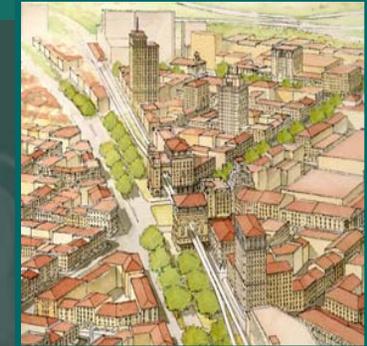


North 5th Street Transit Supportive Land Use Workshops



Why are you Here?

- Help City of North Las Vegas plan for the future
- Look at future growth in the North Fifth street corridor
- Growth means change



Transportation Corridor

Roadway + transit improvements

- Will influence land use patterns
- How to capture the opportunity

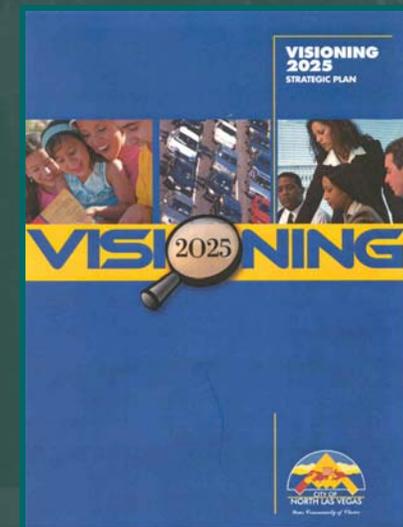
Focus today on future land use, not the design of the transportation corridor



How will the corridor grow?

Strategic Plan lays out a new vision for North Las Vegas

- Plan envisions
 - housing choices for all income levels
 - encourage mixed-use development
 - develop N. 5th as a mass transit corridor



Today's Question:

What would the corridor look like if future growth took advantage of the roadway and high quality transit?



The District,
Henderson

North 5th Street Sketch Plan

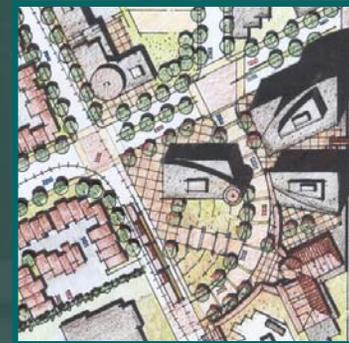
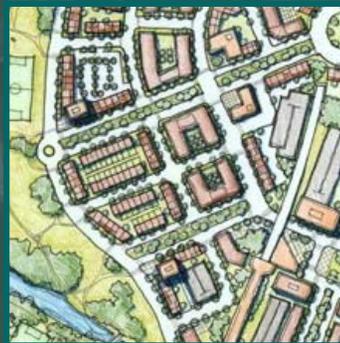
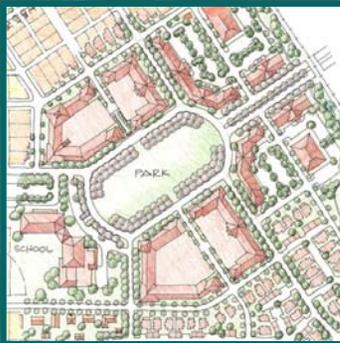
Transit-supportive land use plan

- Vision
- Land use map
- Urban design map
- Circulation map
- Implementation strategy



You are the Experts

- We are going to play *"what if?"*
- Asking you to think about the future
- Step outside current trends
- Be City Planning Director for the day



Planning in Small Groups

- Each table will have a facilitator
- Your ideas will be used to develop a transit supportive land use plan for the corridor



The Overall Process

Current trends



Review codes & plans



Planning workshops this week



Develop draft plan for corridor



June workshops



Create recommended plan

TOD Benefits

TOD can help:

- ▶ Reduce regional Vehicle Miles Traveled by 5%
- ▶ Increase regional transit ridership by 5%
- ▶ Decrease local infrastructure costs by 25%

This?



Or this?



