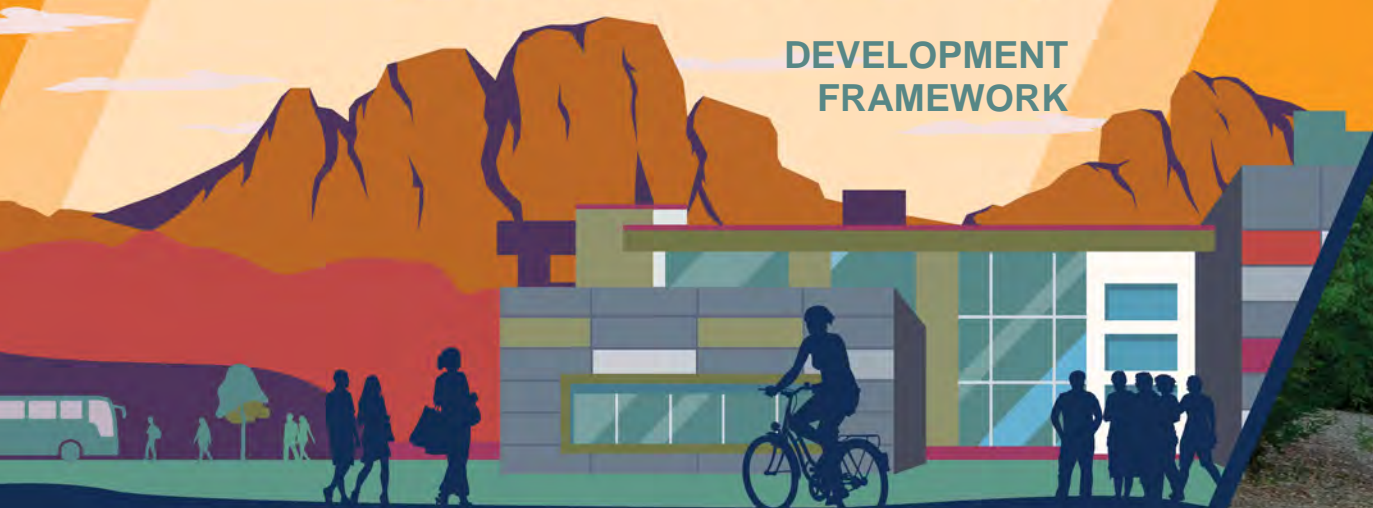


HENDERSON



UNIVERSITY AREA LIVABLE CENTERS STUDY

DEVELOPMENT
FRAMEWORK



Kimley»Horn

Expect More. Experience Better.





Source: Nevada State University

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INTRODUCTION

Henderson’s University Area Livable Centers Study aims to create a vibrant community where people can live, work, and play without heavy reliance on cars. The Livable Centers program was established by the Regional Transportation Commission of Southern Nevada (RTC) to encourage the development of “Complete Communities” throughout the region. This initiative prioritizes multimodal transportation, reducing car dependency and fostering a pedestrian-, bicycle-, and transit-friendly environment to enhance transportation access, community health, and economic vitality.

The study area consists of vacant City-owned land, bordered by Nevada State University (NSU), the Harry Reid Union Pacific Railroad (UPRR) Trail, and residential neighborhoods. The potential of this area is also highlighted in the recent planning initiatives, including the City of Henderson’s Comprehensive Plan and the Nevada State University Campus Master Plan, which are found in Appendix A. The proposed Campus Plan envisions development to the east, south, and west of the current campus. The needs assessment identified the prime location for catalyst development as the area between the UPRR tracks and the NSU campus, as illustrated on the following page. Despite its great potential, this site is currently disconnected from the broader Henderson community. To enhance integration, efforts should focus on improving connectivity and providing incentives to attract development to the site. Additionally, the needs assessment revealed a lack of formal open and civic spaces in the area. The catalyst site offers an opportunity to address this gap by accommodating such uses. Further analysis indicated a market demand for future development in the area, contingent on the NSU campus extension.

Community input provided during community outreach activities provided insight into community perspectives regarding the catalyst site and potential development. Parts of the community best represented through the outreach were students and faculty from NSU, local businesses, and nearby residents. Key takeaways showed that a majority of respondents desired more services and amenities in the area, although some nearby residents did express concerns that future development could impact the rural character of their neighborhood and surrounding community. Respondents also generally supported expanded access to existing trails in the area, as well as the inclusion of greenspace and community gathering areas with new development. Taking into account existing conditions, the needs assessment, and community input, the plan presents a community vision and conceptual development framework that can guide new development in the area in future years. In addition to the conceptual development framework, this plan delves deeper into topics such as transportation and connectivity. It also offers implementation recommendations, outlining strategies for advancing the plan through key partnerships and actionable items to ensure the quality of life and wellbeing of the community.

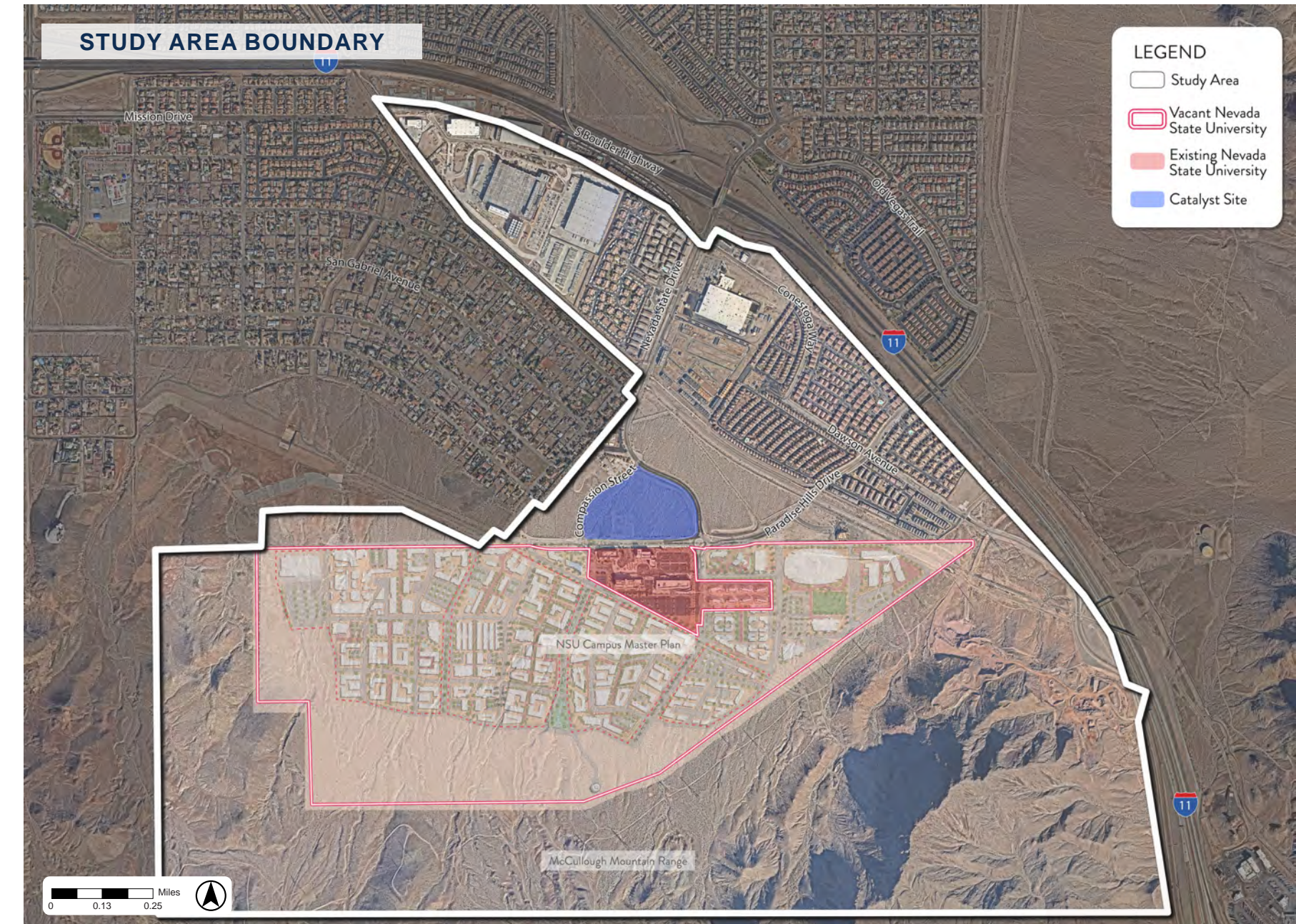


Figure 1: Study Area. For more information on the NSU Campus Master Plan, go to https://www.flipsnack.com/nevadastate/ns-campus-master-plan_-05-02_single.html

Conceptual Development Framework



Figure 2: Rendering of Conceptual Framework Plan

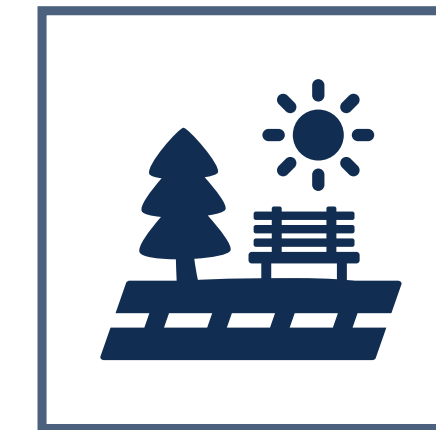
COMMUNITY VISION

The vision of the University Area Livable Centers Study (UALCS) is to create a walkable, mixed-use district that connects the area around Nevada State University (NSU) to the existing, surrounding residential community and the abundant natural open spaces and trails in the area. This new district, University Area, will provide central gathering places for students and area residents and include additional public open space, retail and services, residential development, civic or institutional uses, and comfortable facilities for walking and biking. The primary opportunity to create this vision is on and around the city-owned, undeveloped land located between the Harry Reid Union Pacific Railroad Trail and the NSU campus. This area is shown in red and yellow in the center of the map on the following page.

To balance access to desert open spaces and recreation areas with new development, the UALCS will incorporate a mix of land uses appropriate for future growth; parks, greenspace, and placemaking elements; and transportation improvements/investments. This will ensure that the development not only enhances the connectivity between NSU, the residential community, and the natural open spaces, but also provides opportunities for outdoor recreation and enjoyment of the desert environment. By engaging the community in the vision and goals of the study, the UALCS aims to strike a balance that promotes sustainable development while preserving the natural beauty and recreational value of the desert open spaces.



