



Update

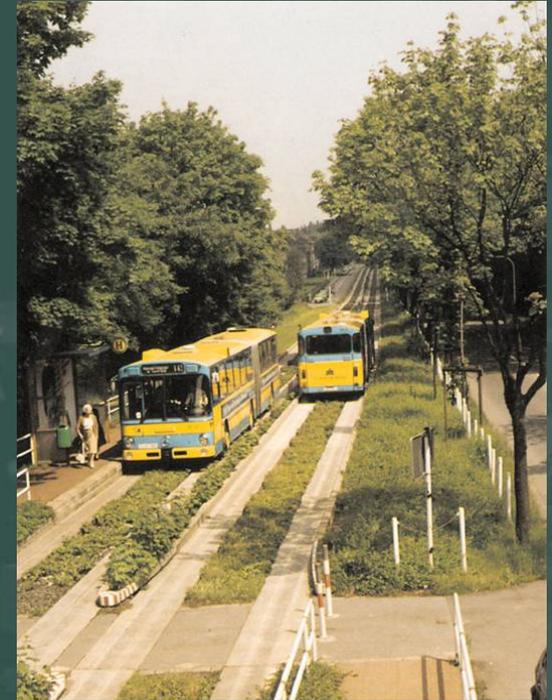
Planning Commission Meeting

August 2, 2005



Background

- Build on Vision 2025
- Lure Transit Investment
- Community Driven
Series of Charrettes
- Recommendations
Planning and Implementation





TOD Principles

- Greater density than community average
- Quality pedestrian environment
- A mix of uses
- A defined center



Keys to Successful TOD

DENSITY MATTERS

Rules of thumb:

- 6 to 7 DU acre for bus
- 9 to +25 DU acre/BRT or LRT
- +50 DU acre: auto & non-auto trips are equal
- 10% more density = 5% more transit trips

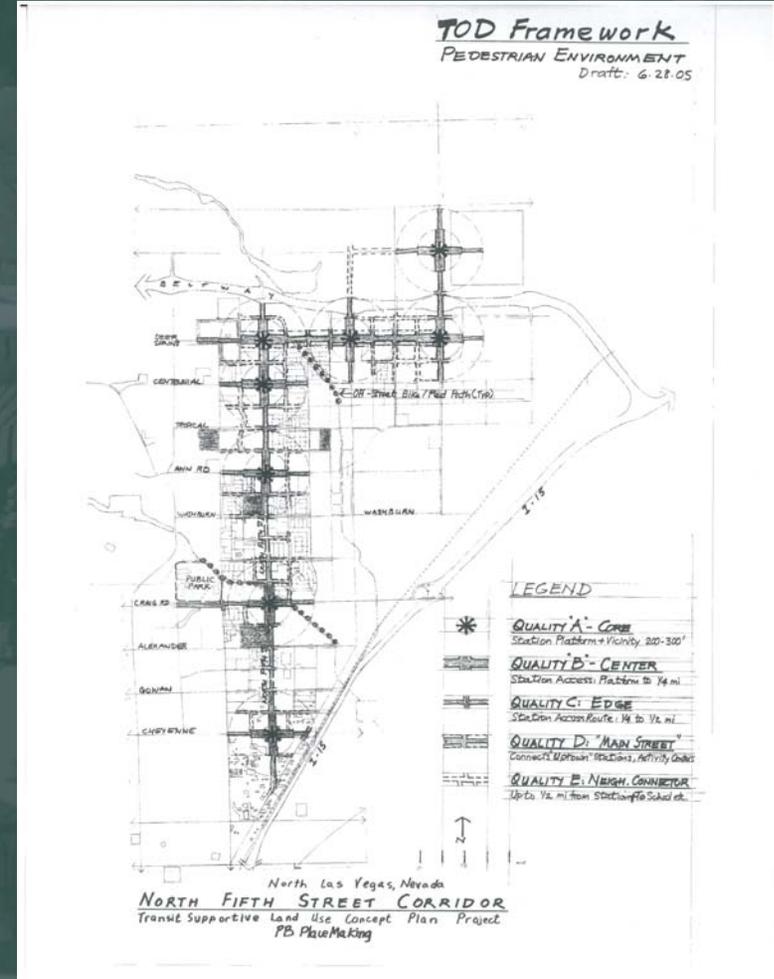


Keys to Successful TOD



PEDESTRIAN ENVIRONMENT

- Buffering from traffic
- Landscaping
- On-street parking
- Easy access to businesses
- Public spaces
- Identity / sense of place





TOD or TAD

Transit Oriented Development

or

Transit Adjacent Development?