Future Demand for TOD

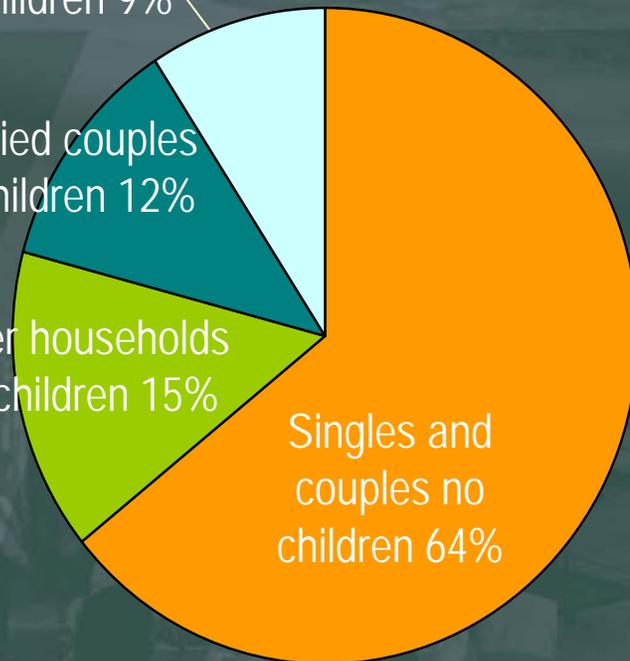
14.6 million
US TOD Households
(2025)

Single Parents,
other households
w/ children 9%

Married couples
w/ children 12%

Other households
w/o children 15%

Singles and
couples no
children 64%

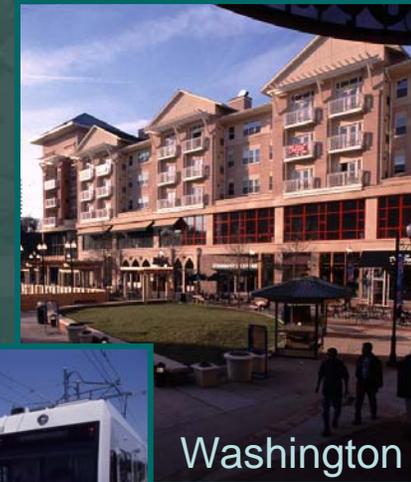


- 64% of demand
 - Single households
 - Couples w/o children
- 20% of demand
 - Households w/ children

Center For Transit Oriented Development

TOD & Property Values

- Washington, DC
 - + \$2 to \$4 per foot for commercial
- San Jose
 - + 23% for commercial
- Portland
 - + 10% rent premiums
- Dallas
 - + 39% for residential
 - +53% for office values



Washington



San Jose



Portland



Dallas

Density Matters

- Density rules of thumb:
 - 6 to 7 DU acre for bus
 - 9 to +25 DU acre for rail
 - +50 DU acre: auto & non-auto trips are equal
 - 10% more density = 5% more transit trips

9 DU Acre



15 DU Acre



25 DU Acre



35 DU Acre



55 DU Acre



TOD Ridership Benefit

- TOD residents:
 - 5 times more likely to ride
- Double density:
 - Add up to 60% ridership
- Bay Area:
 - +10 DU acre =
+3.7% commute share
- Self-selection:
 - Up to 40% of ridership bonus



