The MMPD zoning overlay (see page 11) contains an "opt in" provision at Chapter 30.48.1880 that allows for parking reduction incentives for any development that meets all of the architectural and site development standards of the overlay district. However, when providing less than the number of spaces required per Chapter 30.60, the applicant needs to present justification as to why the minimum standards are not necessary and the reduced amount of parking is appropriate—similar to the reduced parking provision of Section 30.60.040 as discussed in the above paragraph.

### BUILDING AND FIRE CODES

High-density and mixed-use buildings are a key part of a successful TOD. These types of buildings ensure that there is the critical mass of people within a walkable distance of a station in order to create the necessary ridership. Density and a mix of uses also helps to create a lively environment at all times of day.

Building and fire codes become more restrictive with bigger buildings. Taller and larger buildings require increased use of non-combustible materials, which tend to be more expensive than wood framing and, therefore, increased construction costs. Buildings above four stories also require elevators that provide for fire department emergency access to all floors. This means that elevators need to be larger in order to fit an ambulance stretcher and adhere to specific backup power requirements.

Mixed-use buildings require specific fire mitigation and construction techniques based on what uses are included in the building and whether they are vertically or horizontally separated. Often, installation of interior sprinklers and highly-rated fire barrier walls are a space-effective solution, but more expensive to construct.

Sometimes, these increased restrictions can deter the development of high-density and mixed-use buildings. In targeted areas, municipalities may consider offering development incentives as a method to offset these cost-based deterrents for the sake of other TOD-related goals.

\*Note: Clark County adheres to the 2018 International Building Code with adopted Southern Nevada and Clark County amendments

## BARRIERS BETWEEN ACTIVE TRANSPORTATION AND TRANSIT

For most transit trips, the first and last leg of the trip is made by walking and bicycling. With this, transit networks rely on active transportation networks to facilitate the “first or last mile” of transit trips, making transit and active transportation inherently linked.

However, there are some common regulatory barriers present in Clark County that can inhibit the connectivity between transit and active transportation networks on the ground:



RTC’s 2017 Regional Bicycle and Pedestrian Plan (RBPP) includes design guidance for curb extensions and bicycle lanes. However, distinctions between applications in or out of transit corridors are excluded from this guidance.



Clark County does not currently license electric scooter share operations, inhibiting operators from providing this as a first/last mile service.



Maryland Parkway is designated an arterial with 100-foot minimum right-of-way width. While this enables opportunity for dedicated transit lanes, it also facilitates street designs that create hostile or unsafe environments for walking and bicycling.

In addition, intergovernmental agreements or memorandums of understanding that do not address the jurisdictional ownership and management of transportation infrastructure in Focus Areas, can create confusion and delay in design, construction, or maintenance. This can impact sidewalks, streets, and transportation amenities affixed within the public right-of-way, such transit stop amenities, bike racks, pathways to transit stops, wayfinding, regulatory signage, and roadway markings.









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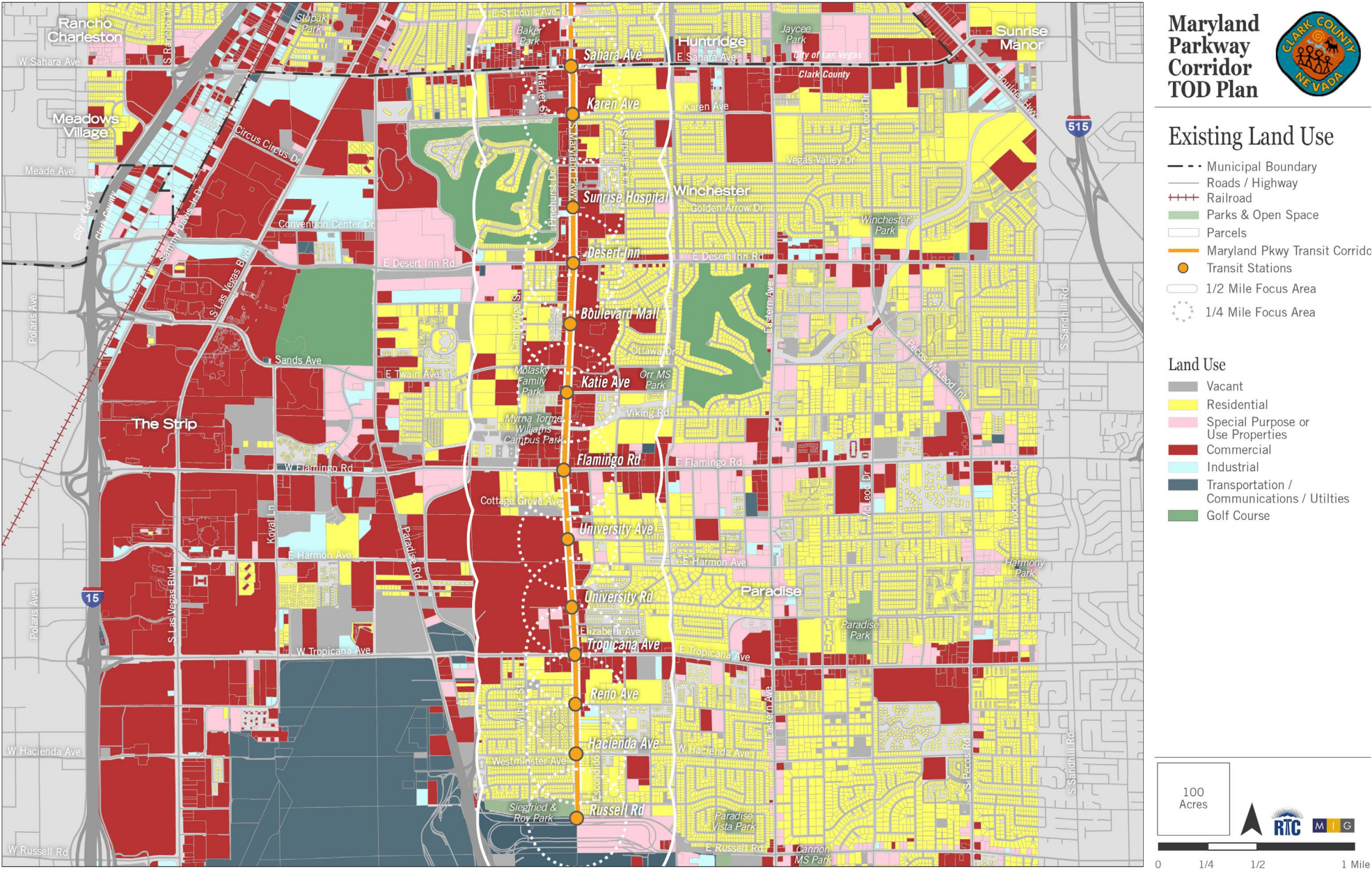
## CORRIDOR PROFILE

This section of the report provides a broader overview of the portion of the Maryland Parkway Corridor within Clark County's jurisdiction. The corridor profile provides an overall context for each station and corresponding Focus Area, as well as future TOD.

The Corridor Profile includes a series of maps and narrative describing existing land use; land uses that are currently planned; existing zoning; a closer look at residential zoning districts; parks, public facilities and plazas; and existing multi-modal mobility including transit and bike corridors and sidewalks within the ½-mile Focus Area of influence.

The section concludes with an overall summary of transportation, utilities and health indicators. The transportation section includes mode split, existing facilities, and major planned changes. The utilities overview focuses primarily on above ground utilities within the Maryland Parkway right-of-way. Utility condition and capacity will be assessed within larger Focus Areas after Focus Areas are prioritized for TOD planning. A set of high-level health indicators is then summarized at the end of the section.

# EXISTING CONDITIONS MAPS





## EXISTING LAND USE

The predominant land uses along the corridor are commercial uses with residential uses behind them. Small areas of industrial, special purpose, and vacant lots are interspersed along the length of the corridor. The older uses and larger areas of vacancy provide excellent TOD opportunities.

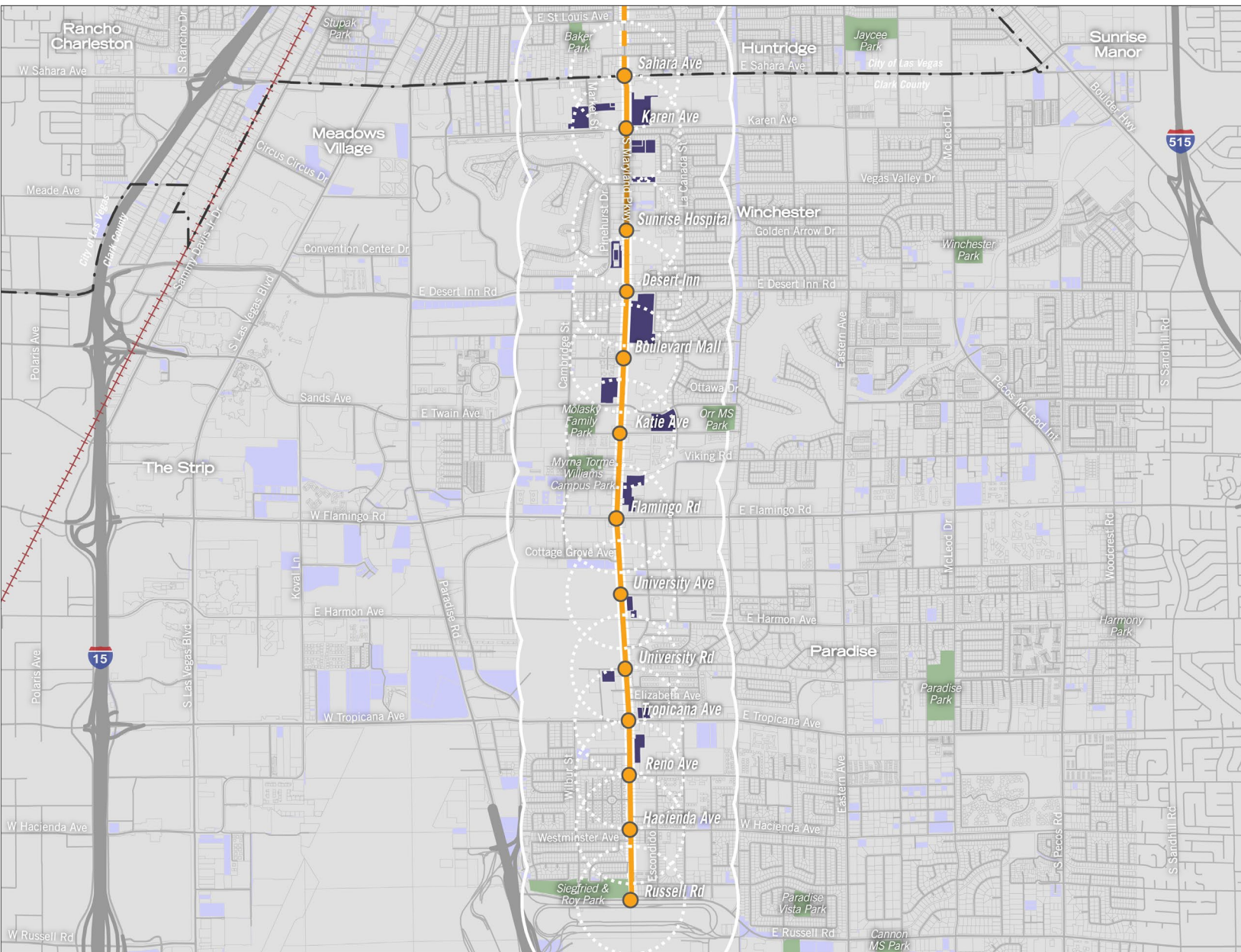
The northern half of the corridor (north of Flamingo Road) includes several large parks and golf courses within the Focus Areas. The commercial uses in this area are primarily big box stores and strip commercial centers.

The southern half of the corridor (south of Flamingo Road) includes student-oriented uses in and around UNLV, large amounts of varying-density residential uses between Tropicana Avenue and Russell Road, and a park, the airport, and supporting uses at the far south end.



*\*Note: Land uses shown on the map to the left are grouped into non-regulatory categories.*





# Maryland Parkway Corridor TOD Plan



## Existing Vacant and Publicly-Owned Land

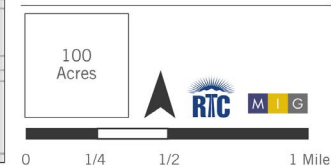
- Municipal Boundary
- Roads / Highway
- +++ Railroad
- Parks & Open Space
- Parcels
- Maryland Pkwy Transit Corrido
- Transit Stations
- 1/2 Mile Station Area
- 1/4 Mile Station Area

## Land Use Designation

- Vacant

## Criteria Designation

- Candidate Parcel for TOD



## VACANT AND PUBLICLY-OWNED LAND

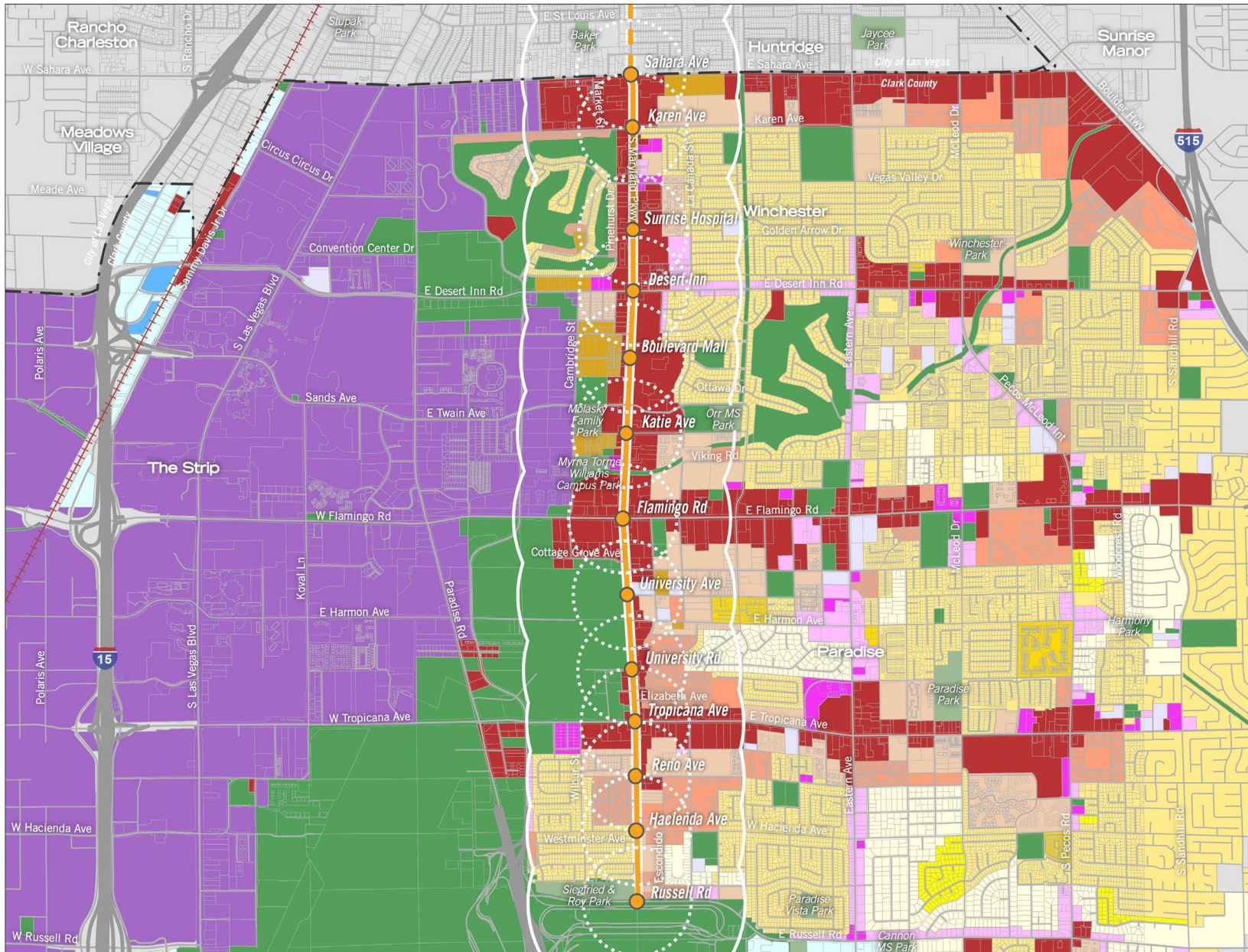
The project team developed the following criteria to identify candidate vacant and/or publicly owned parcels for Transit Oriented Development (TOD) or equitable Transit Oriented Development (eTOD):

- The parcel(s) is ideally vacant, or is comprised of surface or planned structured parking, or has vacant buildings, and is not pre-approved by Clark County for a non-TOD related use, or is some combination of these four factors
- The parcel(s)' minimum size is about one acre or greater and not under multiple ownership or is capable of reasonably being assembled into one acre from adjoining parcels under the same ownership.
- The parcel(s) is not part of a single-family residential neighborhood, hotel/casino, hospital tower, shopping center or major office building.
- Acquisition price/asking price for the parcel(s) is not significantly more than \$2,100,000 per acre (\$48.20 per square foot)
- The parcel(s) is within an unobstructed walk of a ¼ mile to the nearest proposed BRT station
- Preference for parcel(s) owned by a government agency that does not have imminent plans for the use of the property



*\*Note: Candidate Parcels are not automatically guaranteed to be approved for TOD development*





## Maryland Parkway Corridor TOD Plan



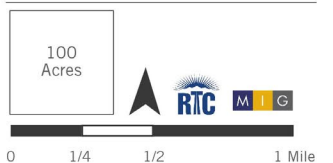
### Planned Land Use

- Municipal Boundary
- Roads / Highway
- +++ Railroad
- Parks & Open Space
- Parcels
- Maryland Pkwy Transit Corridor
- Transit Stations
- 1/2 Mile Focus Area
- 1/4 Mile Focus Area

### Land Use Designations

- Business Design & Research Park
- Commercial General
- Commercial Neighborhood
- Commercial Tourist
- Institutional
- Industrial
- Office Professional
- Public Facilities
- Residential High
- Residential High Rise Center
- Residential Low
- Residential Medium
- Rural Neighborhood Preservation
- Residential Suburban
- Residential Urban Center

*\*Source: Clark County*





## PLANNED LAND USE

A wide variety of Planned Land Uses have been mapped along the corridor. Immediately adjacent to the enhanced transit corridor are parcels primarily planned for commercial uses, public facilities and some residential uses. Off of the corridor but within the Focus Areas are parcels primarily planned for a variety of residential types and public and institutional uses with more commercial along major cross streets.

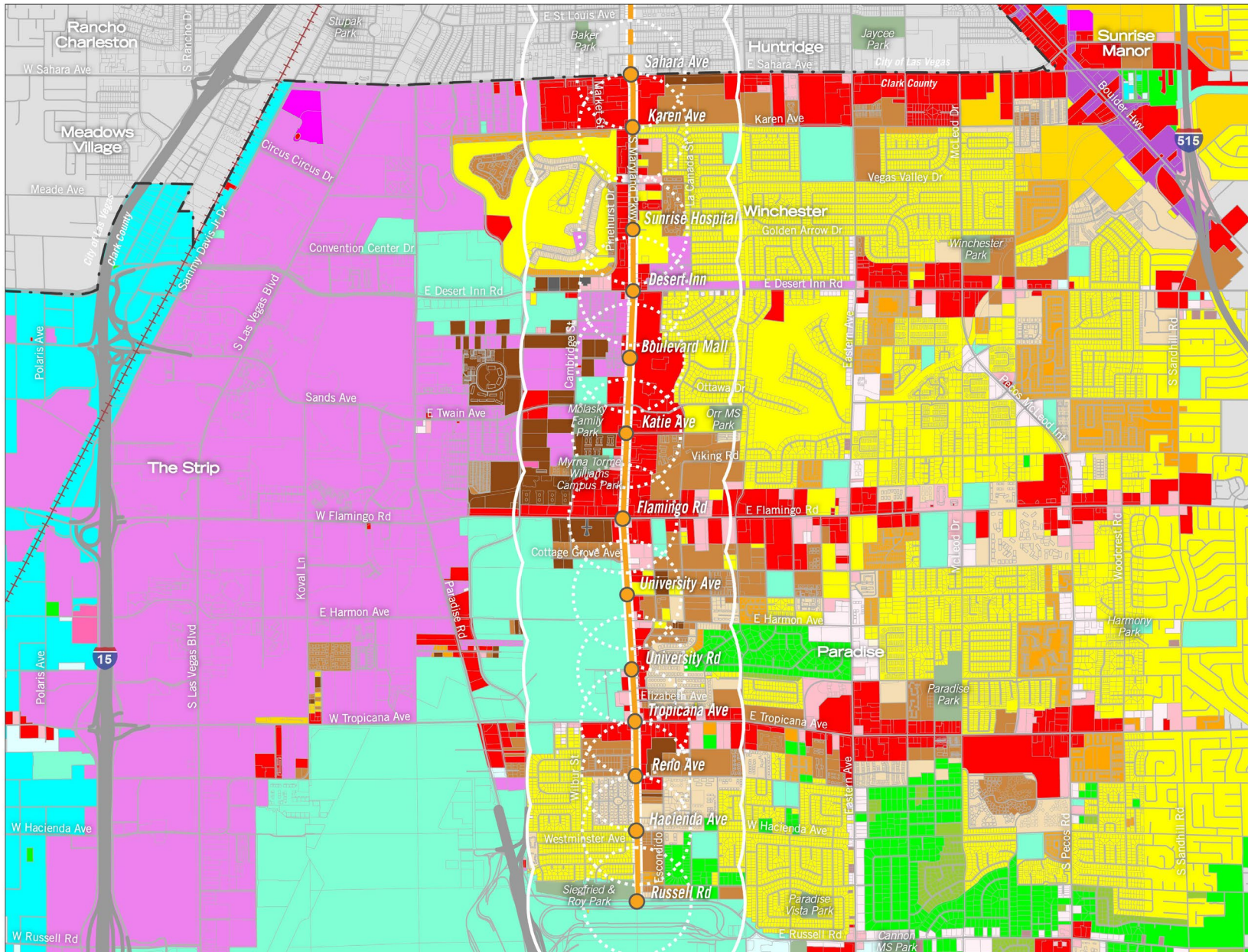
The northern half of the corridor is currently planned to be primarily made up of different types of commercial uses, including general commercial, neighborhood-serving commercial, and tourist-serving commercial on the far west side of the half-mile Focus Areas. Surrounding neighborhoods are currently planned to be mostly suburban on the east side of the corridor and higher density on the west side of the corridor. Special uses include the Sunrise Hospital, several large parks, and office uses along Desert Inn Road.

The southern half of the corridor is currently planned to include similar uses, with commercial along Maryland Parkway and major cross-streets, with a variety of residential types along and around the immediate corridor. Major distinguishing planned land uses include two large areas of public facilities: the University of Las Vegas (UNLV) and McCarran International Airport on the southern end. Adjacent to these destinations are areas of higher density residential and supportive commercial uses.

Many of the commercial uses along the corridor, which are primarily strip commercial centers and big box stores, present strong opportunities for development and redevelopment to less auto-oriented commercial or mixed-use development patterns. All new development should be sensitive to the needs of the surrounding residential uses, which are at risk of gentrification.







# Maryland Parkway Corridor TOD Plan

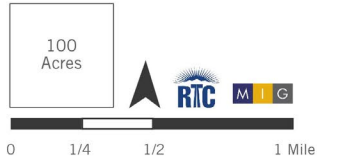


## Zoning

- Municipal Boundary
- Roads / Highway
- +++ Railroad
- Parks & Open Space
- Parcels
- Maryland Pkwy Transit Corridor
- Transit Stations
- 1/2 Mile Focus Area
- 1/4 Mile Focus Area

## Zoning Districts

- C-1 Local Business District
- C-2 General Commercial District
- C-P Office and Professional District
- CRT commercial Residential Transitional District
- H-1 Limited Resort and Apartment District
- H-2 General Highway Frontage District
- M-1 Light Manufacturing District
- M-D Designed Manufacturing District
- MLZ Multi Layer Zoning (more than one zone type)
- PF Public Facility District
- R-1 Single-Family Residential District
- R-2 Medium Density Residential District
- R-3 Multiple-Family Residential District
- R-4 Multiple-Family Residential District (High Density)
- R-5 Apartment Residential District
- R-D Suburban Estates Residential District
- R-E Rural Estates Residential District
- R-T Manufactured Home Residential District
- RUD Residential Urban Density
- R-V-P Recreational Vehicle Park District
- U-V Urban Village District





## ZONING

A patchwork of zoning districts are applied along the Maryland Parkway Corridor. The predominant zones include varying densities of Residential Districts, General Commercial (C-2), the Limited Resort and Apartment District (H-1), and the Public Facility District (P-F). Several of these zoned districts imply desire or capacity for additional density to what is on the ground today. This additional density will be supportive of and by the transit corridor and may be accommodated through TOD at specific Focus Areas.

The Sahara Avenue through Sunrise Hospital Focus Areas are generally bounded by commercial zoning (C-1 and C-2) along the major roadways, with some higher density residential (R-4 and R-5) adjacent to Sahara Avenue and the hospital, and Single-Family Residential (R-1) neighborhoods surrounding them.

The Desert Inn Road through Katie Avenue Focus Areas contain large commercial developments (mostly C-2), surrounded by higher density housing (H-1, R-5 and R-4). There is a large area of Single-Family zoning (R-1) on the east side. Several areas of the Limited Resort and Apartment District (H-1), adjacent to the Convention Center on the west of the corridor, are intended to support gaming and gaming-supportive uses. This area contains the majority of the highest density residential zoning (R-5) found on the corridor. This density could benefit from new TOD redevelopment of the lower-density commercial along the corridor, including the now vacant portions of Boulevard Mall.

