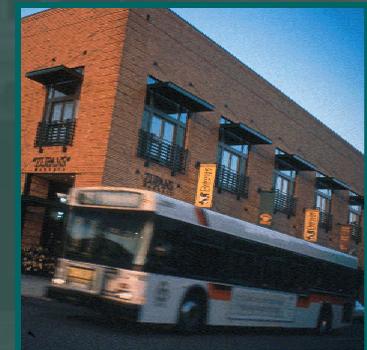
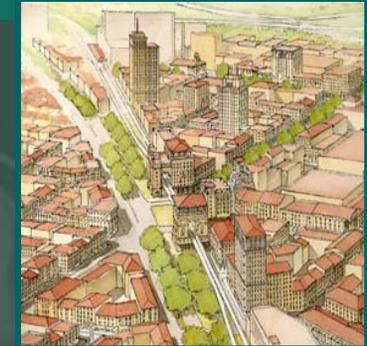


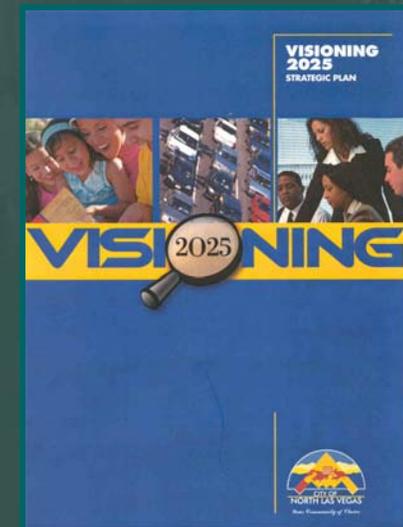
North 5th Street Transit Supportive Land Use Concept



How Will the Corridor Grow?

Strategic Plan Creates a New Vision for North Las Vegas

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



The Overall Process

Current trends



Review codes & plans



Planning workshops



Develop draft vision for corridor



June workshops



Create recommended plan concept

Community Workshops

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



The District,
Henderson

TOD Benefits

Transit Oriented Development can help:

- Reduce vehicle miles traveled
- Provide transportation choices
- Decrease local infrastructure costs
- Enhance property values

This?



Or this?



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



Future Demand for TOD

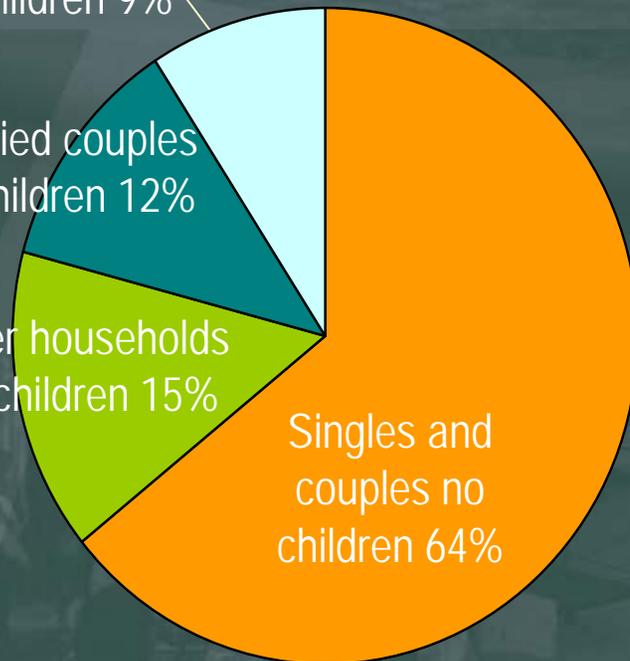
14.6 million
US TOD Households
(2025)

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

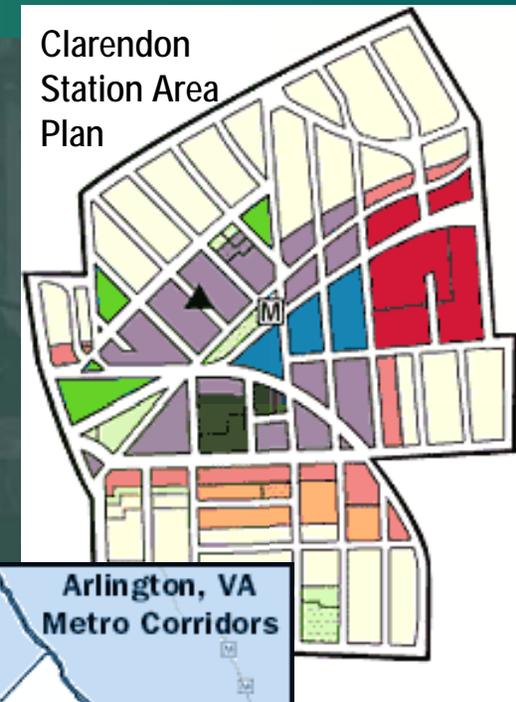
TODs Behave Differently

- TOD residents are:
 - nearly twice as likely not to own a car as US households
 - 5 times more likely to commute by transit than others in region



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



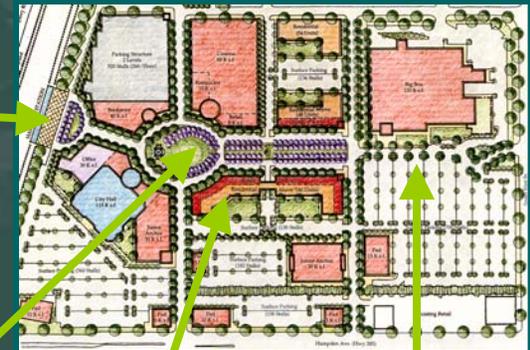
Rosslyn Ballston Corridor

- 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



Englewood, Colorado

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



North Park Apartment Village, San Jose

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



TOD Planning Principles

- Greater Density than Community Average
- A Mix of Uses
- Quality Pedestrian Environment
- A Defined Center

