Planning
for Transit

Rail~Volution 2005
Salt Lake City, Utah
NLV at a Glance

- **Growth**
  - Second Fastest Growing U.S. City
  - 1,200 new residents per month
  - 500,000 at build-out (2030)

- **Development**
  - Master Planned Communities
  - Cheyenne Technology Corridor
  - VA Hospital, UNLV northern campus

- **MAX**
  - First optically guided BRT system in U.S.
Background

• Visioning 2025 Strategic Plan
  – housing choices for all incomes
  – encourage mixed-use development
  – develop North 5th Street as a mass transit corridor

• Series of Charrettes

• Lure Transit Investment
  – part of a proposed 33-mile Regional Fixed Guideway system
North 5th Street Context

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

ASSUMPTIONS
- Existing Industrial
- Existing Neighborhood
- Infill and New Growth
- UNLV; VA Hospital
- North 5th Street Corridor Improvements
- High FTA Rating
Barriers to TOD

- Assembly Line Development
  - Proven formula; Easy financing
- Walled Neighborhoods
  - Zoning requirement; Security
- Auto-oriented Zoning
  - Commercial parking requirements
- Perceptions of Transit
  - Low Income; Out of necessity
- Climate
Trends Favoring TOD

- Economic
  - High land prices: $500K/acre
  - High gas prices

- Demographics
  - Fewer households with children

- Environmental
  - Congestion, air quality, water

- Quality of Lifestyle
  - Neighborhood vs. subdivision
TOD Planning Principles

• Greater Density than Community Average

• Quality Pedestrian Environment

• A Mix of Uses

• Defined Centers
TOD Typologies

- Consistent with principles
- 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
Development Strategy

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

<table>
<thead>
<tr>
<th><strong>TOD Principles</strong></th>
<th><strong>TOD Design</strong></th>
<th><strong>TOD Code</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>Greater Density than Community Average</td>
<td>Maximize Use of Small Spaces</td>
<td>Allows Greater Density</td>
</tr>
<tr>
<td>Quality Pedestrian Environment</td>
<td>Walkable, Accessible, Good Circulation</td>
<td>Design Standards for Connectivity/Amenities</td>
</tr>
<tr>
<td>A Mix of Uses</td>
<td>Commercial, Office and Residential</td>
<td>Height, Bulk, Allowed Uses</td>
</tr>
<tr>
<td>A Defined Center</td>
<td>Building Placement</td>
<td>Orientation &amp; Setbacks</td>
</tr>
<tr>
<td></td>
<td>Parking</td>
<td>Location &amp; Quantity</td>
</tr>
<tr>
<td></td>
<td>Architectural Details &amp; Frontage</td>
<td>Street Presence &amp; Urban Design</td>
</tr>
</tbody>
</table>
Comments or Questions?
Realizing the Vision: Form-Based Code

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