



Aspirations

A Vital North 5th Corridor:

- Transit-supportive land uses and activities
- Market responsive
- Bike & Pedestrian-friendly
- Easy to get to / from transit station
- Industrial and Neighborhoods
- Aesthetically pleasing, welcoming, sociable



Assumptions

- Industrial “Sanctuary”
- Neighborhood Conservation
- Infill and New Growth
- UNLV Campus; VA Hospital
- Improved North 5th Street - Transit Construction

Outcomes

- FTA Rating



TOD Planning Principles

“Station Area”

- CORE
- CENTER
- EDGE



TOD Planning Principles

Land Use

Efficient use of urban parcels, public right-of-way and facilities

Buildings

Location • Orientation • Front Door • Ground Floor Design

Transportation and Parking

Travel options for bicycling , walking

Direct and convenient access

Multiple parking options



Design Principles

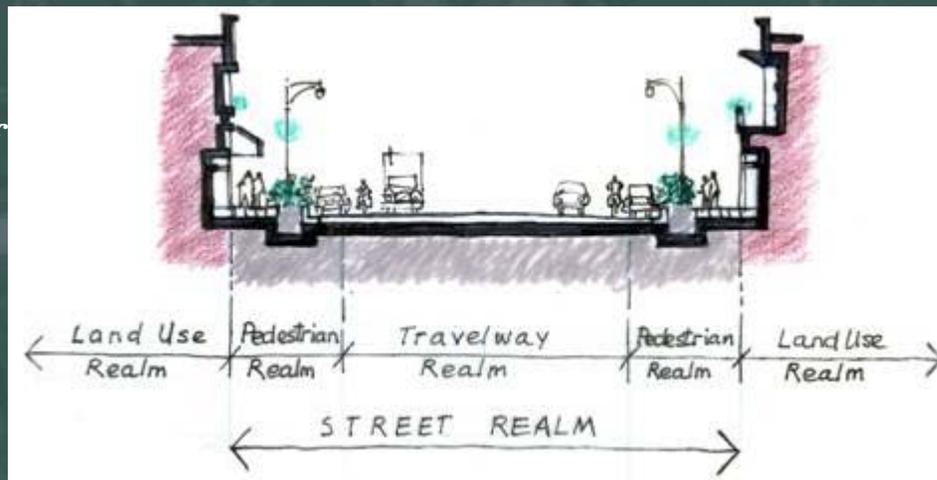
STREET REALM

*-Overall experience, use & character of
North 5th Street Corridor*

- Travel way Realm
- Pedestrian Realm
- Land Use Realm

-Integrate the design of all 3 sub-realms

*-Facilitate alternative travel mode
choice*





Design Principles

TRAVELWAY REALM

- Integrate Transit
- Minimize traffic hazards
- Minimize conflicts - all modes
- Emphasize safe travel - all modes

Ways to Accomplish

- Vehicle travel lanes
- Bicycle travel lanes
- Center median or islands
- Enhanced Intersections
- Pedestrian / Bike Crossings
- Other elements to better manage vehicle movement





Design Principles

PEDESTRIAN REALM

- Buffers peds from traffic
- Includes on-street parking
- May incl. ROW-adjacent land
- Serves local land uses
- Mitigates traffic domination
- Public space -social contact
- Identity / sense of place



Key to a successful transit-supportive North 5th Street



Design Principles

SIDEWALK

- Critical travel routes
- Creates / supports activity
- Three functional zones:

Curb/furniture zone

Clear walking zone

Parcel edge / frontage zone

- Desirable features:
 - Pedestrian scaled lights
 - Special paving treatments-crossings





Minimum Sidewalk Functional Clearances

Pedestrian path clearance from Building wall **1'6"** • Open car door clearance from curb **1'6"-2'0"** • Single pedestrian through traffic **1'-10" to 3'0"** • Pedestrian path clearance from street trees **1'-6"** • Street furniture zone **2'-0" to 3'-0"** Wheelchair movement clear width **2'-8" to 3'-0"** • Window shopping zone width from storefront **3'-0"** • Clear distance width between bus bench front and curb **3'-0"** • Planting strip width for trees **3'-0" to 4'-6"** • Clear distance between bus shelter or kiosk and curb **3'-0"** • Two way single pedestrian through traffic **3'-8" to 4'-0"** • Minimum ADA sidewalk **4'-0"** (**5'-0"** wide required every 200') • Bus zone with bench width **5'-0"** • Bus zone with shelter **7'-8"** • ADA bus drop-off clear zone **8'-0"**



Pedestrian Realm

STREETSCAPE

- Increase pedestrian safety & comfort
- Support pedestrian transportation:
 - Lighting, trash cans, way finding,
- Support outdoor activities, socialization
- Decorate & enhance the street realm
- Features: Theme, w/ consistent elements



Best outcome- coordinate w/ land use realm!



Design Principles

LAND USE REALM

**Building, Uses
and Site design:**

Must contribute to walking

Horizontal spatial definition:

Bldgs oriented to / close to street

Vertical spatial definition:

3-5 story buildings, trees,





Design Principles

BUILDING FRONTAGE

- Arcade
- Storefront
- Recessed arcade
- Stoop
- Forecourt
- Raised or lowered terrace

PARCEL EDGE TREATMENTS

- Enhance identity /status of the street realm



Design Principles

CONNECTIONS

- Alleyways
- Lanes / parking lots
- Off-street bike/ped paths