- Majority of development at major transit stops in America are not TOD's
- TOD is still illegal in most of America
- Not enough to be next to transit , development must be shaped by transit



5th Street Context

Assessment

- Policy Framework
- Prior Planning
- Other Planning-UNLV
- Development Patterns
- Market
- Financing

Assumptions

- Industrial “Sanctuary”
- Neighborhood Preservation
- Infill and New Growth
- UNLV Campus; VA Hospital
- Improved N. 5th Street - Transit Construction
- High FTA Rating



TOD for 5th Street

TYOLOGIES

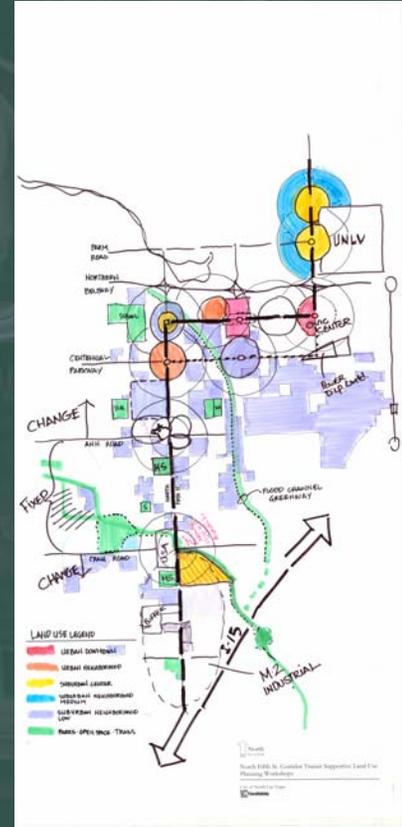
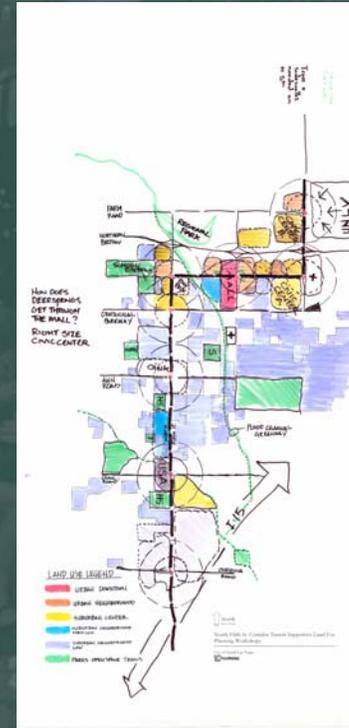
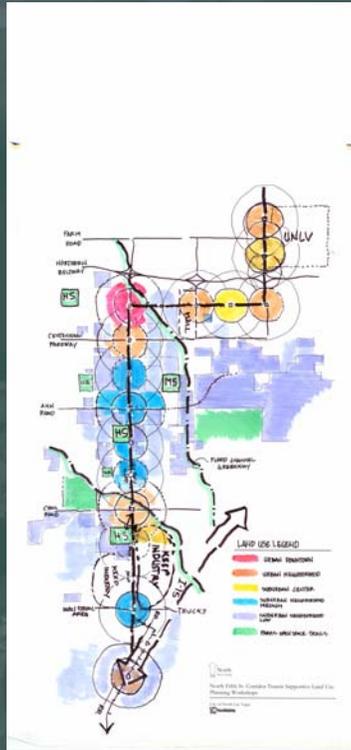
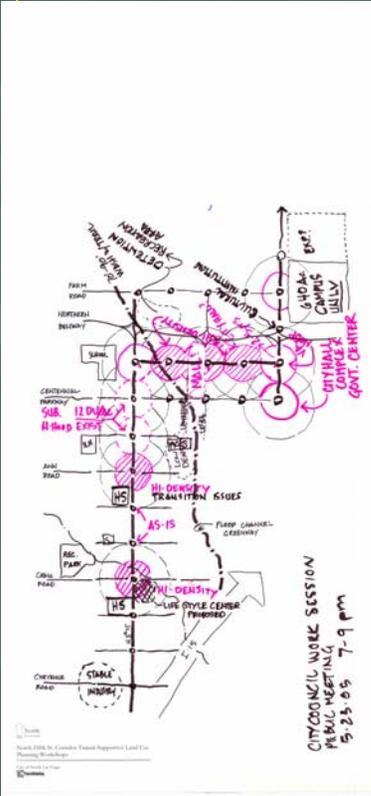
- Urban Downtown
- Urban Neighborhood
- Suburban Center
- Suburban Neighborhood-Medium Density
- Suburban Neighborhood-Low Density

STRATEGY TO:

- Shape transit alignment
- Identify potential station locations
- Create a land use plan
- Identify implementation methods
- Enhance project viability



Design Charrettes





Draft Vision

- One-mile wide corridor
- Four distinct areas and types of TOD
- ✓ University District - UNLV
- ✓ Uptown - Deer Springs
- ✓ Infill - Established neighborhoods
- ✓ Industrial - Employment center





Implementation

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



Next Steps

- City Council Briefing
- Draft Report / Recommendations
- Public Open House
- Final Report / Recommendations