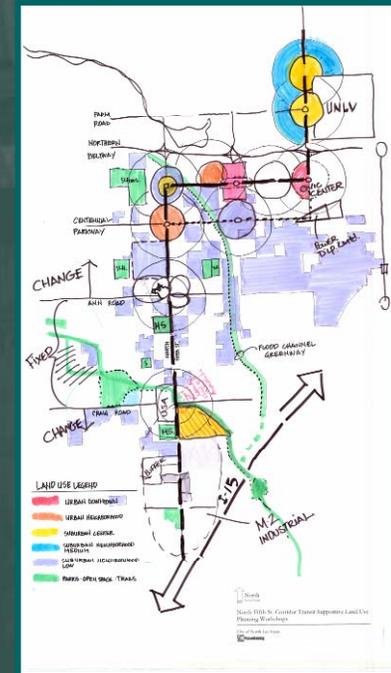
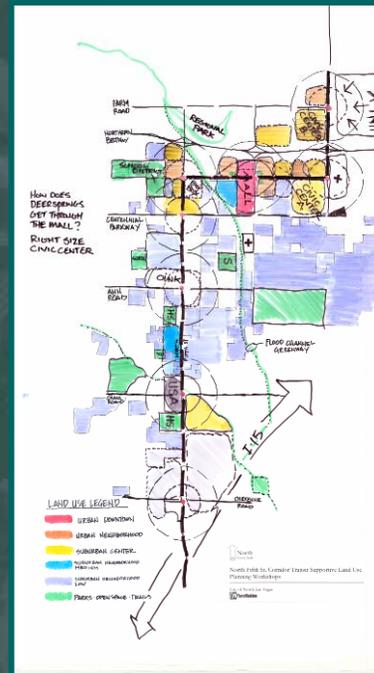
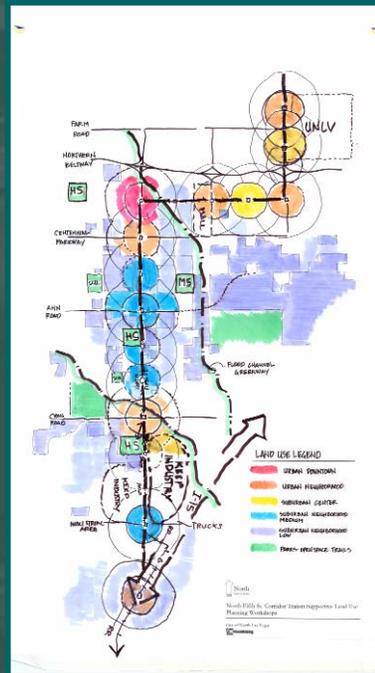
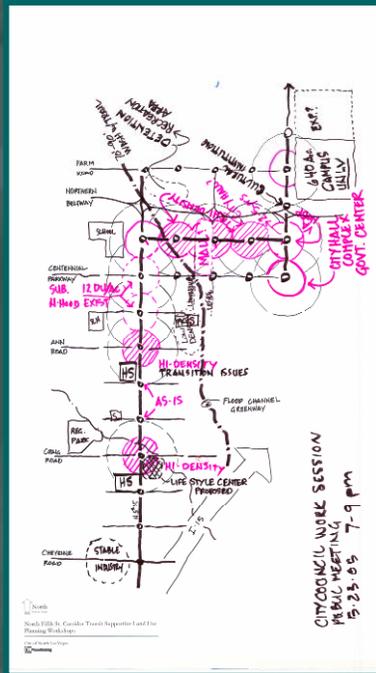


Design Charrettes

- TOD Planning Principles
- TOD Typologies
 - Consistent with principles
 - 5 with different character
 - Variety of densities and uses