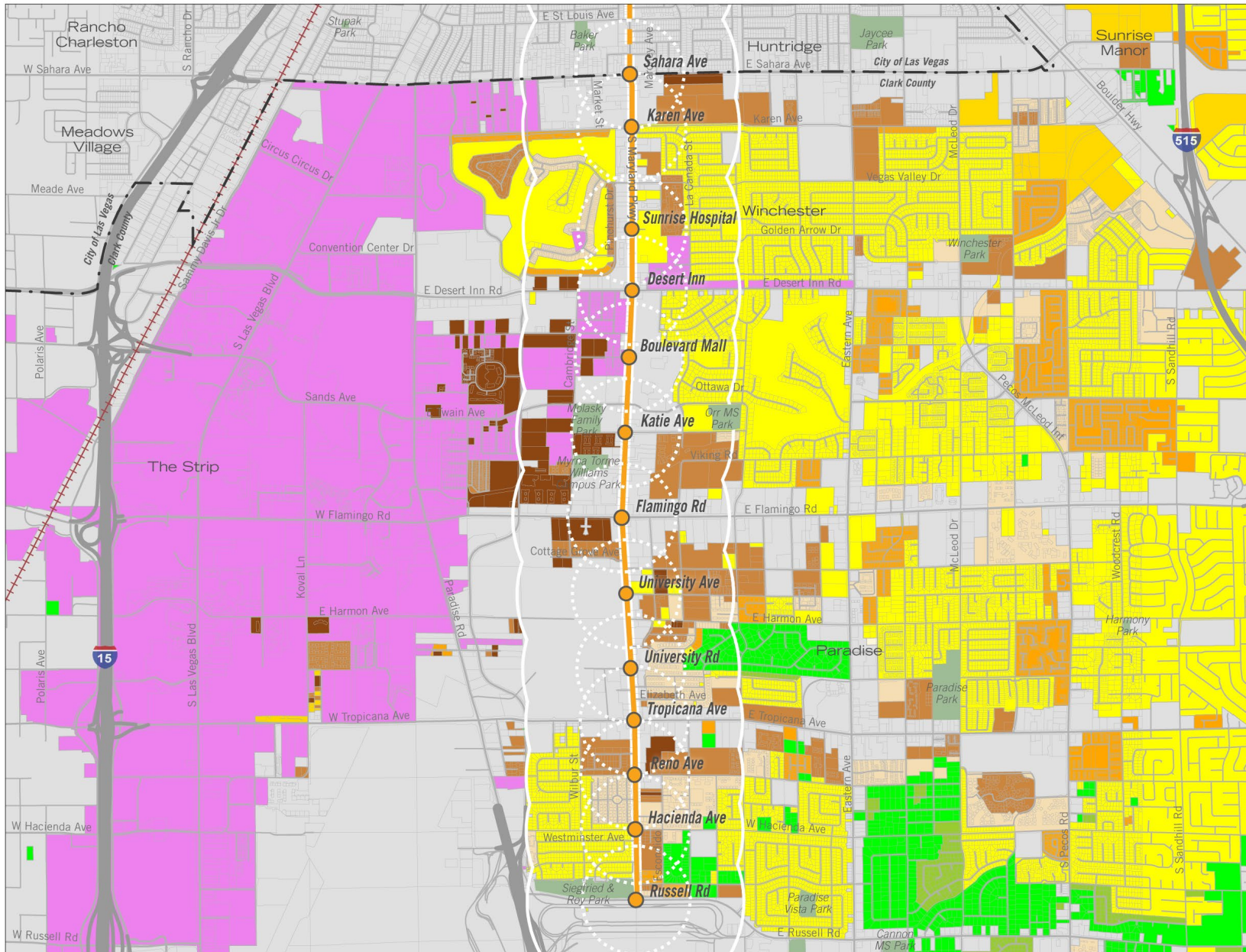
The Flamingo Road through Tropicana Avenue Focus Areas are unique with the presence of UNLV along the west side of the corridor. Surrounding zoning districts are mostly geared towards student uses, including commercial (C-1 and C-2) along the major roadways and almost entirely higher-density residential zones (R-3, R-4, R-5) in the neighborhoods.

The Tropicana Avenue through Russell Road Focus Areas are almost entirely made up of residential zones, ranging in density. The highest density residential zones (R-4 and R-5) are located near Tropicana Avenue, while the lowest density residential zones (R-1 and R-E) are located near Russell Road. The Public Facility District (P-F), which houses McCarran International Airport, is directly adjacent to these residential uses. Traffic from the airport offers a potential TOD opportunity in this portion of the corridor.

See page 11 for information on the Midtown Maryland Parkway District zoning overlay.







## Maryland Parkway Corridor TOD Plan

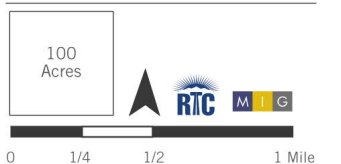


### Residential Zoning

- Municipal Boundary
- Roads / Highway
- +++ Railroad
- Parks & Open Space
- Parcels
- Maryland Pkwy Transit Corrido
- Transit Stations
- 1/2 Mile Focus Area
- 1/4 Mile Focus Area

### Residential Zones Breakdown

- R-D Suburban Estates Residential District
- R-E Rural Estates Residential District
- R-1 Single Family Residential District
- R-T Manufactured Home Residential District
- R-2 Medium Density Residential District
- RUD Residential Urban Densit
- R-3 Multiple-Family Residential District
- R-4 Multiple-Family Residenti District (High Density)
- R-5 Apartment Residential District
- H-1 Limited Resort & Apartment District





## RESIDENTIAL TYPE

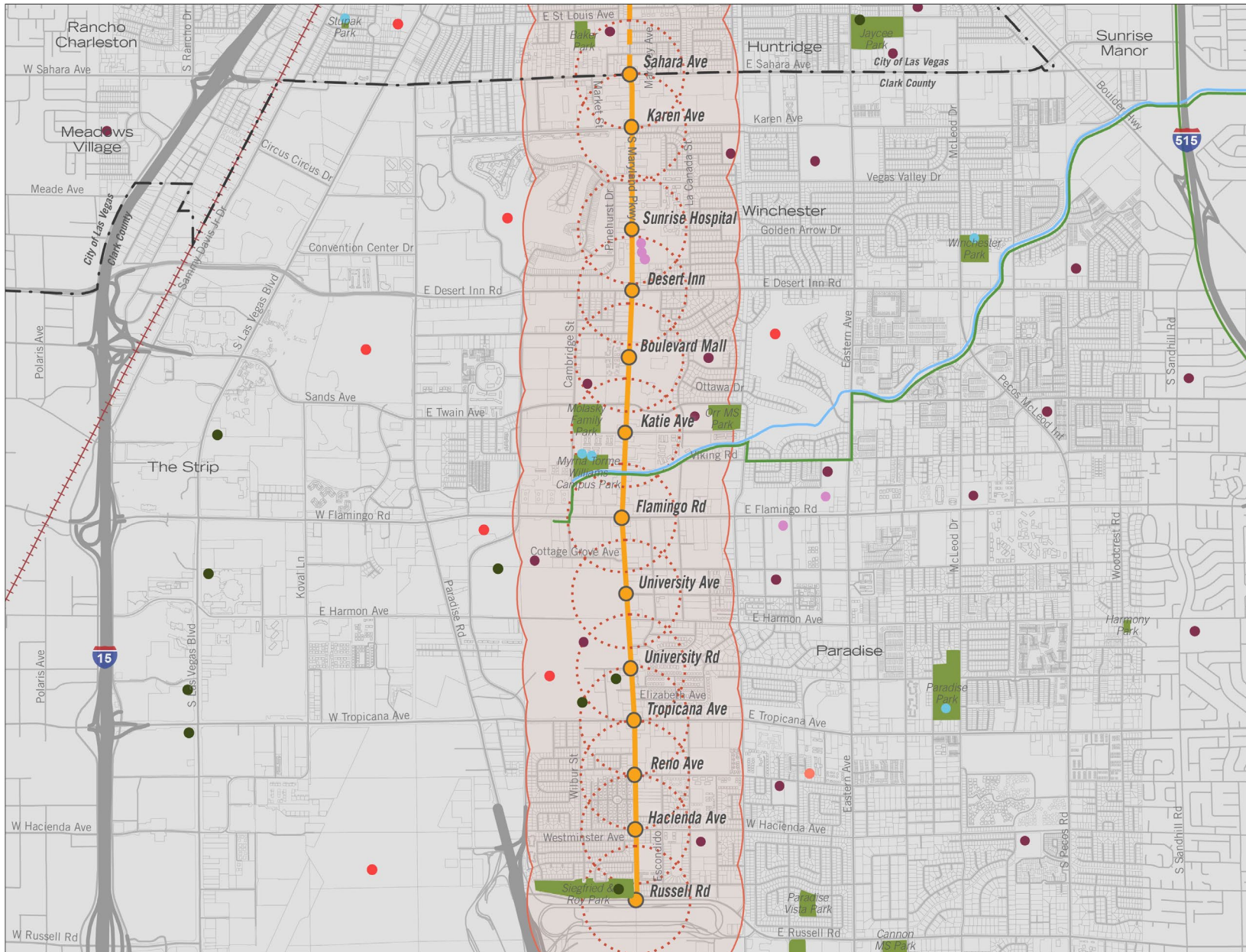
A variety of residential types and densities are zoned on the Maryland Parkway Corridor. In general, the highest density residential zones (R-4 and R-5), are zoned to occur at the major intersections and activity centers along the corridor, including at Sahara Avenue, Flamingo Road, University Avenue, Tropicana Avenue, and Russell Road. The majority of the Single-Family Residential District zoning (R-1) occurs between Karen Avenue and Flamingo Road and from Tropicana Avenue to Russell Road. Most of this District is set back from the corridor by several blocks. Existing and future residential uses are a key consideration when considering TOD, as new development should respectfully transition to surrounding existing residences, where higher-density development is more supportive of TOD.

The northern half of the corridor (north of Flamingo Road) includes a diverse range of residential zones. Three large Single-Family Residential Districts (R-1) intersect the study area, including at the Las Vegas Country Club, Winchester neighborhood, and Paradise Palms behind the Boulevard Mall. Portions of the Paradise Palms neighborhood have historical neighborhood designation. There are two large areas of high density Residential Districts (R-4 and R-5) between Sahara Avenue and Karen Avenue and R-4 between Katie Avenue and Flamingo Road on the east side of the corridor. Pockets of Apartment Residential Districts (R-5) exist primarily on the west side of the corridor between Desert Inn Road and Flamingo Road. This area also includes the Limited Resort and Apartment District (H-1), which allows for high-density residential buildings.

The southern half of the corridor (south of Flamingo Road) is primarily zoned with High and Medium Density Residential Districts (R-3, R-4, and R-5) north of Reno Avenue. The majority of housing in this area is directly north and east of UNLV and supports university students and faculty. Residential zoning south of Reno Avenue includes a wide range of densities on either side of the corridor.







## Maryland Parkway Corridor TOD Plan

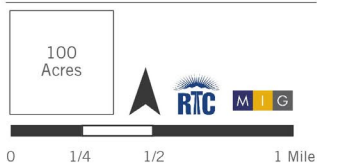


### Parks, Public Facilities & Plazas

- Municipal Boundary
- Roads / Highway
- +++ Railroad
- Parks & Open Space
- Parcels
- Wash
- Trails
- Maryland Pkwy Transit Corridor
- Transit Stations
- 1/2 Mile Focus Area
- 1/4 Mile Focus Area

### Facility Type

- Plaza
- School
- Library
- Community Center
- Hospital
- Place of Interest



## PARKS, PUBLIC FACILITIES, AND PLAZAS

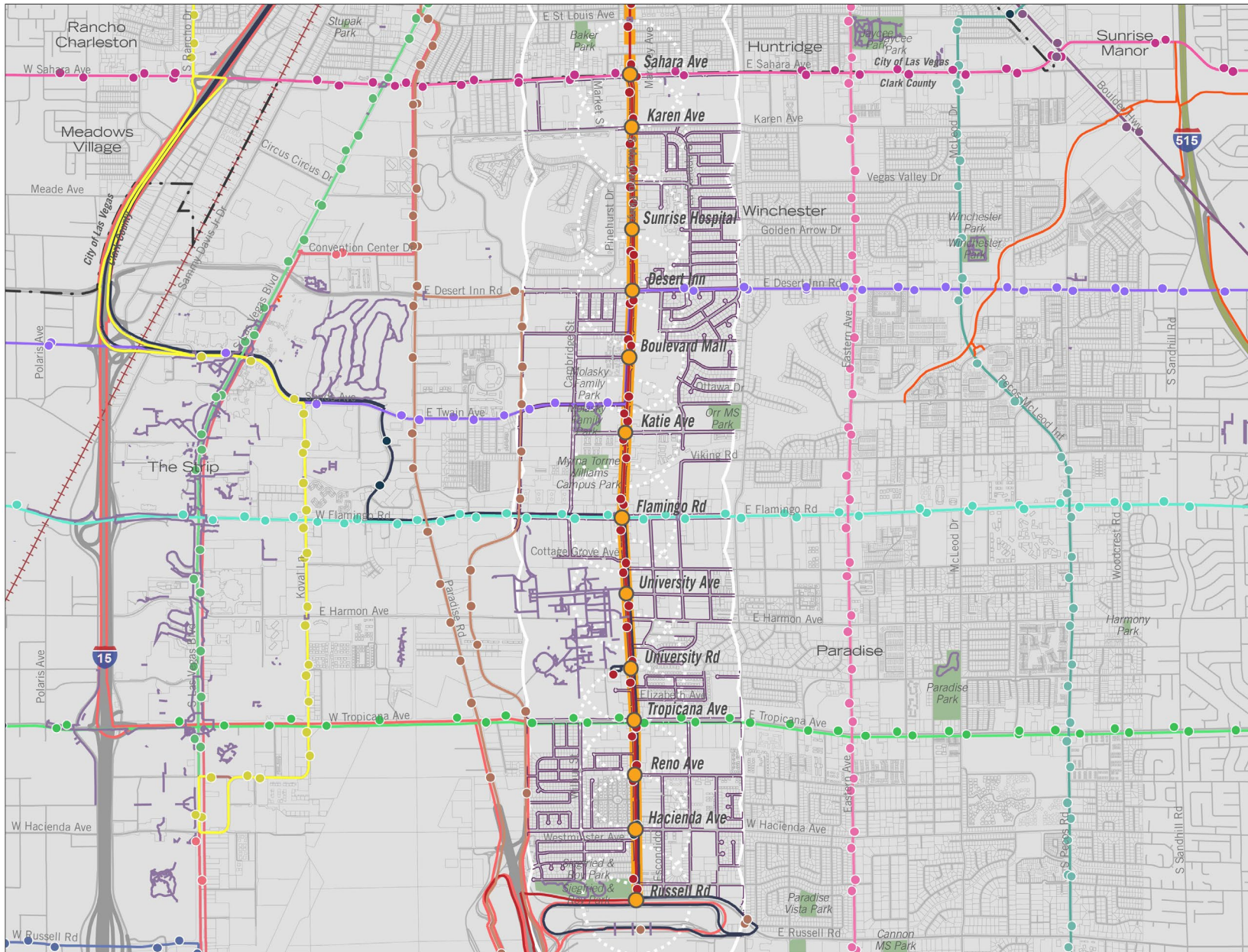
Visitors and residents are offered several types of public facilities along the length of the corridor. The majority on the facilities include hospitals and medical uses as part of the Sunrise Hospital complex, multiple K-12 schools, UNLV and its associated public spaces, and several mid-sized parks. The corridor would benefit, however, from additional park spaces, recreation, and community centers, particularly on the far northern and southern ends. New TOD could provide additional assets for this area, particularly where they may be deficient.

The northern half of the corridor includes the medical facilities at the Sunrise Hospital site, three elementary schools, a middle school, two parks, and a recreation center. While the schools are well distributed, all of the green space for this portion of the corridor is located along Katie Avenue, leaving all of the areas north of Katie Avenue underserved in parks and open space. An urbanized wash also extends through this area of the corridor but supplies very little community benefit. Places of interest in and along the corridor are the two golf courses just north and south of Desert Inn Road. Notably, the Boulevard Mall is located along this stretch of the corridor.

The southern half of the corridor includes two elementary schools, Siegfried and Roy Park, and UNLV and its associated green spaces and plazas. The area is somewhat lacking in resident-serving amenities, particularly north and south of UNLV. While UNLV does include a variety of quads and plazas on its grounds, these are not perceived as publicly accessible to the surrounding residents. The density of housing along this portion of the corridor would benefit from additional parks and community spaces.







## Maryland Parkway Corridor TOD Plan

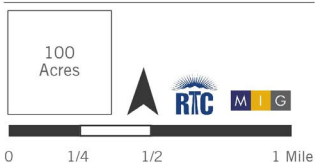


### Existing Mobility

- Municipal Boundary
- Roads / Highway
- +++ Railroad
- Parks & Open Space
- Parcels
- Maryland Pkwy Transit Corridor
- Transit Stations
- 1/2 Mile Focus Area
- 1/4 Mile Focus Area

### Transportation Facilities

- Bicycle Network
- Pedestrian Network
- Sidewalk
- Bus Stop
- Route 104
- Route 108
- Route 109
- Route 110
- Route 111
- Route 119
- Route 201
- Route 202
- Route 203
- Route 301
- Route 502
- Route 503
- Route 504
- Route 901
- Route 902
- Route 903



## EXISTING MOBILITY

This corridor is served by an intermittent pedestrian network and a more robust bus/transit system. The area is primarily auto-oriented and few bicycle route options exist on the corridor. In addition to providing a high-capacity transit line along Maryland Parkway, the TOD Plan could help facilitate smoother pedestrian and bicycle travel.

Almost all major thoroughfares in and around the corridor are served by a transit line. These routes would connect to proposed stations at Sahara Avenue, Desert Inn Road, Katie Avenue (directly north at Twain Avenue), Flamingo Road, Tropicana Avenue, and Russell Road. Transit hubs exist at the UNLV campus and at the McCarran International Airport. There are few inter-neighborhood bus routes.

The pedestrian network is well built-out for some neighborhoods but deficient for others. Few safe and convenient connections exist from the neighborhoods across Maryland Parkway and the major cross-streets.



## Infrastructure Conditions

An inventory of existing transportation-related infrastructure along the Maryland Parkway Corridor within the Clark County owned right of way was completed with the intent to provide an overview of the general usability and condition of transportation infrastructure and the pedestrian and bicycle environment along the corridor. Documented transportation elements include pedestrian access (sidewalks, crosswalks, bridges, and signalization), bicycle access (routes, parking), public transit (bus stops, stations), vehicular access (major intersections, driveways, and medians), pedestrian furniture (benches, trash, and shade), and streetscape landscape (shade trees, parkways). Infrastructure along the Maryland Parkway Corridor and additional roadways within this section vary significantly, specifically with key adjacent land uses, along the 3.8 mile length.

The Focus Area Profiles in Section 3 of this report include an existing infrastructure rating for each Focus Area based on the below categories. The categories are typical elements which characterize a successful multi-modal transit and pedestrian friendly streetscape. The ratings were developed based on observed quantities and qualities of these elements which are present within each Focus Area.

- **Pedestrian Safety** - Sidewalk quality and accessibility, separation from motorists, designated crossings
- **Pedestrian Infrastructure** - Bus stops, shade, signage, seating, trash receptacles
- **Bicyclist Infrastructure** - Designated bike lanes, bike racks, signage



# TRANSPORTATION SUMMARY

## OVERVIEW

The Maryland Parkway rapid transit route spans 9.4 miles from McCarran International Airport in Clark County to the Valley Hospital Medical Center via downtown Las Vegas. The corridor is characterized by wide suburban arterial development along the southern portion of Maryland Parkway and denser urban development towards the north of the route. Nearly four miles of the route are located in Clark County, south of Las Vegas.

Along with transit; driving, bicycling, and walking are the primary travel modes in the corridor. In addition to the conditions of these modes, mobility conditions are also assessed for safety, parking, and the street network itself. Within these topic areas, 27 metrics document activity, existing facilities, and planned changes within a half mile radius of station locations.



## ACTIVITY

Transit ridership, average annual daily traffic, and pedestrian and bicyclist counts (where available) illustrate the relative volumes of activity per mode through the corridor. Speed and collision data document safety conditions.

- Walking is more common than bicycling in the Maryland Parkway rapid transit corridor. On a typical weekday in 2016, 540 people were counted walking near the intersection of Maryland Parkway and Harmon Avenue—more than ten times the number of people observed bicycling through this location.
- Average weekday transit ridership within a quarter mile of most County stations ranges from approximately 257 to 2,782. The area within a quarter mile of Flamingo Road, Tropicana Avenue, and Sahara Avenue, all see more than 2,000 boardings on a typical weekday.
- Between 2015 and 2017, collisions per year increased throughout the Maryland Parkway Corridor. In 2017, there was an average of 50 collisions within a quarter mile of County station locations.
- In 2017, collisions in the corridor were most common near Tropicana Avenue, Desert Inn Road, and Sahara Avenue station locations.
- Collisions involving people walking are more common than collisions involving people biking in and around the Maryland Parkway transit corridor. In 2017, Desert Inn Road and Karen Avenue station locations experienced more than ten pedestrian-involved crashes, with 12 and 14 collisions respectively per quarter mile Focus Area.
- Wide road widths on Maryland Parkway give way to higher traffic volumes. Within Clark County, vehicle traffic counts average 27,820 per day on Maryland Parkway.

## EXISTING FACILITIES

A dozen metrics describe the shape, scale, and available services across modes in the corridor.

- Intersection and traffic signal counts are low within County Focus Areas, indicative of low walkability across the south segments of the transit corridor.
- Almost all major streets within a mile of County Focus Areas have sidewalks on both sides, especially across the north of the County segment corridor.
- County station locations average 3.8 miles of dedicated bike lanes within a quarter mile radius.
- Between one and three transit routes are accessible within a quarter mile of Maryland Parkway station locations in Clark County. Sunrise Hospital and Karen Avenue stations are the only stations without access to transfer to another route within a quarter mile.
- Maryland Parkway is an extraordinarily wide arterial road, with an average curb-to-curb width of 92 feet in Clark County. It is at its widest where the street crosses the city boundary at Sahara Avenue: three travel lanes and two center turning lanes span 108 feet curb to curb.
- Posted speed limits are high near the Maryland Parkway County stations, ranging from 30 to 35 miles per hour. The south of the corridor, near McCarran International Airport, has the highest speed limits. Observed speeds were not available for the county section of Maryland Parkway. However, infrastructure metrics such as a wide roadway, low intersection density and low traffic signal counts suggest design speeds that are greater than the posted speed limit, thereby increasing traffic safety risk.

## MAJOR PLANNED CHANGES

Planned changes in transit and dedicated bicycle lanes illustrate the new multimodal connections planned to intersect the Maryland Parkway rapid transit corridor.

- County station locations average 8.1 miles of dedicated bike lanes planned within a quarter mile radius.
- According to RTC's OnBoard Mobility Plan, two new routes are planned within a quarter mile of County stations: the Harmon and the Russell/Gibson routes.







Figure 1



Figure 2



Figure 3

## UTILITIES

There are a number of wet and dry utilities throughout the Clark County portion of the Maryland Parkway Corridor, including major, regional flood control channels, which flow below ground through the corridor. The utilities that present barriers to pedestrian traffic in the above ground pedestrian realm are as follows:

- NV Energy power distribution & transmission lines, pedestal mounted power meters & transformers in sidewalk
- Sprint, Cox Cable & Century Link internet, fiber optic and phone cable (attached to NV Energy transmission and distribution power poles that are mid sidewalk)
- Clark County fire hydrants, streetlights, street signs & traffic signal control boxes/ power meters in sidewalk

The major utility barriers are NV Energy transmission and distribution power lines that exist from the southern terminus close to Terminal 3 at McCarran International Airport all the way north to Flamingo Road. There are also NV Energy electric power distribution lines along the west side of Maryland Parkway from Twain Avenue to Desert Inn Road. Other utility barriers such as streetlights, traffic signs, bus shelters and fire hydrants are spaced throughout the corridor. While the NV Energy distribution lines can be buried underground at a reasonable cost, the NV Energy transmission lines are likely not candidates for burying due to the very high cost to do so.

Besides the above ground barriers that utilities in the pedestrian realm present for pedestrians trying to access transit, above ground and below ground utilities can present a much bigger barrier to TOD development. For example, if the utility infrastructure is inadequate to accommodate the much higher densities of residential/commercial development inherent to TOD, then costs to add the needed utility capacity can be prohibitively expensive.

*Example Utility Figures (left):*

*Figure 1: NV Energy Transmission and distribution lines & pedestal mounted power meter at Maryland Parkway & Tropicana Avenue intersection (Note the transmission line runs in the sidewalk right of way all the way north to Flamingo Road)*

*Figure 2: Streetlight in sidewalk with NV Energy above ground box and wooden power distribution line along the west side of Maryland Parkway south of Tropicana Avenue.*

*Figure 3: NV Energy transmission power pole, RTC bus shelter and streetlights in sidewalk on east side of Maryland Parkway near the south entrance to the Boulevard Mall.*

## HEALTH INDICATORS

Transportation infrastructure that supports increased walking, bicycling, and transit use can have important health impacts on individuals who live, work, and shop along the Maryland Parkway Corridor. It is an important element in the social determinants of health, enabling individuals to be more physically active, access healthier foods, and connect to employment opportunities and social networks. An active transportation and transit supportive infrastructure can also reduce the miles traveled by single occupancy vehicles, which can have important direct and indirect environmental impacts on air quality and climate.

### CHRONIC DISEASE

Sedentary behavior is associated with several chronic diseases such as obesity, heart disease and Type II diabetes. Unfortunately, health data on sedentary behavior and its associated health conditions is not available for Clark County.

None of the census tracts in the Clark County portion of the Maryland Parkway Corridor are considered to be a “food desert.” A food desert is a census tract with a poverty rate of 20 percent or greater or median family income at or below 80% of the statewide or metropolitan area median family income, and at least 500 persons and/or at least 33% of the population residing more than one mile from a supermarket or large grocery store.

