Making TOD Work in the Heart of Suburban Sprawl

Rocky Mountain Land Use Institute

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Speakers

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Corridor Location

‘The Strip’

Boulder Highway
Direct Route to

LAKE MEAD

HENDERSON - BOULDER CUT OFF

1/2 MILE

HENDERSON - BOULDER CITY
Current Conditions and Impetus Behind Initiating Renewed Planning Efforts
“Inverse Investment” Trend
Underdevelopment Trend
Land Use in the Corridor Today

- **Residential**
  - 10,500 sf & mf homes
  - 1,023 mobile homes

- **Non-residential**
  - 2.7 million sf commercial
  - 2.2 million sf industrial

Source: Clark County Assessor, City of Henderson 2006.
Vacant Lands
Development Potential

New Development on Vacant Lands

Redevelopment of Underutilized Lands

Total Development Capacity (current zoning)

Residential: +3,100 units
Commercial: +2.9 mill. s.f.
Industrial: +3 mill. s.f.
Future Development Capacity

New Development on Vacant Lands

Redevelopment of Underutilized Lands

Total Development Capacity

Residential: +3,100 units
Commercial: +2.9 mill. s.f.
Industrial: +3 mill. s.f.
Impetus for the Strategy

- New Bus Rapid Transit investment
- Constrained land supply elsewhere in Las Vegas—increased interest in corridor
- Redevelopment gaining momentum
Planned Activity

**Employment Centers**
1. Titanium Metals (660 employees)
2. St. Rose Dominican Hospital/Medical Complex (1,700 employees)
3. Fiesta Henderson
4. City of Henderson (1,753 full-time/1,046 part-time employees)
5. Manufacturing/Cold Storage Cluster
6. Henderson Industrial Park
7. Emerging Industrial Area

**Key Activity Centers**
1. Lake Las Vegas
2. Downtown Henderson
3. Galleria Regional Retail Center
4. Community College of Southern Nevada (CCSN)
5. Tuscany (2,400 units)
6. Whitney (Clark County TOD Planning Underway)
7. Nevada State College (2,000 students currently enrolled)

**Planned Development**
1. Future Residential/Mixed-Use (2,000+ acre planned development—currently in environmental cleanup phase)
2. Lake Mead Crossing (725,000 s.f. retail power center)
3. Victory Village (neighborhood shopping center)
4. Uptown Oldtown (mixed-use development)
Other Contributing Factors

- Downtown transformation
- New I-515 interchange @ Galleria
- City-owned land throughout the corridor
- Nevada State College expansion
Transit (long-term possibilities)
Planned Transit Stations

1. Gibson
2. Galleria
3. Sunset
4. Warm Springs
5. Water Street
6. Lake Mead
7. Basic
8. Greenway
9. Horizon
Planned BRT Amenities

• Wi-fi service
• Fare cards and ground-level boarding
• Reduced travel time from ~90 min. for local service to ~45 min. for BRT
• Traffic Signal Priority (TSP)
Transit Station Design
The Plan: Key Concepts
The Vision....

With improvements and public policy, the corridor will become an amenity and attract private investment and higher value development.
Guiding Principles

1. Promote the Revitalization and Transformation of the Corridor

2. Serve as a Major Multi-Modal Transportation Corridor

3. Establish a Distinctive Look and Feel Unique to Henderson
Guiding Principles

4. Mixed-Use Activity Centers at Key Nodes

5. Corridor to be Integrated with the Surrounding Community
Green Framework

- Establish the corridor as a true Linear Park
- Establish a hierarchy of landscape enhancements
- Integrate desert environment into the corridor
Land Use and Urban Design Framework

- Focused “nodes” of activity
- Mix of development and housing types
- Rejuvenate existing neighborhoods
- Maintain a broad employment base
9 Mixed Use Activity Centers designated along the Corridor
Vertical Mixed-Use
Station Areas & Activity Centers

Horizontal Mixed-Use
Areas in between
Land Use and Urban Design Framework

- Establish a high standard for development quality
- Promote development that supports and defines the public realm
- Establish a strong identity for the corridor
Multi-Modal Framework

- Interconnected network of streets and blocks
- Linkages between the corridor and emerging activity centers
- Provide for safe and efficient travel by all modes
Multi-Modal Framework

- Purposefully integrate urban form and transportation investments
- Enhance and expand pedestrian and bicycle systems
- Build on RTC investments
Parkway streets (where feasible) increase traffic capacity and provide on-street parking and access to linear park.

Urban pattern of development within mixed-use activity centers creates a comfortable environment for pedestrians and promotes a vibrant street environment.

Linear park provides visual continuity and buffers mixed-use activity centers from traffic along the highway.

Drought-tolerant palette of landscape materials provides shade and visual interest while reducing need for supplemental watering.

Development patterns and mix of uses become less intense in between mixed-use activity centers.

Width of linear park varies by location.