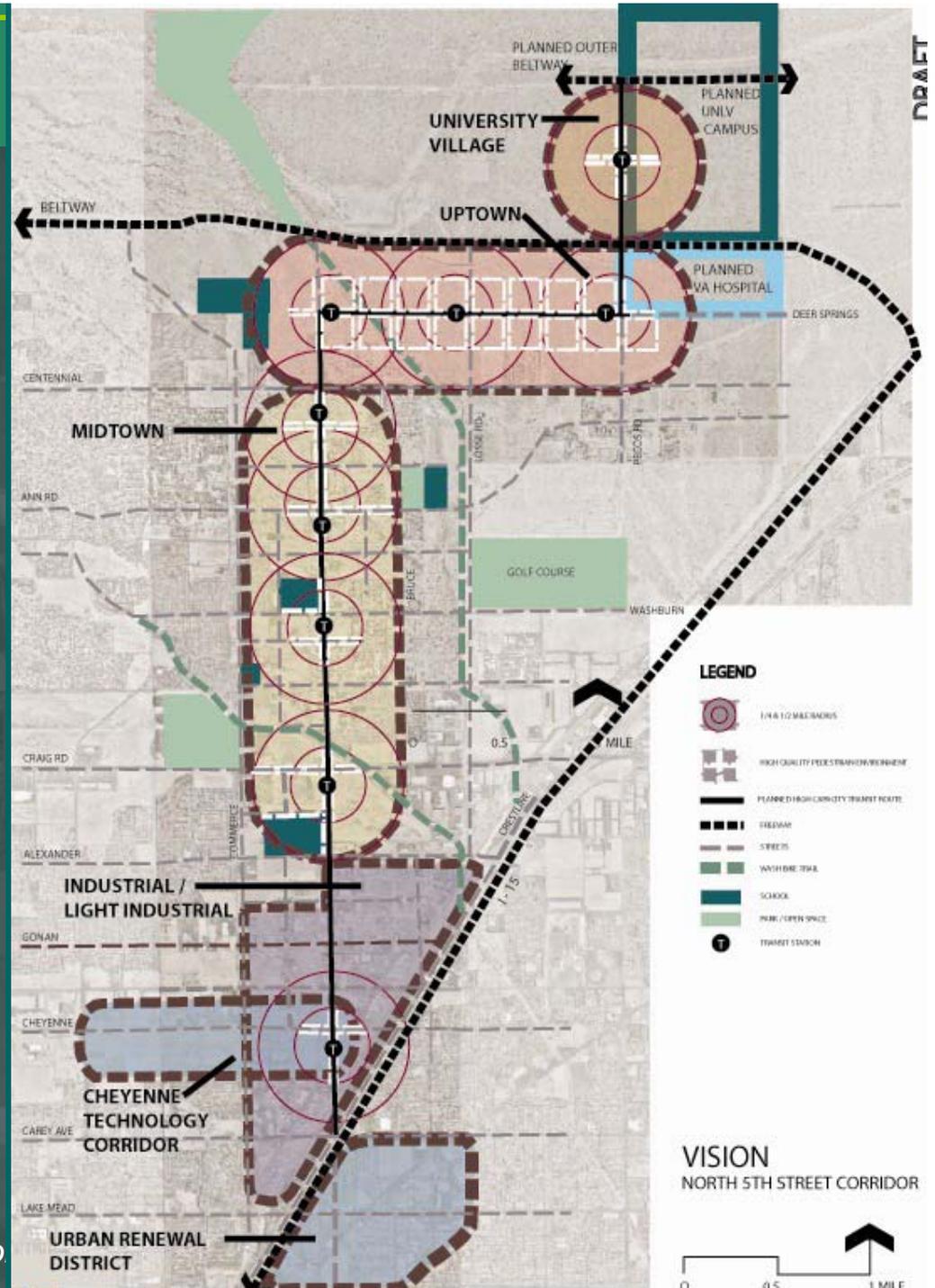
Design Charrettes

- Alternative Visions for the Corridor



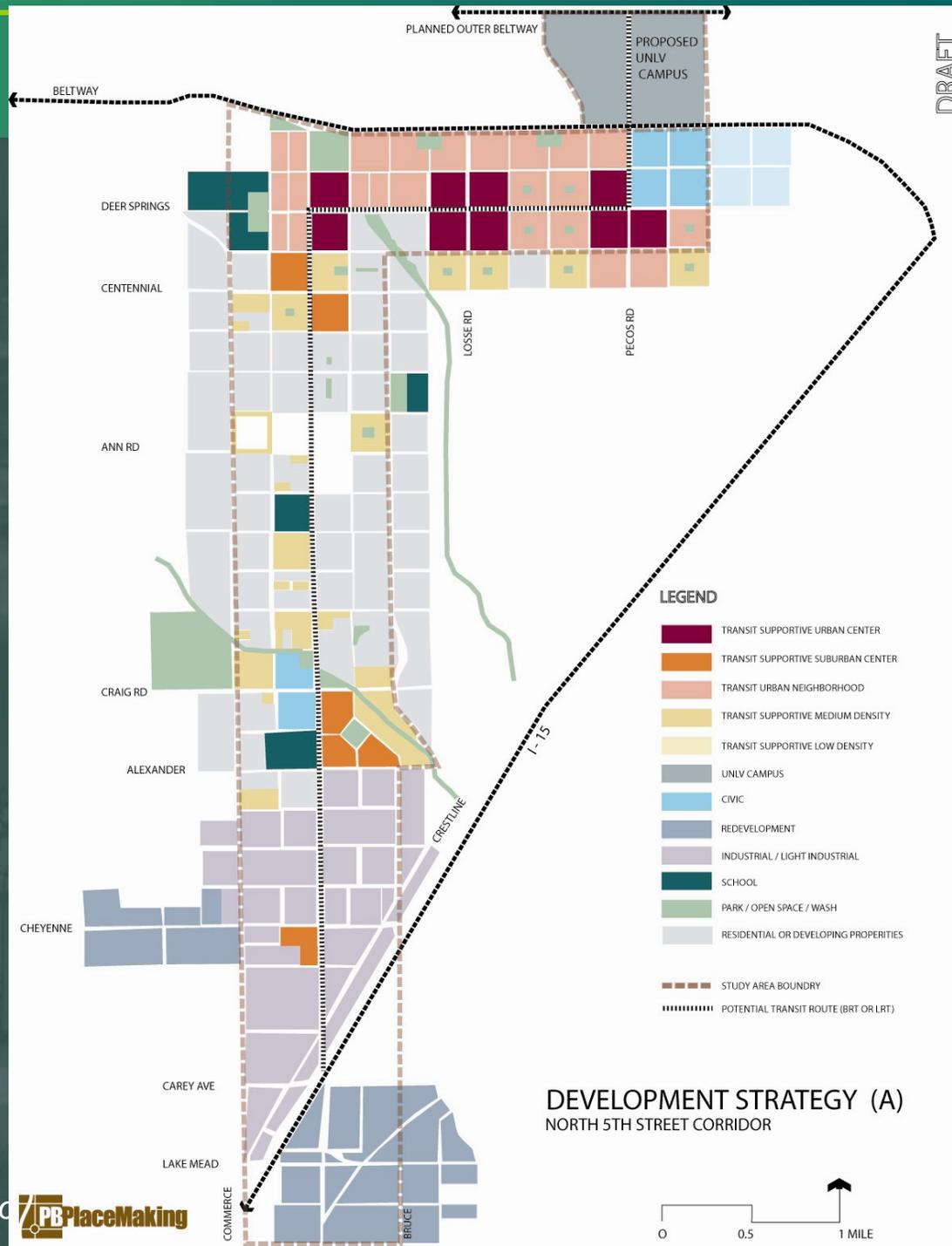
Vision

- Distinct Development Districts
 - University Village
 - Uptown
 - Midtown
 - Technology Corridor
 - Redevelopment District