Section 2: Corridor Profile

### ENVIRONMENTAL HEALTH - AIR QUALITY

Several factors can affect overall air quality, including greenhouse gas emissions from motor vehicles. Exposure to ozone and particulate is associated with respiratory health issues such as asthma and chronic obstructive pulmonary disease. Adult asthma rates for the Clark County zip codes that the Maryland Parkway rapid transit route traverses range from 7.5% (89119) to 18.8% (89169) (Behavioral Risk Factor Surveillance Survey, 2015). Zip code 89169 has the highest rates of reported adult asthma in the county. McCarran International Airport lies within the boundaries of this zip code.

### ENVIRONMENTAL HEALTH - CLIMATE

Extreme heat events are a leading cause of weather-related deaths in the United States. Clark County is an arid desert environment with warm to hot temperatures for a significant portion of the year. The county experienced 24 Extreme Heat Days in 2016, an increase of four days from the previous year (Extreme Heat Days are a model-based estimate and are defined as the number of days in which the daily maximum temperature exceeded the 90th percentile threshold) (National Environmental Health Public Tracking Network, 2016).



#### **Primary health data sources:**

Healthy Southern Nevada:  
<http://www.healthysouthernnevada.org/>

Southern Nevada Healthy Food Access:  
<https://rtcshnv.maps.arcgis.com/apps/View/index.html?appid=00580c9a01fb4d8198099b72f5f09aeb>







# 3

## FOCUS AREA PROFILES

This section of the Existing Conditions and Needs Assessment Report provides a deeper dive profile for each of the 13 Focus Areas planned along Maryland Parkway within Clark County. For each station, there are four pages that provide a variety of relevant data and observations related to general points of interest, land use and zoning, Focus Area demographics, candidate parcels for TOD development, existing infrastructure and the transportation network.

The general points of interest on the first page of each profile include a map showing the “as a crow flies” ¼-mile and ½-mile Focus Areas, ¼-mile and ½ mile walksheds (the area actually accessible on foot via the existing pedestrian network), an overall description of the Focus Area, and a list of major destinations and landmarks.

The second page includes a summary of the existing land use mix, zoning, portion of the Focus Area covered by the Midtown Maryland Parkway District Zoning Overlay, and a series of demographic information. The demographic summary includes age, race, income, housing tenure, transit dependency and percent of households that are rent-burdened.

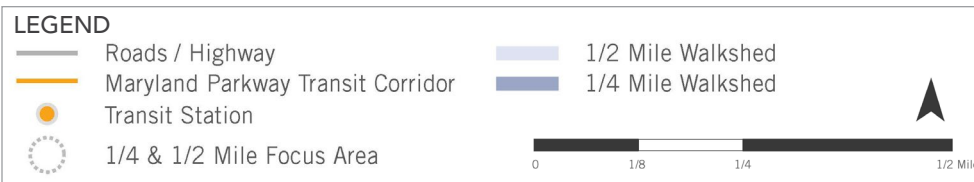
The third page of the profile includes a preliminary assessment of candidate parcels for TOD and existing infrastructure conditions, with a focus on pedestrian and bicycle facilities. The final page of each profile summarizes a series of data related to the transportation network within each Focus Area and the opportunities and barriers most prevalent within each.



# SAHARA AVENUE FOCUS AREA



Focus Area Map



## DESCRIPTION

This proposed station is at the intersection of Maryland Parkway and Sahara Avenue. The quarter-mile Focus Area is half within the Huntridge neighborhood and half within the Winchester neighborhood. Only the southern half of this Focus Area is within Clark County as it crosses the municipal boundary with the City of Las Vegas at Sahara Boulevard. The area contains primarily auto-oriented commercial uses.

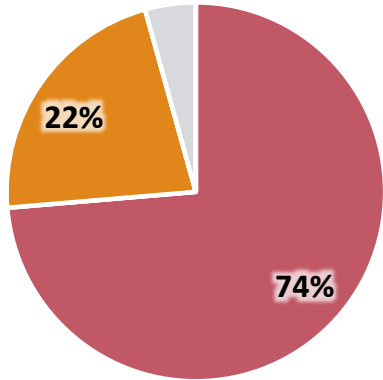
John C Fremont Middle School is located here as well as multiple private schools. Bus routes currently serving this Focus Area include Routes 109 and 504. The only public gathering space in this area is Baker Park.

It should be noted that since the Sahara Avenue Focus Area includes areas of both the Clark County and City of Las Vegas jurisdictions, it is included in both versions of the Existing Conditions and Needs Assessment. Analysis for the City of Las Vegas version uses half-mile rather than quarter-mile radius Focus Areas.

## MAJOR DESTINATION / LANDMARKS

- John C Fremont Middle School
- City Impact Center
- Historic Commercial Center District
- New Orleans Square
- Las Vegas Athletic Club
- Smith's Grocery Store
- Baker Park

## EXISTING LAND USE MIX



Primarily commercial uses with supportive multi-family residential.

- Commercial
- Multi-Family Residential
- Vacant

## ZONING

The zoning in the Clark County half of this Focus Area is primarily:

- C-2 (General Commercial)

There is also a significant amount of:

- R-4 (Multiple-Family Residential)

**81%**

OF THIS FOCUS AREA IS WITHIN THE **MIDTOWN MARYLAND PARKWAY DISTRICT ZONING OVERLAY**

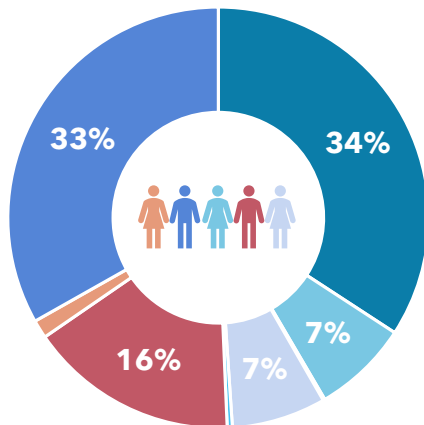


## DEMOGRAPHICS

**5,887**  
TOTAL POPULATION

### RACE

- White
- Black or African American
- Hispanic or Latino
- Asian
- Native American
- Hawaiian or Pacific Islander
- Two or More Races
- Other



**PERCENT OF HOUSEHOLDS WITH NO VEHICLE AVAILABLE**

**21.3%**

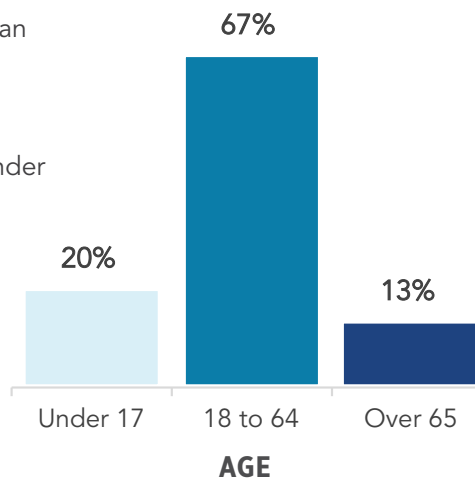
### MEDIAN INCOME

**\$38,171**

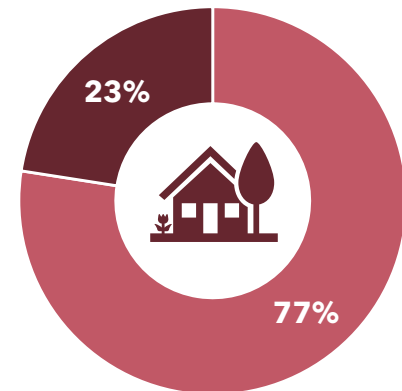


**PERCENT OF HOUSEHOLDS AT OR BELOW THE POVERTY LINE**

**20.5%**



### OWNER VS. RENTER OCCUPIED HOUSING



### PERCENT OF RENT-BURDENED HOUSEHOLDS

**50.1%**

(Rent > 30% of Household Income)



PUBLICLY OWNED / VACANT LAND

The following vacant and/or publicly owned parcel(s) have been identified as candidate parcels for TOD or equitable TOD (eTOD) according to the criteria noted on page 19.

2625 S. Maryland Parkway  
(Commercial Center Area)

- Two vacant parcels totaling 2.5 acres
- Current Ownership: VFR Melbury LLC (Michael Saltman, et al)



EXISTING INFRASTRUCTURE CONDITIONS

This section of roadway is motorist focused and very wide with six lanes of mixed flow traffic. Existing infrastructure and pedestrian safety are poor with only one bus stop, two bus shelters and a narrow sidewalk provided adjacent to the roadway. There are four additional bus shelters along Sahara Avenue within ½ mile radius. There are no designated bus or bike lanes. The sidewalk has no separation between motorists / pedestrians and is significantly lacking protection from the sun.

South of Sahara Avenue, within the sidewalk there are few light poles and utilities, providing for a consistent path of travel along both sides. North of Sahara Avenue on the east side, there are numerous light poles within the sidewalk, disrupting a consistent path of travel. Additionally, there are multiple retail and commercial driveways on both sides of the roadway and adjacent to the Sahara Avenue intersection which intersect the sidewalk with no pedestrian markings. This creates many safety conflict zones between motorist traffic and pedestrians.

Pedestrian comfort is poor with respite provided only at bus shelters. There is a significant lack of pedestrian scale with the absence of street trees or streetscape furniture. The sidewalk directly adjacent to Maryland Parkway, a prominent arterial roadway intersection, and multiple parking lots also creates a significantly negative impact on pedestrian scale, safety, and comfort.

Existing Infrastructure Rating

	Poor	Fair	Good
Pedestrian Safety			
Pedestrian Infrastructure			
Bicyclist Infrastructure			

See page 27 for criteria for the above ratings.

## TRANSPORTATION NETWORK

*\*All metrics are based on a 0.25 mile radius around planned station locations, unless otherwise noted.*

TOPIC	METRIC	CONDITION
STREET NETWORK	Intersection Density	14 Intersections
	Traffic Control	3 Signals
WALKING	Pedestrian Counts	665 pedestrians observed at Sahara Avenue on a weekday in January 2016
	Sidewalk Presence	100% of major streets within one mile have sidewalks on both sides of the street
	Crossings	38% of intersections have marked crosswalks or ADA ramps present
BICYCLING	Bicyclist Counts	27 bicyclists observed at Sahara Avenue on a weekday in January 2016
	Existing Bike Lanes	6.9 miles of dedicated bike facilities
	Planned Bike Lanes	7.6 miles of dedicated bike facilities
TRANSIT	Number of Transit Routes	2 Routes
	Average Daily Boardings	2,175
	Planned Transit Changes	No additional new routes planned in Focus Area (OnBoard 2040)
SAFETY	Total Crashes	84 in 2017
		Increased 100% from 2015 to 2017
	Bicyclist-Involved Crashes	0 in 2017
		None recorded from 2015 to 2017
	Pedestrian-Involved Crashes	0 in 2017
		None recorded from 2015 to 2017
DRIVING	Street Layout	Adjacent to the station Maryland Parkway is 108' curb to curb
		Travel Lanes: 3 NB, 3 SB, 2 Center Left Turn
	Average Daily Traffic	31,000
		+35% from 2014 to 2018
	Posted Speed	30 MPH
	Actual Speed	[not available]

### Opportunities

- Consider adding signals at key intersections
- Add/improve crosswalks and curb ramps at intersections
- Explore re-purposing of travel lanes on Maryland Parkway; widest curb-to-curb width in Maryland Parkway transit corridor
- Relatively high pedestrian count for Maryland Parkway transit corridor
- Implement planned bike facilities
- High off-street parking supply at the street fronts presents opportunities for infill development, or shared-parking strategies to support park-and-ride travel

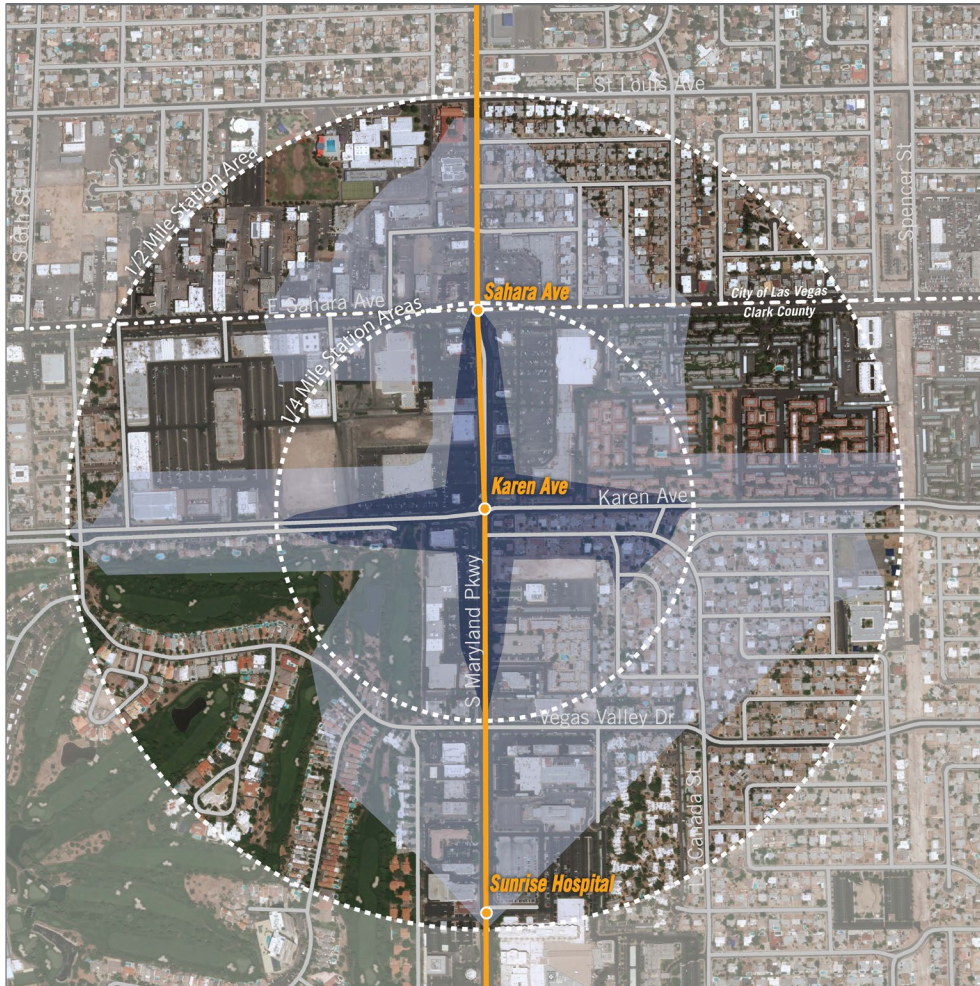
### Barriers

- Relatively high traffic volumes
- Disconnected street network offers few route options for people walking and bicycling
- Wide curb-to-curb width is currently a significant barrier to safe walking and bicycling
- Few options for pedestrians to cross Maryland Parkway, coupled with few marked and ADA compliant crosswalks
- Collisions doubled in last two years of available data
- Few connecting transit routes
- Area parking supply is primarily privately operated

*\*Data Sources: Clark County, City of Las Vegas, Google Earth, NDOT, RTC of Southern Nevada*



## KAREN AVENUE FOCUS AREA



Focus Area Map

### LEGEND

	Roads / Highway		1/2 Mile Walkshed
	Maryland Parkway Transit Corridor		1/4 Mile Walkshed
	Transit Station		
	1/4 & 1/2 Mile Focus Area		

### DESCRIPTION

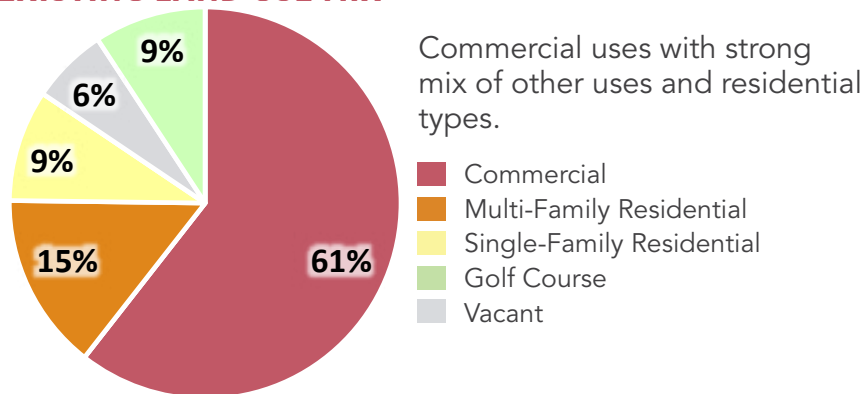
This proposed station is at the intersection of Maryland Parkway and Karen Avenue. The quarter-mile Focus Area is within the Winchester neighborhood. The area contains primarily auto-oriented commercial uses with large setbacks. It reaches into Las Vegas Country club to the southwest and includes some residential uses on the east.

The only bus route currently serving this Focus Area is Route 109. There are no schools or public gathering space in this area.

### MAJOR DESTINATION / LANDMARKS

- Las Vegas County Club
- Historic Commercial Center District
- Las Vegas Athletic Club
- Smith's Grocery Store
- Sunrise City Plaza Shopping Center

## EXISTING LAND USE MIX



## ZONING

The zoning in this Focus Area is primarily:

- C-2 (General Commercial)
- R-1 (Single-Family Residential)

There is also a significant amount of:

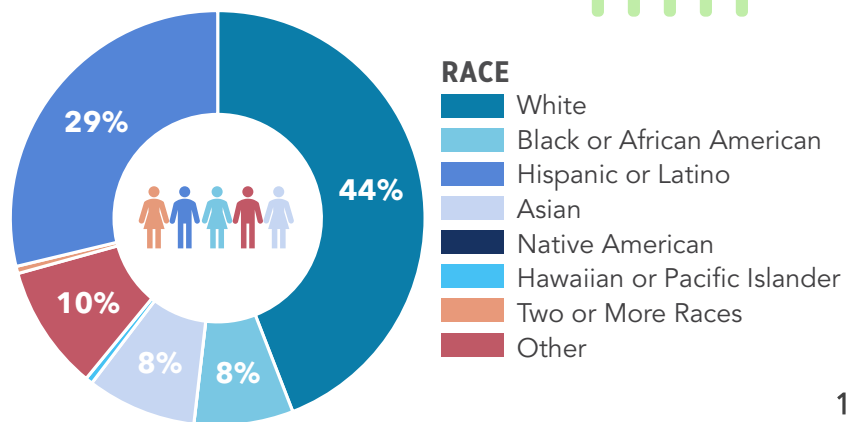
- R-4 (Multiple-Family Residential)
- C-1 (Local Business)

**63%**  
OF THIS FOCUS  
AREA IS WITHIN THE  
**MIDTOWN MARYLAND  
PARKWAY DISTRICT  
ZONING OVERLAY**



## DEMOGRAPHICS

**4,274**  
TOTAL POPULATION



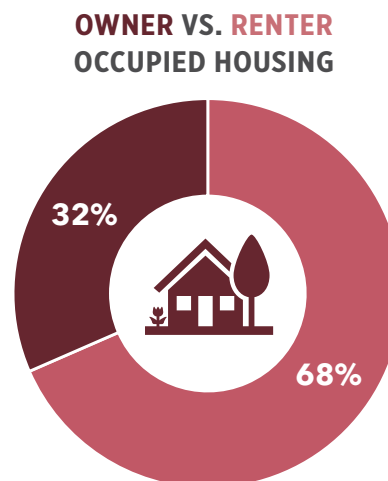
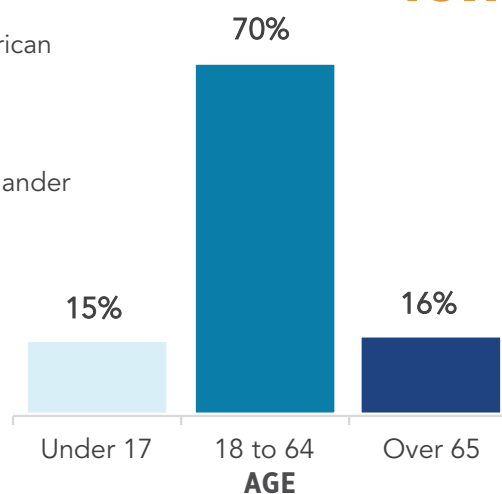
**PERCENT OF  
HOUSEHOLDS WITH NO  
VEHICLE AVAILABLE**  
**22.4%**



**MEDIAN INCOME**  
**\$50,312**



**PERCENT OF HOUSEHOLDS AT  
OR BELOW THE POVERTY LINE**  
**18.1%**



**PERCENT OF RENT-  
BURDENED HOUSEHOLDS**  
**50.4%**  
(Rent > 30% of  
Household Income)



PUBLICLY OWNED / VACANT LAND

The following vacant and/or publicly owned parcel(s) have been identified as candidate parcels for TOD or equitable TOD (eTOD) according to the criteria noted on page 19.



955 E. Sahara Avenue (Commercial Center)

- One parcel totaling 5.78 acres
- Current Ownership: Sahara-Karen Associates LLC



2670 S. Maryland Parkway (Sahara Town Square)

- One parcel totaling 1.5 acres
- Current Ownership: Sahara Town Square LLC (Likely Molasky Development)



2770 S. Maryland Parkway

- Two parcels totaling 3.84 acres
- Current Ownership: Maryland Legacy GK LLC
- One parcel vacant, one parcel with vacant building



2750 S. Maryland Parkway

- One parcel totaling 1.14 acres
- Current ownership: STRR Investments LLC (Rehman Ahmed, Houston, TX)

EXISTING INFRASTRUCTURE CONDITIONS

This section of roadway is motorist focused and very wide with six lanes of mixed flow traffic. Existing infrastructure and pedestrian safety are poor with two bus stops (signs only), two bus shelters and a narrow sidewalk provided adjacent to the roadway. There are no designated bus or bike lanes. The sidewalk has no separation between motorists / pedestrians and is lacking protection from the sun.

Within the sidewalk there are few light poles and utilities, providing a consistent path of travel along both sides. In contrast, there are multiple driveways for medical office parking lots on the west side and retail on the east side which intersect the sidewalk with no pedestrian markings.

Pedestrian comfort is poor with respite only provided at the bus shelters. There is a significant lack of pedestrian scale with the absence of street trees or streetscape furniture. The sidewalk directly adjacent to Maryland Parkway and multiple parking lots also creates a significantly negative impact on pedestrian scale, safety, and comfort.

Existing Infrastructure Rating

	Poor	Fair	Good
Pedestrian Safety			
Pedestrian Infrastructure			
Bicyclist Infrastructure			

See page 27 for criteria for the above ratings.