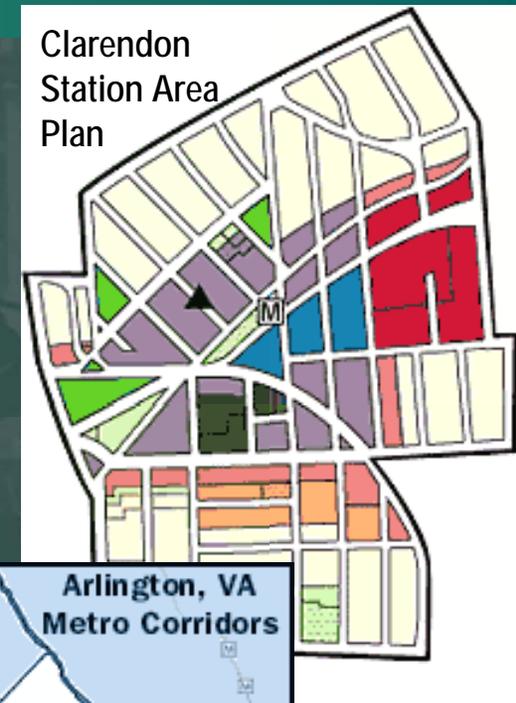
Cleveland, OH



Portland, OR

Rosslyn Ballston Corridor

- TOD Plan Adopted 1974
- Stations opened 1979
- Development since 1980
 - 25m square feet office
 - 14,400 residential units
- Station areas
 - 25% county housing
 - 37% county jobs



Rosslyn Ballston Corridor

- 33% County's real estate taxes
 - from 7.6% of its land area
- 30 million SF on two square miles
- Corridor value over \$9 billion
- Metro access 73% walk, 13% by car
 - Suburban stations 15% walk, 58% by car



Pearl District Portland, OR

Increase in density
directly linked to
presence of transit

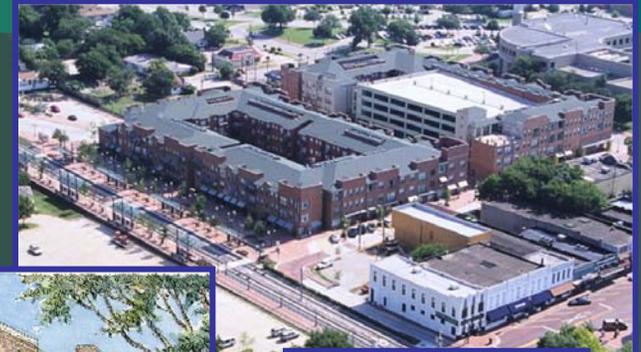
- 90 block area
- Since 1997 \$750m+
in development
- 2700+ units built
- Portland's most
desirable address



Eastside Village Plano TX

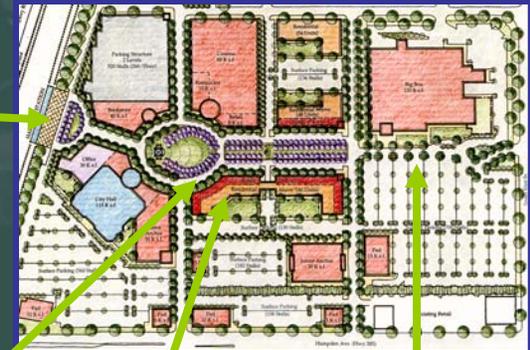
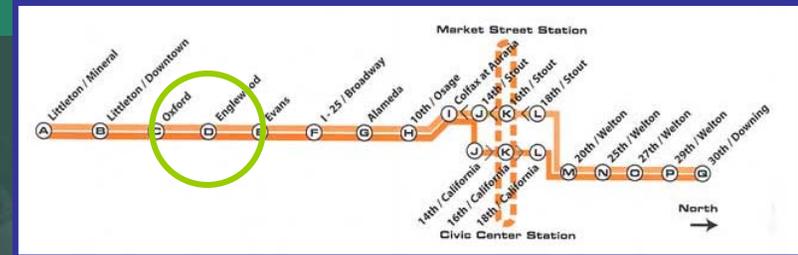
Station and TOD
linked by a plaza

- City assembled 3.6 site & issued RFP
- Up zoned to 100 DU acre, 234 units
- 5 levels of parking
- \$17.7m project
\$2m public investment



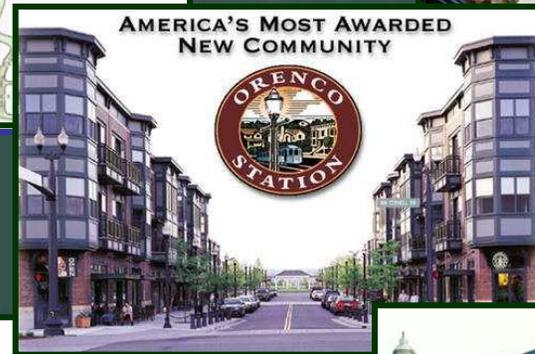
Englewood Colorado

- Failed mall
- Assembled by city
- 55 acre site
- 438 units
- TOD plan
- New City Hall
- 900+ park & ride