Development Strategy

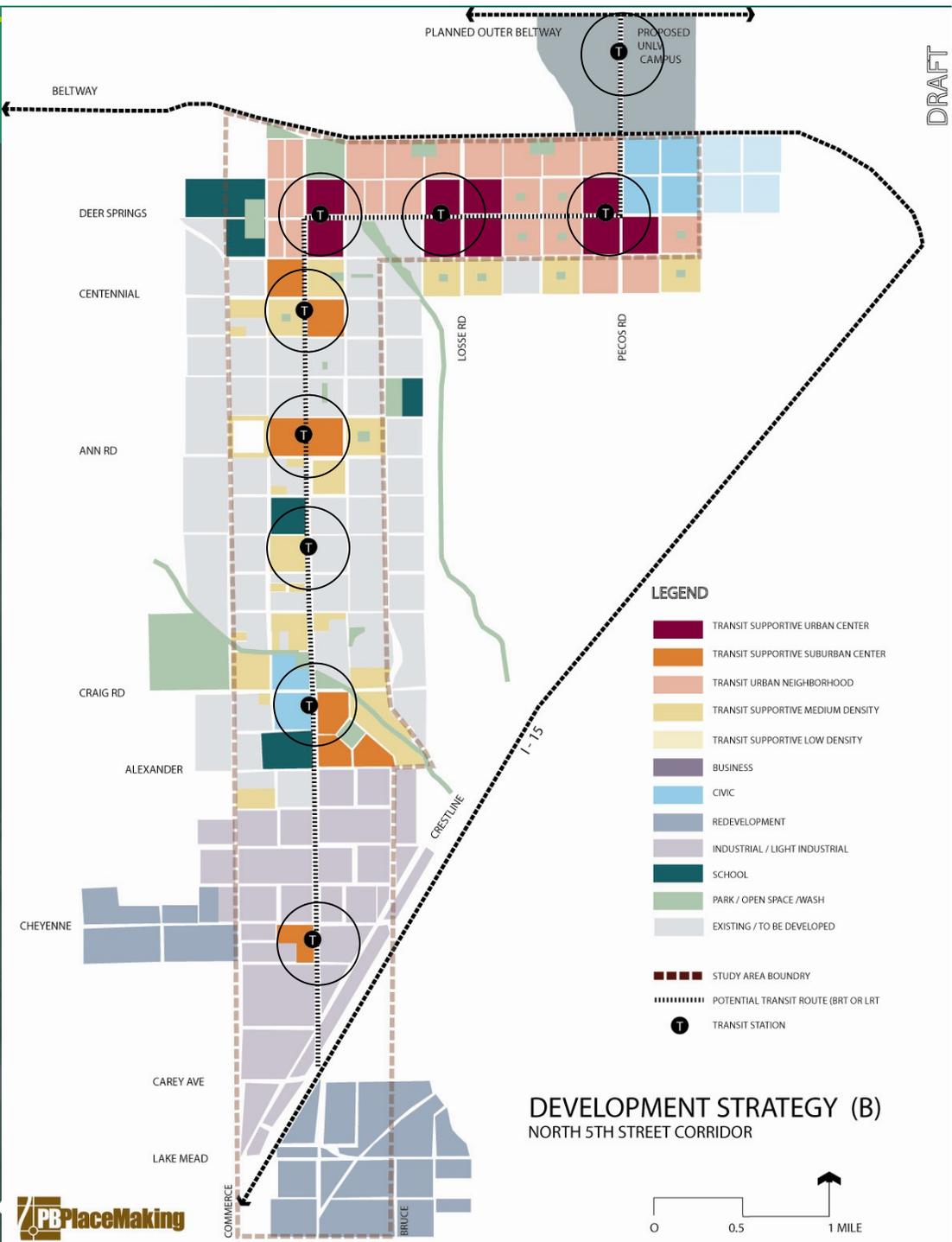
- Transit-supportive, not transit dependant
- Works today
- Positions NLV for high capacity transit



DRAFT

Development Strategy

- Transit-supportive, not transit dependant
- Works today
- Positions NLV for high capacity transit



TOD Design

- Buildings & Mix of Uses
- Pedestrian Environment
- Building Placement
- Building Orientation & Frontage
- Parking



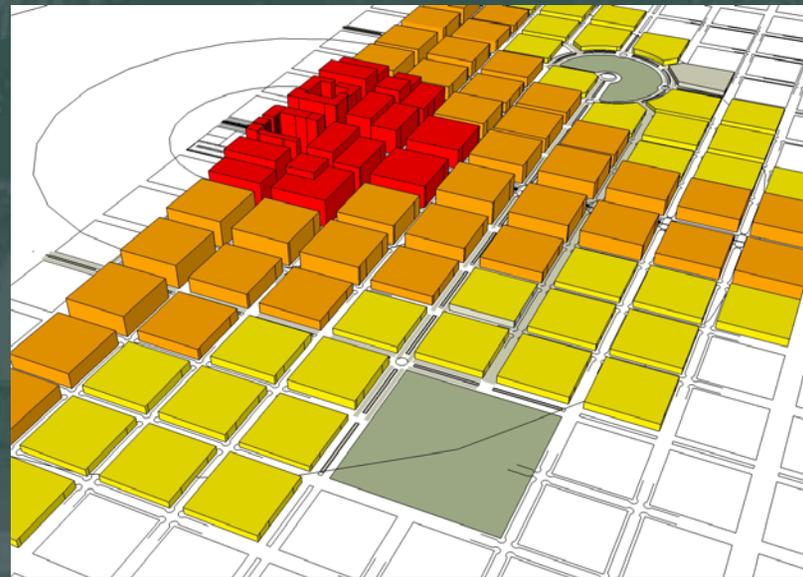
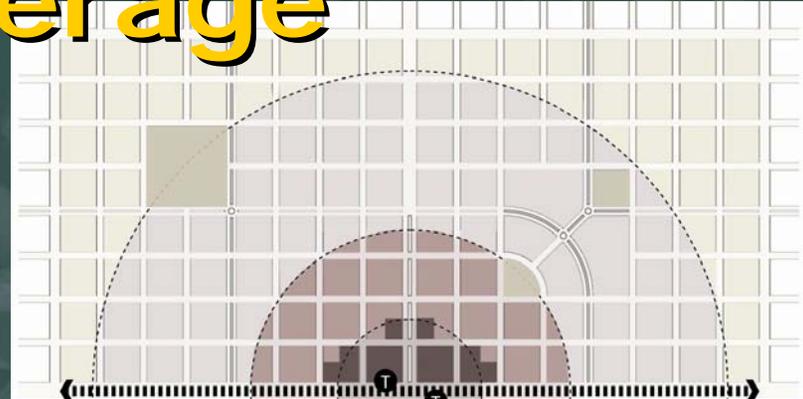
Applying TOD Theory

TOD Principles → TOD Design → TOD Code

Greater Density than Community Average		Allows Greater Density
A Mix of Uses	Buildings & Mix of Uses	Height, Bulk, Allowed Uses
Quality Pedestrian Environment	Pedestrian Environment	Public Realm Stds / Connections
A Defined Center	Building Placement	Site Location & Setbacks
	Building Orientation & Frontage	Street Presence & Design
	Parking	Location & Quantity