New, Mixed-Use Development



Parks and Greenspace



Multimodal Transportation



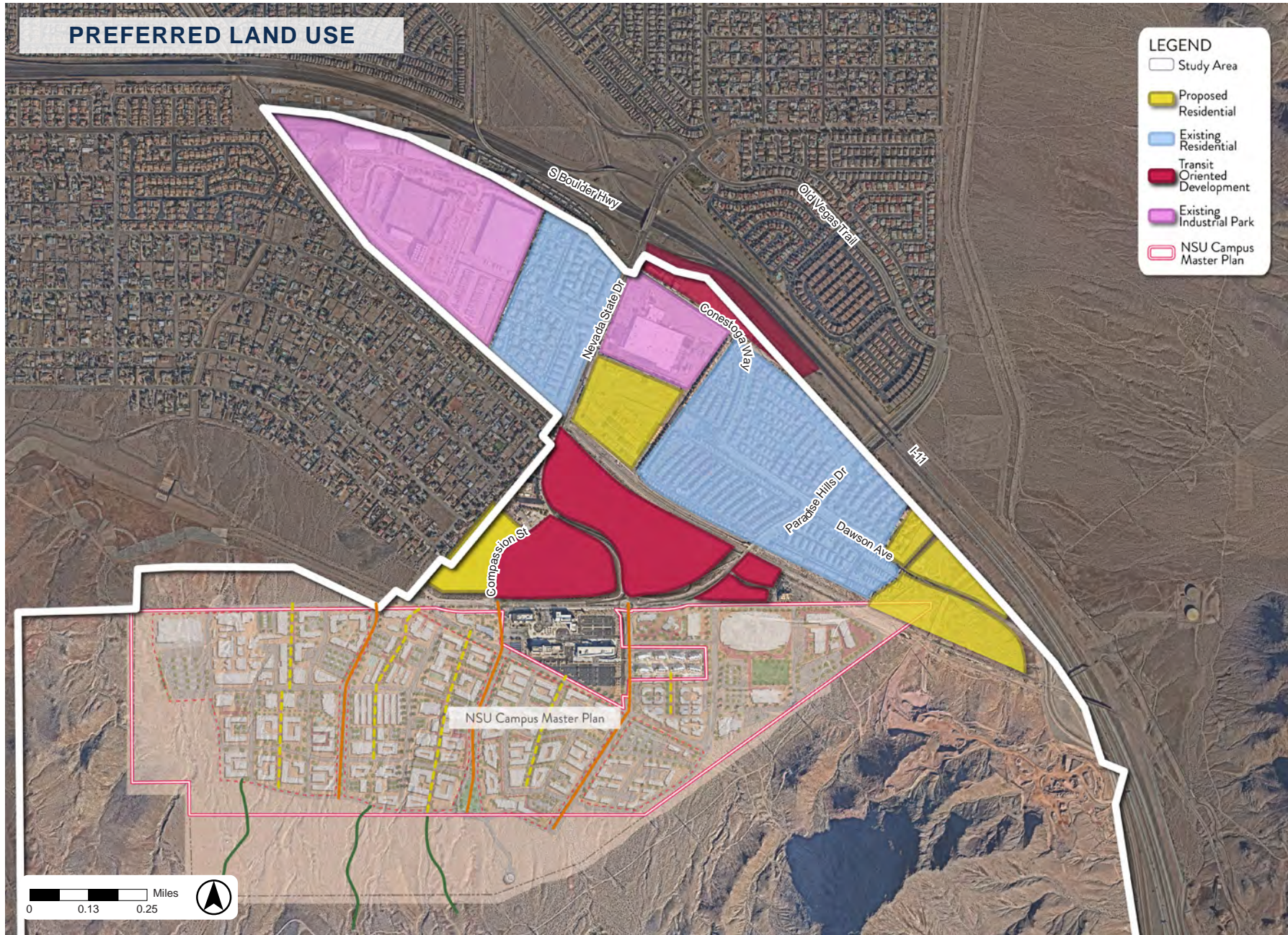


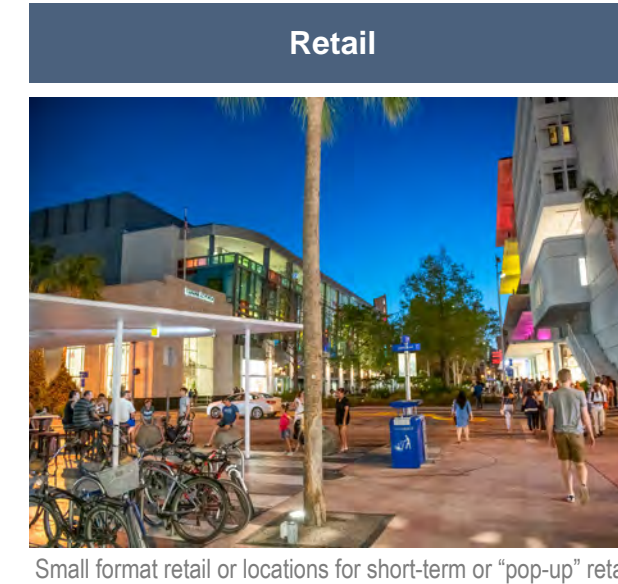
Figure 3: Preferred Land Use Map

PREFERRED LAND USE

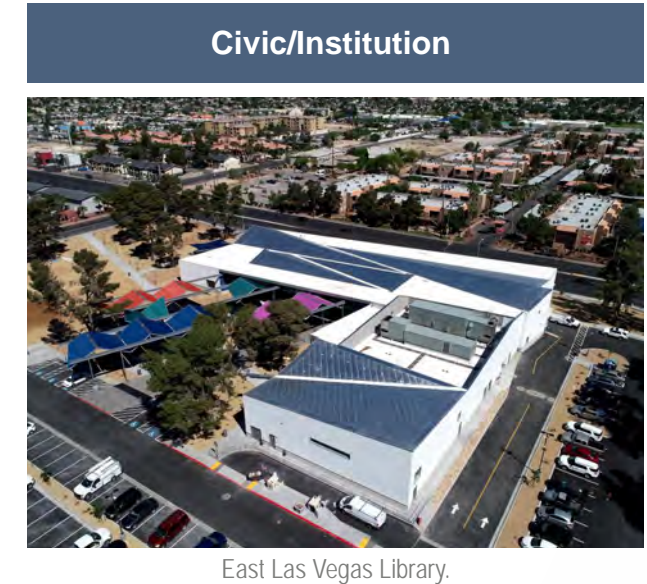
Primary future land uses within the plan area include transit-oriented development and residential. Transit-oriented development (TOD) is a planning strategy that encourages community and development centered around walkable destinations and public transportation. It promotes sustainable transportation options and pedestrian-centered neighborhoods. Incorporating residential land uses around TOD involves a mix of housing options to cater to residents and promote alternative modes of transportation.

Integrating residential land uses near the NSU campus can reduce reliance on cars, alleviate traffic congestion, and support a sustainable transportation system. Dormitories, apartments, and townhouses can accommodate the needs of students, faculty, and staff. Mixed-use developments can be achieved by incorporating amenities like grocery stores, cafes, and recreational spaces, which create a vibrant and inclusive community.

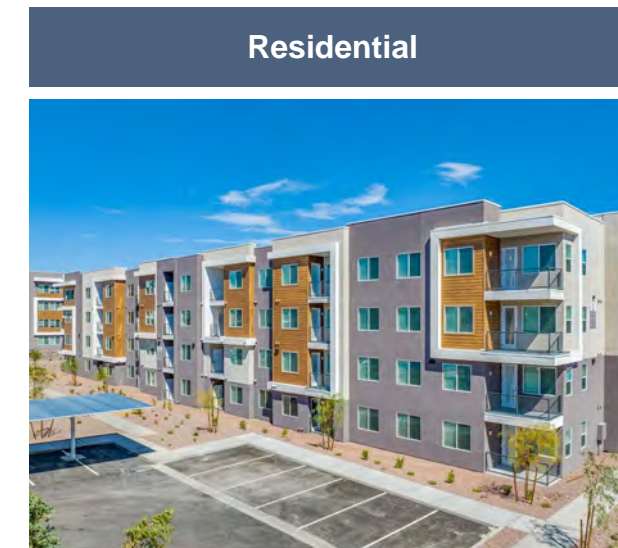
Figure 4: Example images of Preferred Land Use. Image Source: Adobe, WoodWorks, Apartments.com



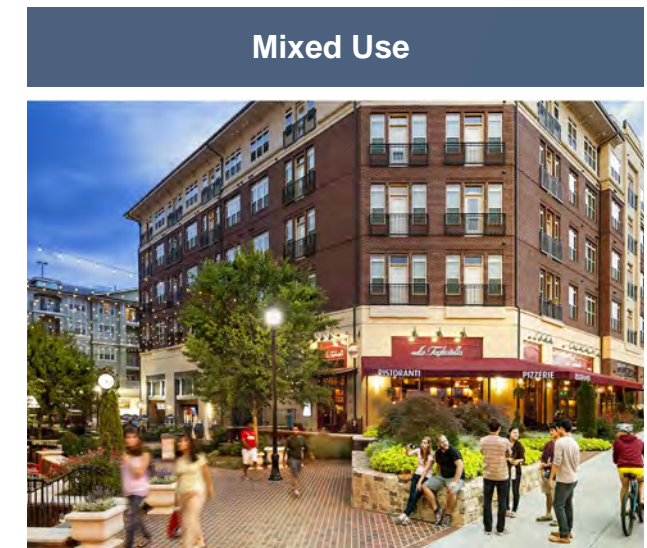
Small format retail or locations for short-term or “pop-up” retail.



East Las Vegas Library.



Apartment Building in the Cadence Community



Emory Village Mixed Use District. Atlanta, GA

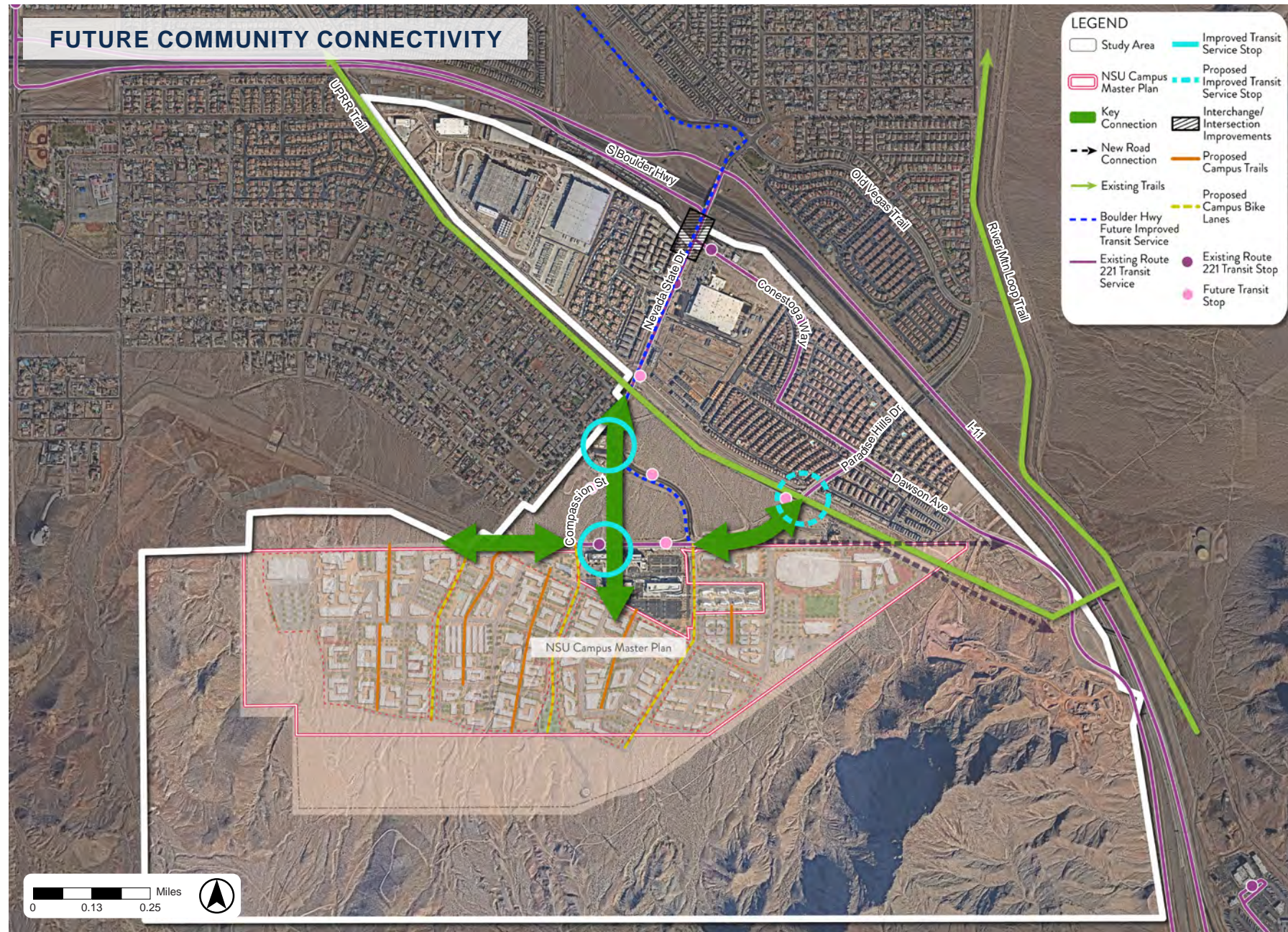


Figure 5: Regional and Community Connectivity map

FUTURE COMMUNITY CONNECTIVITY

An important feature of this plan that will aid in successful implementation and attract additional investment is the creation of new connections to key community facilities. Features like new trail connections and enhanced bicycle and pedestrian facilities will support walking and biking to, from, and within the district. New trail connections can also serve to connect the broader community to the existing natural areas and trails in the area.

Existing transit service and planned high capacity transit as well as enhanced shuttle service will provide an additional travel option for community members. New road connections will provide additional routes in and out of the study area, which will provide travel alternatives and alleviate congestion along the few existing roadways.

Strategy: Create new connections to key community facilities that are multimodal.

Figure 6: Example images of regional and community connectivity. Image Source: Adobe, RTC

Streetscape Improvements



Sidewalks, pedestrian lighting, landscaping, benches, and other amenities.

Interchange/Intersection Improvements



Improved safety, operations, and signal timing.

Existing and New Transit Service



The improved Boulder Highway transit service is proposed to have one or more stops within the study area.

New Road Connection



New road connections can provide additional routes in and out of the study area.

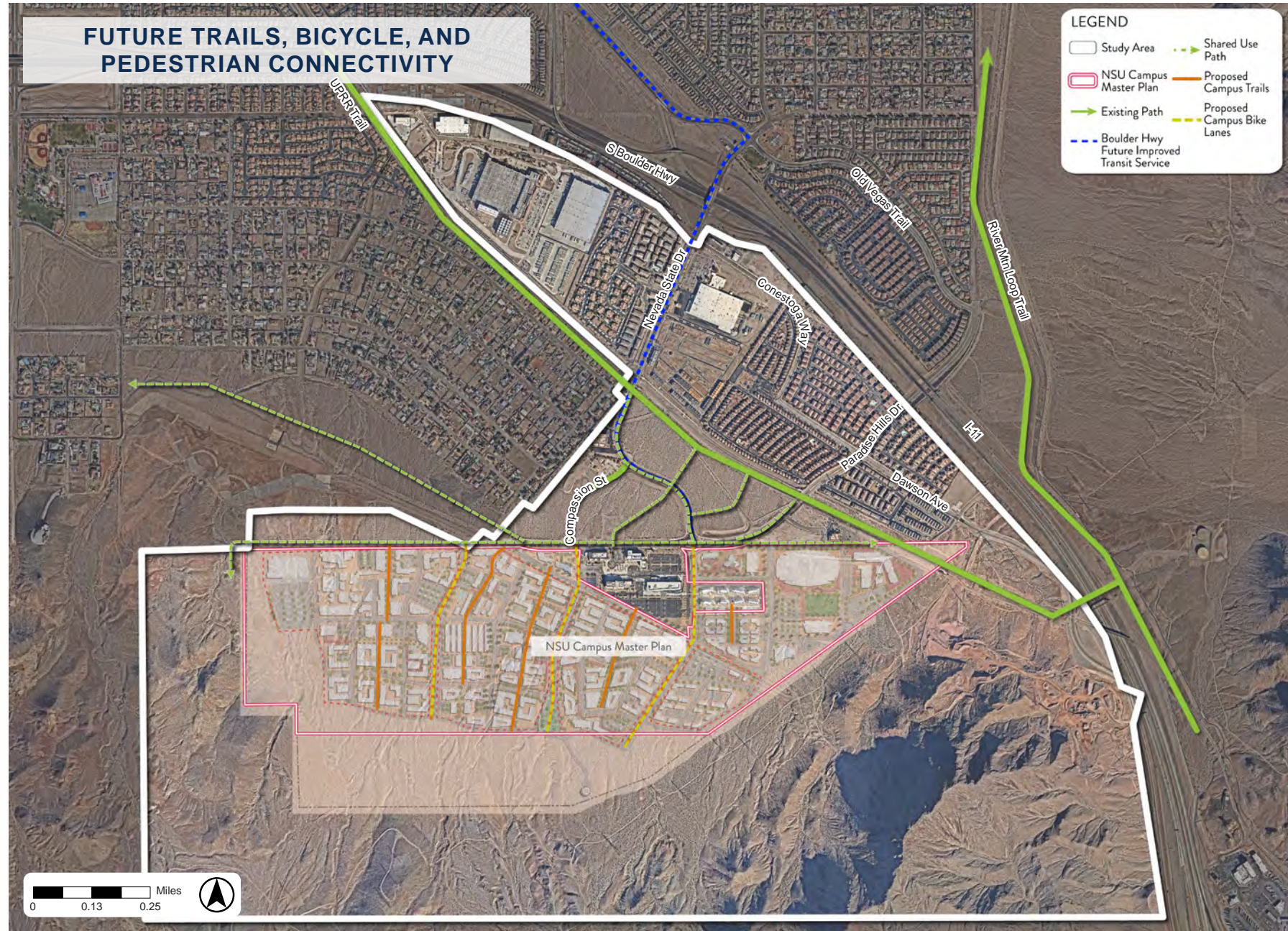


Figure 7: Trails, Bicycle, and Pedestrian Connectivity map

FUTURE TRAILS, BICYCLE, AND PEDESTRIAN CONNECTIVITY

Proposed trails and bike lanes within this plan will connect into the greater existing trail system to create a connected bicycle and pedestrian network, tying the university to the broader community. This expanded bicycle and pedestrian network will bridge key points of interest, community gathering spaces, public space and parks.