## TRANSPORTATION NETWORK

*\*All metrics are based on a 0.25 mile radius around planned station locations, unless otherwise noted.*

TOPIC	METRIC	CONDITION
STREET NETWORK	Intersection Density	10 Intersections
	Traffic Control	3 Signals
WALKING	Pedestrian Counts	665 pedestrians observed at Sahara Avenue on a weekday in January 2016
	Sidewalk Presence	100% of major streets within one mile have sidewalks on both sides of the street
	Crossings	38% of intersections have marked crosswalks or ADA ramps present
BICYCLING	Bicyclist Counts	27 bicyclists observed at Sahara Avenue on a weekday in January 2016
	Existing Bike Lanes	6.9 miles of dedicated bike facilities
	Planned Bike Lanes	7.6 miles of dedicated bike facilities
TRANSIT	Number of Transit Routes	2 Routes
	Average Daily Boardings	1,339
	Planned Transit Changes	No additional new routes planned in Focus Area (OnBoard 2040)
SAFETY	Total Crashes	64 in 2017
		Increased 56% from 2015 to 2017
	Bicyclist-Involved Crashes	3 in 2017
		No change from 2015 to 2017
	Pedestrian-Involved Crashes	12 in 2017
		Increased 33% from 2015 to 2017
DRIVING	Street Layout	Adjacent to the station Maryland Parkway is 93' curb to curb
		Travel Lanes: 3 NB, 3 SB, 2 Center Left Turn
	Average Daily Traffic	[not available]
		[change data not available]
	Posted Speed	30 MPH
	Actual Speed	[not available]

### Opportunities

- Consider adding signals at key intersections
- Add/improve crosswalks and curb ramps at intersections
- Explore re-purposing of travel lanes on Maryland Parkway
- Relatively high pedestrian count for Maryland Parkway transit corridor
- Implement planned bike facilities
- High off-street parking supply at the street fronts presents opportunities for infill development, or shared-parking strategies to support park-and-ride travel

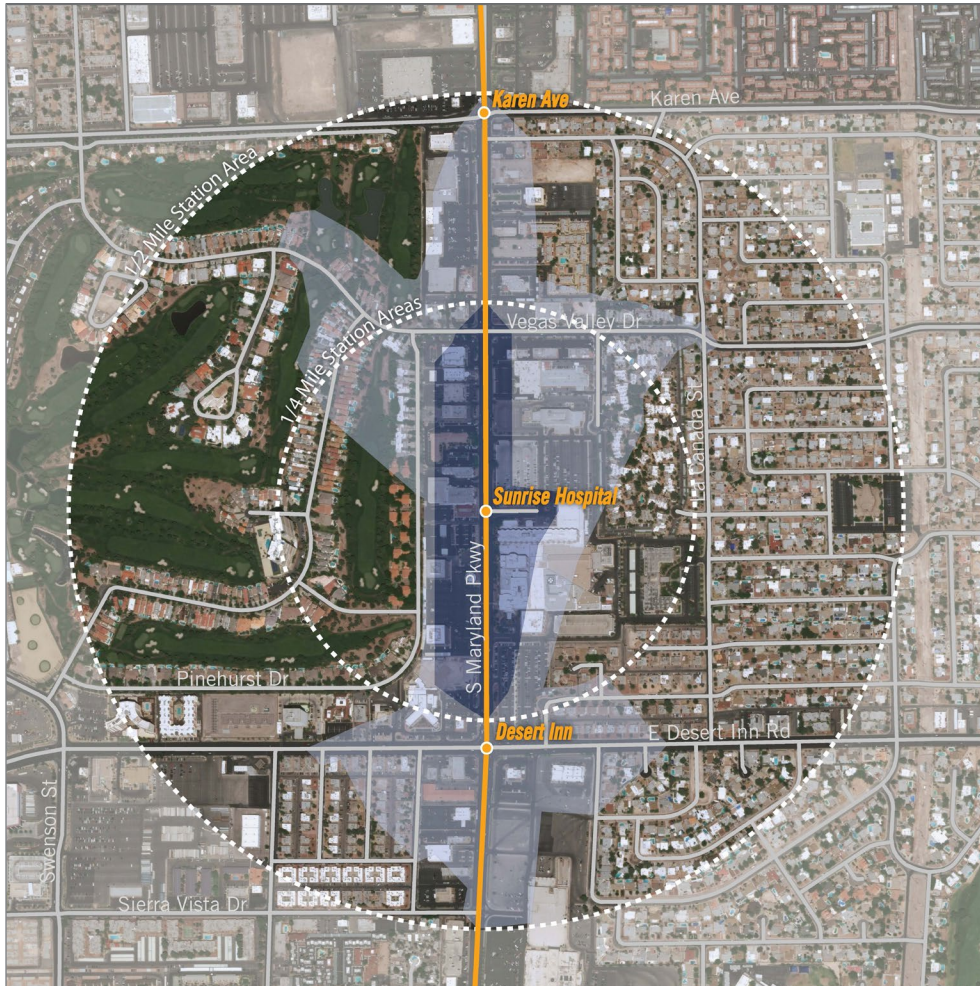
### Barriers

- Disconnected street network offers few route options for people walking and bicycling
- Few options for pedestrians to cross Maryland Parkway
- No connecting transit routes
- Area parking supply is primarily privately operated

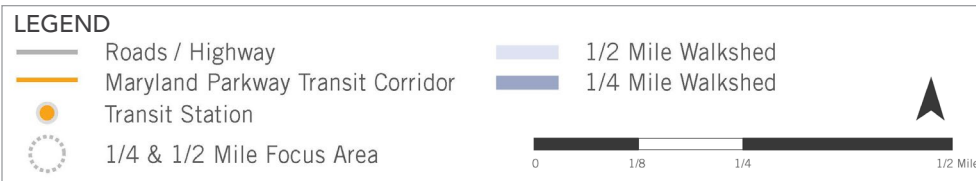
*\*Data Sources: Clark County, City of Las Vegas, Google Earth, NDOT, RTC of Southern Nevada*



# SUNRISE HOSPITAL FOCUS AREA



Focus Area Map



## DESCRIPTION

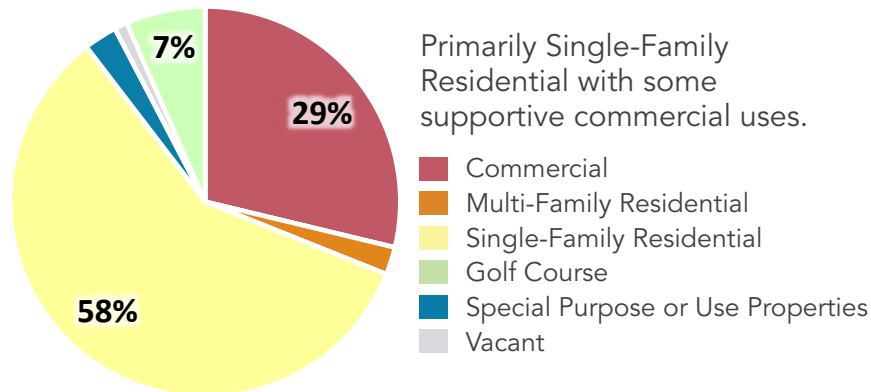
This proposed station is just north of the Sunrise Hospital and Medical Center on Maryland Parkway. The quarter-mile Focus Area is within the Winchester neighborhood. The area contains primarily medical uses and surface parking with some supportive commercial and a hotel. It reaches into Las Vegas Country Club to the west and includes some residential uses to the south and east.

The only bus route currently serving this Focus Area is Route 109. There are no schools, parks or other public gathering spaces in this area.

## MAJOR DESTINATION / LANDMARKS

- Sunrise Hospital
- Las Vegas Country Club

## EXISTING LAND USE MIX



## ZONING

The zoning in this Focus Area is primarily:

- **R-1 (Single-Family Residential)**
- **C-2 (General Commercial)**

There is also a significant amount of:

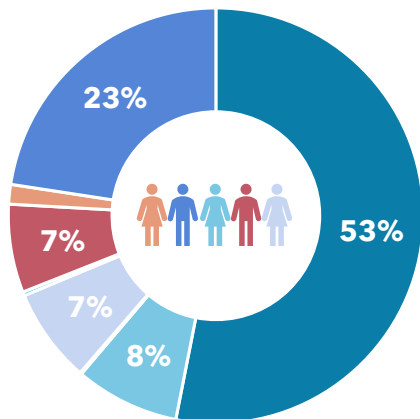
- R-4 (Multiple-Family Residential)
- R-3 (Multiple-Family Residential)
- H-1 (Limited Resort and Apartment)

**69%**  
OF THIS FOCUS  
AREA IS WITHIN THE  
**MIDTOWN MARYLAND  
PARKWAY DISTRICT**  
ZONING OVERLAY



## DEMOGRAPHICS

**4,231**  
TOTAL POPULATION



### RACE

- White
- Black or African American
- Hispanic or Latino
- Asian
- Native American
- Hawaiian or Pacific Islander
- Two or More Races
- Other

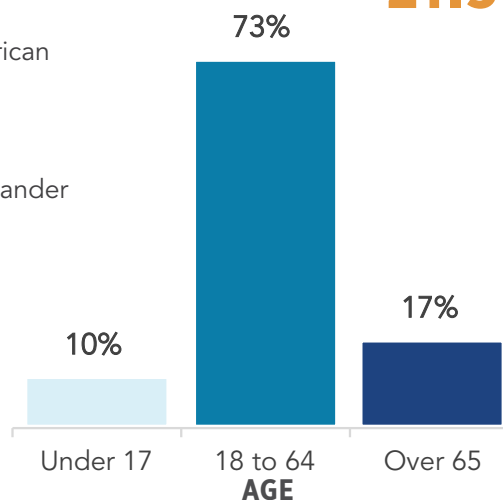
**PERCENT OF  
HOUSEHOLDS WITH NO  
VEHICLE AVAILABLE**

**11.1%**

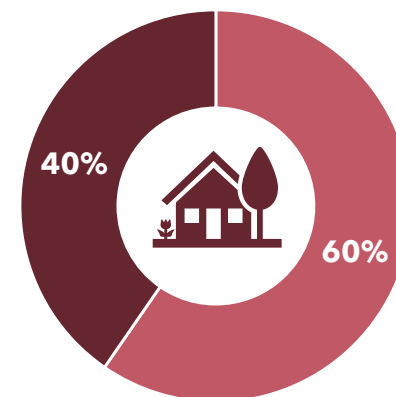
**MEDIAN INCOME**  
**\$39,432**



**PERCENT OF HOUSEHOLDS AT  
OR BELOW THE POVERTY LINE**  
**21.3%**



**OWNER VS. RENTER  
OCCUPIED HOUSING**



**PERCENT OF RENT-  
BURDENED HOUSEHOLDS**

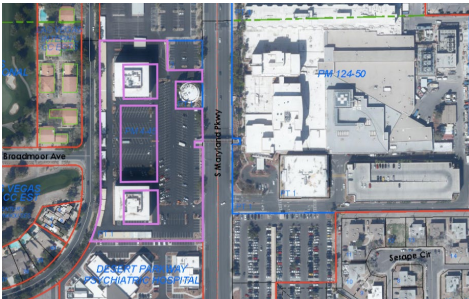
**59.7%**

(Rent > 30% of  
Household Income)



PUBLICLY OWNED / VACANT LAND

The following vacant and/or publicly owned parcel(s) have been identified as candidate parcels for TOD or equitable TOD (eTOD) according to the criteria noted on page 19.



2882 S. Maryland Parkway

- One parcel totaling 2.14 acres
- Current Ownership: Cornerstone II LLC

3221 S. Maryland Parkway

- Two parcels totaling 4.4 acres
- Current Ownership: MOB 48/49 LLC (likely Molasky Development)
- Both parcels are underutilized surface parking

EXISTING INFRASTRUCTURE CONDITIONS

This section of roadway is motorist focused and very wide with six lanes of mixed flow traffic. Existing infrastructure and pedestrian safety are fair with four bus shelters and a narrow sidewalk provided adjacent to the roadway. There are no designated bus or bike lanes. The sidewalk has no separation between motorists / pedestrians and is lacking protection from the sun.

Within the sidewalk there are few light poles and utilities, providing a consistent path of travel along both sides. In contrast, there are multiple driveways for medical office parking lots on the west side which intersect the sidewalk with no pedestrian markings. This creates many safety conflict zones between motorist traffic and pedestrians. Along the Sunrise Hospital street frontage, there are wide entry drives which intersect the sidewalk. Designated pedestrian crossings are provided at these entry drives, which is an improvement in safety.

One key existing infrastructure element is the pedestrian bridge which spans Maryland Parkway. It provides a safe crossing for pedestrians with direct access to the Sunrise Hospital south main entry. The bridge is in fair condition, but is open to the sky with no shade provided.

Pedestrian comfort is poor to fair with respite only provided at the bus shelters. The only other opportunity for shade is a row of trees along the hospital street frontage. The sidewalk directly adjacent to Maryland Parkway and multiple large parking lots also creates a significantly negative impact on pedestrian scale, safety, and comfort.

Existing Infrastructure Rating

	Poor	Fair	Good
Pedestrian Safety	<div></div>		
Pedestrian Infrastructure	<div></div>		
Bicyclist Infrastructure	<div></div>		

See page 27 for criteria for the above ratings.

## TRANSPORTATION NETWORK

*\*All metrics are based on a 0.25 mile radius around planned station locations, unless otherwise noted.*

TOPIC	METRIC	CONDITION
STREET NETWORK	Intersection Density	13 Intersections
	Traffic Control	2 Signals
WALKING	Pedestrian Counts	[not available]
	Sidewalk Presence	100% of major streets within one mile have sidewalks on both sides of the street
	Crossings	33% of intersections have marked crosswalks or ADA ramps present
BICYCLING	Bicyclist Counts	[not available]
	Existing Bike Lanes	4.3 miles of dedicated bike facilities
	Planned Bike Lanes	7.3 miles of dedicated bike facilities
TRANSIT	Number of Transit Routes	1 Route
	Average Daily Boardings	403
	Planned Transit Changes	No additional new routes planned in Focus Area (OnBoard 2040)
SAFETY	Total Crashes	30 in 2017
		Increased 200% from 2015 to 2017
	Bicyclist-Involved Crashes	0 in 2017
		None recorded from 2015 to 2017
	Pedestrian-Involved Crashes	3 in 2017
		None recorded from 2015 to 2016
DRIVING	Street Layout	Adjacent to the station Maryland Parkway is 84' curb to curb
		Travel Lanes: 3 NB, 3 SB, 1 Center Left Turn
	Average Daily Traffic	[not available]
		[change data not available]
	Posted Speed	30 MPH
	Actual Speed	[not available]

### Opportunities

- Consider adding signals at key intersections
- Add/improve crosswalks and curb ramps at intersections
- Explore re-purposing of travel lanes on Maryland Parkway
- Implement planned bike facilities
- High off-street parking supply at the street front of Sunrise Hospital presents opportunities for infill development, or shared-parking strategies to support park-and-ride travel

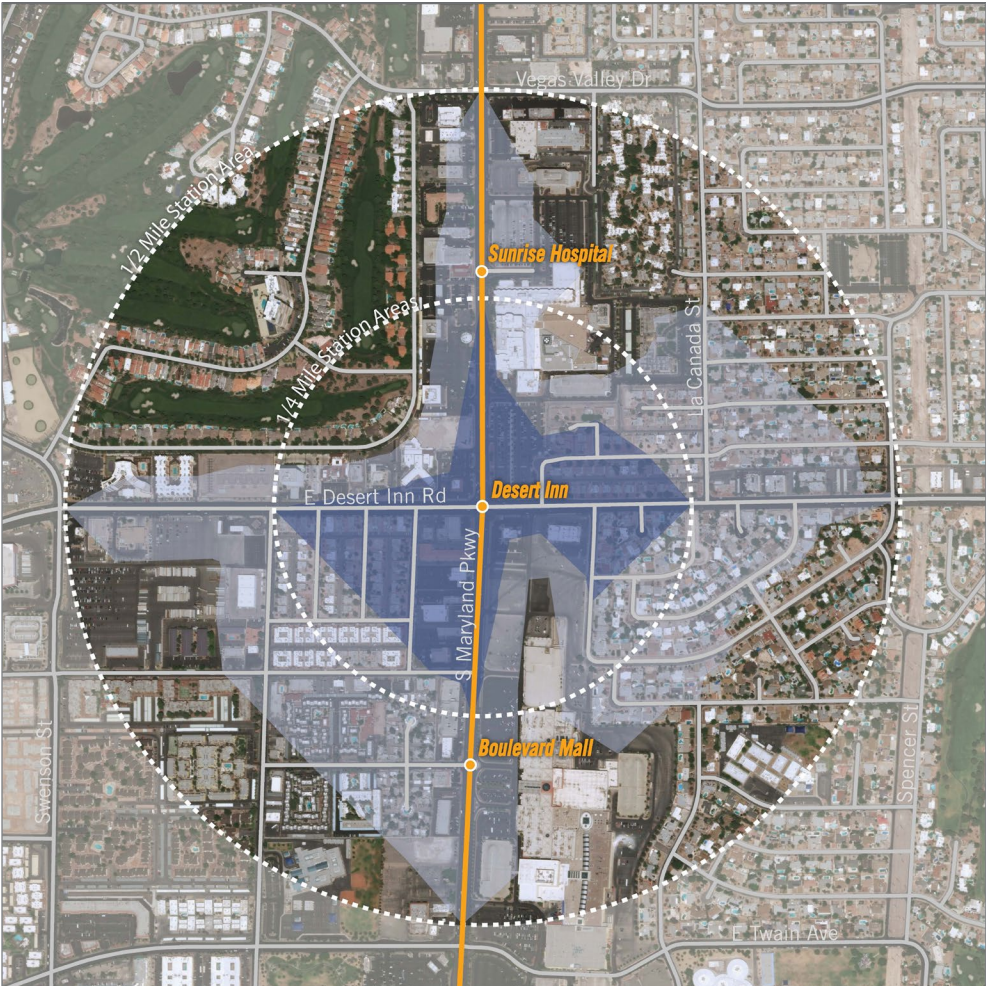
### Barriers

- Disconnected street network offers few route options for people walking and bicycling
- Few options for pedestrians to cross Maryland Parkway
- No connecting transit routes
- Relatively low transit ridership for the Maryland Parkway Corridor, and a medical campus destination
- Collisions tripled in last two years of available data; greatest proportional increase in Maryland Parkway transit corridor
- Area parking supply is primarily privately operated

*\*Data Sources: Clark County, City of Las Vegas, Google Earth, NDOT, RTC of Southern Nevada*



# DESERT INN ROAD FOCUS AREA



Focus Area Map



## DESCRIPTION

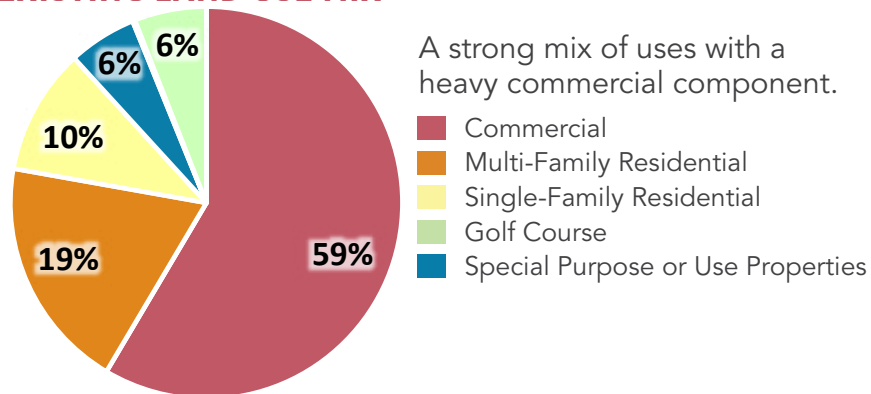
This proposed station is at the intersection of Maryland Parkway and Desert Inn Road. The quarter-mile Focus Area is half within the Winchester neighborhood and half within the Paradise neighborhood. The area contains a large amount of surface parking with some residential, commercial and medical uses. It reaches into Las Vegas Country Club and includes the Sunrise Hospital and a vacant anchor tenant space on the north side of Boulevard Mall.

Bus routes currently serving this Focus Area include Routes 109 and 203. There are no schools, parks or other public gathering spaces in this area.

## MAJOR DESTINATION / LANDMARKS

- Sunrise Hospital
- Las Vegas County Club
- Anchor Tenant Space on North Side of Boulevard Mall

## EXISTING LAND USE MIX



## ZONING

The zoning in this Focus Area is primarily:

- H-1 (Limited Resort and Apartment)
- C-2 (General Commercial)
- R-1 (Single-Family Residential)

There is also a significant amount of:

- C-1 (Local Business)

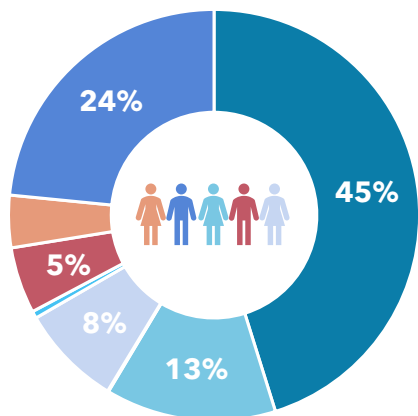
**81%**  
OF THIS FOCUS  
AREA IS WITHIN THE  
**MIDTOWN MARYLAND  
PARKWAY DISTRICT  
ZONING OVERLAY**



Desert Inn  
Road

## DEMOGRAPHICS

**6,631**  
TOTAL POPULATION



### RACE

- White
- Black or African American
- Hispanic or Latino
- Asian
- Native American
- Hawaiian or Pacific Islander
- Two or More Races
- Other

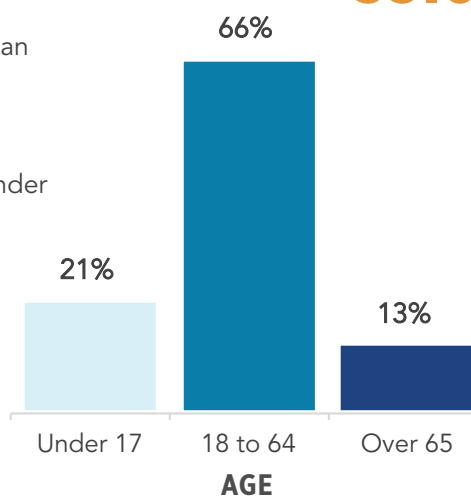
**PERCENT OF  
HOUSEHOLDS WITH NO  
VEHICLE AVAILABLE**

**23.5%**

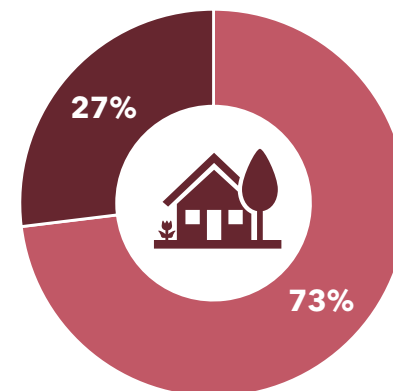
**MEDIAN INCOME  
\$35,073**



**PERCENT OF HOUSEHOLDS AT  
OR BELOW THE POVERTY LINE**  
**35.6%**



**OWNER VS. RENTER  
OCCUPIED HOUSING**



**PERCENT OF RENT-  
BURDENED HOUSEHOLDS**

**57.2%**

(Rent > 30% of  
Household Income)



PUBLICLY OWNED / VACANT LAND

The following vacant and/or publicly owned parcel(s) have been identified as candidate parcels for TOD or equitable TOD (eTOD) according to the criteria noted on page 19.

3450 S. Maryland Parkway (Parking Lot North of Boulevard Mall)

- One parcel totaling 17.34 acres (underutilized parking lot)
- Current Ownership: 3450 S Maryland Parkway LLC
- Includes two buildings



EXISTING INFRASTRUCTURE CONDITIONS

This section of roadway is motorist focused and very wide with six lanes of mixed flow traffic. Existing infrastructure and pedestrian safety are poor with only one bus stop, one bus shelter and a narrow sidewalk provided adjacent to the roadway. There is one additional bus shelter along Desert Inn Road within ½ mile radius. There are no designated bus or bike lanes. The sidewalk has no separation between motorists / pedestrians and is significantly lacking protection from the sun.

Within the sidewalk there are few light poles and utilities, providing for a consistent path of travel along both sides. In contrast, there are multiple retail and commercial driveways on the west side and adjacent to the Desert Inn Road intersection which intersect the sidewalk with no pedestrian markings. This creates many safety conflict zones between motorist traffic and pedestrians.

Pedestrian comfort is poor with respite only provided at one bus shelter. There is a significant lack of pedestrian scale with the absence of street trees or streetscape furniture. The sidewalk directly adjacent to Maryland Parkway, the Boulevard Mall’s large parking lots, and a prominent arterial roadway intersection also creates a significantly negative impact on pedestrian scale, safety, and comfort.

Existing Infrastructure Rating

	Poor	Fair	Good
Pedestrian Safety	<div></div>		
Pedestrian Infrastructure	<div></div>		
Bicyclist Infrastructure	<div></div>		

See page 27 for criteria for the above ratings.

## TRANSPORTATION NETWORK

*\*All metrics are based on a 0.25 mile radius around planned station locations, unless otherwise noted.*

TOPIC	METRIC	CONDITION
STREET NETWORK	Intersection Density	25 Intersections
	Traffic Control	3 Signals
WALKING	Pedestrian Counts	[not available]
	Sidewalk Presence	100% of major streets within one mile have sidewalks on both sides of the street
	Crossings	24% of intersections have marked crosswalks or ADA ramps present
BICYCLING	Bicyclist Counts	[not available]
	Existing Bike Lanes	1.9 miles of dedicated bike facilities
	Planned Bike Lanes	8.7 miles of dedicated bike facilities
TRANSIT	Number of Transit Routes	2 Routes
	Average Daily Boardings	1,330
	Planned Transit Changes	No additional new routes planned in Focus Area (OnBoard 2040)
SAFETY	Total Crashes	84 in 2017
		Increased 71% from 2015 to 2017
	Bicyclist-Involved Crashes	1 in 2017
		Decreased 75% from 2015 to 2017
	Pedestrian-Involved Crashes	14 in 2017
		Increased 75% from 2015 to 2017
DRIVING	Street Layout	Adjacent to the station Maryland Parkway is 91' curb to curb
		Travel Lanes: 3 NB, 3 SB, 2 Center Left Turn
	Average Daily Traffic	37,000
		+16% from 2014 to 2018
	Posted Speed	30 MPH
	Actual Speed	[not available]

### Opportunities

- Consider adding signals at key intersections
- Add/improve crosswalks and curb ramps at intersections
- Explore re-purposing of travel lanes on Maryland Parkway
- Implement planned bike facilities
- High off-street parking supply at the street front near Boulevard Mall and Sunrise Hospital presents opportunities for infill development, or shared-parking strategies to support park-and-ride travel

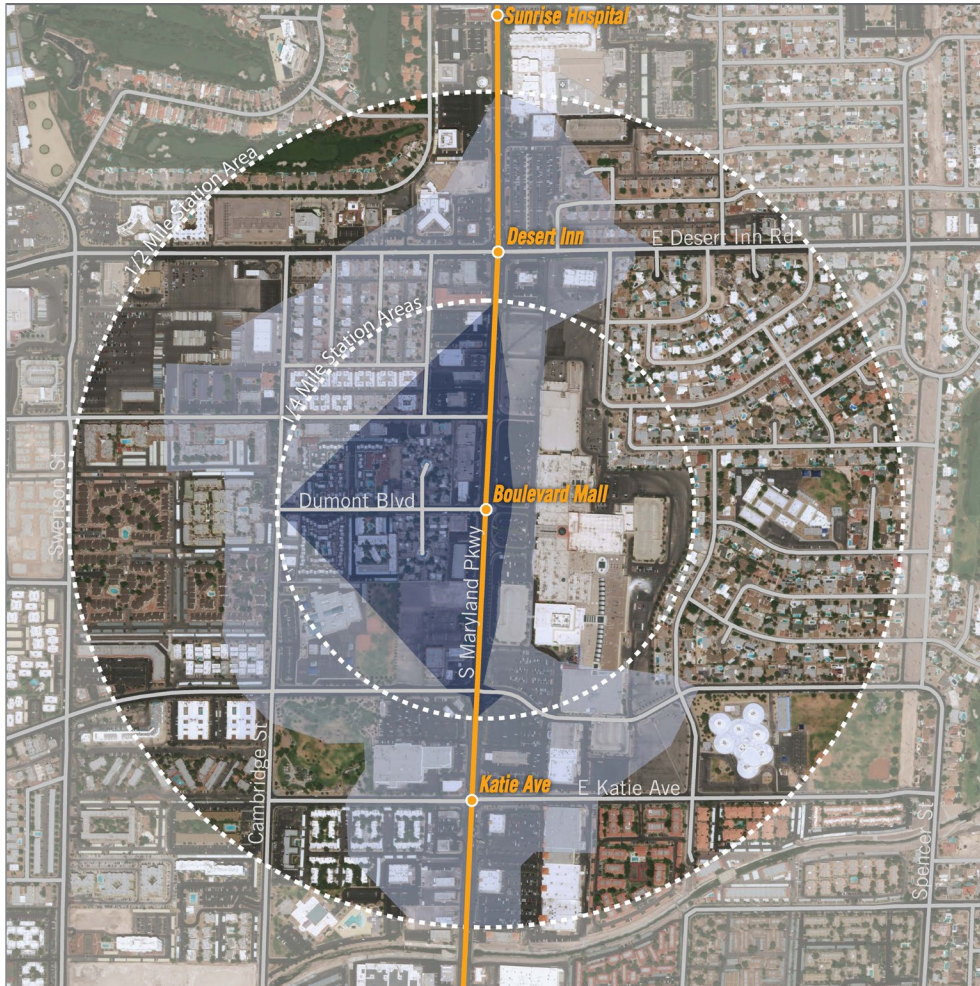
### Barriers

- Disconnected street network offers few route options for people walking and bicycling
- Few options for pedestrians to cross Maryland Parkway
- While crosswalks are present at the Desert Inn Road intersection, wide roadways and street front parking make the intersection area appear unsafe and unappealing for walking or bicycling
- Only one connecting transit route
- Highest traffic volumes in Maryland Parkway transit corridor
- Area parking supply is primarily privately operated

*\*Data Sources: Clark County, City of Las Vegas, Google Earth, NDOT, RTC of Southern Nevada*



## BOULEVARD MALL FOCUS AREA



Focus Area Map

### LEGEND



### DESCRIPTION

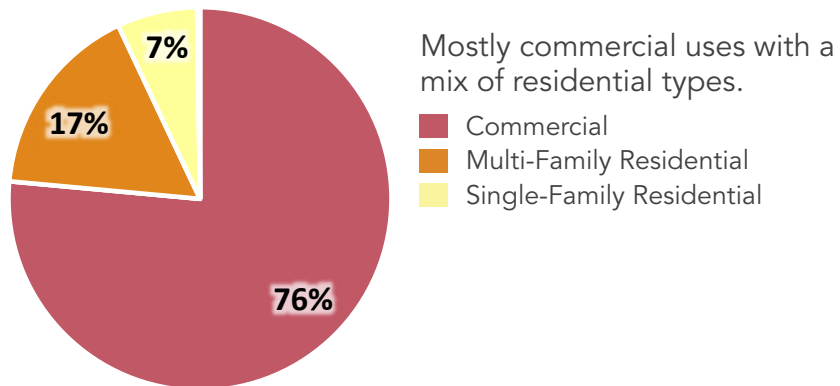
This proposed station is at the intersection of Maryland Parkway and Dumont Boulevard, in front of the Boulevard Mall. The quarter-mile Focus Area is within the Paradise neighborhood. The area is almost entirely commercial on the east side due to the mall but there are some residential and community uses about a block west of Maryland Parkway.