Greater Density than Community Average

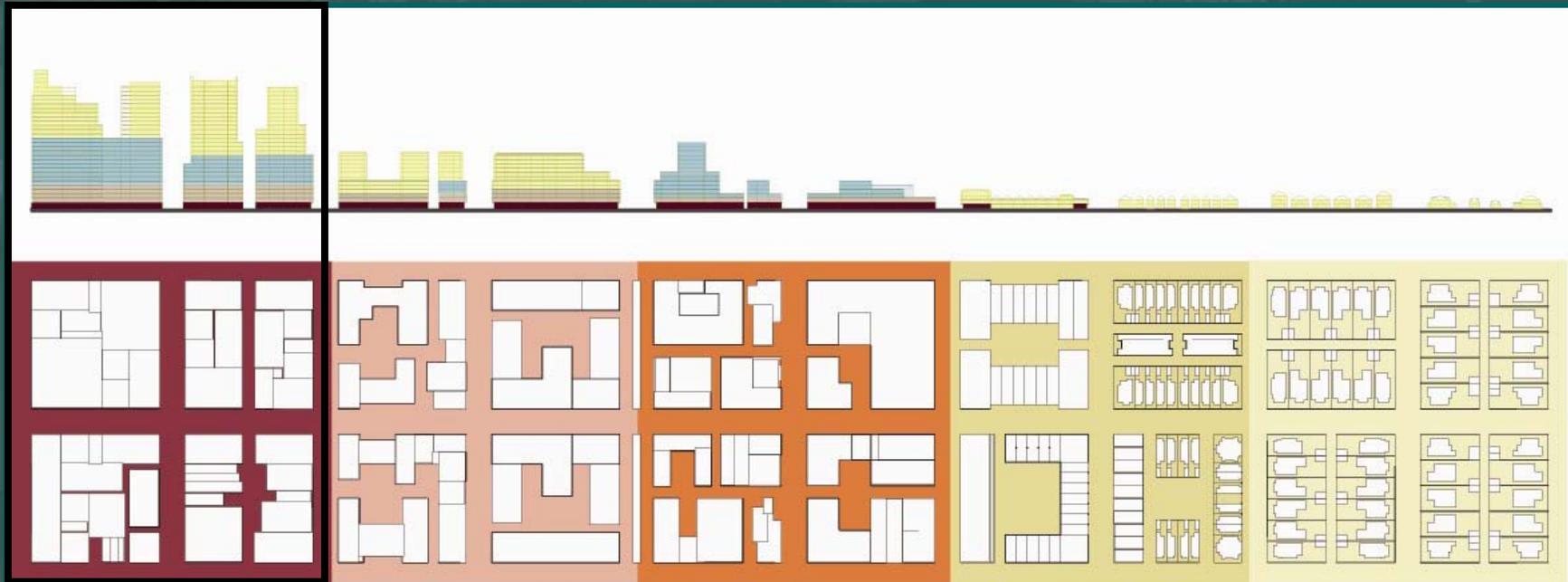
- Up to 600 ft greatest intensity
- 600 to 1,500 ft intermediate intensity
- 1,500 to 3,000 ft greater than community average for intensity