Orenco Station Portland, OR

- 190-acre
- 1,834 units
- Mixed-use town center
- TOD Zoning
- 20% faster appreciation
- 18.2% mode split



North Park Apartment Village, San Jose

- 2,600+ Units
- 40 DU acre
- In the “Innovation Triangle”
- 5-acre park
- Small mixed-use center



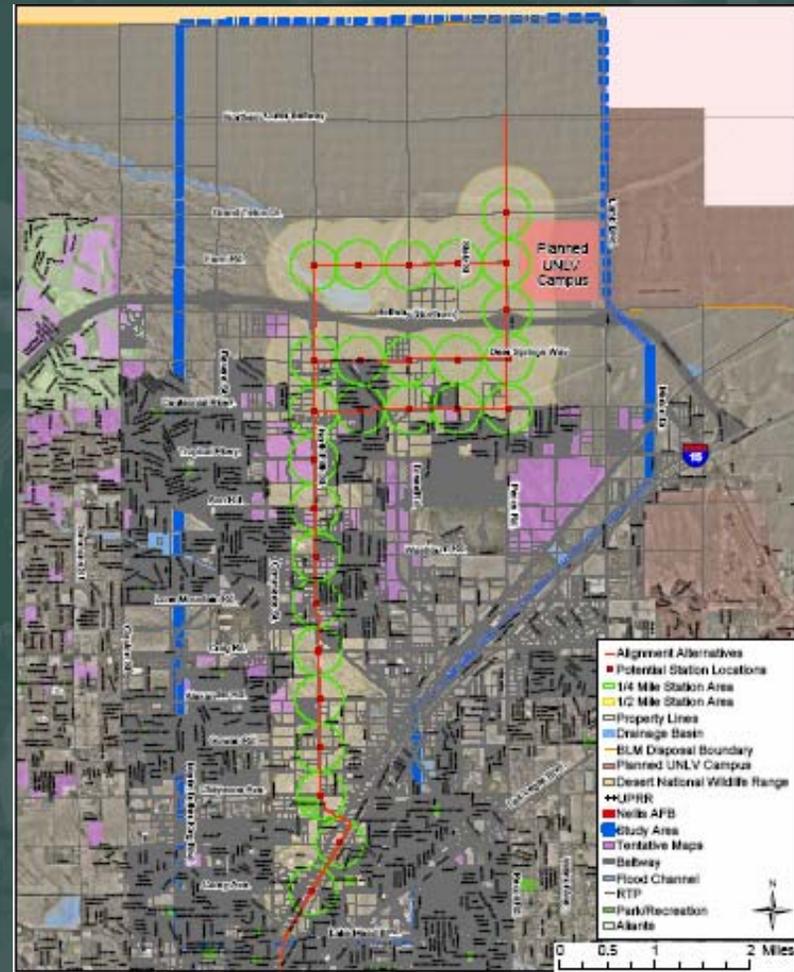
Market Common Clarendon, VA

- “Lifestyle” center
 - 240k retail
 - 100k office
 - 300 apartments
 - 87 townhomes
- Opened in Nov '01
 - 100% leased
- Worked closely with neighborhoods



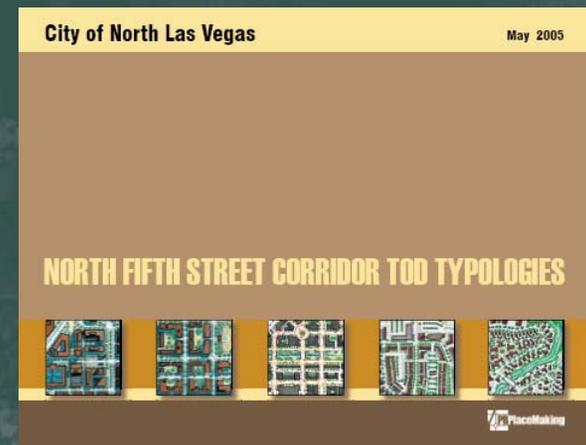
Your Planning Canvas

- North 5th Street Corridor has distinct three segments
 - North of Ann
 - Cheyenne to Ann
 - South of Cheyenne