Existing trails, such as the Harry Reid UPRR trail, will be enhanced with additional trailheads, new trail stops, shade, signage, and lighting. Features like public art and wayfinding can be introduced along existing and proposed trails to create a better sense of place and provide district information.

Strategy: Focus should be on connections to existing bike and pedestrian facilities on the NSU campus.

Figure 8: Example images of trails, bike, and pedestrian connectivity. Image Source: TrailLink, Around the Bend Friends, Adobe

Union Pacific Railroad Trail



The Harry Reid UPRR Trail provides regional trail connectivity to other trails and points of interest.

Trail Amenities



Enhance existing and future trails with additional lighting, signage, shade structures, landscaping, and rest areas.

Public Art



Trails provide a unique opportunity for the addition of public art.

Connections to Natural Areas



Provide trail connections to natural areas south of the NSU campus.

ECONOMIC DEVELOPMENT, HOUSING, AND BUILT ENVIRONMENT STRATEGIES



Native Plant currently on the UALCS site, 2023

CONCEPTUAL DEVELOPMENT FRAMEWORK

The primary objective of this plan is to devise a comprehensive framework for economic development, housing, and the built environment within the University Area. Central to this endeavor is the creation of a diverse array of residential spaces, incorporating multifamily units designed to accommodate a mix of ownership types, including for sale, rental, and student housing. Key considerations include the establishment of diverse residential zones, integrating various housing types to cater to different demographics while prioritizing community interaction and open spaces.



Mixing of Neighborhoods

Community feedback highlighted concerns regarding the adjacency of commercial development to existing residential areas. Consequently, there is a concerted effort to devise a development approach that ensures a smooth transition between established neighborhoods and new developments, striving for a seamless transition between old and new. The plan places significant emphasis on creating vibrant commercial districts that cater not only to the needs of the campus population but also to the broader community. These commercial hubs are envisaged to feature a diverse mix of retail outlets, services, and office spaces, providing convenient access to goods and services while also promoting alternative modes of transportation. In line with fostering a pedestrian-friendly environment, the incorporation of public spaces such as plazas, green areas, and recreational facilities is key to enriching the urban fabric and enhancing community health.



Vibrant Commercial Districts

Additionally, the integration of civic and institutional facilities is integral to seamlessly blending the proposed development with the existing NSU campus. This integration aims to foster collaboration and unity between academic, civic, and residential areas, enhancing the overall urban experience for all stakeholders involved. Other aspects of the built environment to be considered include stormwater systems. Sustainable stormwater mitigation strategies play a pivotal role in the plan, given the site's susceptibility to significant runoff due to surrounding topography. By incorporating environmentally conscious design principles, the plan seeks not only to minimize the environmental impact but also to leverage stormwater management as a landscape design feature, enhancing the aesthetic appeal and ecological resilience of the area.



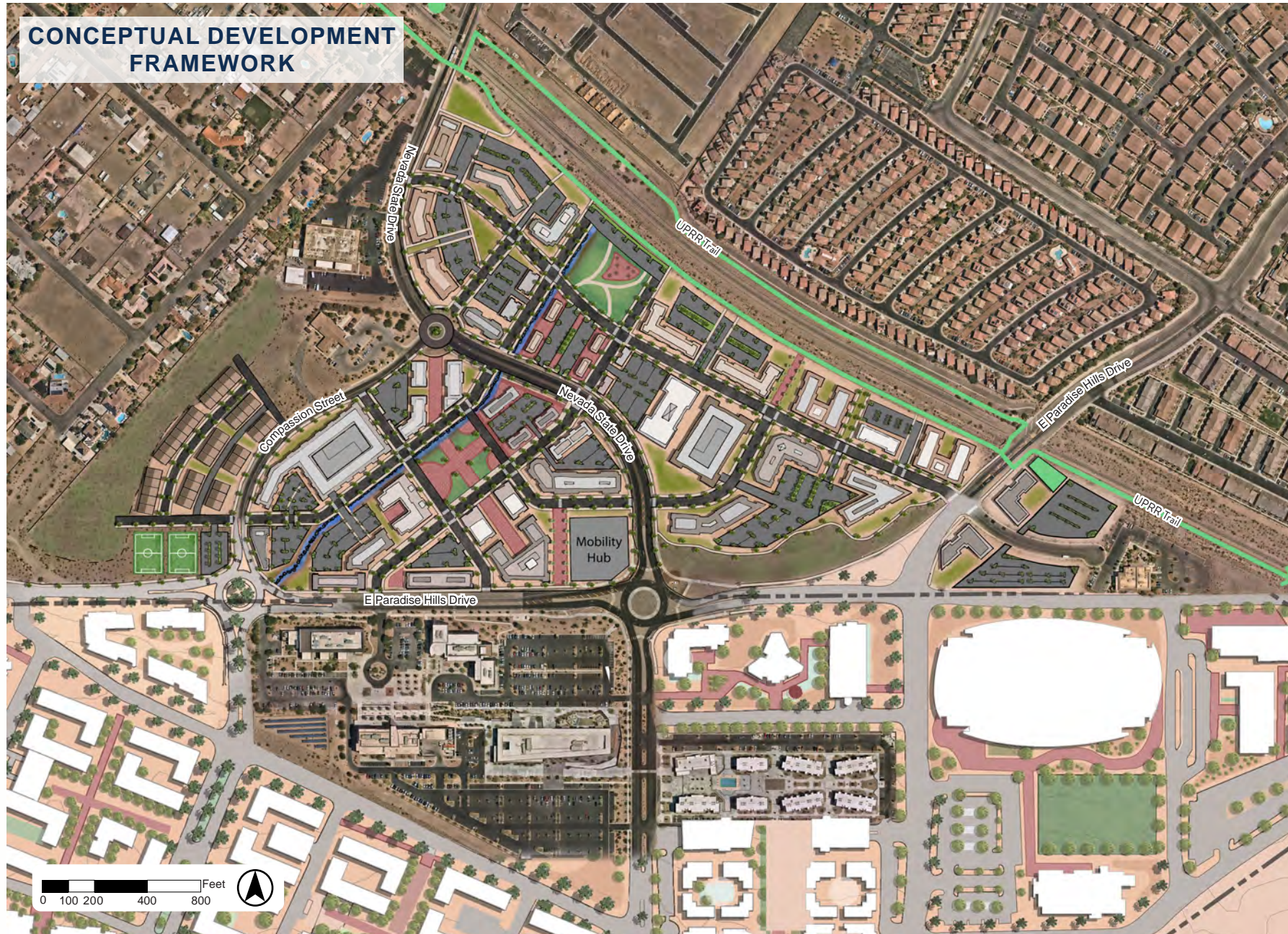


Figure 9: Conceptual development framework map

CONCEPTUAL DEVELOPMENT FRAMEWORK

The UALCS centers around four undeveloped parcels owned by the City that are located between the NSU campus and nearby residential and commercial development. The development framework provides locations for the various land uses, connections to the UPRR Trail, and improved transit access and additional bicycle and pedestrian amenities. There is an emphasis on the development of smaller blocks and one-story mixed-use buildings, creating a pedestrian-friendly environment. The overall scale of the district is carefully considered to ensure a cohesive and harmonious integration with the surrounding community.

Strategy: Jumpstart desired development in this area through a strategic framework and strategies, such as incentives, enhancing infrastructure, collaboration, and community engagement.

Figure 10: Example images of different uses in the conceptual development framework. Source: Adobe

New Residential Development



An example of a multifamily residential building that could be integrated into the plan.

Retail District



A retail district with distinct style, landscaping, and room for pedestrian activity could be used in the retail locations.

New Public Spaces



Public spaces like the one shown should be incorporated throughout to encourage a pedestrian-centered environment.

Stormwater Amenity



The plan incorporates a stormwater facility like the one above.