TOD Typology: TOD to Fit Each Community

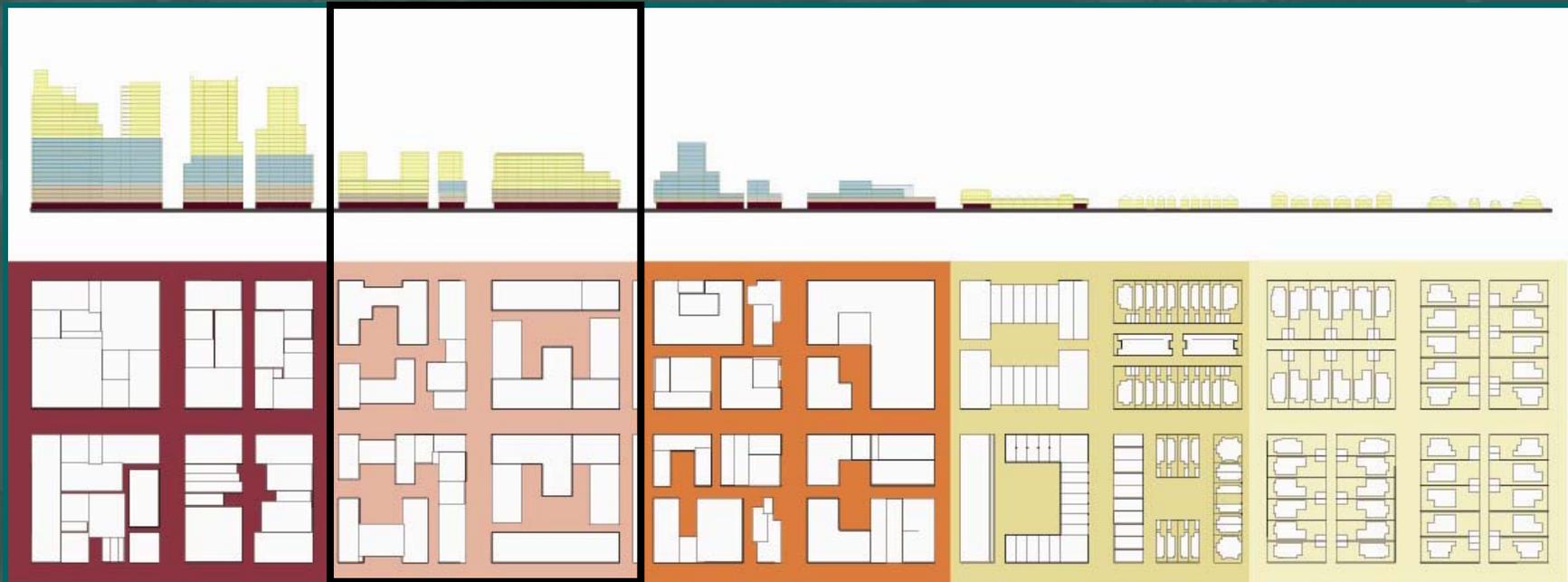


TOD Typology: Urban Center



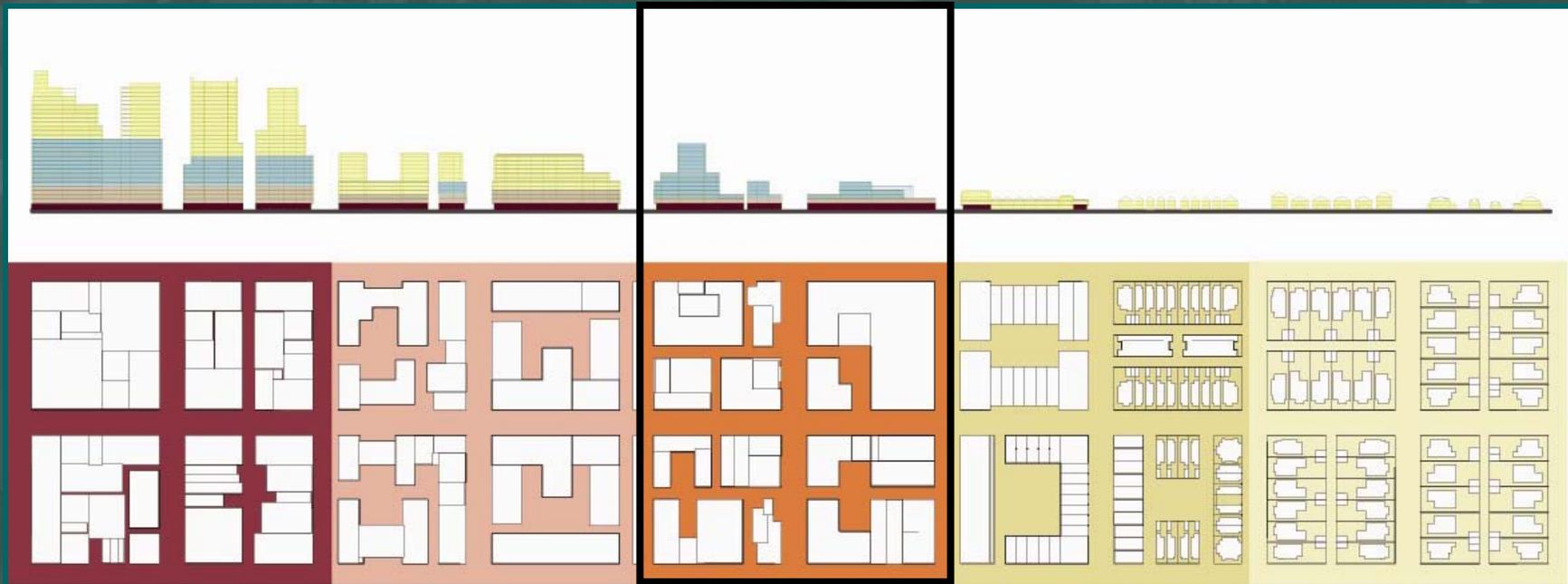
- Minimum residential density 40+ units per acre
- Buildings 4 to 30 stories, 100% site coverage
- Ground floor office / retail required

TOD Typology: Urban Neighborhood



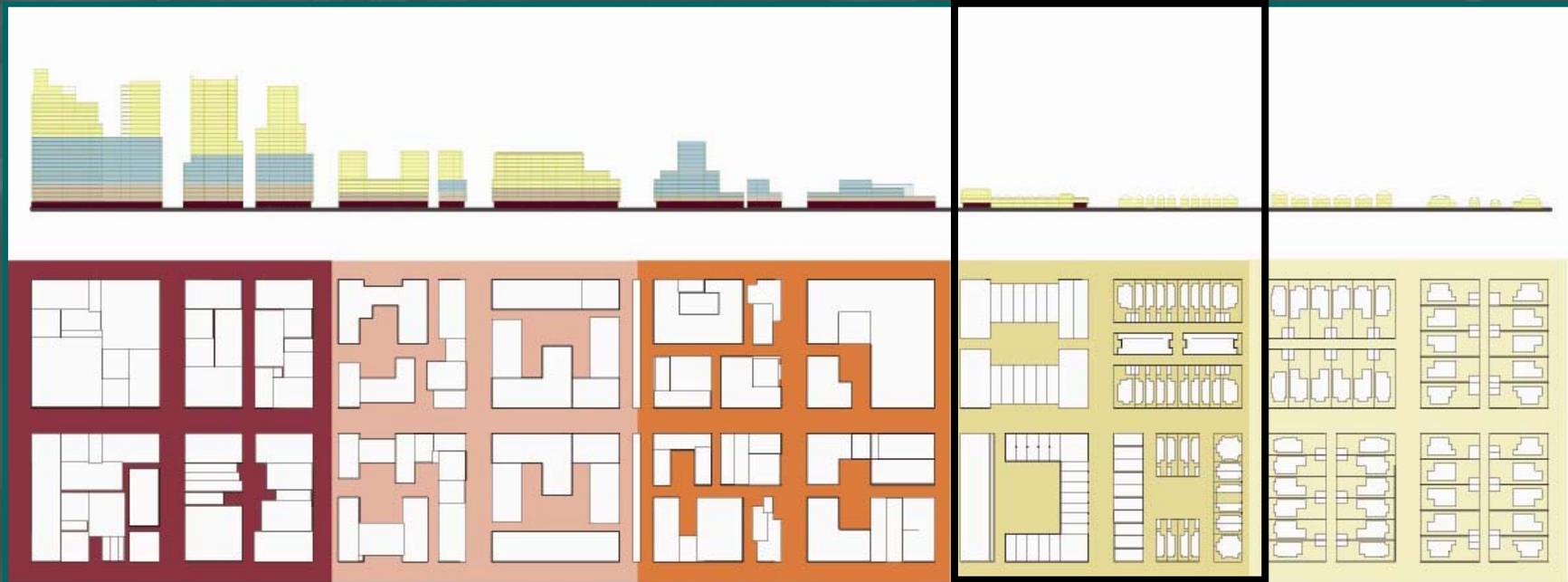
- Minimum residential density 15-30 units per acre
- Buildings 3 to 10 stories, 85% site coverage
- Ground floor office / retail required