Dean Peterson Elementary School is located in the southwest corner of the Focus Area. Bus routes currently serving this Focus Area include Routes 109 and 203. There are no parks or other public gathering spaces in this area.

### MAJOR DESTINATION / LANDMARKS

- Boulevard Mall
- Anchor Tenant Space on North Side of Boulevard Mall
- Dean Peterson Elementary School

## EXISTING LAND USE MIX



## ZONING

The zoning in this Focus Area is primarily:

- C-2 (General Commercial)
- H-1 (Limited Resort and Apartment)

There is also a significant amount of:

- R-5 (Apartment Residential)
- P-F (Public Facility)
- R-1 (Single-Family Residential)

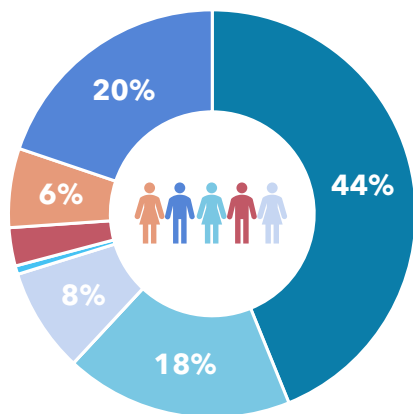
**94%**  
OF THIS FOCUS  
AREA IS WITHIN THE  
**MIDTOWN MARYLAND  
PARKWAY DISTRICT  
ZONING OVERLAY**



Boulevard  
Mail

## DEMOGRAPHICS

**3,670**  
TOTAL POPULATION



### RACE

- White
- Black or African American
- Hispanic or Latino
- Asian
- Native American
- Hawaiian or Pacific Islander
- Two or More Races
- Other

**PERCENT OF  
HOUSEHOLDS WITH NO  
VEHICLE AVAILABLE**

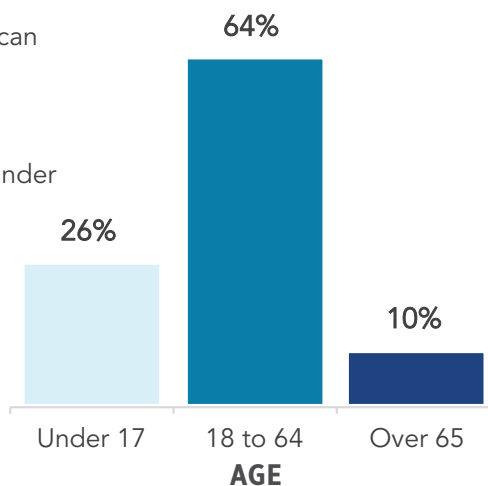
**28.2%**

**MEDIAN INCOME  
\$35,632**

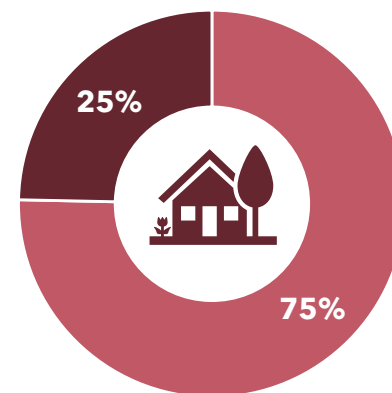


**PERCENT OF HOUSEHOLDS AT  
OR BELOW THE POVERTY LINE**

**43.4%**



**OWNER VS. RENTER  
OCCUPIED HOUSING**



**PERCENT OF RENT-  
BURDENED HOUSEHOLDS**

**60.3%**

(Rent > 30% of  
Household Income)



PUBLICLY OWNED / VACANT LAND

The following vacant and/or publicly owned parcel(s) have been identified as candidate parcels for TOD or equitable TOD (eTOD) according to the criteria noted on page 19.

3661 S. Maryland Parkway (Maryland Square - Brownfield Study Site)

- One parcel totaling 6.57 acres
- Current Ownership: Maryland Square LLC (Sheldon & Miriam Adelson)
- Large unutilized surface parking lot including two occupied buildings



EXISTING INFRASTRUCTURE CONDITIONS

This section of roadway is motorist focused and very wide with six lanes of mixed flow traffic. Existing infrastructure and pedestrian safety are poor to fair with one bus stop, four bus shelters and a narrow sidewalk provided adjacent to the roadway. There are no designated bus or bike lanes. The sidewalk has no separation between motorists / pedestrians and is lacking protection from the sun. The Dumont Boulevard intersection provides a signalized, striped crossing with yellow painted raised median and bollards. This is an improvement in pedestrian safety / infrastructure compared with other Maryland Parkway sections

Within the sidewalk there are few light poles and utilities, providing a consistent path of travel along both sides. In contrast, there are multiple retail driveways on the west side which intersect the sidewalk with no pedestrian markings. This creates many safety conflict zones between motorist traffic and pedestrians. Along the Boulevard Mall street frontage, there are wide entry drives which intersect the sidewalk. Designated pedestrian crossings are provided at these entry drives, which is an improvement in safety.

Pedestrian comfort is poor to fair with respite only provided at the multiple bus shelters. The streetscape along the Boulevard Mall street frontage provides a row of tall palm trees which provide improved aesthetics, scale, and minimal shade along the sidewalk. The sidewalk directly adjacent to Maryland Parkway and the Boulevard Mall’s large parking lots also creates a significantly negative impact on pedestrian scale, safety, and comfort.

Existing Infrastructure Rating

	Poor	Fair	Good
Pedestrian Safety	<div></div>		
Pedestrian Infrastructure	<div></div>		
Bicyclist Infrastructure	<div></div>		

See page 27 for criteria for the above ratings.

## TRANSPORTATION NETWORK

*\*All metrics are based on a 0.25 mile radius around planned station locations, unless otherwise noted.*

TOPIC	METRIC	CONDITION
STREET NETWORK	Intersection Density	13 Intersections
	Traffic Control	3 Signals
WALKING	Pedestrian Counts	[not available]
	Sidewalk Presence	100% of major streets within one mile have sidewalks on both sides of the street
	Crossings	33% of intersections have marked crosswalks or ADA ramps present
BICYCLING	Bicyclist Counts	[not available]
	Existing Bike Lanes	2.7 miles of dedicated bike facilities
	Planned Bike Lanes	10.2 miles of dedicated bike facilities
TRANSIT	Number of Transit Routes	2 Routes
	Average Daily Boardings	1,843
	Planned Transit Changes	No additional new routes planned in Focus Area (OnBoard 2040)
SAFETY	Total Crashes	53 in 2017
		Increased 104% from 2015 to 2017
	Bicyclist-Involved Crashes	1 in 2017
		Decreased 50% from 2015 to 2017
	Pedestrian-Involved Crashes	9 in 2017
		Increased 29% from 2015 to 2017
DRIVING	Street Layout	Adjacent to the station Maryland Parkway is 97' curb to curb
		Travel Lanes: 3 NB, 3 SB, 1 Center Left Turn
	Average Daily Traffic	[not available]
		[not available]
	Posted Speed	30 MPH
	Actual Speed	[not available]

### Opportunities

- Consider adding signals at key intersections
- Add/improve crosswalks and curb ramps at intersections
- Explore re-purposing of travel lanes on Maryland Parkway
- Implement planned bike facilities
- High off-street parking supply at the street front of Boulevard Mall presents opportunities for infill development, or shared-parking strategies to support park-and-ride travel

### Barriers

- Disconnected street network offers few route options for people walking and bicycling
- Few options for pedestrians to cross Maryland Parkway
- Wide roadways and street front parking make the intersection area appear unsafe and unappealing for walking or bicycling
- Collisions more than doubled in last two years of available data
- No connecting transit routes
- Relatively high traffic volumes and posted speed limit
- Area parking supply is primarily privately operated

*\*Data Sources: Clark County, City of Las Vegas, Google Earth, NDOT, RTC of Southern Nevada*



# KATIE AVENUE FOCUS AREA



Focus Area Map

## LEGEND



## DESCRIPTION

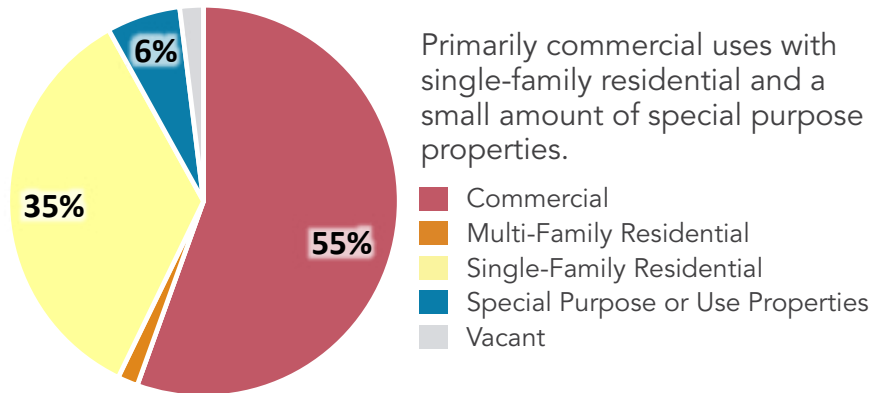
This proposed station is at the intersection of Maryland Parkway and Katie Avenue. The quarter-mile Focus Area is within the Paradise neighborhood. The area has big box and service commercial surrounding the intersection with large surface parking lots. There is also a large amount of multi-family residential and some community uses.

The Focus Area is just west of Orr Middle School. Bus routes currently serving this Focus Area include Routes 109 and 203. Both the Cambridge Recreation Center and Water Park and Molasky Family Park are within a quarter-mile of this station. Also within this Focus Area is the Flamingo Wash, an open, engineered drainage channel.

## MAJOR DESTINATION / LANDMARKS

- Boulevard Mall
- Cambridge Recreation Center and Water Park
- Molasky Family Park
- Best on the Boulevard Shopping Center
- Clark County Social Services
- State of Nevada Division of Welfare and Supportive Services

## EXISTING LAND USE MIX



## ZONING

The zoning in this Focus Area is primarily:

- **C-2 (General Commercial)**

There is also a significant amount of:

- P-F (Public Facility)
- R-5 (Apartment Residential)
- R-4 (Multiple-Family Residential)

**100%**  
OF THIS FOCUS  
AREA IS WITHIN THE  
**MIDTOWN MARYLAND  
PARKWAY DISTRICT  
ZONING OVERLAY**



Katie Avenue

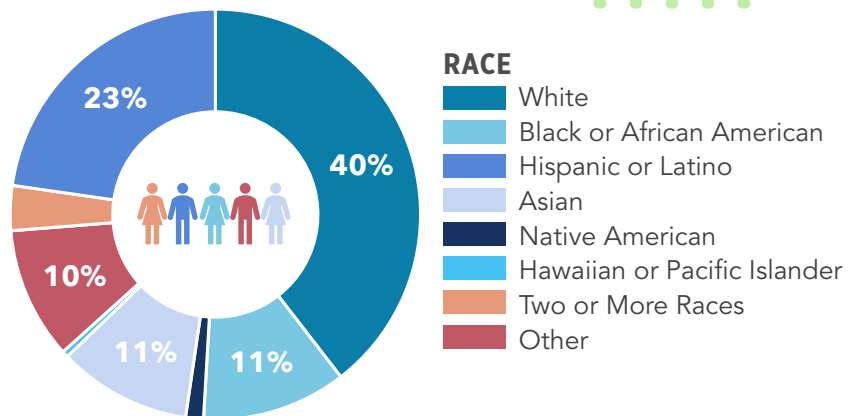
## DEMOGRAPHICS

**8,325**  
TOTAL POPULATION

**MEDIAN INCOME**  
**\$38,374**



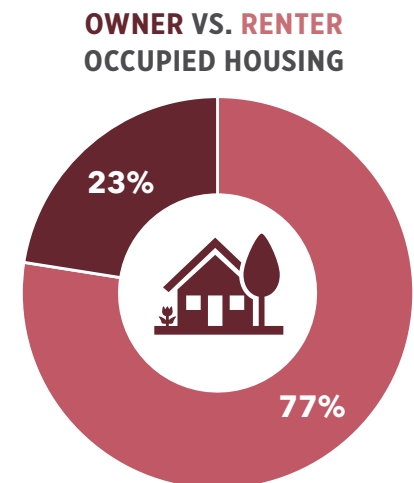
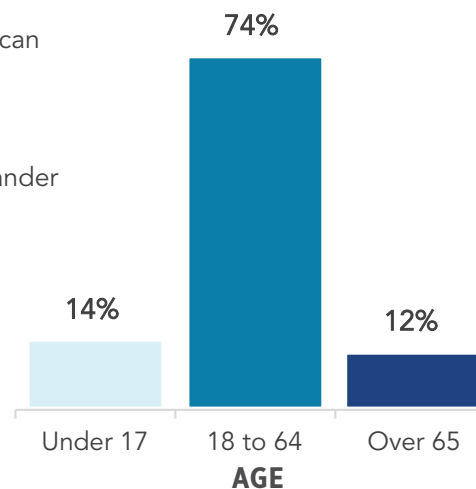
**PERCENT OF HOUSEHOLDS AT  
OR BELOW THE POVERTY LINE**  
**26.9%**



**PERCENT OF  
HOUSEHOLDS WITH NO  
VEHICLE AVAILABLE**



**26.8%**



**PERCENT OF RENT-  
BURDENED HOUSEHOLDS**

**56.1%**

(Rent > 30% of  
Household Income)

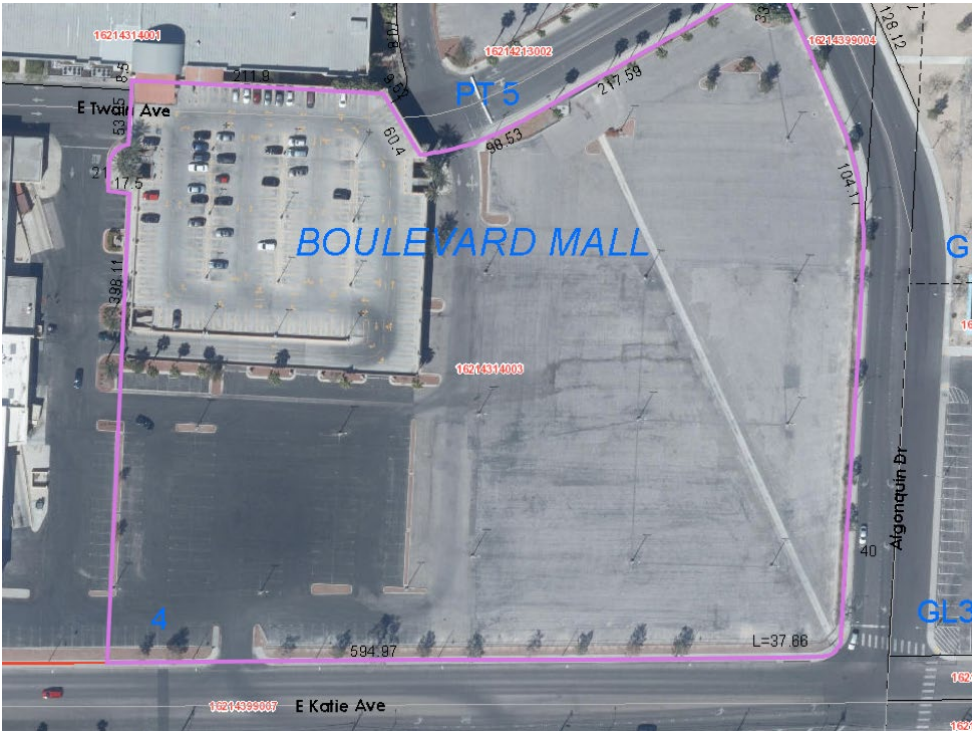


PUBLICLY OWNED / VACANT LAND

The following vacant and/or publicly owned parcel(s) have been identified as candidate parcels for TOD or equitable TOD (eTOD) according to the criteria noted on page 19.

3768 S. Maryland Parkway

- 1 parcel totaling 7 acres
- Current Ownership: Boulevard Ventures LLC
- Surface and structured parking



EXISTING INFRASTRUCTURE CONDITIONS

This section of roadway is motorist focused and very wide with six lanes of mixed flow traffic. Existing infrastructure and pedestrian safety are poor with only three bus shelters and a narrow sidewalk provided adjacent to the roadway. There are no designated bus or bike lanes. The sidewalk has no separation between motorists / pedestrians and is significantly lacking protection from the sun.

Within the sidewalk there are few light poles and utilities, providing a consistent path of travel along both sides. In contrast, there are multiple retail and commercial driveways on both sides which intersect the sidewalk with no pedestrian markings. This creates many safety conflict zones between motorist traffic and pedestrians.

Pedestrian comfort is poor with respite only provided at the bus shelters. There is a significant lack of pedestrian scale with the absence of street trees or streetscape furniture. The sidewalk directly adjacent to Maryland Parkway and large retail parking lots also creates a significantly negative impact on pedestrian scale, safety, and comfort.

Existing Infrastructure Rating

	Poor	Fair	Good
Pedestrian Safety			
Pedestrian Infrastructure			
Bicyclist Infrastructure			

See page 27 for criteria for the above ratings.

## TRANSPORTATION NETWORK

*\*All metrics are based on a 0.25 mile radius around planned station locations, unless otherwise noted.*

TOPIC	METRIC	CONDITION
STREET NETWORK	Intersection Density	3 Intersections
	Traffic Control	2 Signals
WALKING	Pedestrian Counts	[not available]
	Sidewalk Presence	100% of major streets within one mile have sidewalks on both sides of the street
	Crossings	38% of intersections have marked crosswalks or ADA ramps present
BICYCLING	Bicyclist Counts	[not available]
	Existing Bike Lanes	3.3 miles of dedicated bike facilities
	Planned Bike Lanes	10.9 miles of dedicated bike facilities
TRANSIT	Number of Transit Routes	2 Routes
	Average Daily Boardings	1,594
	Planned Transit Changes	No additional new routes planned in Focus Area (OnBoard 2040)
SAFETY	Total Crashes	67 in 2017
		Increased 131% from 2015 to 2017
	Bicyclist-Involved Crashes	0 in 2017
		None recorded from 2015 to 2017
	Pedestrian-Involved Crashes	2 in 2017
		Increased 100% from 2015 to 2017
DRIVING	Street Layout	Adjacent to the station Maryland Parkway is 90' curb to curb
		Travel Lanes: 3 NB, 3 SB, 1 Center Left Turn
	Average Daily Traffic	[not available]
		[not available]
	Posted Speed	30 MPH
	Actual Speed	[not available]

### Opportunities

- Add/improve crosswalks and curb ramps at intersections
- Consider adding signals at key intersections
- Implement planned bike facilities
- Explore re-purposing of travel lanes on Maryland Parkway
- High off-street parking supply at the street front presents opportunities for infill development, or shared-parking strategies to support park-and-ride travel

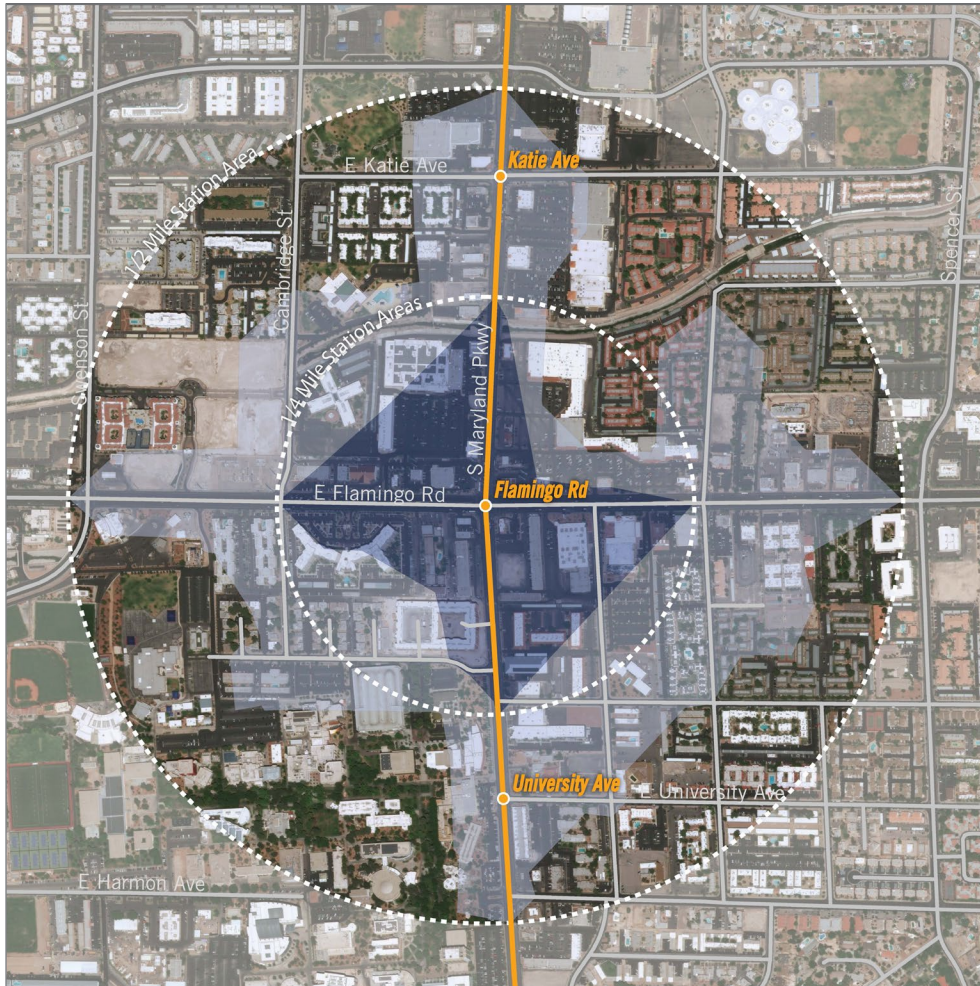
### Barriers

- Disconnected street network offers few route options for people walking and bicycling
- Wide roadways and street front parking make the intersection area appear unsafe and unappealing for walking or bicycling
- Collisions more than doubled in last two years of available data
- Few connecting transit routes
- Area parking supply is primarily privately operated

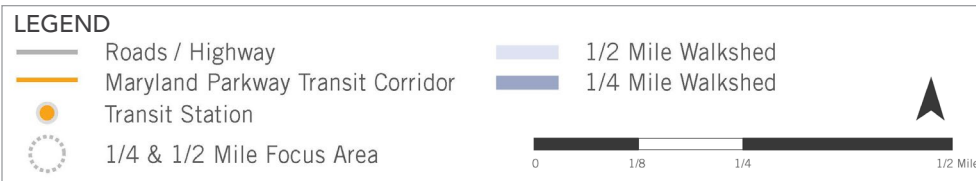
*\*Data Sources: Clark County, City of Las Vegas, Google Earth, NDOT, RTC of Southern Nevada*



# FLAMINGO ROAD FOCUS AREA



Focus Area Map



## DESCRIPTION

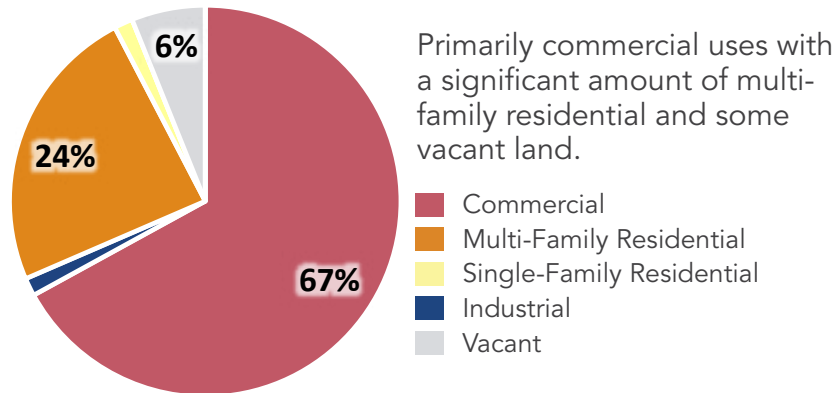
This proposed station is at the intersection of Maryland Parkway and Flamingo Avenue. The quarter-mile Focus Area is within the Paradise neighborhood. The area is primarily auto-oriented commercial with some multi-family residential.