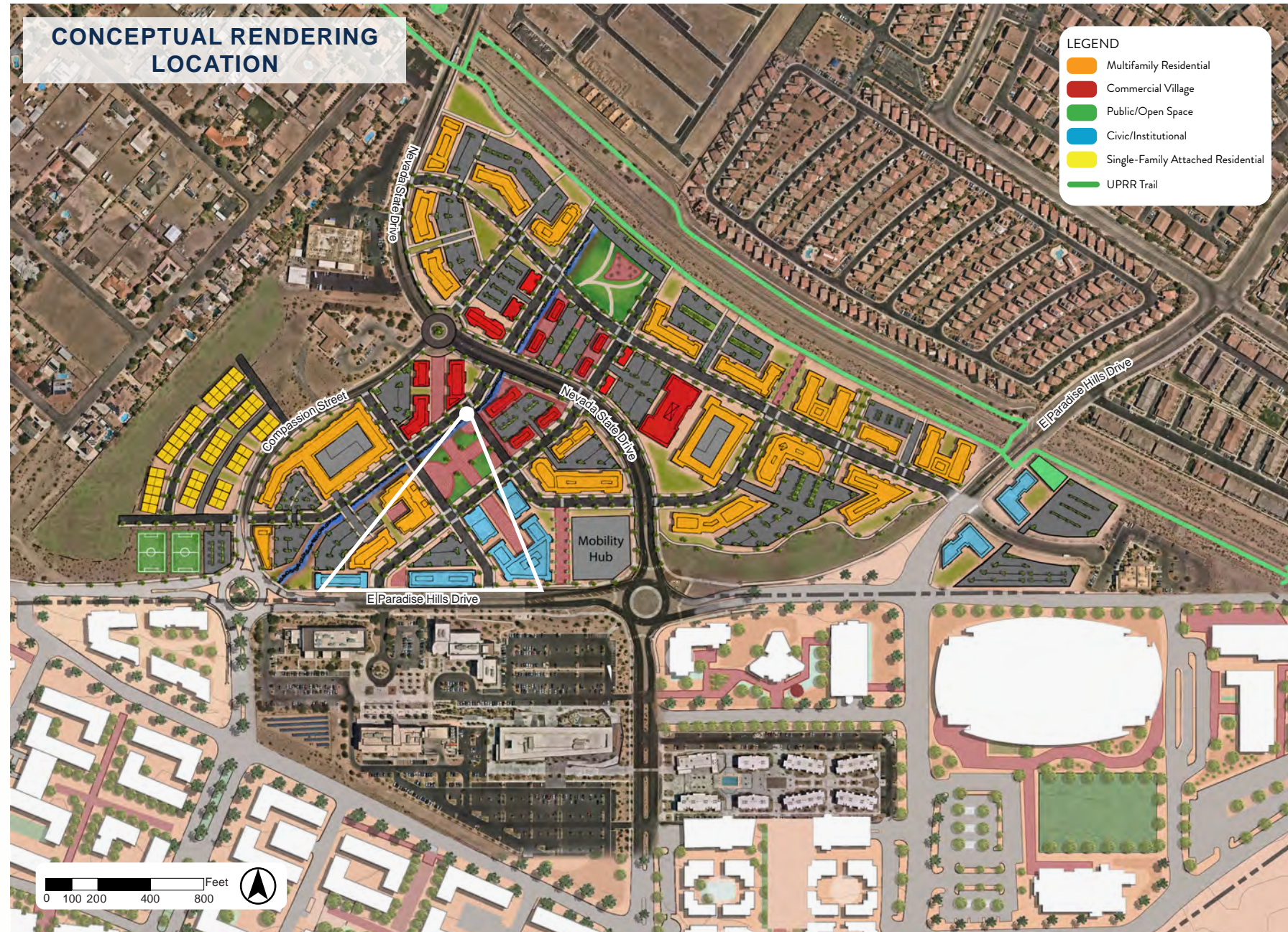


Figure 11: Conceptual rendering location map



Figure 12: Conceptual rendering of the proposed plan with labels



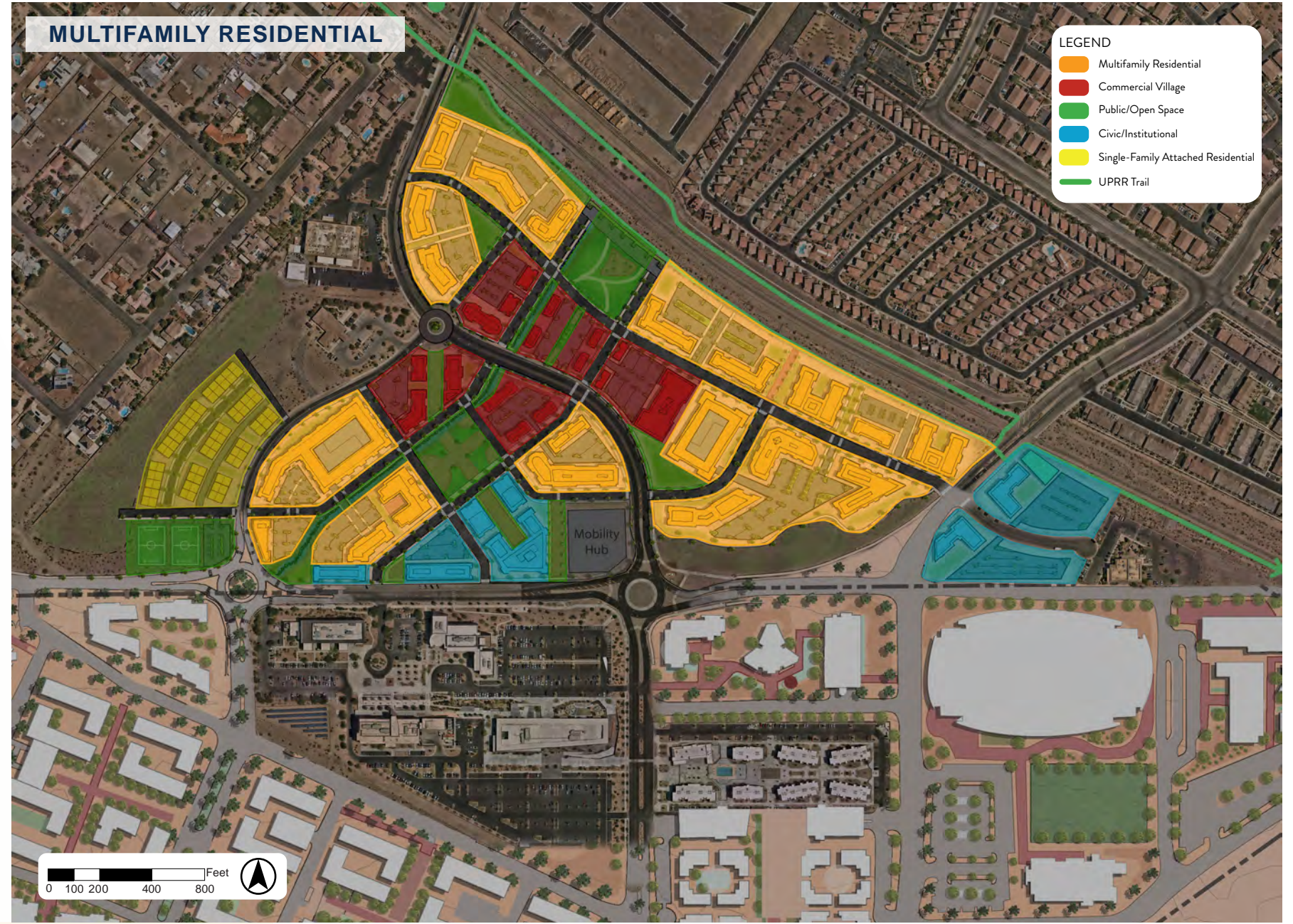


Figure 13: Multifamily residential location

MULTIFAMILY RESIDENTIAL

The multifamily residential area includes a mix of for-sale, rental, and student housing, with buildings ranging from 3-5 stories along street frontages for a pedestrian-friendly environment. Parking is integrated into or under buildings, or in surface lots behind or beside them. The residential buildings feature plazas, pocket parks, and landscaping for open spaces. Public access will be provided along the Harry Reid UPRR Trail where possible.

The total number of units ranges from 1,400 to 1,800, depending on the type and mix. A minimum of 5,000 households is needed within the marketshed to support the recommended grocery and retail. This marketshed extends beyond city-owned properties and the study area and includes 1,347 households. Increasing housing is crucial for attracting retail developments, with the NSU population contributing to market demand.

Strategy: Increase housing options and develop diverse residential housing choices.

Figure 14: Multifamily residential example images. Image Source: Adobe, Apartments.com

Mixed-Use Residential



Residential included as part of mixed-use developments.

Residential Over Retail



Student housing within the district would add additional foot traffic and create market demand for retail and services.

Multifamily Condominiums Housing



Single use multifamily development.

Multifamily Condominiums Housing



Multifamily with parking integrated under the building.

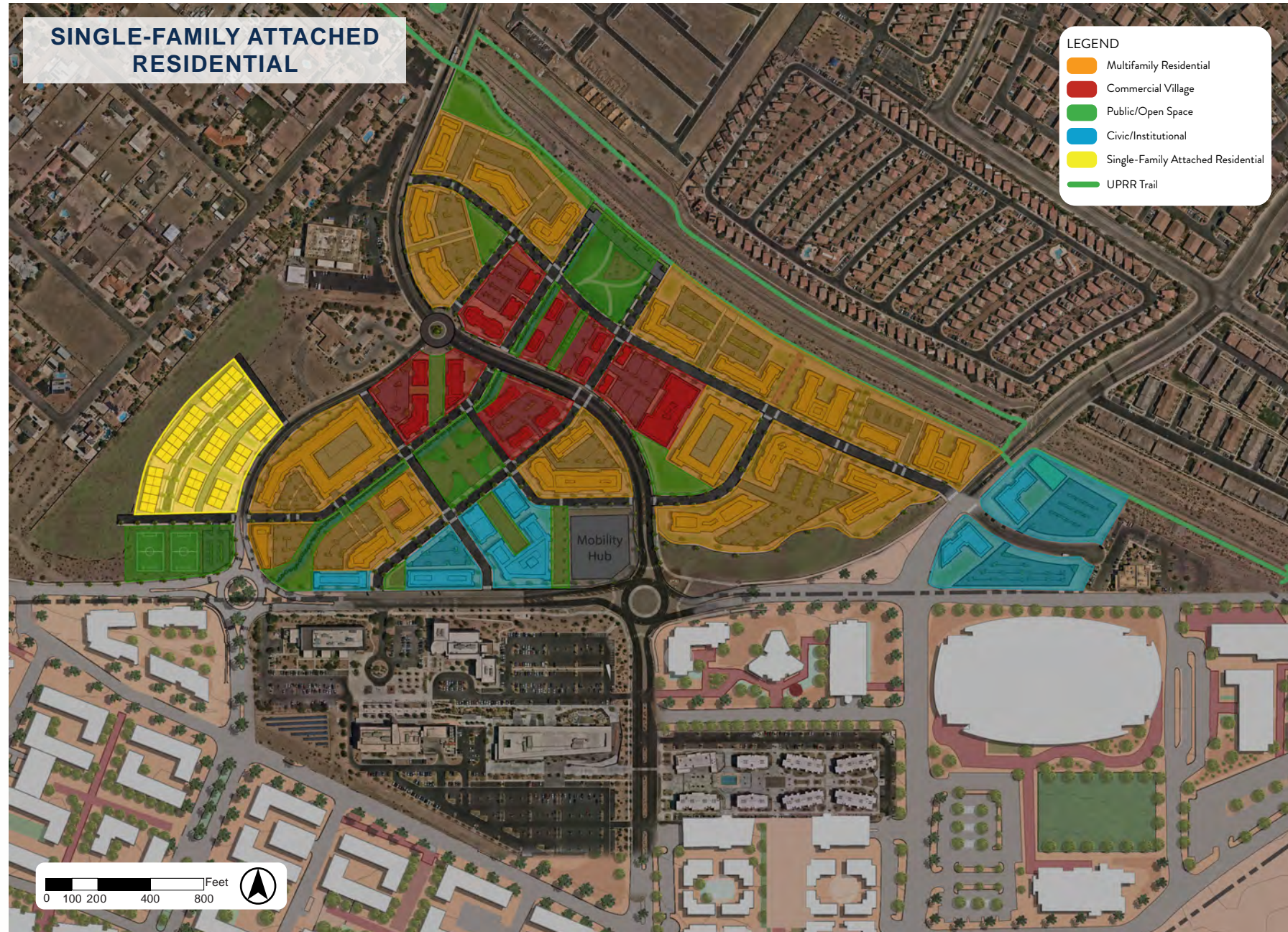


Figure 15: Single-family attached residential location

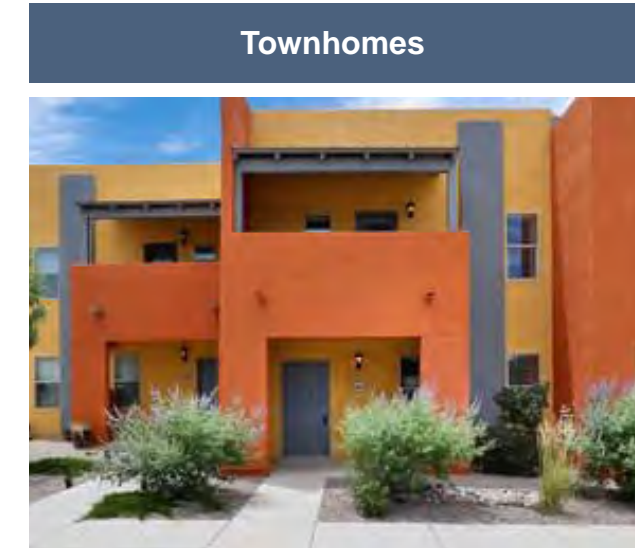
SINGLE-FAMILY ATTACHED RESIDENTIAL

The introduction of single-family townhomes provides a buffer between the existing residential areas and the proposed development within the district. The townhomes are oriented to face public streets, creating a pedestrian-friendly streetscape, with the units being serviced by alleyways for added convenience.

Landscaping and pedestrian enhancements are included throughout the area to encourage walking and biking, making the environment more inviting and accessible. A natural buffer is included between the townhomes and the existing single-family neighborhood, creating a smooth transition from the existing single-family homes to the proposed new development.

Strategy: Differentiate the existing residential areas and the proposed development by building single-family townhomes in between.

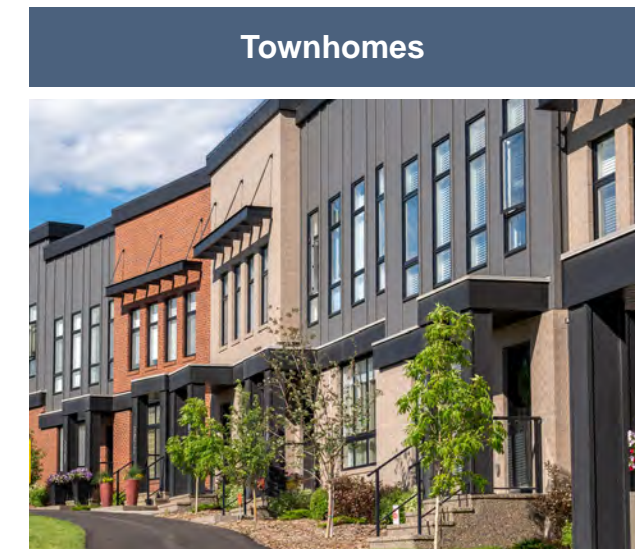
Figure 16: Single-family attached residential example images. Image Source: Zillow, Apartments.com, Adobe



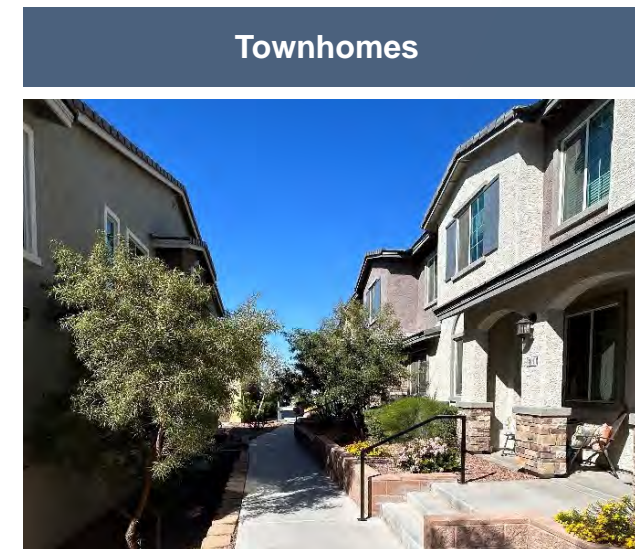
Southwest-style townhomes with desert landscaping.



These townhomes incorporate pavement into the front areas for additional parking.



This townhome style shows variation in each unit and some additional landscaping in the front.



Townhomes with landscaping and sidewalk in the front.