TOD Typology: Suburban Center



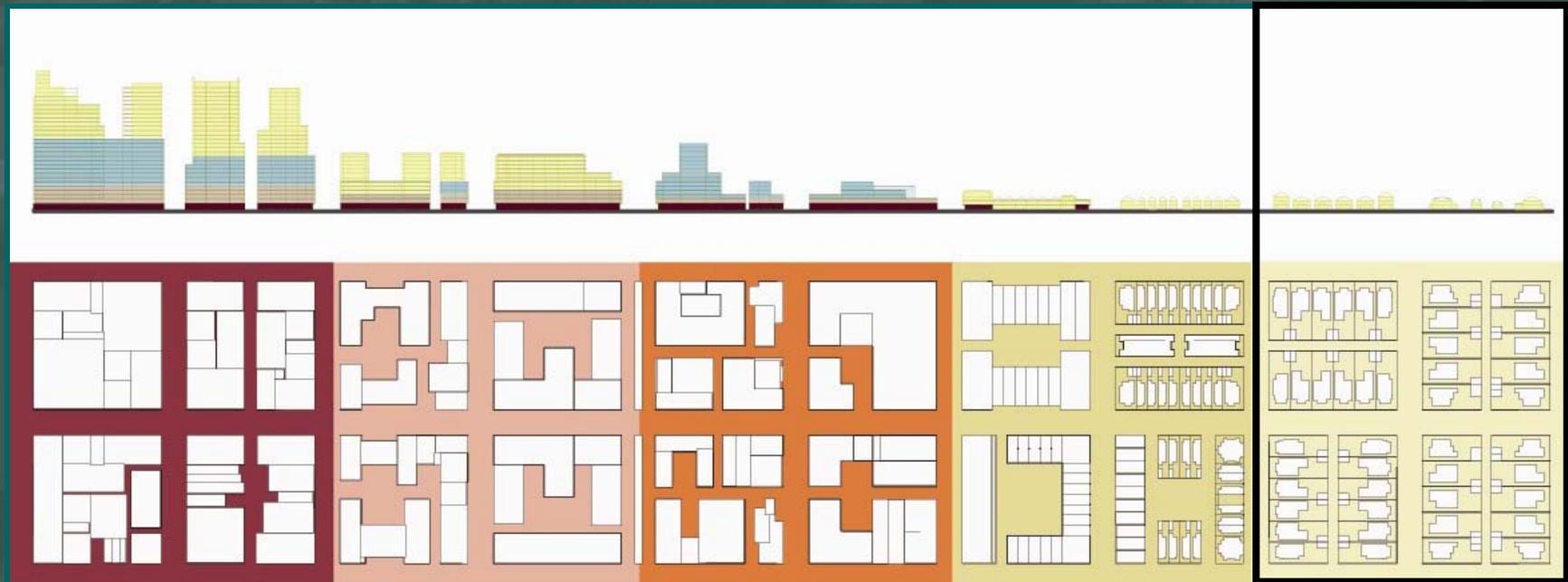
- Minimum residential density 30+ units per acre
- Buildings 2 to 20 stories, 90% site coverage
- Ground floor office / retail required

TOD Typology: Medium Density Residential



- Minimum residential density 12-20 units per acre
- Buildings 2 to 5 stories, 80% site coverage
- Ground floor office / retail optional

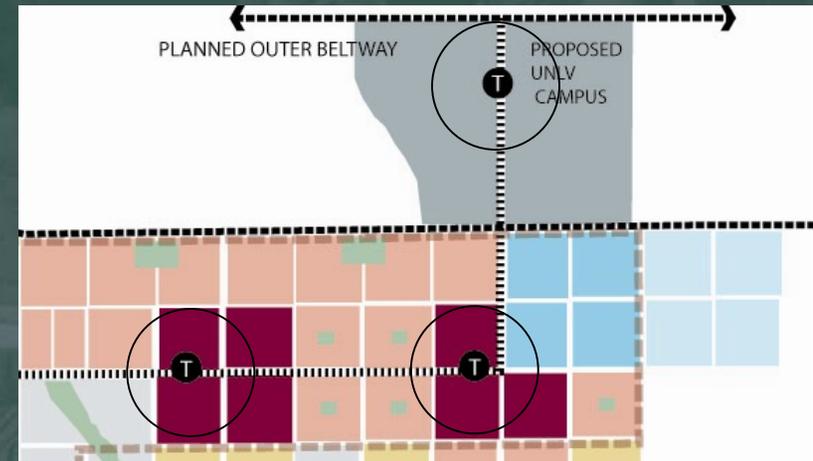
TOD Typology: Low Density Residential



- Minimum residential density 7-12 units per acre
- Buildings 1 to 3 stories, 75% site coverage
- Ground floor office / retail optional

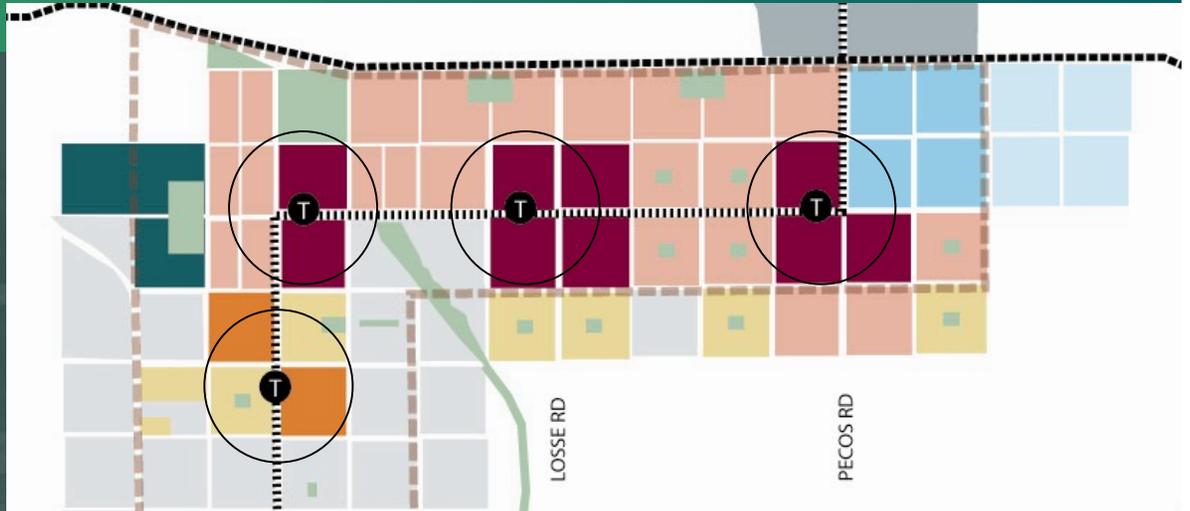
University Village

- The front door to UNLV
- Supports UNLV the conceptual master plan
- A center of medium and high-density employment, education, housing, and supportive retail and commercial services