The Focus Area just reaches into UNLV property on the southwest side but contains no other schools. Bus routes currently serving this Focus Area include Routes 109, 202 and 901. There are no parks or public gathering spaces here. Also within this Focus Area is the Flamingo Wash, an open, engineered drainage channel.

## MAJOR DESTINATION / LANDMARKS

- Clark County Library
- UNLV
- Albertsons Grocery Store

## EXISTING LAND USE MIX



## ZONING

The zoning in this Focus Area is primarily:

- **C-2 (General Commercial)**

There is also a significant amount of:

- P-F (Public Facility)
- R-5 (Apartment Residential)
- C-1 (Local Business)
- R-4 (Multiple-Family Residential)

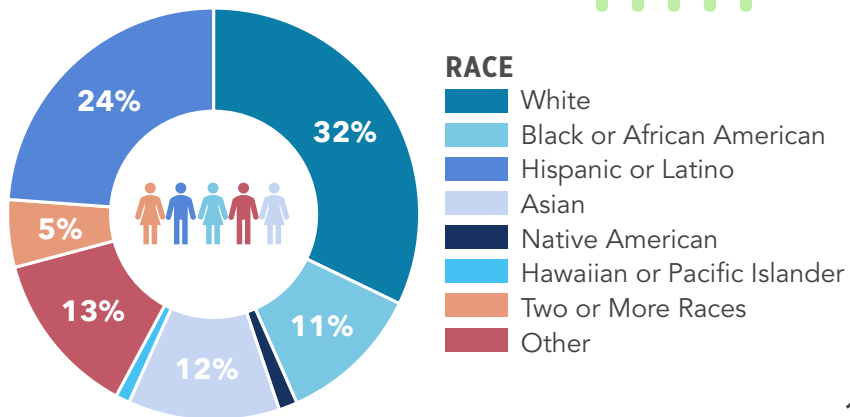
**100%**

OF THIS FOCUS AREA IS WITHIN THE **MIDTOWN MARYLAND PARKWAY DISTRICT ZONING OVERLAY**



## DEMOGRAPHICS

**10,109**  
TOTAL POPULATION



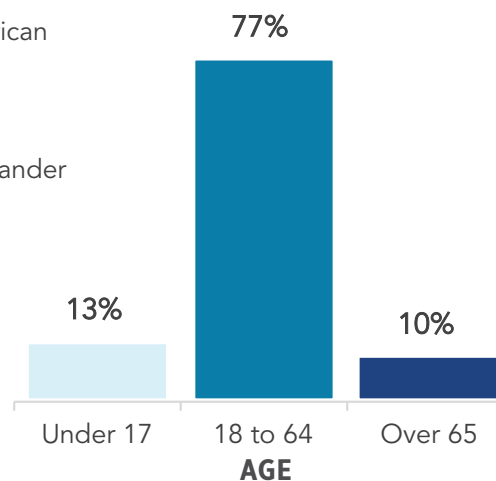
**PERCENT OF HOUSEHOLDS WITH NO VEHICLE AVAILABLE**  
**38.4%**



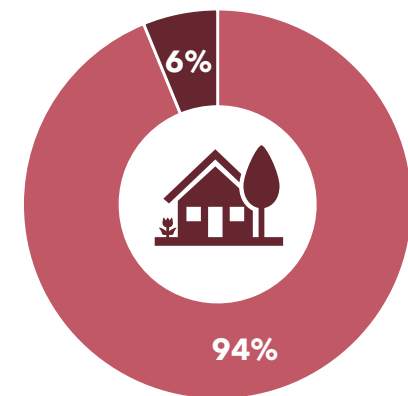
**MEDIAN INCOME**  
**\$28,376**



**PERCENT OF HOUSEHOLDS AT OR BELOW THE POVERTY LINE**  
**29.6%**



**OWNER VS. RENTER OCCUPIED HOUSING**



**PERCENT OF RENT-BURDENED HOUSEHOLDS**

**57%**

(Rent > 30% of Household Income)



PUBLICLY OWNED / VACANT LAND

The following vacant and/or publicly owned parcel(s) have been identified as candidate parcels for TOD or equitable TOD (eTOD) according to the criteria noted on page 19.

4000 S. Maryland Parkway

- One parcel totaling 7.25 acre
- Current Ownership: Mission Center LLC (Windmill Realty Advisors)
- Underutilized surface parking with one vacant, large building



EXISTING INFRASTRUCTURE CONDITIONS

This section of roadway is motorist focused and very wide with six lanes of mixed flow traffic. Existing infrastructure and pedestrian safety are poor with only one bus stop, two bus shelters and a narrow sidewalk provided adjacent to the roadway. There are two additional bus shelters along Flamingo Road within ½ mile radius. There are no designated bus or bike lanes. The sidewalk has no separation between motorists / pedestrians and is significantly lacking protection from the sun.

Within the sidewalk there are few light poles and utilities, providing for a consistent path of travel along both sides. In contrast, there are multiple retail and commercial driveways on both sides of the roadway and adjacent to the Flamingo Road intersection which intersect the sidewalk with no pedestrian markings. This creates many safety conflict zones between motorist traffic and pedestrians.

Pedestrian comfort is poor with respite only provided at the bus shelter. There is a significant lack of pedestrian scale with the absence of street trees or streetscape furniture. The sidewalk directly adjacent to Maryland Parkway and a prominent arterial roadway intersection also creates a significantly negative impact on pedestrian scale, safety, and comfort.

Existing Infrastructure Rating

	Poor	Fair	Good
Pedestrian Safety	<div></div>		
Pedestrian Infrastructure	<div></div>		
Bicyclist Infrastructure	<div></div>		

See page 27 for criteria for the above ratings.

## TRANSPORTATION NETWORK

*\*All metrics are based on a 0.25 mile radius around planned station locations, unless otherwise noted.*

TOPIC	METRIC	CONDITION
STREET NETWORK	Intersection Density	12 Intersections
	Traffic Control	3 Signals
WALKING	Pedestrian Counts	540 pedestrians observed at Harmon Avenue on a weekday in January 2016
	Sidewalk Presence	100% of major streets within one mile have sidewalks on both sides of the street
	Crossings	38% of intersections have marked crosswalks or ADA ramps present
BICYCLING	Bicyclist Counts	49 bicyclists observed at Harmon Avenue on a weekday in January 2016
	Existing Bike Lanes	3.6 miles of dedicated bike facilities
	Planned Bike Lanes	11.8 miles of dedicated bike facilities
TRANSIT	Number of Transit Routes	3 Routes
	Average Daily Boardings	2,782
	Planned Transit Changes	No additional new routes planned in Focus Area (OnBoard 2040)
SAFETY	Total Crashes	64 in 2017
		Increased 2% from 2015 to 2017
	Bicyclist-Involved Crashes	2 in 2017
		No change from 2015 to 2017
	Pedestrian-Involved Crashes	4 in 2017
		Increased 133% from 2015 to 2017
DRIVING	Street Layout	Adjacent to the station Maryland Parkway is 94' curb to curb
		Travel Lanes: 3 NB, 3 SB, 2 Center Left Turn
	Average Daily Traffic	30,500
		+9% from 2014 to 2018
	Posted Speed	30 MPH
	Actual Speed	[not available]

### Opportunities

- Add/improve crosswalks and curb ramps at intersections
- Consider adding signals at key intersections
- Implement planned bike facilities
- Explore re-purposing of travel lanes on Maryland Parkway
- High off-street parking supply at the street fronts presents opportunities for infill development, or shared-parking strategies to support park-and-ride travel

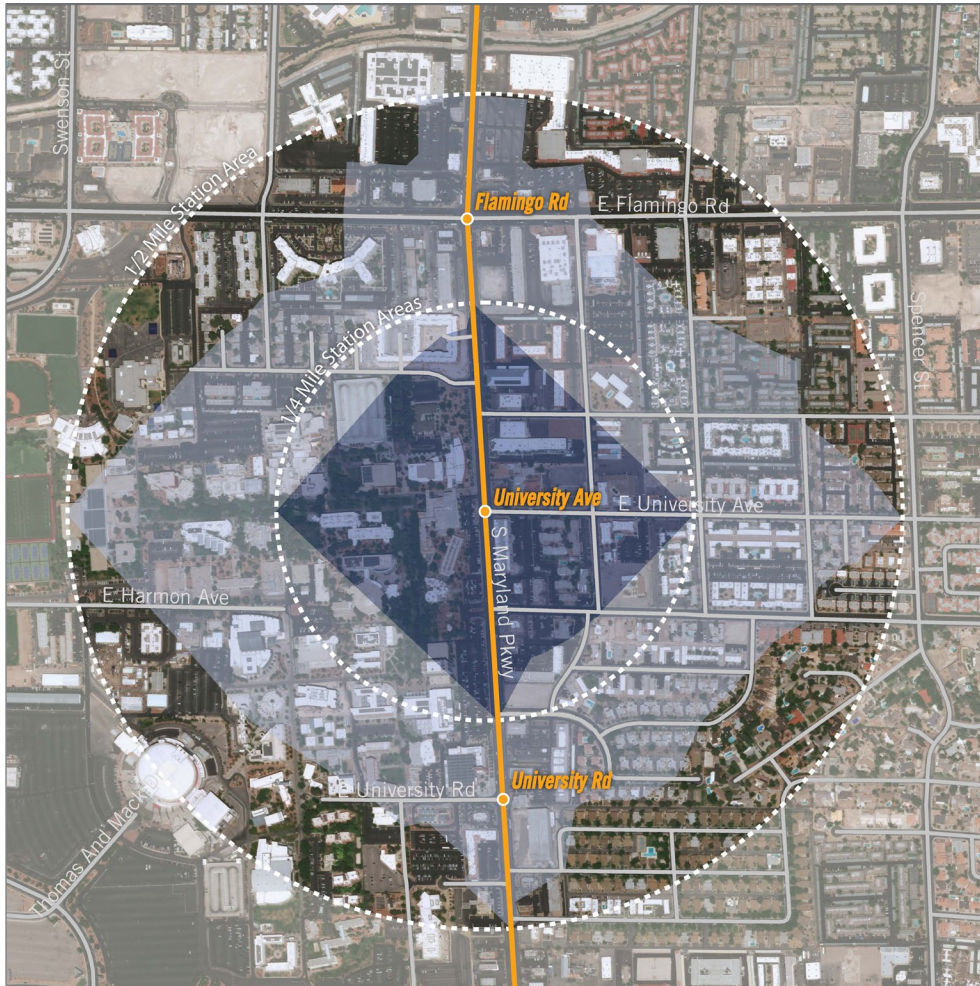
### Barriers

- Disconnected street network offers few route options for people walking and bicycling
- Wide roadways and street front parking make the intersection area appear unsafe and unappealing for walking or bicycling
- Collisions involving someone walking more than doubled in last two years of available data
- High traffic volumes
- Area parking supply is primarily privately operated

*\*Data Sources: Clark County, City of Las Vegas, Google Earth, NDOT, RTC of Southern Nevada*



## UNIVERSITY AVENUE FOCUS AREA



Focus Area Map



### DESCRIPTION

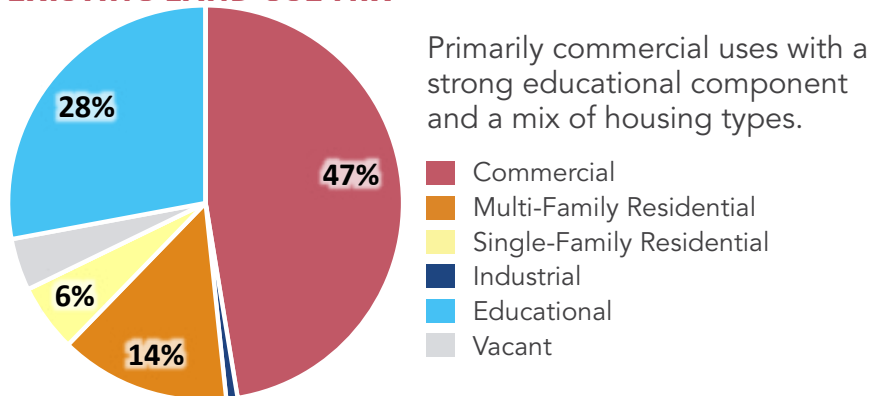
This proposed station is at the intersection of Maryland Parkway and University Avenue. The quarter-mile Focus Area is within the Paradise neighborhood. The west side of Maryland Parkway is entirely within the UNLV campus. The east side of the road has additional office and professional uses, a small amount of service commercial, and multi-family residential.

Paradise Elementary School is just outside of the Focus Area. Bus routes currently serving this Focus Area include Routes 109 and 901. Many parks and gathering spaces exist here but they are within the UNLV campus.

### MAJOR DESTINATION / LANDMARKS

- University of Nevada Las Vegas (UNLV)
- UNLV Judy Bayley Theatre
- UNLV Donna Beam Fine Art Gallery
- UNLV Artemus W. Ham Concert Hall
- UNLV Marjorie Barrick Museum
- Nevada System of Higher Education
- Nevada State Board of Nursing

## EXISTING LAND USE MIX



## ZONING

The zoning in this Focus Area is primarily:

- **P-F (Public Facility)**

There is also a significant amount of:

- R-4 (Multiple-Family Residential)
- C-2 (General Commercial)
- C-1 (Local Business)
- R-1 (Single-Family Residential)

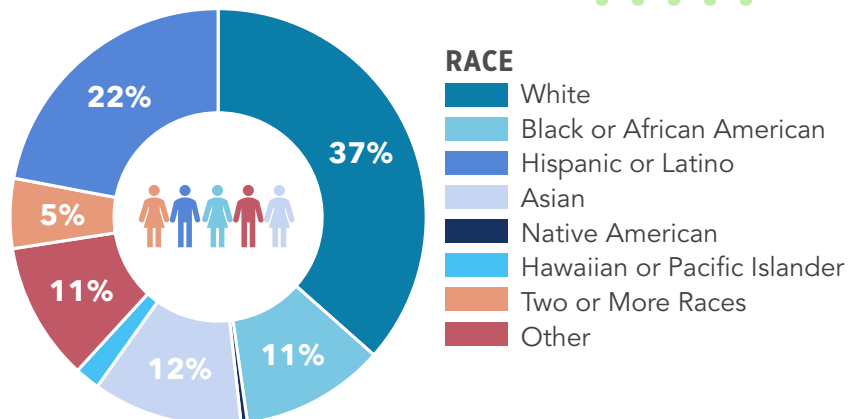
**100%**

OF THIS FOCUS AREA IS WITHIN THE **MIDTOWN MARYLAND PARKWAY DISTRICT ZONING OVERLAY**



## DEMOGRAPHICS

**6,395**  
TOTAL POPULATION



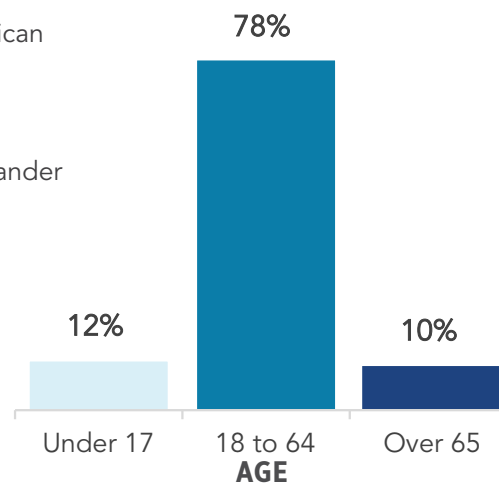
**PERCENT OF HOUSEHOLDS WITH NO VEHICLE AVAILABLE**  
**33.2%**



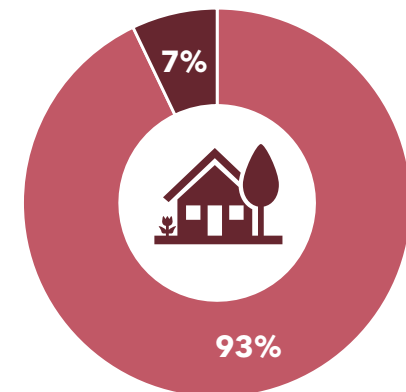
**MEDIAN INCOME**  
**\$33,964**



**PERCENT OF HOUSEHOLDS AT OR BELOW THE POVERTY LINE**  
**25%**



**OWNER VS. RENTER OCCUPIED HOUSING**



**PERCENT OF RENT-BURDENED HOUSEHOLDS**

**45.3%**

(Rent > 30% of Household Income)



PUBLICLY OWNED / VACANT LAND

The following vacant and/or publicly owned parcel(s) have been identified as candidate parcels for TOD or equitable TOD (eTOD) according to the criteria noted on page 19.

4440 S. Maryland Parkway  
(former Campus Village)

- Two parcels totaling 2.7 acres
- Current Ownership: G2-Campus Village LLC



EXISTING INFRASTRUCTURE CONDITIONS

This section of roadway is motorist focused and very wide with six lanes of mixed flow traffic. Although motorist focused, students utilize this section of roadway as it is an entry point into UNLV’s campus. Existing infrastructure and pedestrian safety are poor to fair with only one bus stop, one bus shelter, and typically a narrow sidewalk provided adjacent to the roadway. There are no designated bus or bike lanes. The sidewalk has minimal separation between motorists / pedestrians and is lacking protection from the sun. The streetscape along UNLV’s Lee and Thomas Beam Music Center provides a very wide section of sidewalk and double row of shade trees. Additionally, The University Avenue intersection provides a signalized, striped crossing with yellow painted raised median and bollards. This is an improvement in pedestrian safety / infrastructure compared with other Maryland Parkway sections

Within the sidewalk there are numerous light poles and utilities which disrupt a consistent path of travel along the east side. In contrast, there are few driveways that intersect the sidewalk, which is an improvement in safety.

Pedestrian comfort is poor to fair with respite provided only at the bus shelter. The sidewalk on the west side of Maryland Parkway along the Thomas Beam Music Center is tree lined and provides intermittent shade, improved scale, and separation between motorists / pedestrians. The sidewalk directly adjacent to Maryland Parkway on the east side creates a significantly negative impact on pedestrian scale, safety, and comfort.

Existing Infrastructure Rating

	Poor	Fair	Good
Pedestrian Safety			
Pedestrian Infrastructure			
Bicyclist Infrastructure			

See page 27 for criteria for the above ratings.

## TRANSPORTATION NETWORK

*\*All metrics are based on a 0.25 mile radius around planned station locations, unless otherwise noted.*

TOPIC	METRIC	CONDITION
STREET NETWORK	Intersection Density	15 Intersections
	Traffic Control	3 Signals
WALKING	Pedestrian Counts	540 pedestrians observed at Harmon Avenue on a weekday in January 2016
	Sidewalk Presence	100% of major streets within one mile have sidewalks on both sides of the street
	Crossings	23% of intersections have marked crosswalks or ADA ramps present
BICYCLING	Bicyclist Counts	49 bicyclists observed at Harmon Avenue on a weekday in January 2016
	Existing Bike Lanes	4.0 miles of dedicated bike facilities
	Planned Bike Lanes	11.1 miles of dedicated bike facilities
TRANSIT	Number of Transit Routes	2 Routes
	Average Daily Boardings	304
	Planned Transit Changes	No additional new routes planned in Focus Area (OnBoard 2040)
SAFETY	Total Crashes	28 in 2017
		Increased 115% from 2015 to 2017
	Bicyclist-Involved Crashes	2 in 2017
		No change from 2015 to 2017
	Pedestrian-Involved Crashes	4 in 2017
		None recorded from 2015 to 2016
DRIVING	Street Layout	Adjacent to the station Maryland Parkway is 87' curb to curb
		Travel Lanes: 3 NB, 3 SB, 0 Center Left Turn
	Average Daily Traffic	[not available]
		[change data not available]
	Posted Speed	30 MPH
	Actual Speed	[not available]

### Opportunities

- Add/improve crosswalks and curb ramps at intersections
- Consider adding signals at key intersections
- Implement planned bike facilities
- Explore re-purposing of travel lanes on Maryland Parkway

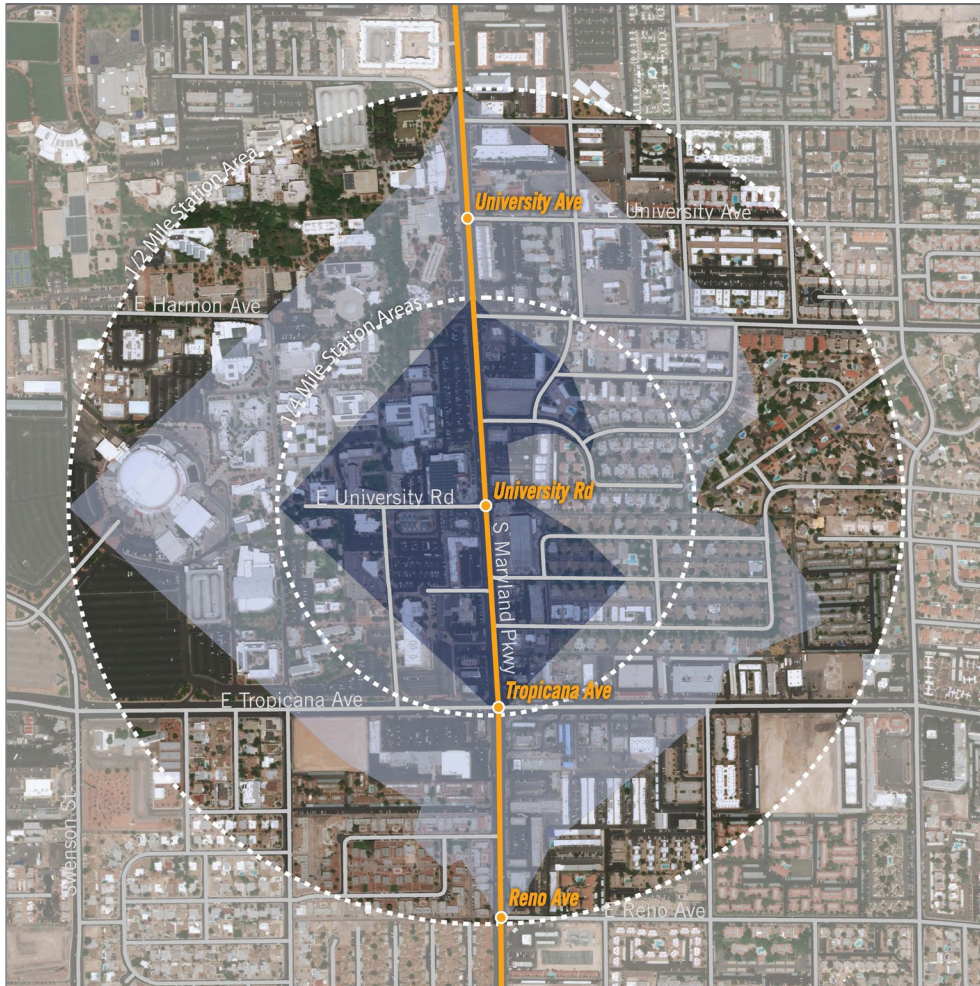
### Barriers

- Disconnected street network offers few route options for people walking and bicycling
- Wide roadways make the intersection area appear unsafe and unappealing for walking or bicycling
- Collisions more than doubled in last two years of available data
- Few connecting transit routes
- Area parking supply is primarily privately operated

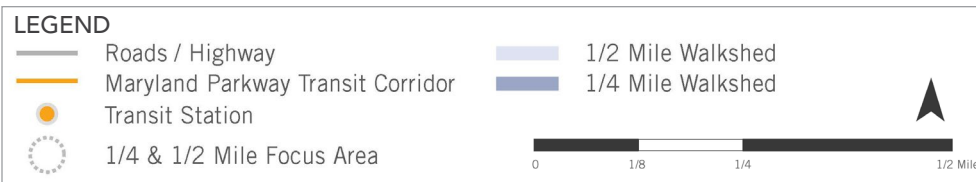
*\*Data Sources: Clark County, City of Las Vegas, Google Earth, NDOT, RTC of Southern Nevada*



# UNIVERSITY ROAD FOCUS AREA



Focus Area Map



## DESCRIPTION

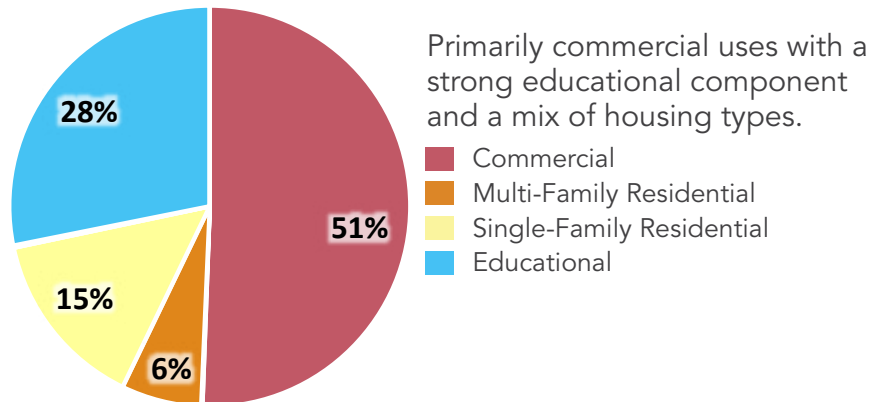
This proposed station is at the intersection of Maryland Parkway and University Road. The quarter-mile Focus Area is within the Paradise neighborhood. The west side of Maryland Parkway is almost entirely within the UNLV campus. There are commercial uses along both sides of Maryland Parkway south of University Road and east of Maryland Parkway north of University Road. The east side of the Focus Area has a mix of residential uses.