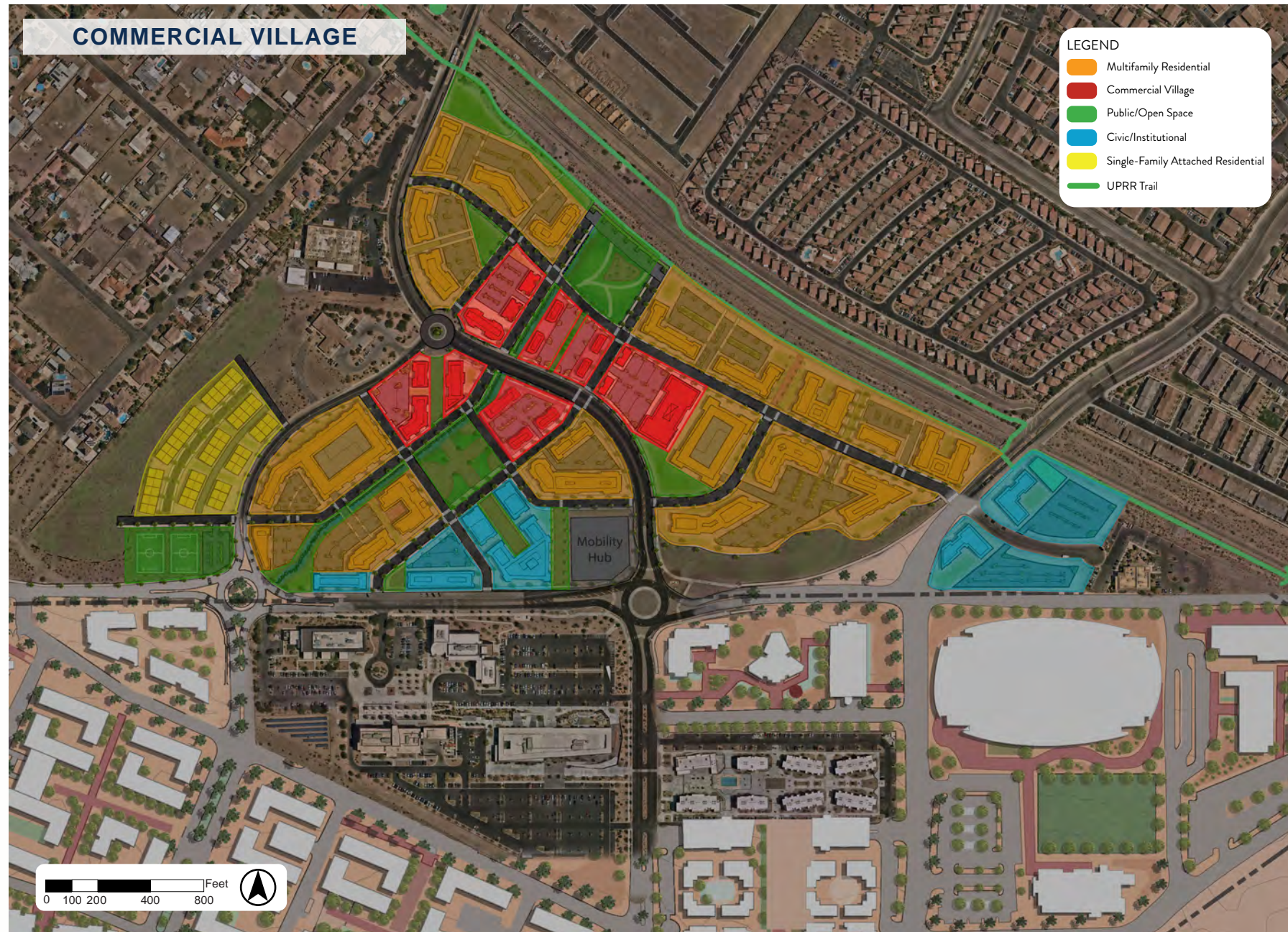


Figure 17: Commercial village location

COMMERCIAL VILLAGE

This use includes a mix of retail, commercial, small grocery store, services, and some office spaces that serve the campus and community. In the commercial village, it is important to encourage mixed-use development. Retail spaces can be in standalone or one-story buildings, as well as on the ground floor of residential or institutional buildings. These buildings are placed along the street frontages to create a pedestrian-friendly environment and activate the street.

In these areas, parking is located behind or beside buildings, or otherwise screened from view. Plazas, sidewalks, and open space provide connections between commercial uses and to the rest of the district. For a more efficient use of land, parking will also be shared with residential and institutional uses.

Strategy: Identify opportunities for temporary, short-term, or pop-up retail, including food trucks.

Figure 18: Commercial village example images. Image Source: Vestar, Summerlin, Las Vegas Eater

Highly Amenitized Retail Street



Sidewalks, cafe seating, and amenities.

Walkable, Mixed-Use Retail



Multiple retail destinations, mixed-use, office over retail, public and private open space.

Small Format, "Jewel Box", and Pop-Up Retail



Pop-up spaces like the one shown can be used for street activation and gathering spots.

Pedestrian Street



Pedestrian-only retail street with outdoor dining, as well as public and private open space.

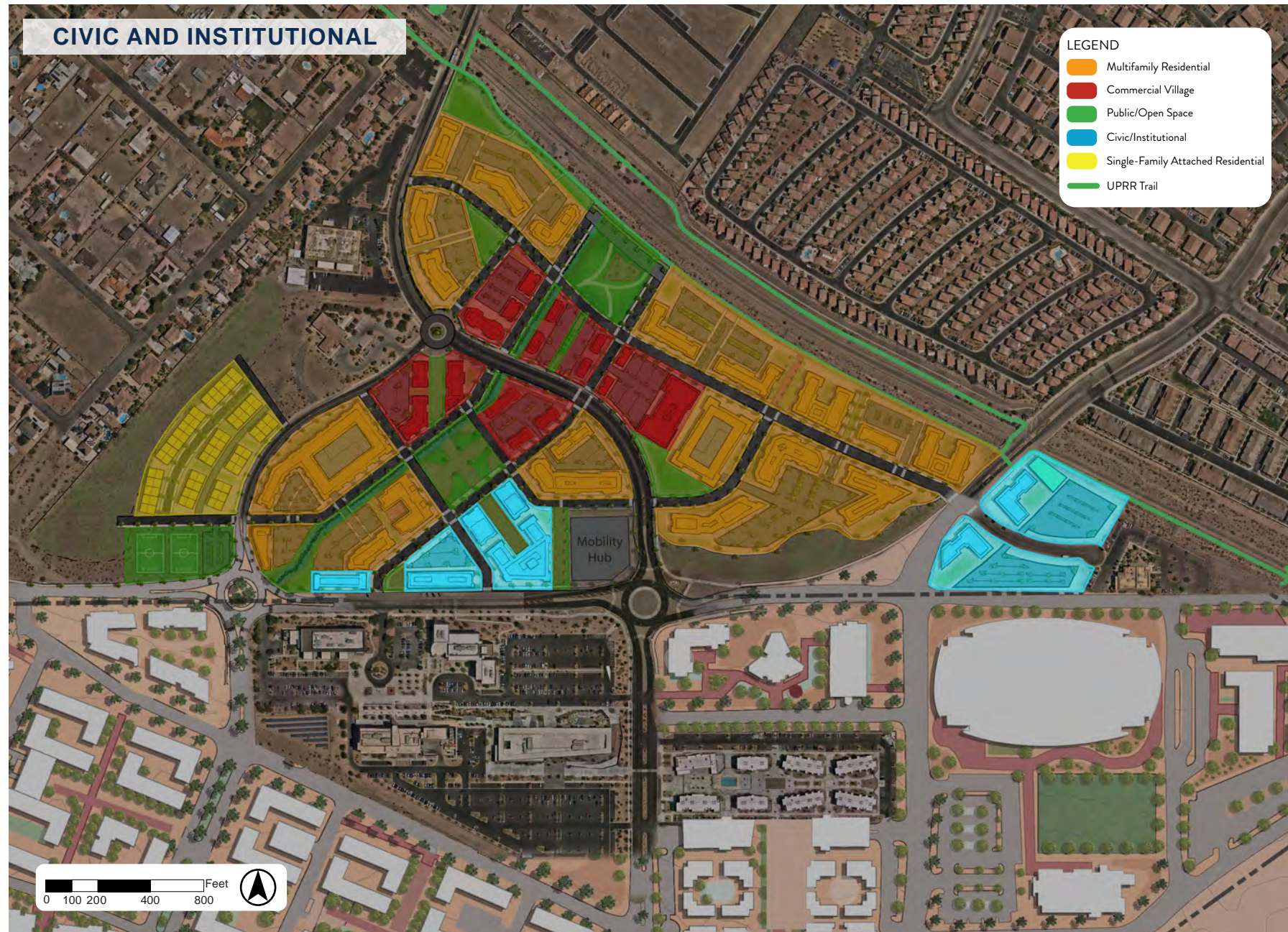


Figure 19: Civic/institutional location

CIVIC AND INSTITUTIONAL

The civic and institutional use includes a mix of civic, city, county, or university uses. University uses may include classrooms, administration or faculty offices, and public safety offices. Civic uses may include library, community center, police precinct, or other community-oriented facilities. Parking is strategically located behind or beside buildings, or otherwise screened from view.

Civic and institutional uses will be positioned closest to each other to promote collaboration and community cohesion. Ground-floor retail should be encouraged along primary streets, adjacent to other retail or civic spaces. Building heights in this area will range from 3 to 5 stories, ensuring architectural diversity while maintaining a balanced scale.

Strategy: Identify specific opportunities to locate city/county or university buildings or facilities, which can be early stage developments that attract additional investment to the area.

Figure 20: Civic and institutional example images. Image Source: Adobe, DR Horton, UNLV

Student Pavilion



A student pavilion like the one shown could be incorporated into the plan.

Research Center



This research center shows an example of an institutional use and potential for collaborative, learning spaces.

Classroom or Instructional Space



This four-story instructional space shows what the character of institutional spaces could look like.

Library



A civic use like a library can bring in additional investment later.

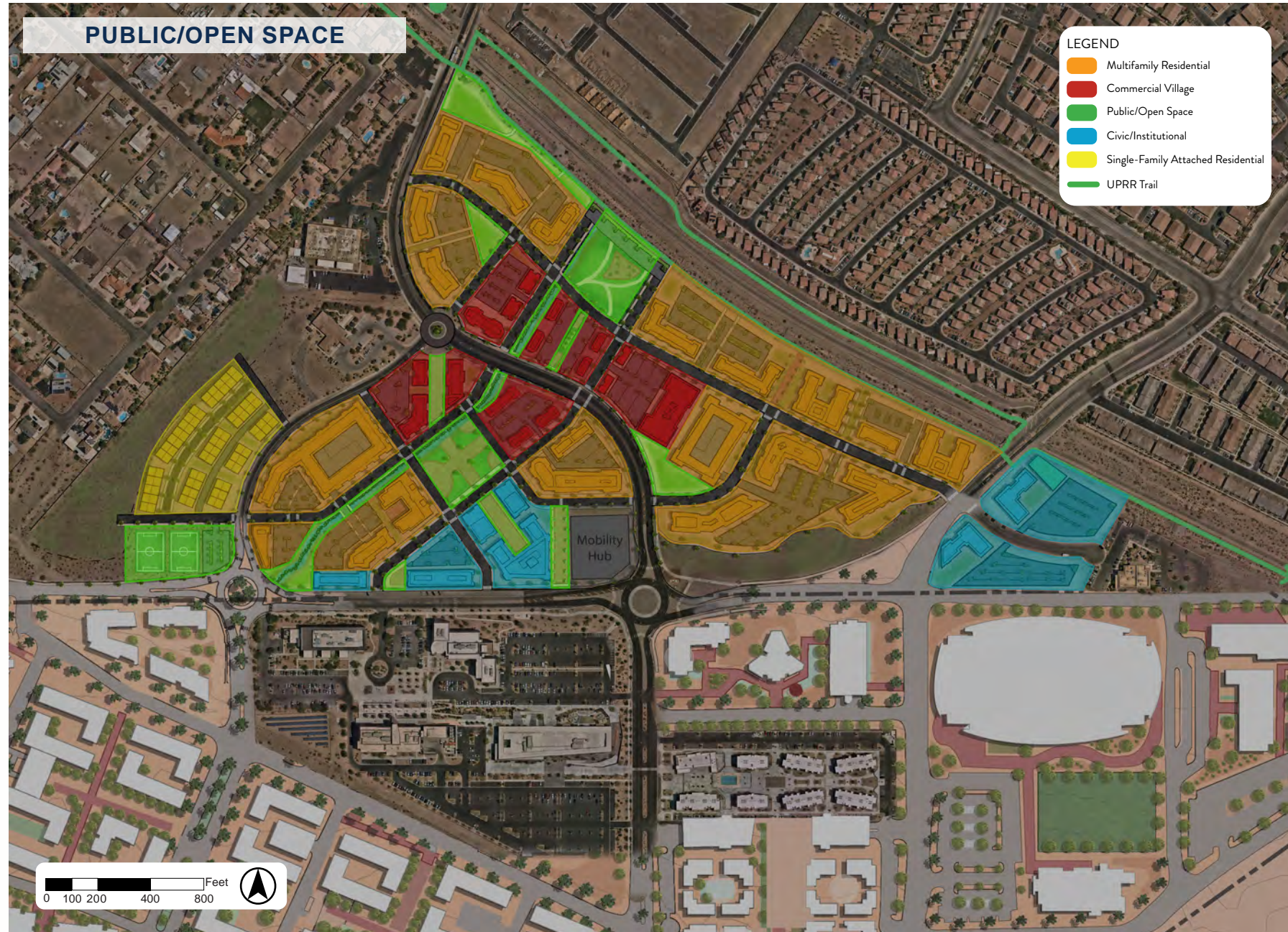


Figure 21: Public and open space location

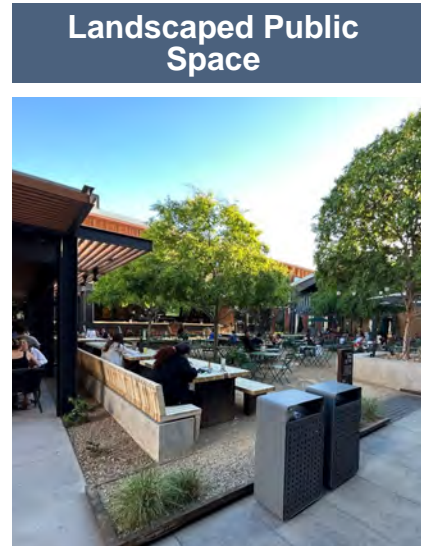
PUBLIC/OPEN SPACE

New public space is designed to create a network of open space and community gathering locations. New public spaces will include a mix of hardscaped plazas, green space, natural areas, or recreational fields.