Linear park transitions to a more urban character within mixed-use activity centers with plazas and other amenities to support high levels of activity.

Density of vegetation most concentrated within mixed-use activity centers to visually distinguish centers from other areas of the corridor and to promote increased pedestrian activity.

Rapid transit station location takes advantage of shade provided by linear park to increase rider comfort as they wait.

Illustrative North/South View Along Boulder Highway Corridor
Catalyst Areas
Our Premise....

Strategy for the corridor must not be transit-dependent...

If transit creates additional opportunities in the future...they will serve to enhance and add to the corridor’s success.
Implementation Tools
### Initiative #7: Design an internal entitlement review process specifically for projects on the corridor - apply Council-adopted criteria, standards and incentives

<table>
<thead>
<tr>
<th>Action</th>
<th>Description</th>
<th>City Role</th>
<th>Lead</th>
<th>Support</th>
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<tr>
<td>7.1</td>
<td>Identify a committee of representatives from each department to serve as ‘Boulder Highway experts’ to shepherd adaptive reuse, conversion and development projects through financing and development approvals.</td>
<td>Facilitator</td>
<td>CD</td>
<td>All depts.</td>
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<td>7.2</td>
<td>Provide entitlement support to projects (particularly within catalyst areas) consistent with the corridor vision which support desired densities, adjusted parking requirements, and a stronger building edge.</td>
<td>Policy Maker</td>
<td>CM</td>
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<td>7.3</td>
<td>Prepare revised transportation impact study guidelines for developments within ½ mile of the BRT stations to define and standardize methodologies for vehicle trip reduction, evaluation of pedestrian and bicycle demands and facilities; expectations for connecting transit service and facilities; and consideration of alternative vehicle level of service standards.</td>
<td>Policy Maker</td>
<td>PW</td>
<td>CD</td>
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Corridor Mixed Use Zoning District

- Wide variety of commercial, office, public, and residential uses
- Increased densities, greater building height and mass, and parking reductions allowed within 1500 feet of designated BRT stops
- Developments built up to property line with parking along the side or rear
- Wider sidewalks with requirements for shade to provide relief from the desert sun
Implementation Tools

New **Landscape Design Manual** for improvements within the right-of-way

- Provides development standards for a continuous Linear Park and bike trail along the entire corridor
- Median landscaping treatments used to distinguish primary intersections from other areas
- Provides standards for the pedestrian amenities in the right-of-way
- Includes a new plant palette based on water conservation and reduction of maintenance costs
- Emphasis on trees to increase shade and air quality in the corridor
Implementation Tools

Legislative Zone Change along corridor

- Establishes the areas in which the new standards will apply
- Readies the environment for development when the market improves
- Streamlines the entitlement process by eliminating the need to rezone
Implementation Tools

Master Planning & Public-Private Partnerships for Catalyst Sites

Catalyst site @ Gibson

REDEVELOPMENT SITE

Galleria Interchange

Gardens at Provance
(Entitled w/ horizontal mix of commercial and residential)
Challenges and Lessons Learned
Challenges: Transit Service Changes

- Budget shortfalls forced RTC to reduce the number of stations from 9 to 3
- Service start date was delayed from 2009 to 2011
Challenges: Traffic Calming at Intersections

Conventional Intersection Design

- Deceleration lane and free right turn
- Corner curb ramp
- Exposed crosswalk
- High speed exit ramp

Compact Intersection Design

- Exit ramp modified to free right turn to decrease speeds
- Shortened pedestrian crossing distance and exposure
- Median nose extended to reduce pedestrian exposure
- Triple left removed
- Median widened by 12'
- Deceleration lane and free right turn lane removed
- Corner curb ramp converted to directional ramps
- Deceleration lane and right turn lane removed
- Acceleration lane removed
Challenges: Public and Political

- Condition of existing corridor made visioning difficult
- Community resistance to ‘transit’ and ‘density’
- Political apprehension to approving such a large and multi-faceted project
- Economic downturn will limit funding for implementation
Lessons Learned

• Make it manageable!
  – Smaller components = Better feedback
  – Show how they contribute to the big picture

• Education is key!
  – Anticipate common concerns and explain how they have been addressed in the Plan
  – Seek out respected projects to show how ‘transit’, ‘density’, and other scary concepts may not be so bad
Lessons Learned

• Coordinate, coordinate, coordinate!
  – Elected and appointed officials
  – Other departments
  – Property owners
  – Agencies

• Make Sure the Transit Agency is on the Same Page!
  – Conflicts between BRT as “more of the same” or as a new catalyst for TOD
Lessons Learned

• Firm yet Flexible
  – Make sure both plan and regulations can withstand extended implementation timeframe

• Incremental Zoning Changes not Always the Easiest Route
  – Starting from scratch on corridor zoning can be a much cleaner, simpler process than creating an overlay
Questions?

www.cityofhenderson.com

Search: Boulder Highway

or

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