Bus routes currently serving this Focus Area include Routes 109 and 901. Many parks and gathering spaces exist here but they are within the UNLV campus.

## MAJOR DESTINATION / LANDMARKS

- University of Nevada Las Vegas (UNLV)
- UNLV Bookstore
- University Gardens Shopping Center
- College Town Plaza

## EXISTING LAND USE MIX



## ZONING

The zoning in this Focus Area is primarily:

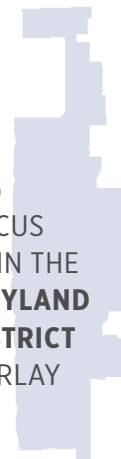
- **P-F (Public Facility)**

There is also a significant amount of:

- R-3 (Multiple-Family Residential)
- C-2 (General Commercial)
- C-1 (Local Business)
- R-4 (Multiple-Family Residential)

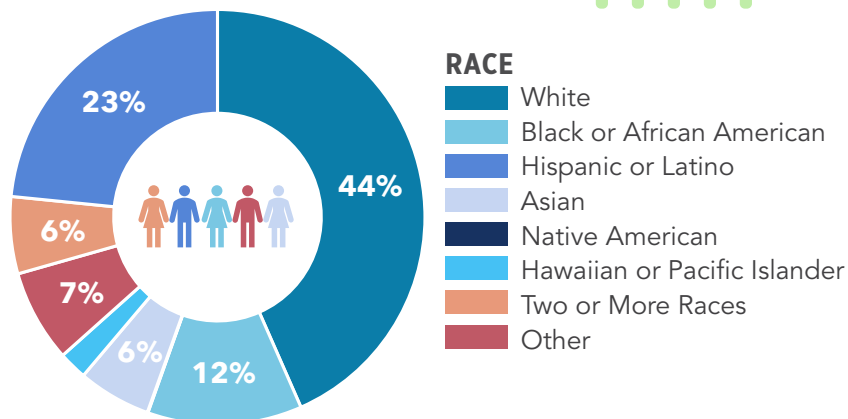
**100%**

OF THIS FOCUS AREA IS WITHIN THE **MIDTOWN MARYLAND PARKWAY DISTRICT ZONING OVERLAY**



## DEMOGRAPHICS

**5,447**  
TOTAL POPULATION



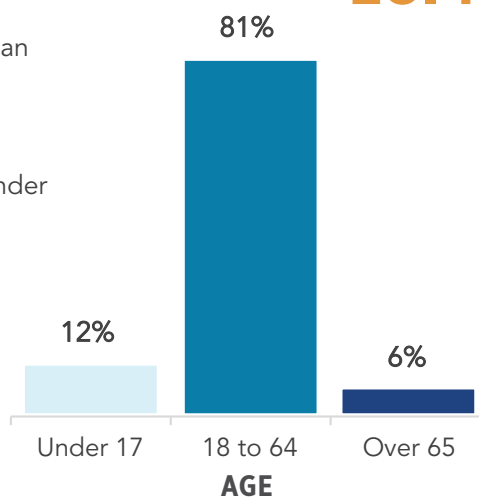
**PERCENT OF HOUSEHOLDS WITH NO VEHICLE AVAILABLE**  
**27.6%**



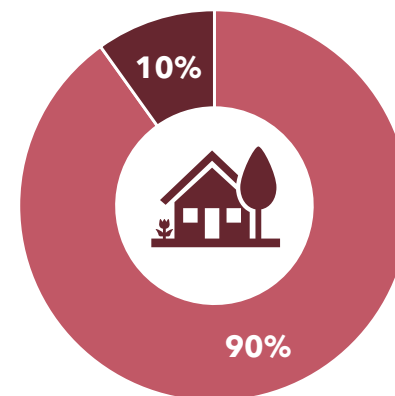
**MEDIAN INCOME**  
**\$33,058**



**PERCENT OF HOUSEHOLDS AT OR BELOW THE POVERTY LINE**  
**28.4%**



**OWNER VS. RENTER OCCUPIED HOUSING**



**PERCENT OF RENT-BURDENED HOUSEHOLDS**

**50.9%**

(Rent > 30% of Household Income)



PUBLICLY OWNED / VACANT LAND

The following vacant and/or publicly owned parcel(s) have been identified as candidate parcels for TOD or equitable TOD (eTOD) according to the criteria noted on page 19.

1135 University Road

- One parcel totaling 2.2 acres
- Current Ownership: UNLV
- Surface parking and transit center - UNLV is considering creation of a regional mobility hub including student housing for the site



EXISTING INFRASTRUCTURE CONDITIONS

This section of roadway is motorist focused and very wide with six lanes of mixed flow traffic. Although motorist focused, many students utilize this section of roadway as it is a primary entry point into UNLV's campus. There are no designated bus or bike lanes.

Within the sidewalk there are numerous light poles and utilities which disrupt a consistent path of travel. Additionally, there are multiple retail driveways on both sides which intersect the sidewalk with no pedestrian markings. This creates many safety conflict zones between motorists and pedestrians.

The UNLV Transit Center is located west of the intersection within a 1/2 mile radius, and provides a key existing transportation infrastructure element. Pedestrian comfort here is very good with a shade structure, trees and benches.

Pedestrian comfort is poor to fair with respite provided only at the bus shelter. Trees along the sidewalk on the west side of Maryland Parkway (in front of Greenspun Hall) provide intermittent shade, improved scale, and separation between motorists and pedestrians. The sidewalk on the east side of Maryland Parkway is narrow, has minimal separation between motorists / pedestrians and is lacking protection from the sun. This creates a significantly negative impact on pedestrian scale, safety, and comfort.

Existing Infrastructure Rating

	Poor	Fair	Good
Pedestrian Safety	<div></div>		
Pedestrian Infrastructure	<div></div>		
Bicyclist Infrastructure	<div></div>		

See page 27 for criteria for the above ratings.

## TRANSPORTATION NETWORK

*\*All metrics are based on a 0.25 mile radius around planned station locations, unless otherwise noted.*

TOPIC	METRIC	CONDITION
STREET NETWORK	Intersection Density	22 Intersections
	Traffic Control	3 Signals
WALKING	Pedestrian Counts	540 pedestrians observed at Harmon Avenue on a weekday in January 2016
	Sidewalk Presence	97% of major streets within one mile have sidewalks on both sides of the street
	Crossings	27% of intersections have marked crosswalks or ADA ramps present
BICYCLING	Bicyclist Counts	49 bicyclists observed at Harmon Avenue on a weekday in January 2016
	Existing Bike Lanes	4.7 miles of dedicated bike facilities
	Planned Bike Lanes	8.9 miles of dedicated bike facilities
TRANSIT	Number of Transit Routes	3 Routes
	Average Daily Boardings	941
	Planned Transit Changes	No additional new routes planned in Focus Area (OnBoard 2040)
SAFETY	Total Crashes	43 in 2017
		Increased 59% from 2015 to 2017
	Bicyclist-Involved Crashes	1 in 2017
		Decreased 50% from 2015 to 2017
	Pedestrian-Involved Crashes	3 in 2017
None recorded from 2015 to 2016		
DRIVING	Street Layout	Adjacent to the station Maryland Parkway is 88’ curb to curb
		Travel Lanes: 3 NB, 3 SB, 1 Center Left Turn
	Average Daily Traffic	[not available]
		[change data not available]
	Posted Speed	30 MPH
	Actual Speed	[not available]

### Opportunities

- Fill gaps in the sidewalk network and add crosswalks and curb ramps at intersections
- Consider adding signals at key intersections
- Implement planned bike facilities
- Explore re-purposing of travel lanes on Maryland Parkway

### Barriers

- Disconnected street network offers few route options for people walking and bicycling
- Wide roadways and street front parking make the intersection area appear unsafe and unappealing for walking or bicycling
- Few connecting transit routes
- Area parking supply is primarily privately operated

*\*Data Sources: Clark County, City of Las Vegas, Google Earth, NDOT, RTC of Southern Nevada*



# TROPICANA AVE FOCUS AREA



Focus Area Map

## LEGEND



## DESCRIPTION

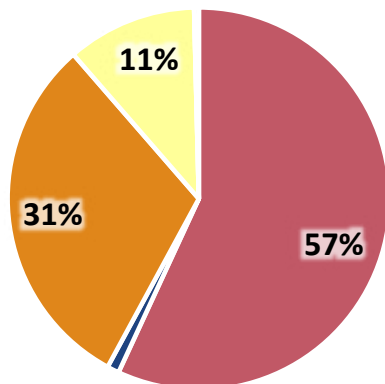
This proposed station is at the intersection of Maryland Parkway and Tropicana Avenue. The quarter-mile Focus Area is within the Paradise neighborhood. The northwest quadrant of this Focus Area is within the UNLV campus. There are commercial uses along most of Maryland Parkway and Tropicana Avenue. There is also a strong mix of residential uses.

Bus routes currently serving this Focus Area include Routes 109, 201 and 901. A few parks and gathering spaces exist here but they are within the UNLV campus.

## MAJOR DESTINATION / LANDMARKS

- University of Nevada Las Vegas (UNLV)
- College Town Plaza
- Camelot Shopping Center
- Vons Grocery Store

## EXISTING LAND USE MIX



A balanced mix of commercial, multi-family residential, and single-family residential uses.

- Commercial
- Multi-Family Residential
- Single-Family Residential
- Industrial

## ZONING

The zoning in this Focus Area is primarily:

- **C-2 (General Commercial District)**

There is also a significant amount of:

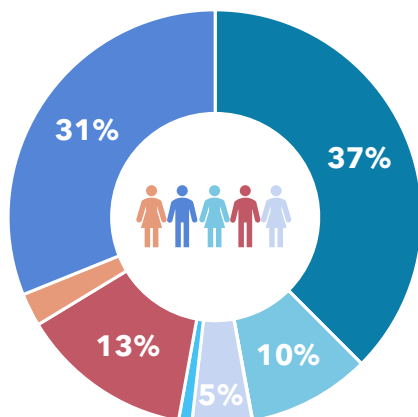
- R-4 (Multiple-Family Residential)
- P-F (Public Facility)
- R-3 (Multiple-Family Residential)
- R-5 (Apartment Residential District)
- C-1 (Local Business District)

**98%**  
OF THIS FOCUS  
AREA IS WITHIN THE  
**MIDTOWN MARYLAND  
PARKWAY DISTRICT**  
ZONING OVERLAY



## DEMOGRAPHICS

**7,267**  
TOTAL POPULATION



### RACE

- White
- Black or African American
- Hispanic or Latino
- Asian
- Native American
- Hawaiian or Pacific Islander
- Two or More Races
- Other

**PERCENT OF  
HOUSEHOLDS WITH NO  
VEHICLE AVAILABLE**

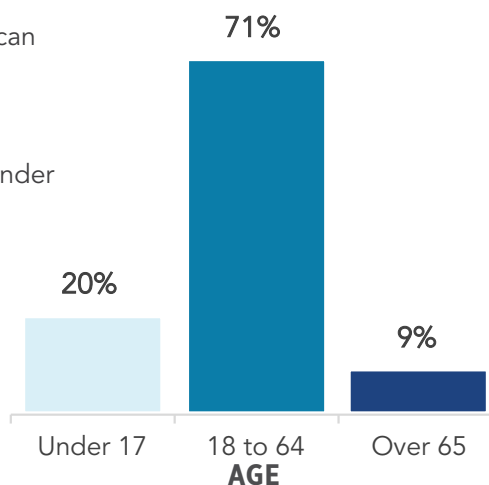


**31.7%**

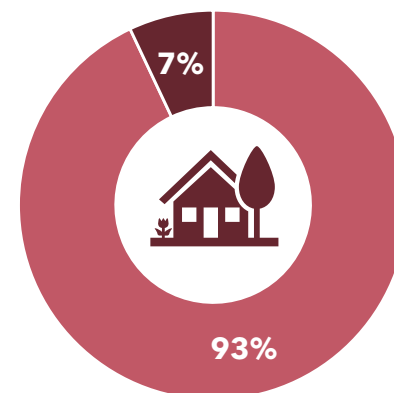
**MEDIAN INCOME**  
**\$29,705**



**PERCENT OF HOUSEHOLDS AT  
OR BELOW THE POVERTY LINE**  
**28.7%**



**OWNER VS. RENTER  
OCCUPIED HOUSING**



**PERCENT OF RENT-  
BURDENED HOUSEHOLDS**

**53.5%**

(Rent > 30% of  
Household Income)



## PUBLICLY OWNED / VACANT LAND

The following vacant and/or publicly owned parcel(s) have been identified as candidate parcels for TOD or equitable TOD (eTOD) according to the criteria noted on page 19.

### 1250 E. Tropicana Avenue

- Two parcels totaling 2.2 acres
- Current Ownership: Tropicana Z Holdings LLC
- Brownfield Study Site - industrial use



## EXISTING INFRASTRUCTURE CONDITIONS

This section of roadway is motorist focused and very wide with four lanes of mixed flow traffic. Existing infrastructure and pedestrian safety are poor with only two bus shelters and a narrow sidewalk provided adjacent to the roadway. There are two additional bus shelters on Tropicana Avenue within ½ mile radius. There are no designated bus or bike lanes. The sidewalk has no separation between motorists / pedestrians and is significantly lacking protection from the sun.

Within the sidewalk there are numerous light poles and utilities which disrupt a consistent path of travel along both sides. Additionally, there are multiple retail and commercial driveways on both sides of the roadway and adjacent to the Tropicana Avenue intersection which intersect the sidewalk with no pedestrian markings. This creates many safety conflict zones between motorist traffic and pedestrians.

Pedestrian comfort is poor with respite provided only at the bus shelters. There is a significant lack of pedestrian scale with the absence of street trees or streetscape furniture. The sidewalk directly adjacent to Maryland Parkway and a prominent arterial roadway intersection also creates a significantly negative impact on pedestrian scale, safety, and comfort.

### Existing Infrastructure Rating

	Poor	Fair	Good
Pedestrian Safety	100%	0%	0%
Pedestrian Infrastructure	50%	50%	0%
Bicyclist Infrastructure	100%	0%	0%

See page 27 for criteria for the above ratings.

## TRANSPORTATION NETWORK

*\*All metrics are based on a 0.25 mile radius around planned station locations, unless otherwise noted.*

TOPIC	METRIC	CONDITION
STREET NETWORK	Intersection Density	17 Intersections
	Traffic Control	2 Signals
WALKING	Pedestrian Counts	540 pedestrians observed at Harmon Avenue on a weekday in January 2016
	Sidewalk Presence	88% of major streets within one mile have sidewalks on both sides of the street
	Crossings	18% of intersections have marked crosswalks or ADA ramps present
BICYCLING	Bicyclist Counts	49 bicyclists observed at Harmon Avenue on a weekday in January 2016
	Existing Bike Lanes	4.4 miles of dedicated bike facilities
	Planned Bike Lanes	6.6 miles of dedicated bike facilities
TRANSIT	Number of Transit Routes	3 Routes
	Average Daily Boardings	2,254
	Planned Transit Changes	Planned Route (OnBoard 2040): Harmon
SAFETY	Total Crashes	72 in 2017
		Increased 95% from 2015 to 2017
	Bicyclist-Involved Crashes	2 in 2017
		Decreased 33% from 2015 to 2017
	Pedestrian-Involved Crashes	6 in 2017
		Increased 500% from 2015 to 2017
DRIVING	Street Layout	Adjacent to the station Maryland Parkway is 98' curb to curb
		Travel Lanes: 3 NB, 3 SB, 2 Center Left Turn
	Average Daily Traffic	[not available]
		[change data not available]
	Posted Speed	30 MPH
	Actual Speed	[not available]

### Opportunities

- Fill gaps in the sidewalk network and add crosswalks and curb ramps at intersections
- Consider adding signals at key intersections
- Implement planned bike facilities
- Explore re-purposing of travel lanes on Maryland Parkway

### Barriers

- Disconnected street network offers few route options for people walking and bicycling
- Wide roadways make the intersection area appear unsafe and unappealing for walking or bicycling
- Collisions nearly doubled in last two years of available data—collisions involving someone walking increased by a factor of five
- Area parking supply is primarily privately operated

*\*Data Sources: Clark County, City of Las Vegas, Google Earth, NDOT, RTC of Southern Nevada*



# RENO AVENUE FOCUS AREA



Focus Area Map



## DESCRIPTION

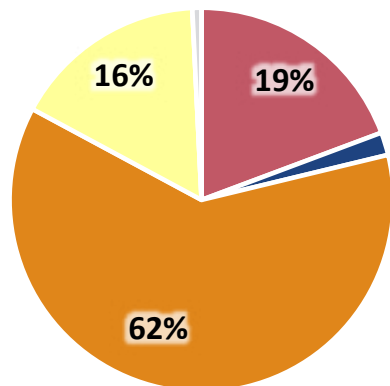
This proposed station is at the intersection of Maryland Parkway and Reno Avenue. The quarter-mile Focus Area is within the Paradise neighborhood. This area is primarily multi-family residential uses with some single-family residential as well. It also includes commercial uses along the east side Maryland Parkway north of Reno Avenue and at the intersection with Tropicana Avenue to the north.

Gene Ward Elementary School is just outside the Focus Area. Bus routes currently serving this Focus Area include Routes 109 and 901. No parks or public gathering spaces exist here.

## MAJOR DESTINATION / LANDMARKS

- Vons Grocery Store
- Camelot Shopping Center

## EXISTING LAND USE MIX



Mostly multi-family residential uses with supportive commercial and some single-family residential housing options.

- Commercial
- Multi-Family Residential
- Single-Family Residential
- Industrial
- Vacant

## ZONING

The zoning in this Focus Area is primarily:

- R-3 (Multiple-Family Residential)
- R-4 (Multiple-Family Residential)

There is also a significant amount of:

- C-2 (General Commercial)
- R-5 (Apartment Residential)

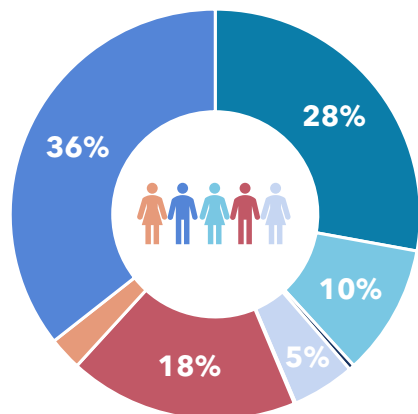
**84%**

OF THIS FOCUS AREA IS WITHIN THE MIDTOWN MARYLAND PARKWAY DISTRICT ZONING OVERLAY



## DEMOGRAPHICS

**4,829**  
TOTAL POPULATION



### RACE

- White
- Black or African American
- Hispanic or Latino
- Asian
- Native American
- Hawaiian or Pacific Islander
- Two or More Races
- Other

**PERCENT OF HOUSEHOLDS WITH NO VEHICLE AVAILABLE**

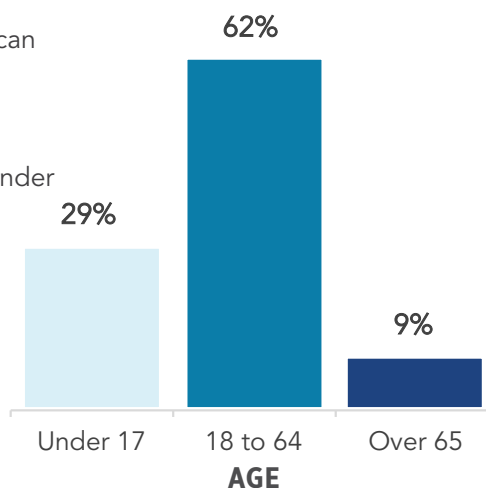


**34.9%**

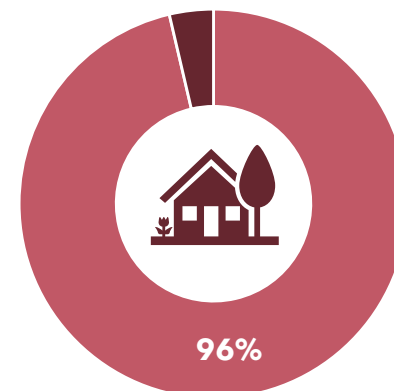
**MEDIAN INCOME**  
**\$27,197**



**PERCENT OF HOUSEHOLDS AT OR BELOW THE POVERTY LINE**  
**30.8%**



**OWNER VS. RENTER OCCUPIED HOUSING**



**PERCENT OF RENT-BURDENED HOUSEHOLDS**

**54.5%**

(Rent > 30% of Household Income)



## PUBLICLY OWNED / VACANT LAND

The following vacant and/or publicly owned parcel(s) have been identified as candidate parcels for TOD or equitable TOD (eTOD) according to the criteria noted on page 19.

### 4792 S. Maryland Parkway

- 1 parcel totaling 4.42 acres
- Current Ownership: Camelot Shopping Center LLC
- Underutilized parking lot in a derelict shopping center and very low acquisition price



## EXISTING INFRASTRUCTURE CONDITIONS

This section of roadway is motorist focused and very wide with four lanes of mixed flow traffic. Existing infrastructure and pedestrian safety are poor with only two bus shelters and a narrow sidewalk provided adjacent to the roadway. There are no designated bus or bike lanes. The sidewalk has no separation between motorists / pedestrians and is significantly lacking protection from the sun. The Reno Avenue intersection provides a signalized, striped crossing with yellow painted raised median and bollards. This is an improvement in pedestrian safety / infrastructure compared with other Maryland Parkway sections.

Within the sidewalk there are numerous light poles and utilities which disrupt a consistent path of travel along both sides. Additionally, there are multiple driveways along the east side which intersect the sidewalk with no pedestrian markings. This creates many safety conflict zones between motorists and pedestrians.

Pedestrian comfort is poor with respite provided only at the bus shelters. There is a significant lack of pedestrian scale with the absence of street trees or streetscape furniture. The sidewalk directly adjacent to Maryland Parkway also creates a significantly negative impact on pedestrian scale, safety, and comfort.

### Existing Infrastructure Rating

	Poor	Fair	Good
Pedestrian Safety	<div></div>		
Pedestrian Infrastructure	<div></div>		
Bicyclist Infrastructure	<div></div>		

See page 27 for criteria for the above ratings.

## TRANSPORTATION NETWORK

*\*All metrics are based on a 0.25 mile radius around planned station locations, unless otherwise noted.*

TOPIC	METRIC	CONDITION
STREET NETWORK	Intersection Density	29 Intersections
	Traffic Control	1 Signal
WALKING	Pedestrian Counts	[not available]
	Sidewalk Presence	87% of major streets within one mile have sidewalks on both sides of the street
	Crossings	7% of intersections have marked crosswalks or ADA ramps present
BICYCLING	Bicyclist Counts	[not available]
	Existing Bike Lanes	3.7 miles of dedicated bike facilities
	Planned Bike Lanes	5.2 miles of dedicated bike facilities
TRANSIT	Number of Transit Routes	2 Routes
	Average Daily Boardings	1,687
	Planned Transit Changes	No additional new routes planned in Focus Area (OnBoard 2040)
SAFETY	Total Crashes	31 in 2017
		Increased 107% from 2015 to 2017
	Bicyclist-Involved Crashes	1 in 2017
		No change from 2015 to 2017
	Pedestrian-Involved Crashes	3 in 2017
		Decreased 57% from 2015 to 2017
DRIVING	Street Layout	Adjacent to the station Maryland Parkway is 88' curb to curb
		Travel Lanes: 3 NB, 3 SB, 0 Center Left Turn
	Average Daily Traffic	20,300
		-88% from 2014 to 2018
	Posted Speed	35 MPH
	Actual Speed	[not available]

### Opportunities

- Fill gaps in the sidewalk network and add crosswalks and curb ramps at intersections
- Consider adding signals at key intersections
- Implement planned bike facilities
- Explore re-purposing of travel lanes on Maryland Parkway

### Barriers

- Disconnected street network offers few route options for people walking and bicycling
- Wide roadways make the intersection area appear unsafe and unappealing for walking or bicycling
- Relatively high traffic volumes and posted speed limit
- Collisions more than doubled in last two years of available data
- Few connecting transit routes

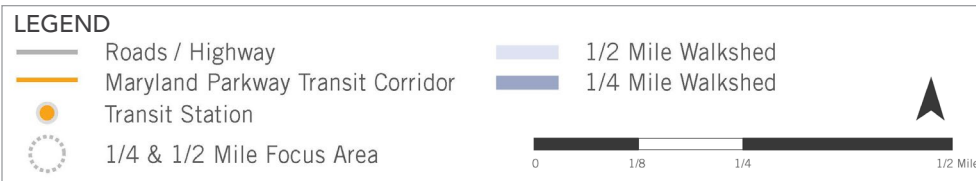
*\*Data Sources: Clark County, City of Las Vegas, Google Earth, NDOT, RTC of Southern Nevada*



# HACIENDA AVENUE FOCUS AREA



Focus Area Map



## DESCRIPTION

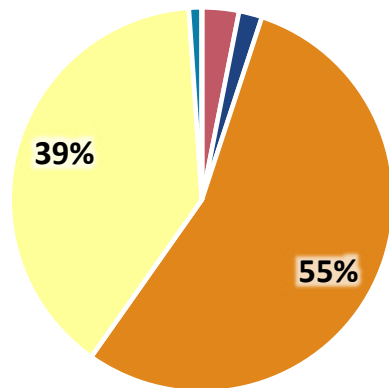
This proposed station is at the intersection of Maryland Parkway and Hacienda Avenue. The quarter-mile Focus Area is within the Paradise neighborhood. This area is almost entirely residential uses with a mix of multi-family and single-family.