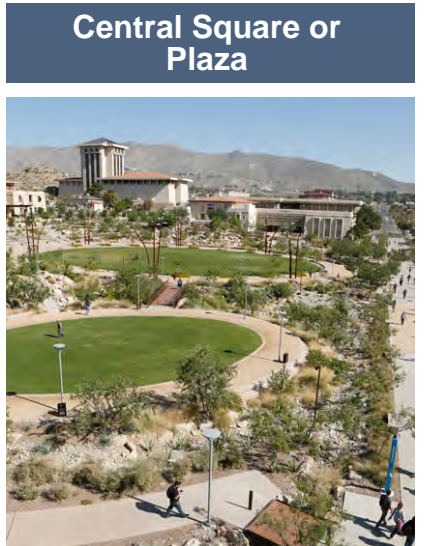
Integrated linear stormwater facilities will provide required spaces for storm events as well as linear open space. Rather than traditional stormwater troughs or pits, these facilities will be landscaped and amenitized. By creating a network of more natural areas, the plan can support development while also addressing resilience efforts such as mitigating storm events and reducing the urban heat island effect.

Strategy: Identify opportunities for parks or open spaces that can be developed to encourage future development or coordinate with it. Additionally, consider exploring the development of a district stormwater facility or network to support and promote development.

Figure 22: Public and open space example images. Image Source: UTEP, Zillow, Adobe



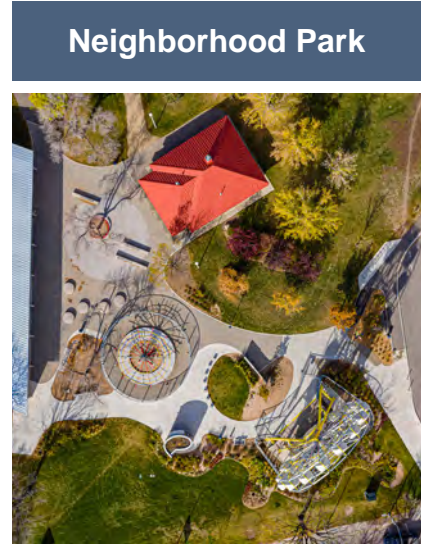
Medium sized or smaller community gathering spaces can include plazas and pocket parks.



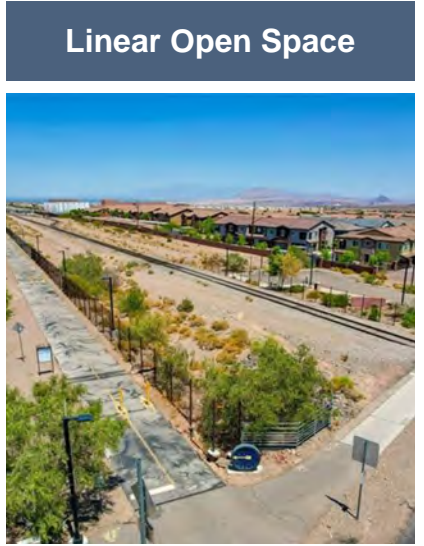
Located within the center of the University Area, this open space can provide a large central gathering space for events.



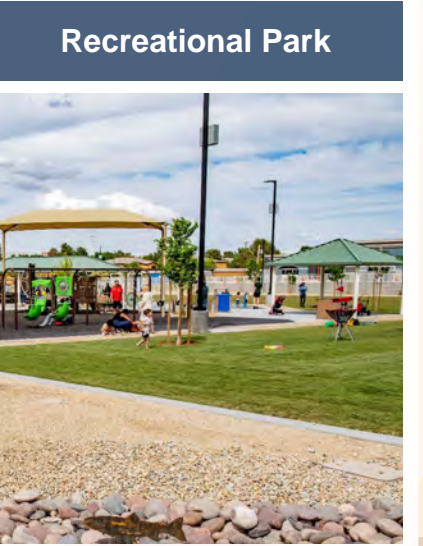
Trails, paths, stormwater drainage, and other linear facilities can provide ribbons of linear greenspace.



This can include landscaping and pedestrian amenities.



Trails and greenspace can connect to existing trails nearby.



This provides opportunities for a variety of ages.

STRATEGIES AND ACTION ITEMS

- » Implement a development framework focused on creating a walkable, mixed-use district, utilizing undeveloped parcels to accommodate diverse spaces.
- » Integrate a mix of housing options near the University campus extension to reduce car reliance and support a sustainable transportation system, including dormitories, apartments, and townhouses.
- » Create mixed-use developments incorporating amenities like grocery stores, cafes, and recreational spaces.
- » Explore additional uses or public and civic facilities to maximize development potential within the study area while considering community needs and preferences, such as formal public space and expanded transit facilities.
- » Prioritize the integration of commercial and retail spaces within the district to cater to the needs of both the campus population and the broader community, emphasizing pedestrian-friendly environments.
- » Strategically position civic and institutional facilities to facilitate collaboration and community cohesion, integrating ground-floor retail along primary streets to activate public spaces and promote engagement.
- » Introduce new public spaces with a mix of hardscaped plazas, green areas, natural spaces, and recreational fields, while integrating linear stormwater facilities.
- » Locate lower density uses near existing low-density, single-family neighborhoods.
- » Provide natural or open space buffers between existing low-density, single-family neighborhood and new development.
- » Build a public safety facility on campus, where the police department can be located.



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CREATIVE PLACEMAKING AND PUBLIC ART

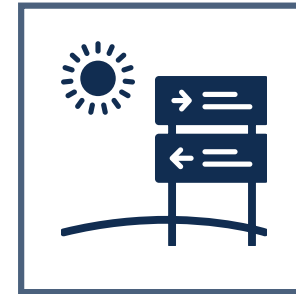


City of Henderson Mural

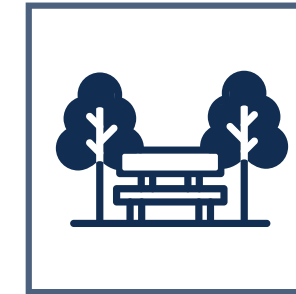
SECTION SUMMARY

This initiative aims to create a sense of place and identity for the University Area and promote multimodal activity. Partners from various sectors will shape the physical and social aspects of the community to revitalize spaces, support local businesses, enhance safety, and bring diverse people together.

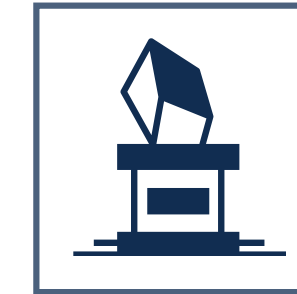
The plan focuses on creating spaces that engage with the physical environment and integrate public art and placemaking strategies based on community feedback. The goal is to foster connection and a sense of belonging for people living in and visiting the University Area. This includes blending existing structures with future proposed development and creating cohesive, interconnected spaces to promote collaboration between academic, civic, and residential spheres.



Signage



Public Spaces



Monuments and Art



Meeting Spaces



Engaging Environments



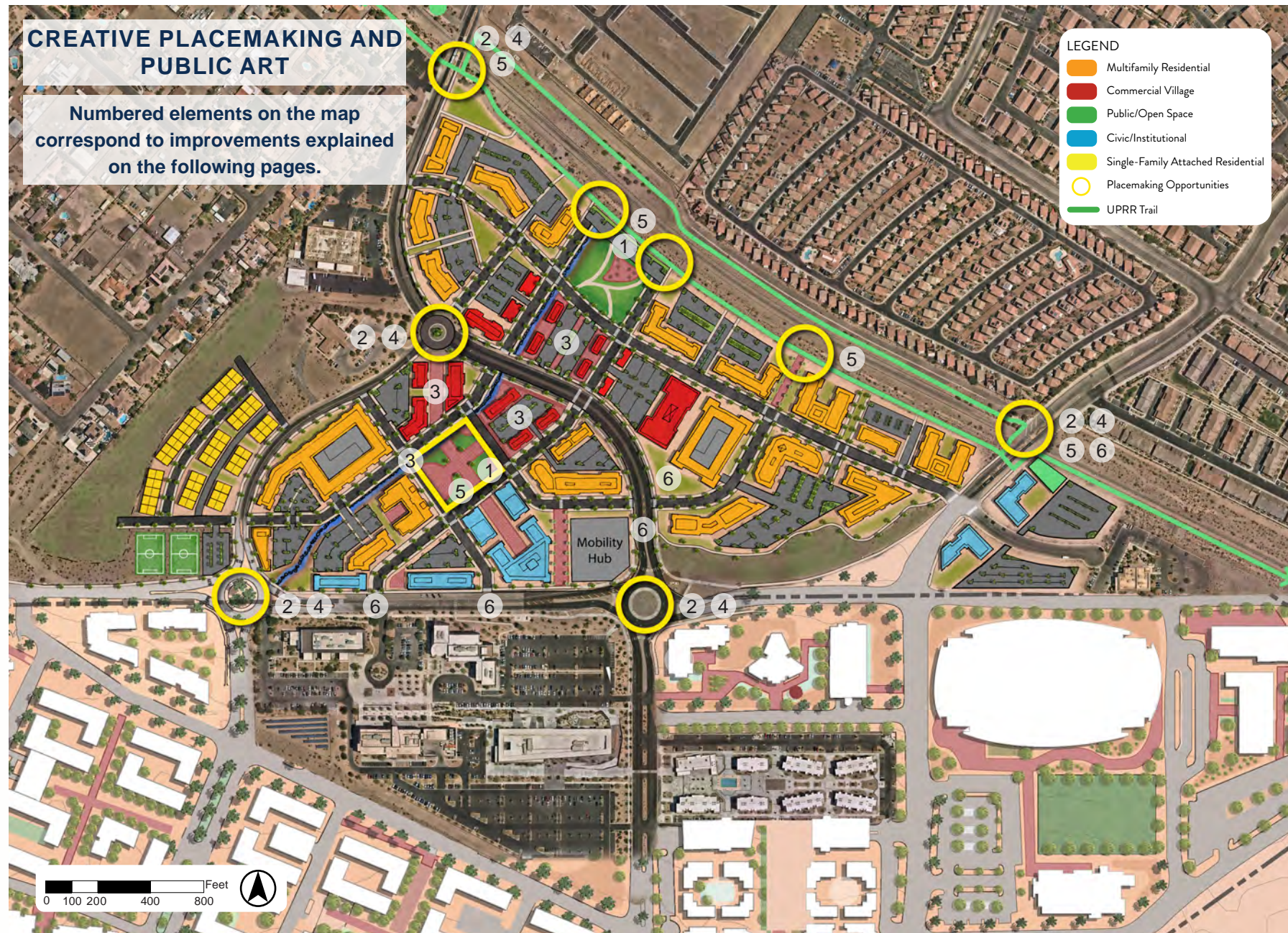


Figure 23: Creative Placemaking and Public Art Locations

CREATIVE PLACEMAKING AND PUBLIC ART

This plan includes provisions for public art in key locations to activate public spaces. The goal is to create a cohesive experience by providing gathering opportunities and branded signage throughout the area. Various types of public art and placemaking tactics can be used to create a dynamic and interactive environment that engages people with their surroundings.

Public art like murals and signage can be integrated throughout the entire study area. Additionally, there is potential for pop-up and temporary placemaking opportunities, such as hosting farmers markets, food trucks, and small events in parks and open spaces.

Strategy: Work with NSU and other stakeholders to develop a name and brand for the area. Identify a task group who will oversee branding and placemaking in the area and determine placemaking/public art opportunities.

Figure 24: Creative placemaking and public art example images. Image Source: Adobe, APA, Smithsonian Mag, City of LaQuinta, Pinterest, KNPR

<h4>Food Truck Park</h4> <p>Food trucks are a great way to create temporary placemaking.</p>	<h4>Branding and Signage</h4> <p>A sign like the one above can be used throughout the site, especially as gateway signage.</p>	<h4>Gathering Spaces</h4> <p>Create opportunities for people to interact with one another.</p>
<h4>Sculptures</h4> <p>Sculptures from local artists can be placed around the study area.</p>	<h4>Interactive Art</h4> <p>Art can be both functional and aesthetically pleasing.</p>	<h4>Murals</h4> <p>Murals from local artists can add to the identity of the space.</p>

- » Implement public art at key locations throughout the University Area, utilizing various forms of public art and placemaking tactics to create dynamic and interactive environments.
- » Explore opportunities for integrating public art, such as murals and signage, throughout the entire plan area, fostering a cohesive experience and promoting a sense of place and identity.
- » Facilitate pop-up and temporary placemaking initiatives, including farmers markets, food trucks, and small events in parks and open spaces.
- » Foster collaborative partnerships and community engagement to ensure that public art and placemaking initiatives reflect the diversity and richness of the community.
- » Integrate placemaking initiatives with the existing NSU campus to create cohesive, interconnected spaces that promote collaboration between academic, civic, and residential spheres.
- » Add branding and wayfinding signage to create and enhance the character and identity of the area.



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TRANSPORTATION STRATEGIES



Landscaping and sidewalks currently on site, 2023

SECTION SUMMARY

A core goal of this plan is to transform transportation infrastructure within the Study Area, fostering improved connectivity and community health. This initiative seeks to address the needs of residents and visitors by enhancing streets, sidewalks, bicycle facilities, and transit stops to facilitate safer and more efficient travel.

The plan also recognizes the importance of promoting alternative modes of transportation, such as walking, cycling, and public transit, to improve transportation choices, reduce congestion, and improve air quality. Efforts are focused on providing easier access to essential services and recreational opportunities, therefore enhancing overall quality of life in the Study Area.

In addition to long-term investments, temporary solutions can address immediate needs and garner support for future changes. These temporary measures serve as opportunities to test ideas and gather input from the community, ensuring that transportation improvements align with the needs and desires of residents and stakeholders.