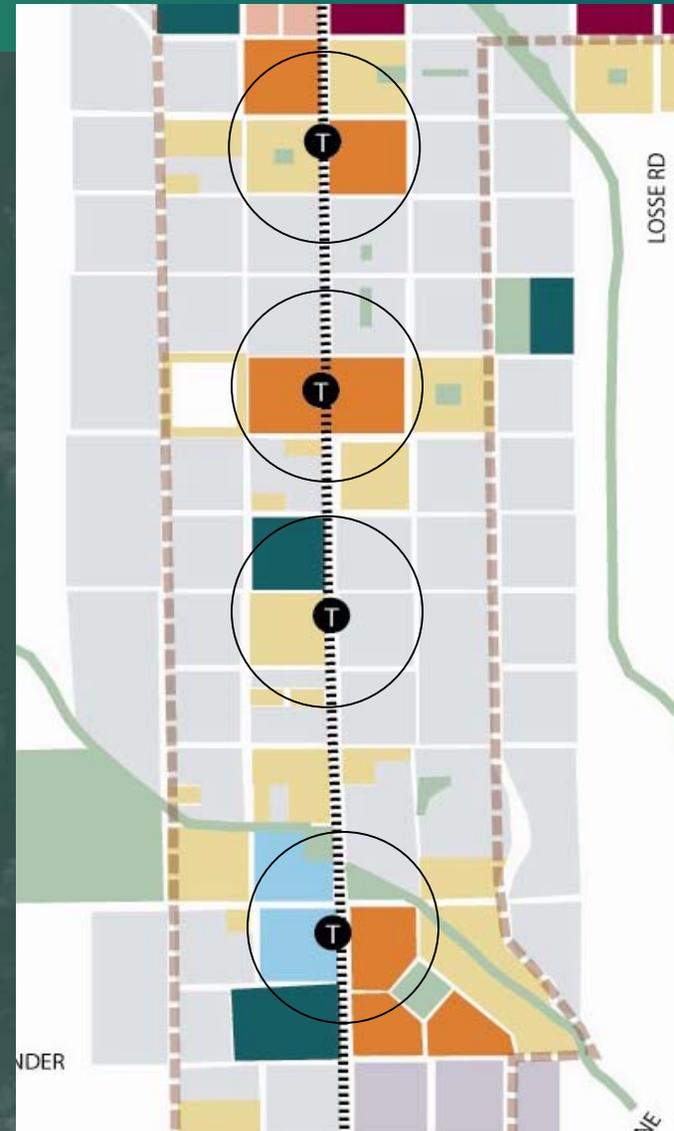
Uptown

- Most intense mixed-use community in NLV
- Regional draw for customers / workers
- A “string of pearls” anchored by Civic Center, Regional Mall, and VA Hospital
- Deer Springs a pedestrian priority main street and transit-way
- Much of the parking in structures



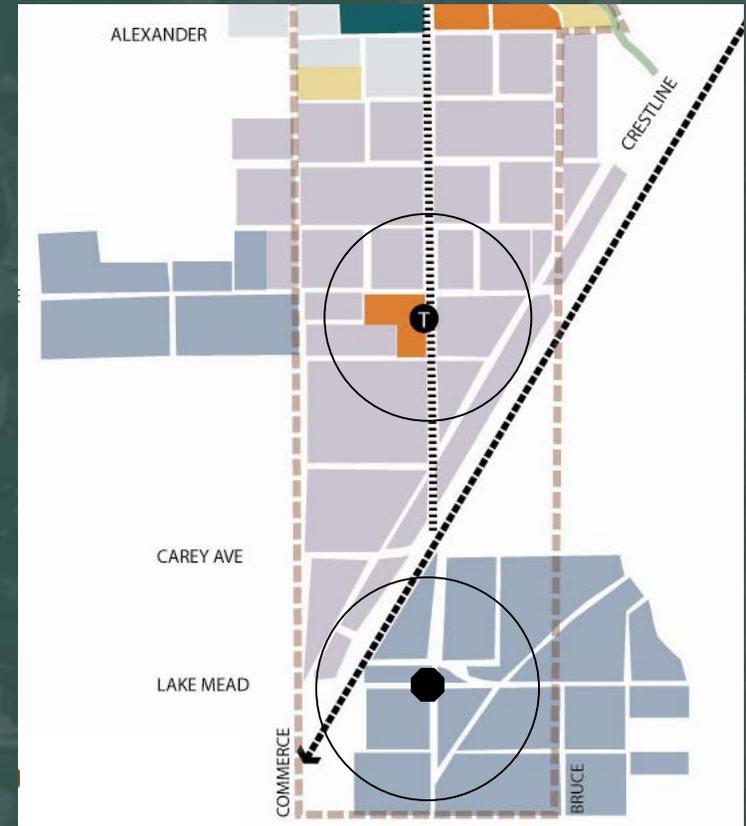
Midtown

- Compact transit-friendly communities at stations
- Existing single-family neighborhoods preserved
- Greatest range of densities – up to 30 units per acre
- Some street level retail and residential or office.
- Parking at surface, some tuck-under parking



Technology Corridor / Redevelopment District

- A low intensity employment center
- Maintains current character
- A range of manufacturing, industrial, light industrial-office, warehousing / distribution, and technology related uses



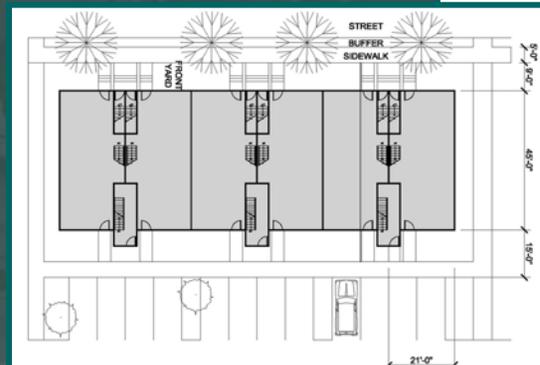
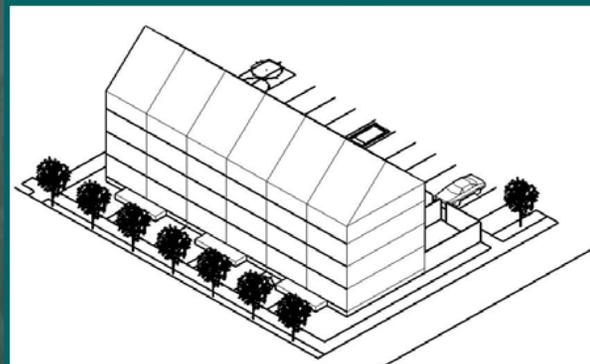
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	Building Orientation & Frontage	Street Presence & Design
	Parking	Location & Quantity

Realizing the Vision: Form-Based Code

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



Next Steps

- Confirm direction on vision and plan concepts
- Review schedule
- Refine the TOD design approach
- Develop circulation concepts
- Refine the code

Transportation Corridor

Roadway + transit improvements

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

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