Gene Ward Elementary School is just outside the Focus Area. Bus routes currently serving this Focus Area include Routes 109 and 901. No parks or public gathering spaces exist within the 1/4 mile Focus Area, but Siegfried and Roy Park exists near Russell Road and Maryland Parkway, within a 1/2 mile from the Hacienda Avenue Station.

## MAJOR DESTINATION / LANDMARKS

- None

## EXISTING LAND USE MIX



Almost entirely residential uses but balanced between single-family and multi-family.

- Commercial
- Multi-Family Residential
- Single-Family Residential
- Industrial
- Special Purpose or Use Properties

## ZONING

The zoning in this Focus Area is primarily:

- R-3 (Multiple-Family Residential)
- R-1 (Single-Family Residential)

There is also a significant amount of:

- R-4 (Multiple-Family Residential)
- R-E (Rural Estates Residential)

**80%**

OF THIS FOCUS AREA IS WITHIN THE MIDTOWN MARYLAND PARKWAY DISTRICT ZONING OVERLAY

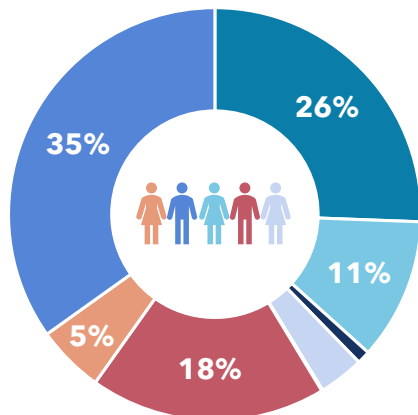


## DEMOGRAPHICS

**5,833**  
TOTAL POPULATION

### RACE

- White
- Black or African American
- Hispanic or Latino
- Asian
- Native American
- Hawaiian or Pacific Islander
- Two or More Races
- Other



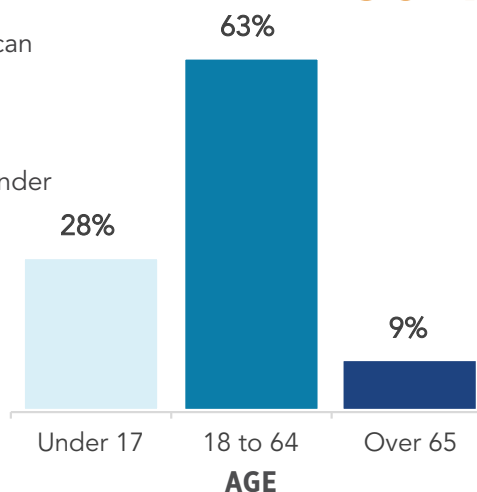
PERCENT OF HOUSEHOLDS WITH NO VEHICLE AVAILABLE

**25.7%**

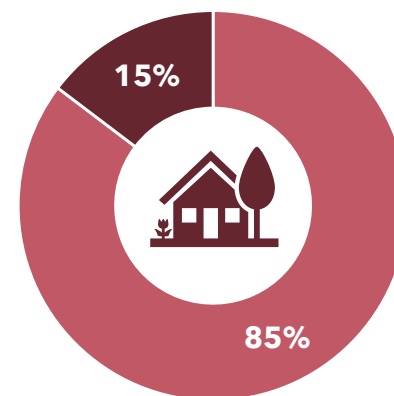
MEDIAN INCOME  
**\$31,628**



PERCENT OF HOUSEHOLDS AT OR BELOW THE POVERTY LINE  
**30.4%**



OWNER VS. RENTER OCCUPIED HOUSING



PERCENT OF RENT-BURDENED HOUSEHOLDS

**55.1%**

(Rent > 30% of Household Income)



**PUBLICLY OWNED / VACANT LAND**

No candidate parcels for TOD or equitable TOD (eTOD) due to airport noise restrictions and lack of parcels that met evaluation criteria noted on page 19.

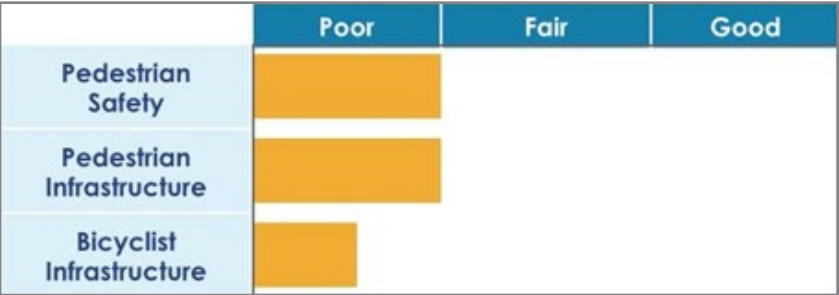
**EXISTING INFRASTRUCTURE CONDITIONS**

This section of roadway is motorist focused and very wide with four lanes of mixed flow traffic. Existing infrastructure and pedestrian safety are poor with only two bus shelters and a narrow sidewalk provided adjacent to the roadway. There are no designated bus or bike lanes. The sidewalk has no separation between motorists / pedestrians and is significantly lacking protection from the sun.

Within the sidewalk there are numerous light poles and utilities which disrupt a consistent path of travel along both sides. In contrast, there are few driveways that intersect the sidewalk, which is an improvement in safety.

Pedestrian comfort is poor with respite provided only at the bus shelters. There is a significant lack of pedestrian scale with the absence of street trees or streetscape furniture. The sidewalk directly adjacent to Maryland Parkway also creates a significantly negative impact on pedestrian scale, safety, and comfort.

**Existing Infrastructure Rating**



See page 27 for criteria for the above ratings.

## TRANSPORTATION NETWORK

*\*All metrics are based on a 0.25 mile radius around planned station locations, unless otherwise noted.*

TOPIC	METRIC	CONDITION
STREET NETWORK	Intersection Density	33 Intersections
	Traffic Control	1 Signal
WALKING	Pedestrian Counts	[not available]
	Sidewalk Presence	88% of major streets within one mile have sidewalks on both sides of the street
	Crossings	5% of intersections have marked crosswalks or ADA ramps present
BICYCLING	Bicyclist Counts	[not available]
	Existing Bike Lanes	3.5 miles of dedicated bike facilities
	Planned Bike Lanes	4.7 miles of dedicated bike facilities
TRANSIT	Number of Transit Routes	2 Routes
	Average Daily Boardings	257
	Planned Transit Changes	No additional new routes planned in Focus Area (OnBoard 2040)
SAFETY	Total Crashes	19 in 2017
		Increased 58% from 2015 to 2017
	Bicyclist-Involved Crashes	1 in 2017
		No change from 2015 to 2017
	Pedestrian-Involved Crashes	7 in 2017
		Increased 133% from 2015 to 2017
DRIVING	Street Layout	Adjacent to the station Maryland Parkway is 86' curb to curb
		Travel Lanes: 3 NB, 3 SB, 1 Center Left Turn
	Average Daily Traffic	20,300
		-88% from 2014 to 2018
	Posted Speed	35 MPH
	Actual Speed	[not available]

### Opportunities

- Fill gaps in the sidewalk network and add crosswalks and curb ramps at intersections
- Consider adding signals at key intersections
- Implement planned bike facilities
- Explore re-purposing of travel lanes on Maryland Parkway

### Barriers

- Disconnected street network offers few route options for people walking and bicycling
- Wide roadways make the intersection area appear unsafe and unappealing for walking or bicycling
- Relatively high traffic volumes and posted speed limit
- Few options for pedestrians to cross Maryland Parkway, coupled with few marked and ADA compliant crosswalks
- Few connecting transit routes

*\*Data Sources: Clark County, City of Las Vegas, Google Earth, NDOT, RTC of Southern Nevada*



# RUSSELL ROAD FOCUS AREA



Focus Area Map



## DESCRIPTION

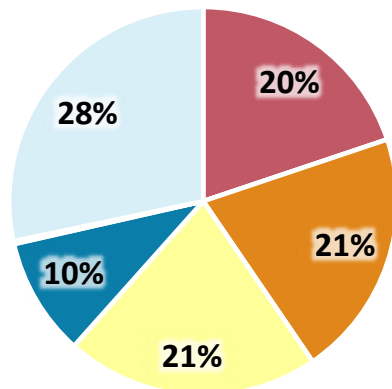
This proposed station is at the intersection of Maryland Parkway and Russell Road. The quarter-mile Focus Area is within the Paradise neighborhood. The Focus Area intersects with Terminal 3 of McCarran International Airport on the southern half, serving as a natural terminus for the Maryland Parkway Corridor. The area north of the airport includes residential uses and Siegfried and Roy Park. There are shops and restaurants within the airport terminal.

There are no schools within the Focus Area. Bus routes currently serving this Focus Area include Routes 109, 901 and 902.

## MAJOR DESTINATION / LANDMARKS

- McCarran International Airport
- Siegfried and Roy Park

## EXISTING LAND USE MIX



A strong, balanced mix of uses.

- Commercial
- Multi-Family Residential
- Single-Family Residential
- Special Purpose or Use Properties
- Transportation/Utilities/Communication

## ZONING

The zoning in this Focus Area is primarily:

### • P-F (Public Facility)

There is also a significant amount of:

- R-1 (Single-Family Residential)
- R-4 (Multiple-Family Residential)
- R-2 (Medium Density Residential)
- R-E (Rural Estates Residential)

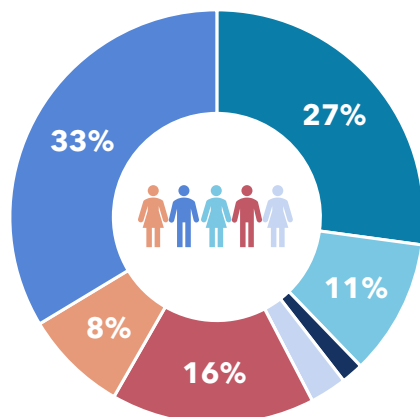
**27%**

OF THIS FOCUS AREA IS WITHIN THE **MIDTOWN MARYLAND PARKWAY DISTRICT ZONING OVERLAY**



## DEMOGRAPHICS

**1,974**  
TOTAL POPULATION



- RACE**
- White
  - Black or African American
  - Hispanic or Latino
  - Asian
  - Native American
  - Hawaiian or Pacific Islander
  - Two or More Races
  - Other

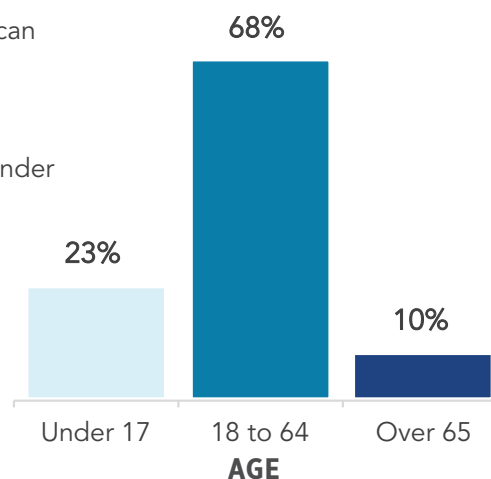
**PERCENT OF HOUSEHOLDS WITH NO VEHICLE AVAILABLE**

**16%**

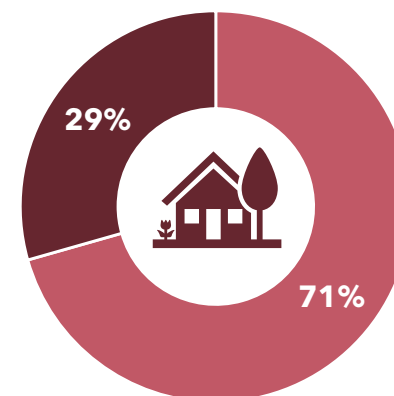
**MEDIAN INCOME**  
**\$40,579**



**PERCENT OF HOUSEHOLDS AT OR BELOW THE POVERTY LINE**  
**24.7%**



**OWNER VS. RENTER OCCUPIED HOUSING**



**PERCENT OF RENT-BURDENED HOUSEHOLDS**

**50%**

(Rent > 30% of Household Income)

**PUBLICLY OWNED / VACANT LAND**

No candidate parcels for TOD or equitable TOD (eTOD) due to airport noise restrictions and lack of parcels that met evaluation criteria noted on page 19.

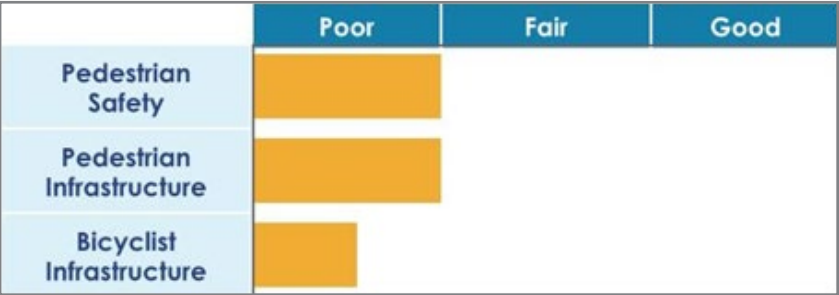
**EXISTING INFRASTRUCTURE CONDITIONS**

This section of roadway is motorist focused and very wide with four lanes of mixed flow traffic. Existing infrastructure and pedestrian safety are poor with only two bus shelters and a narrow sidewalk provided adjacent to the roadway. There are no designated bus or bike lanes. The sidewalk has no separation between motorists / pedestrians and is significantly lacking protection from the sun.

Within the sidewalk there are numerous light poles and utilities which disrupt a consistent path of travel along both sides. In contrast, there are few driveways that intersect the sidewalk, which is an improvement in safety.

Pedestrian comfort is poor with respite provided only at the bus shelters. There is a significant lack of pedestrian scale with the absence of street trees or streetscape furniture. The sidewalk directly adjacent to Maryland Parkway also creates a significantly negative impact on pedestrian scale, safety, and comfort.

**Existing Infrastructure Rating**



See page 27 for criteria for the above ratings.



## TRANSPORTATION NETWORK

*\*All metrics are based on a 0.25 mile radius around planned station locations, unless otherwise noted.*

TOPIC	METRIC	CONDITION
STREET NETWORK	Intersection Density	21 Intersections
	Traffic Control	1 Signal
WALKING	Pedestrian Counts	[not available]
	Sidewalk Presence	87% of major streets within one mile have sidewalks on both sides of the street
	Crossings	8% of intersections have marked crosswalks or ADA ramps present
BICYCLING	Bicyclist Counts	[not available]
	Existing Bike Lanes	3.1 miles of dedicated bike facilities
	Planned Bike Lanes	4.2 miles of dedicated bike facilities
TRANSIT	Number of Transit Routes	3 Routes
	Average Daily Boardings	292
	Planned Transit Changes	Planned Route (OnBoard 2040): Russell / Gibson
SAFETY	Total Crashes	21 in 2017
		Increased 110% from 2015 to 2017
	Bicyclist-Involved Crashes	1 in 2017
		No change from 2015 to 2017
	Pedestrian-Involved Crashes	4 in 2017
		No change from 2015 to 2017
DRIVING	Street Layout	Adjacent to the station Maryland Parkway is 101' curb to curb
		Travel Lanes: 4 NB, 1 SB, 2 Center Left Turn
	Average Daily Traffic	[not available]
		[not available]
	Posted Speed	35 MPH
	Actual Speed	[not available]

### Opportunities

- Fill gaps in the sidewalk network and add crosswalks and curb ramps at intersections
- Consider adding signals at key intersections
- Implement planned bike facilities
- Explore re-purposing of travel lanes on Maryland Parkway

### Barriers

- Disconnected street network offers few route options for people walking and bicycling
- Wide roadways make the intersection area appear unsafe and unappealing for walking or bicycling
- Relatively high posted speed limit
- Collisions more than doubled in last two years of available data

*\*Data Sources: Clark County, City of Las Vegas, Google Earth, NDOT, RTC of Southern Nevada*







# 4

## FOCUS AREAS SUMMARY

This final section of the Existing Conditions and Needs Assessment Report provides a series of concluding thoughts in several key categories, including land use and zoning; vacant and publicly-owned land, infrastructure conditions and the transportation network.

The report concludes with a table that compares the TOD Supportiveness related to physical and key regulatory factors for each of the 13 Focus Areas. Note that there will be a deeper dive on several aspects of the priority Focus Areas when those are determined for the more detailed TOD planning effort.

Finally, the results of this report, while very telling, should not be used in isolation. It will be important to consider the key findings contained here along with economic analysis and community feedback before determining priority Focus Areas for further planning and design.



## FOCUS AREA TOD SUPPORTIVENESS COMPARISON

### LAND USE AND ZONING

A mix of land uses provides activity in an area at all times of day, reduced traffic and parking demand, increased walkability, and a sustainable development pattern. Although the study area has a horizontal mix of uses overall, this rarely happens within walkable sub-sections. There is also very little vertical mixed use.

Zoning varies across the corridor with the most prominent zoning districts being (in order): C-2, P-F, R-4, R-1, and R-3. R-4 and R-3 are medium to high density residential zones.

### VACANT AND PUBLICLY-OWNED LAND

There are key reasons why vacant/public land parcels provide better TOD economic (re)development opportunities than occupied, private land as follows:

- Nevada law allows local governments to sell property they own at less than fair market value for public purposes and for economic (re)development
- RTC, Clark County and the City of Las Vegas have as key policy goals the development of affordable, urban housing and (re)development of the Maryland Parkway Corridor so they are motivated to provide incentives
- TOD has higher risks and lower profit margins than conventional, greenfield development, so incentives for TOD are often necessary--and those incentives come, quite often, from governments in the form of free or discounted land, waivers of conditions, expedited entitlement approvals and/or joint development opportunities
- Vacant parcels are, usually, much less expensive to purchase than a parcel with an occupied building with a non-TOD use, and demolition costs of the non-TOD use also increase the overall cost of TOD.

### INFRASTRUCTURE CONDITIONS

Overall the proposed route is considered a poor environment for existing transportation infrastructure and pedestrian safety. Besides bus stops, bus shelters and narrow sidewalks, the route provides minimal existing infrastructure elements adjacent to Maryland Parkway. There are no existing designated bike or bus lanes. Although not located adjacent to Maryland Parkway, the UNLV Transit Center is within ½ mile radius and provides the only key existing infrastructure element. Maryland Parkway is motorist focused and very wide with four to six lanes of mixed flow traffic. Typically the sidewalk has no separation between motorists / pedestrians and is significantly lacking protection from the sun. This is potentially unsafe for pedestrians walking next to traffic and exposure to the intense Las Vegas sunlight. Within the sidewalk there are many light poles and utilities which disrupt a consistent path of travel along both sides. Additionally, there are multiple residential, retail, and commercial driveways along both sides which intersect the sidewalk path of travel with no pedestrian markings. This creates many safety conflict zones between motorist traffic and pedestrians.

### TRANSPORTATION NETWORK

Nearly four miles of the Maryland Parkway Corridor are located in Clark County, south of the City of Las Vegas. The southern end of the corridor is a wider suburban arterial road, and is generally less walkable and bikeable, with lower intersection density, fewer traffic signals, and higher vehicle volumes, than the more narrow, denser urban development along the north end of the route within the City of Las Vegas.

There have been more vehicle collisions along the corridor involving people walking than for people bicycling. Opportunities exist to improve safety and access for people walking and bicycling, including infrastructure and programmatic improvements.

Planned multimodal connections include two new transit routes and numerous dedicated bicycle lanes.

## TOD SUPPORTIVENESS COMPARISON TABLE

This table ranks each Focus Area based on the readiness indicators outlined in the Focus Area profiles. A Focus Area is considered more “TOD ready” if it currently has a strong mix of land uses, is more covered by the Midtown Maryland Parkway District zoning overlay, more development or redevelopment opportunities, high quality infrastructure conditions, and strong connectivity for bikes, pedestrians and cars.

	SAHARA AVENUE	KAREN AVENUE	SUNRISE HOSPITAL	DESERT INN ROAD	BOULEVARD MALL	KATIE AVENUE	FLAMINGO ROAD	UNIVERSITY AVENUE	UNIVERSITY ROAD	TROPICANA AVENUE	RENO AVENUE	HACIENDA AVENUE	RUSSELL ROAD
<b>TOTAL SCORE</b> (Out of 14 maximum)	5	3	6	6	7	6	7	8	9	5	4	3	3
<b>MIX OF USES</b>	1	0	1	1	1	1	1	1	1	1	2	1	2
<b>ZONING</b>	1	0	0	1	2	2	2	2	2	2	1	1	-1
<b>(RE)DEVELOPMENT OPPORTUNITIES</b>	1	1	2	2	1	1	1	2	2	0	-1	-1	-1
<b>INFRASTRUCTURE CONDITIONS</b>	0	0	1	0	1	0	0	1	2	0	0	0	0
<b>MULTI-MODAL CONNECTIVITY</b>	0	0	0	0	0	0	1	0	0	0	0	0	0
<b>VEHICULAR ACCESSIBILITY</b>	2	2	2	2	2	2	2	2	2	2	2	2	2
<b>TRAFFIC SAFETY IMPACTS</b>	0	0	0	0	0	0	0	0	0	0	0	0	1

## TOD SUPPORTIVENESS SCORING RUBRIC

<b>MIX OF USES</b>	<p>The Mix of Uses scores were determined based on how many relevant land use categories occupy over 15% of a Focus Area. The land use categories determined to be relevant to mixed-use TOD include Commercial, Multi-Residential, Single Family Residential, and Special Purpose or Use Properties. The Commercial land use category also includes office and employment uses. These uses were chosen based on the activity and vibrancy they contribute to a Focus Area. The more of these uses a Focus Area contains, the more people will be present and moving around within the area at all times of day and days of the week. This critical mass of people is important in successful TOD in terms of consistently high transit ridership, creating a sense of place and community, increasing sales for retail businesses, and balancing parking demand to enable less stringent parking requirements.</p>
<b>ZONING</b>	<p>Zoning scores are based on what Focus Areas have the highest amount of land that is covered by the Midtown Maryland Parkway District zoning overlay (MMPD). This project uses a 1/4 mile radius from all proposed enhanced transit stations as its study area, and the MMPD covers 76% of that area. Coverage per Focus Area ranges from 27% - 100%.</p> <p>Being within this overlay makes a Focus Area more ready for TOD because if a developer or property owner chooses to adhere to the "Opt-In Design and Development Standards", the property becomes eligible for many TOD-related incentives including (but not limited to) reduced land use separation requirements, increased densities, and reduced parking requirements. The MMPD also includes mandatory design standards for the pedestrian realm which contribute to walkable, safe, and comfortable environments well-suited for TOD.</p>
<b>(RE)DEVELOPMENT OPPORTUNITIES</b>	<p>The following subjective and objective criteria was used to develop a composite score for (Re)Development Opportunities for each Focus Area throughout the proposed Maryland Parkway Corridor:</p> <ul style="list-style-type: none"> <li>• Presence of nearby residential rent of \$2.00 per square foot or higher</li> <li>• Employment density of 20 jobs per acre or higher</li> <li>• Capital investment as evidence of a transitioning neighborhood</li> <li>• Average Annual Daily Traffic of greater than 30,000 cars or high daytime and nighttime pedestrian volume</li> <li>• Walk score above 90, indicating a strong presence of neighborhood walking destinations</li> <li>• Overall pedestrian and bicycle network</li> <li>• Quality of and presence of Focus Area development incentives, e.g., redevelopment authority, not for profit development/business organizations (LVMD, Maryland Parkway Coalition), opportunity zone, parking reductions &amp; density bonuses in code, etc.</li> <li>• Presence of available vacant land</li> </ul>



<b>INFRASTRUCTURE CONDITIONS</b>	The methodology for developing the existing infrastructure rating was based on the typical elements which characterize a successful multi-modal transit and pedestrian friendly streetscape. Refer to page 29 for a description of the specific elements. The categorical ratings are based on observed quantities and qualities of these elements which are present within each Focus Area. The overall rating is based on the combination of those existing elements working together to create what is the existing transportation infrastructure system.
<b>MULTIMODAL CONNECTIVITY</b>	Multi-Modal Connectivity scores are based on intersection counts, signal counts, pedestrian counts, sidewalk coverage on major streets, percentage of intersections with marked crosswalks and ADA ramps, bicyclist counts, miles of existing and planned bike lanes, counts of existing and planned transit routes, and sums of transit ridership. Higher values for these metrics contribute to higher scores.
<b>VEHICULAR ACCESSIBILITY</b>	Vehicular Accessibility scores are based on roadway width and lane count, with wider widths and higher lane counts contribute to higher scores. We scored these as more favorable attributes in terms of potential space to accommodate dedicated lanes for BRT; however, these attributes also reduce the traffic safety impact rating of a location.
<b>TRAFFIC SAFETY IMPACTS</b>	Traffic Safety Impacts scores are based on total traffic collisions, collisions involving bicyclists, collisions involving pedestrians, changes in annual totals for these three collision counts, roadway width, and lane count. Higher counts of collisions, higher increases in collisions, wider road widths, and higher lane counts contribute to lower scores.

## FOCUS AREA BY TOD SUPPORTIVENESS SCORE

FOCUS AREA	TOD SUPPORTIVENESS SCORE
UNIVERSITY ROAD	9
UNIVERSITY AVENUE	8
BOULEVARD MALL	7
FLAMINGO ROAD	7
SUNRISE HOSPITAL	6
DESERT INN ROAD	6
KATIE AVENUE	6
SAHARA AVENUE	5
TROPICANA AVENUE	5
RENO AVENUE	4
KAREN AVENUE	3
HACIENDA AVENUE	3
RUSSELL ROAD	3

(Out of 14 maximum)