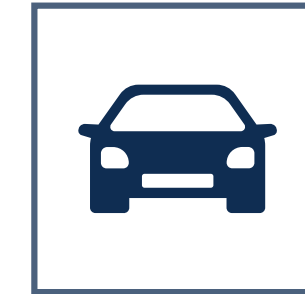
Walkability



Accessibility for All



Multimodal Transportation



Safer Travel



Enhanced Transit Systems





Figure 25: Trail, bicycle, and pedestrian facilities location map

TRAIL, BICYCLE, AND PEDESTRIAN FACILITIES

The proposed urban trail network increases connectivity throughout the study area and follows Nevada State Drive and East Paradise Hills Drive. This will create easier access and movement between different parts of the area for community members. The Harry Reid UPRR Trail, a popular trail in the area, will be improved with additional landscaping, trail stops, lighting, signage, and other amenities. These enhancements will improve the overall user experience and make the trail more enjoyable and safe for everyone.

Strategy: Provide additional trail connections within new streets and new development to ensure that pedestrians and cyclists have convenient access to the trail network, promoting alternative transportation uses. Also, enhancement of the existing UPRR path including additional signage, lighting, etc, should be prioritized.

Figure 26: Trail, bike, and pedestrian facilities example images. Image Source: City of Moreton Bay, TrailLink, Bird and Hike

Trailheads and Trail Stops



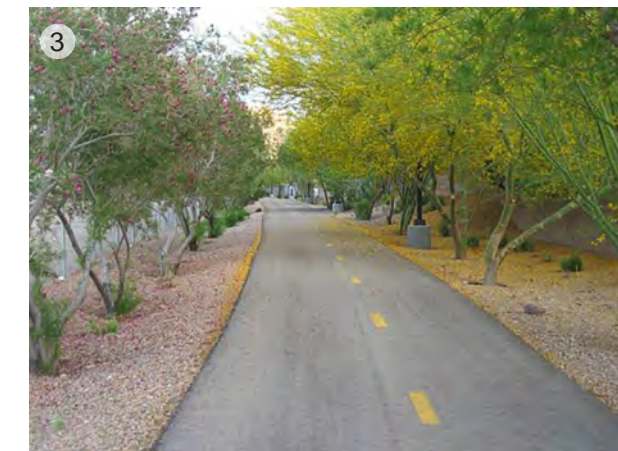
1 Add additional access points along the Harry Reid UPRR Trail and near natural area trails to the south.

Existing Trail Improvements



2 Add lighting, signage, landscaping, and other amenities to the existing Harry Reid UPRR trail.

Multiuse Path



3 Provide new trail connections between the Harry Reid UPRR Trail to the campus and natural areas to the south.

Trail Amenities



4 For all new trails, include lighting, signage, landscaping, and rest areas.



Figure 27: Mobility and alternative transportation location map

MOBILITY AND ALTERNATIVE TRANSPORTATION

A central “Mobility Hub” can provide a location for buses and campus shuttles to connect, offering a convenient transfer point for commuters. It can also serve as a hub for bike share, e-scooters, and other mobility options, promoting alternative modes of transportation and reducing reliance on single-occupancy vehicles. Additionally, the Mobility Hub can include connections to the planned Improved Boulder Highway transit service, enhancing the overall transportation network in the area.

The specific location of the Mobility Hub within this plan is conceptual and will be determined in coordination with the City of Henderson and the RTC.

Strategy: Provide access to bike share, e-scooters, and other to local transportation options to further improve connectivity and accessibility throughout the area.

Figure 28: Mobility and alternative transportation example images. Image Source: KGA, Adobe

1 Mobility Hub



Central mobility hub for access to transit, shuttles, car share, bike share, e-bikes and e-scooters, as well as parking facility.

2 Streetscape Improvements



Expand existing streetscape to all public roadways in the area to include sidewalks, pedestrian lighting, and other amenities.

3 Micromobility Hubs



Small, local locations to access bike share, e-bikes, e-scooter, etc.

4 On-Street Bike Lanes



Extend existing bike lanes and add additional lanes along both sides of all public streets.



Figure 29: Roadway and street improvement locations

ROADWAY AND STREET IMPROVEMENTS

Improvements are proposed for the intersections of Nevada State Drive and Compassion Street, as well as Paradise Hills Drive and Compassion Street. This includes the addition of roundabouts to improve traffic flow and safety. Sidewalks, bike lanes, and streetscape elements will also be added to Nevada State Drive, Paradise Hills Drive, and Compassion Street to enhance pedestrian and cyclist safety.

A new roadway connection to the east will provide access to Dawson Avenue, improving connectivity in the area. As part of the campus master plan, additional access roads will be constructed to accommodate the growth of the campus and improve circulation. These improvements aim to create a well-connected and accessible environment for pedestrians and vehicles alike.

Strategy: Explore an eastern roadway connection and potential new interchange, and prioritize building out streetscape on empty roadways.

Figure 30: Roadway and street improvement example images. Image Source: DAZ Central, KSNV, ITE, Business Journal

1 Pedestrian Improvements



For all public and private streets, provide sidewalks, pedestrian lighting, crosswalks and pedestrian signals, and other amenities.

2 New Road Connections



Create a new connection to the east to Dawson Avenue and provide connections to the NSU campus as it continues to develop.

3 Improved Transit Service



Improve existing transit service including stop improvements and accommodations for the reimagined Boulder Hwy.

4 Intersection Improvements



At key intersections, provide safety and operation improvements, like roundabouts or new traffic signals.

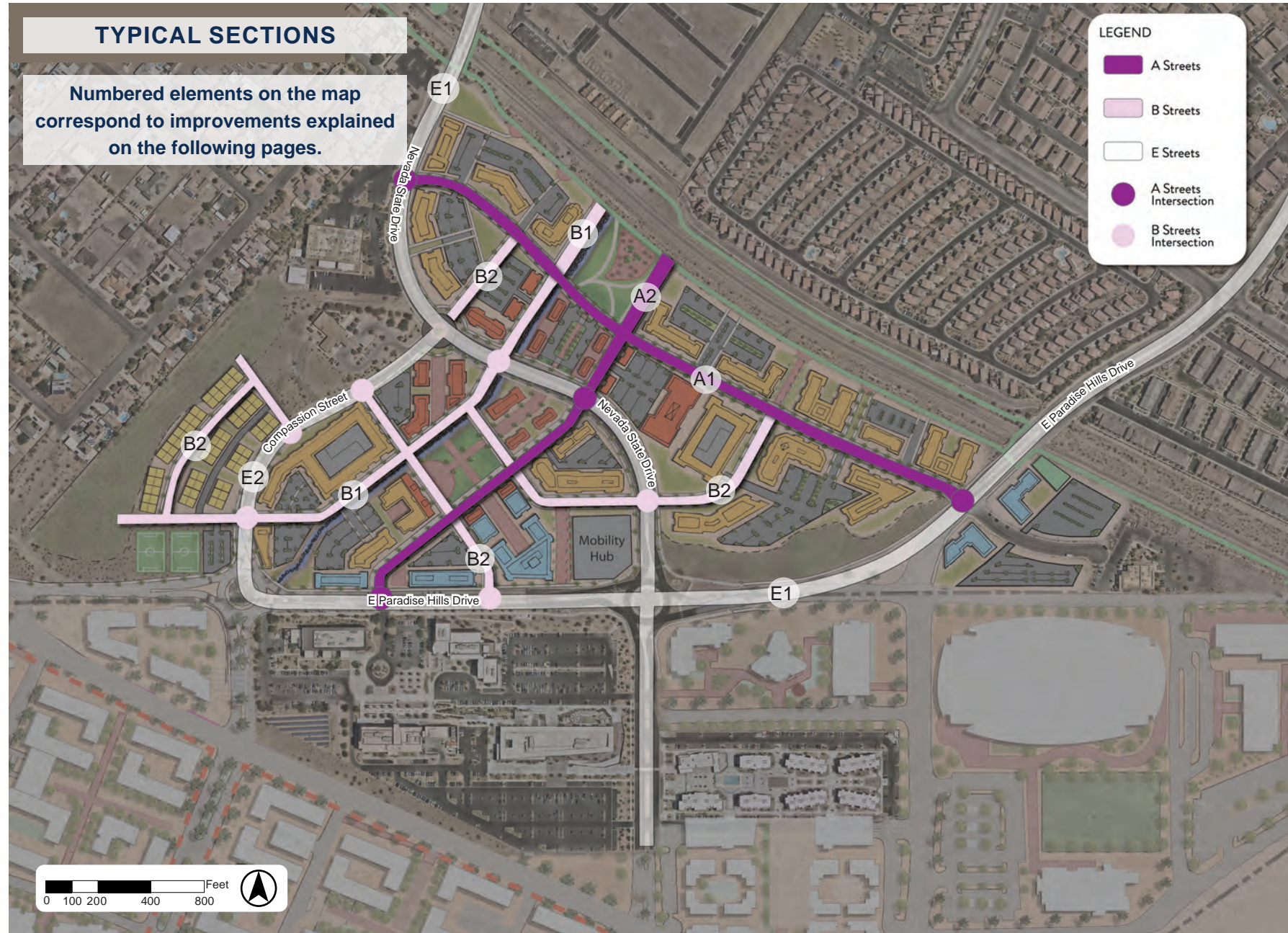


Figure 31: Typical section street locations

TYPICAL SECTIONS

Nevada State Drive, Paradise Hills, and Compassion Street are the primary streets within the University Area. The City of Henderson’s Transportation Master Plan provides guidance for new streets. The current street typical cross section for minor collector streets is 61’ across and includes a 6’ bike lane, 6.5’ wide on-street parking, and an 18’ pedestrian and amenity zone. Major collector streets are 86’ wide with 23’ pedestrian and amenity zones, 6’ bike lanes with a 3’ buffer, and a 12’ median.

Proposed roadways should accommodate cars, buses, shuttles, delivery vehicles, bicycles, and pedestrians. Additional improvements to streets include 11’ travel lanes, 8’-10’ sidewalks/paths, bicycle lanes, improved transit stops with shelter, seating, signage, and landscaping and pedestrian amenities such as lighting, benches, and directional signage. Driveways and curb cuts onto the street should be limited.

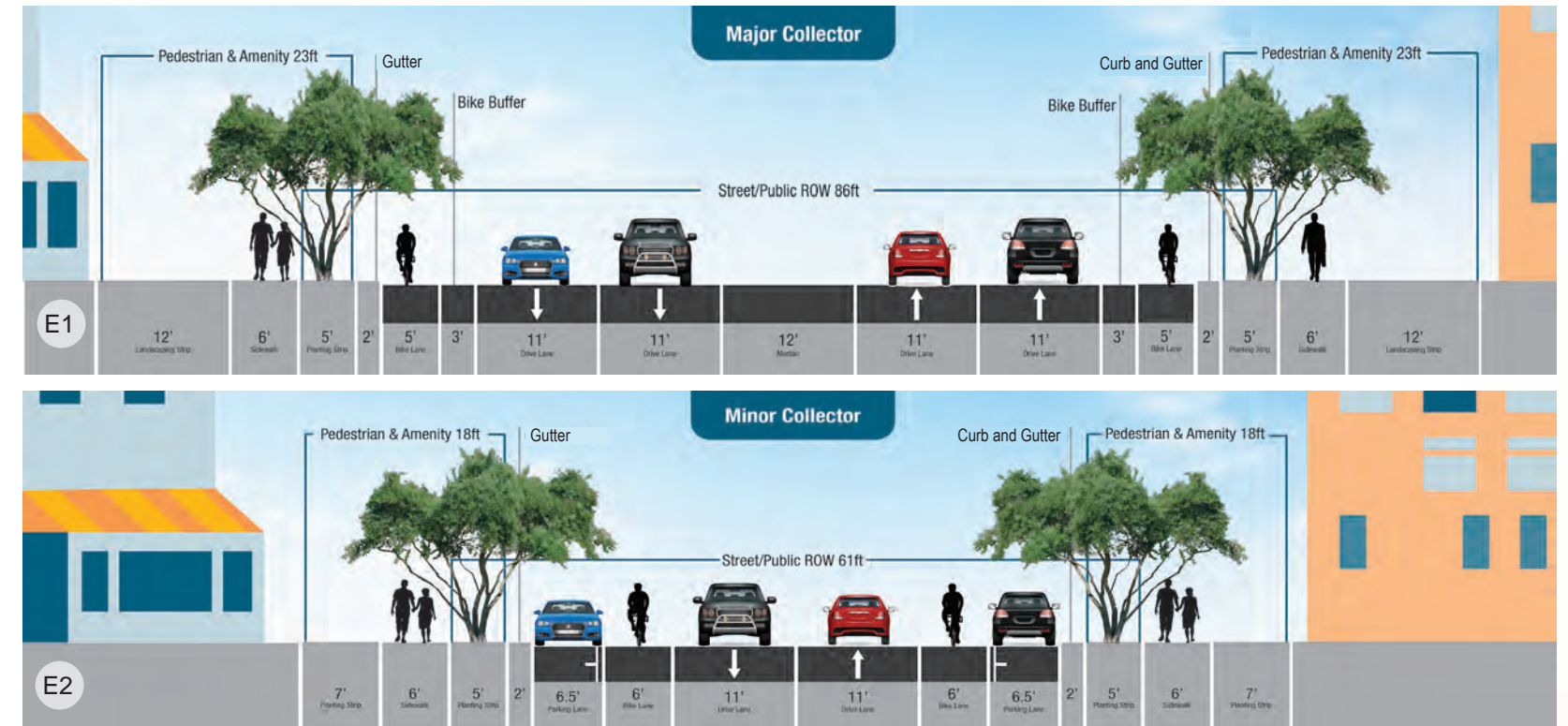
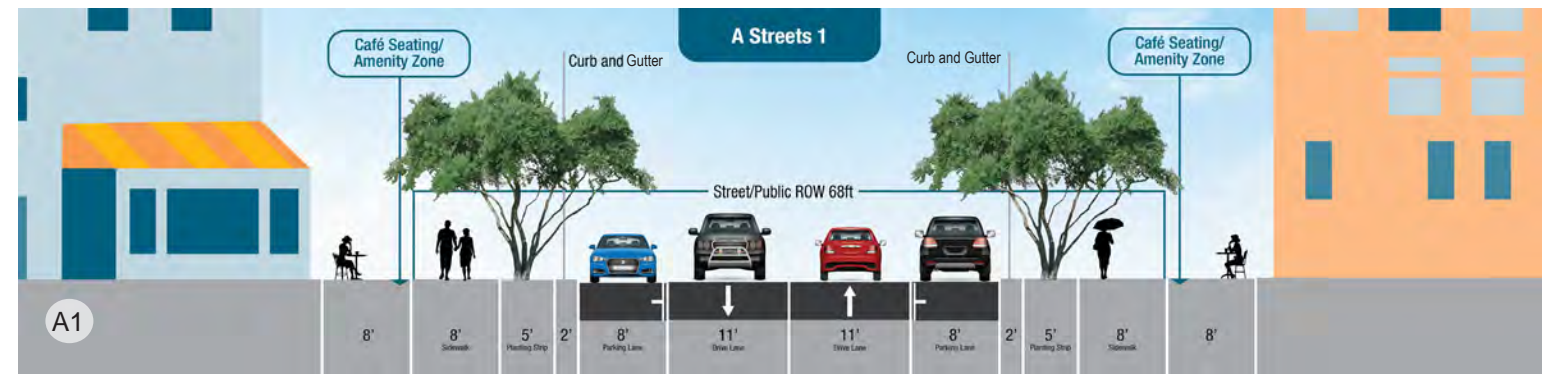