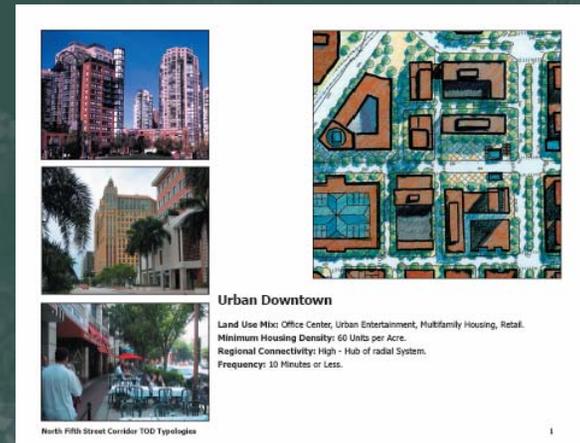
TOD Typology

- Conceptual framework
- 5 types of TOD
- Each comes with:
 - Land Use Mix
 - Minimum Housing Density
 - Regional Connectivity
 - Frequency



TOD Typology: Urban Downtown

- Land Use Mix
 - Office center, entertainment, retail, multifamily housing
- Minimum Housing Density
 - 60 units per acre



TOD Typology: Urban Neighborhood

- Land Use Mix
 - Residential, retail, class B commercial
- Minimum Housing Density
 - 20 units per acre



TOD Typology: Suburban Center

- Land Use Mix
 - Primary office center, entertainment, retail, multifamily housing
- Minimum Housing Density
 - 50 units per acre



North SRB Street Corridor TOD Typologies

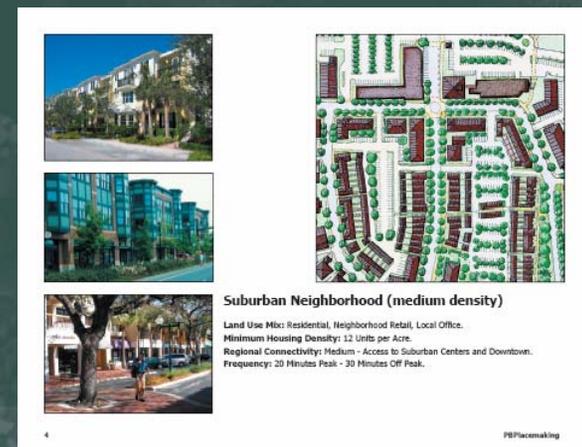


Suburban Center

Land Use Mix: Primary Office Center, Urban Entertainment, Multifamily Housing, Retail.
Minimum Housing Density: 50 Units per Acre.
Regional Connectivity: High - Access to Downtown Subregional Hub.
Frequency: 10 Minutes Peak - 10-15 Minutes Off Peak.

TOD Typology: Suburban Neighborhood (Medium density)

- Land Use Mix
 - Residential, neighborhood retail, local office
- Minimum Housing Density
 - 12 units per acre



TOD Typology: Suburban Neighborhood

(low density)

- Land Use Mix
 - Residential, neighborhood retail
- Minimum Housing Density
 - 7 units per acre



North Fifth Street Corridor TOD Typologies



Suburban Neighborhood (low density)

Land Use Mix: Residential, Neighborhood Retail.
Minimum Housing Density: 7 Units per Acre.
Regional Connectivity: Low - Access to a Center.
Frequency: 25-30 Minutes, Demand Responsive.

What would the corridor look like if future growth took advantage of the roadway and high quality transit?

Key assumptions

1. Transportation improvements coming
2. Corridor may have high quality transit service
3. Much of future growth will be focused around transit



4. Have fun!

Form-Based Code

- Most concerned with 'how' rather than 'what'.
- Graphic oriented zoning code.
- Building design compatibility critical.