Figure 32: Major and minor collector typical sections

TYPICAL SECTION - A STREETS 1 (A1)

These streets provide primary access to new development and alternate routes for pedestrians outside of existing streets. They also provide additional access to the Harry Reid UPRR path and full movement intersections with roundabout or other traffic control. The intersections of “A” streets should be at least 500’ apart. Roadways should accommodate cars, shuttles, pedestrians, and limited delivery vehicles. Street elements should include 11’ travel lanes, 8’ sidewalks, landscaping, and pedestrian amenities such as lighting, benches, and directional signage. Typical public right-of-way (ROW) is 68’ wide.



TYPICAL SECTION - A STREETS 2 (A2)

These streets provide primary access to new development and alternate routes for pedestrian and bicyclists outside of existing streets. They also provide additional access to the Harry Reid UPRR path and full movement intersections with roundabout or other traffic control. The intersections of “A” streets should be at least 500’ apart. Roadways should accommodate cars, shuttles, bicycles and pedestrians, and limited delivery vehicles. Street elements should include 11’ travel lanes, 8’ sidewalks, landscaping and pedestrian amenities such as lighting, benches, and directional signage. Typical public ROW is 72’ wide. This configuration includes a 12’ sidepath on one side of the road.

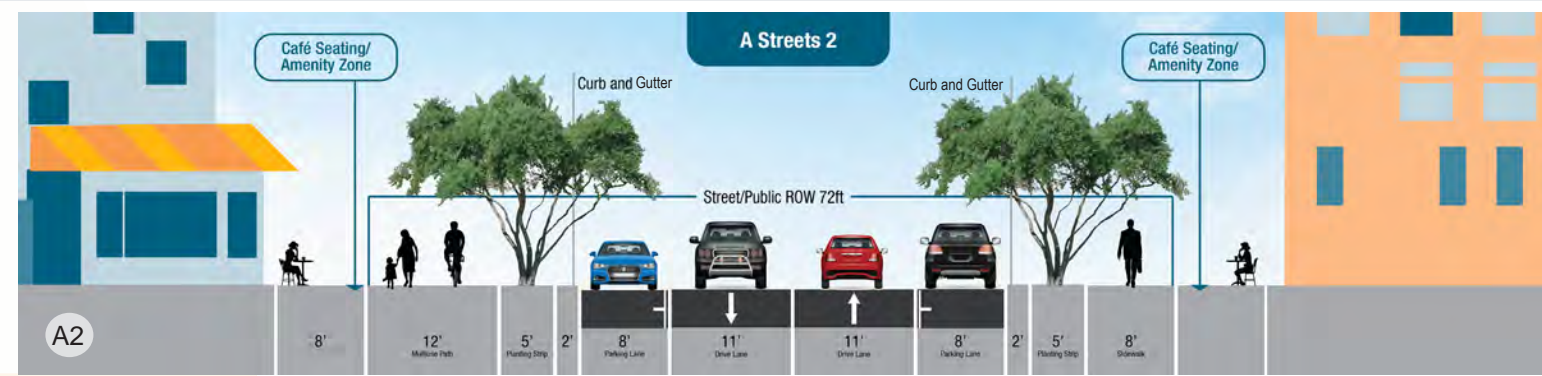


Figure 33: A1 and A2 street typical sections

TYPICAL SECTION - B STREETS STORMWATER (B1)

These streets provide primary access to new development and alternate routes for pedestrian and bicyclists outside of existing streets. They also provide additional access to the Harry Reid UPRR path. The intersections of “B” streets should be at least 500’ apart. Roadways should accommodate cars, shuttles, bicycles and pedestrians, and limited delivery vehicles. Street elements should include 11’ travel lanes, 8’ sidewalks, landscaping, and pedestrian amenities such as lighting, benches, and directional signage. Typical public ROW is 60’-72’ wide. This configuration includes a 12’ sidepath on one side of the road as well as space for a linear stormwater facility.



TYPICAL SECTION - B STREETS (B2)

These streets provide local access to specific new developments within the area. This addition will create a more walkable grid pattern street network. Where these streets meet existing primary streets, turning movements are limited to right-in/right-out. The intersections of “B” streets with primary streets should be at least 250’ apart. Roadways should accommodate cars, bicyclists, and pedestrians. Street elements should include 11’ travel lanes, 8’ sidewalks, landscaping, and pedestrian amenities such as lighting, benches, and directional signage. Typical cross section is 68’ across.

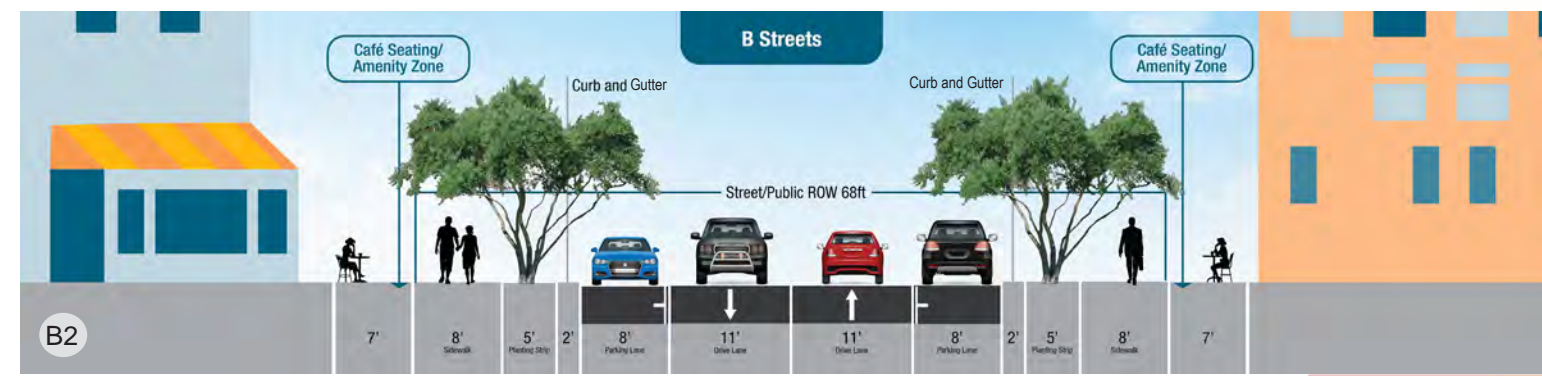


Figure 34: B1 and B2 street typical sections

- » Enhance the existing UPRR multiuse path with landscaping, lighting, signage, and amenities.
- » Implement additional trail connections along new streets to facilitate pedestrian and cyclist access to the trail network.
- » Establish a central Mobility Hub that integrates existing bus and shuttle routes along with the planned Improved Boulder Highway transit service, bike share, e-scooters, and other micromobility options.
- » Improve intersections along key roadways such as Nevada State Drive, Paradise Hills Drive, and Compassion Street with roundabouts, sidewalks, bike lanes, and streetscape elements to enhance safety and accessibility for pedestrians, cyclists, and vehicles.
- » Reserve ROW and develop new roadway connections to create additional routes into and out of the study area.
- » Explore district parking and shared parking strategies to reduce the amount of surface parking within the study area.
- » Install wayfinding signage along primary streets and the UPRR trail to assist pedestrians, cyclists, and motorists in navigating the area effectively.
- » Implement micromobility hubs around transit stops, trailheads, the university, and between NSU and College of Southern Nevada to enhance accessibility and convenience for users of alternative transportation modes.
- » Improve transit and shuttle stops with shelter, seating, lighting, and signage, enhancing the overall experience and comfort for public transportation users.



COMMUNITY HEALTH STRATEGIES

The UALCS Study is of an emerging community on the edge of the City of Henderson in the Southern Nevada region (Figure 35). Growth in the area is expected to continue. Developing a land use plan will help ensure that this growth occurs in a structured manner that benefits the lives of current and future residents. This study evaluated plan alternatives regarding their impact on community health and lifestyle by dividing the study area into four health-focused subareas based on anticipated infrastructure, residential, and employment changes in the overall study area.

A growing body of evidence suggests that health-focused community investments can have sustained broad-reaching population-level health benefits for people who live, work, attend school, and play in those communities. A neighborhood environment with health-enhancing opportunities is more likely to positively affect diet and physical activity choices, which can reduce chronic disease risk and improve mental health. Health-focused planning and design can create vibrant, socially connected, more productive, and economically advantaged communities.

Current residents of the University Area are, on average, younger than the region and, therefore, have lower incident rates of chronic health conditions such as coronary heart disease, high blood pressure, type 2 diabetes, and obesity. The current area, however, is limited in accessibility to parks, jobs, healthy food options, and social spaces. These factors are important when considering the future long- and short-term health impacts in these growing communities.



Figure 35: Study area and defined subareas for community health assessment

Source: National Public Assessment Model (N-PHAM)

Findings

When fully implemented, the future plan, compared to current conditions, is estimated to improve long-term health, wellbeing, and a sense of community. The proposed changes encourage physical activity, can improve safety and security, provide access to healthy goods and services, offer protection from environmental exposure, and encourage social connection. The estimated future prevalence rates of health conditions are shown in Figure 36, which is derived from the Community Quality of Life and Health Assessment that is found in Appendix B. Due to the estimated future demographics and proposed land use and connectivity changes, they are lower than Henderson and Clark County regions.

SUBAREA	ADULT POPULATION (18-24 YEARS OLD)	HEALTH CONDITIONS				
		BODY MASS INDEX (BMI)		Type 2 Diabetes	HIGH BLOOD PRESSURE	CORONARY HEART DISEASE
		≥25	≥30			
<i>Future</i>						
Crescent Ridge-Presley	2,240	57.7%	28.5%	11.3%	24.9%	3.6%
Dawson	2,890	55.0%	26.2%	9.4%	22.7%	3.1%
UALC Core	2,367	51.4%	19.5%	4.1%	16.1%	3.0%
Nevada State University	3,071	50.5%	19.9%	3.1%	13.9%	2.7%
Combined	10,568	53.7%	23.5%	6.9%	19.4%	3.1%
<i>Existing</i>						
Henderson	294,251	59.4%	30.3%	11.5%	32.4%	7.9%
Clark County	2,231,147	60.7%	31.1%	10.5%	29.3%	5.8%

Source: National Public Health Assessment Model, 2023

Figure 36: Future estimated average adult prevalence rate by chronic health conditions in the UALC by subarea compared to the existing conditions in the region

The estimated average population-weighted health care costs to treat the area’s adult population for coronary heart disease, high blood pressure, and type 2 diabetes are estimated to decrease from \$1,668 currently to \$1,224 in the future. This is primarily due to a larger percentage of college age and young adults living in the area in the future.

Study Limitations

It is important to consider limitations to the estimated results presented in Figure 36, including:

- Health conditions are impacted by many factors, not all of which are represented in the public health assessment’s statistical models.
- Demographic forecasts are significant factors for future health models. Age, income, race, and several other demographic factors are strong predictors of chronic disease. Long range forecasts of small area (neighborhood)-level demographics can be uncertain.
- Economic impact estimates do not capture all indirect effects of chronic disease prevalence in communities. The regional economic impacts of workforce productivity and transportation/land use investments are not considered.

Study Outcomes

The possible future changes are estimated to have positive future health impacts on residents. As the future scenario is further defined and refined, this analysis can be redone to calculate updated health outcomes for the subareas.

Community Health Evaluation

Where we live and spend our time can impact our health and quality of life. A growing body of evidence suggests that health-focused community investments can have sustained broad-reaching population-level health benefits for people who live, work, go to school, and play in those communities. An individual’s health-related behavioral choices can vary within any environment. A neighborhood environment with health-positive opportunities is more likely to positively affect diet and physical activity choices, which can reduce chronic disease risk and improve mental health. Health-focused planning and design can create vibrant, socially connected, more productive, and economically advantaged communities.

The UALCS plan promotes a culture of health, wellbeing, and a sense of community. It includes establishing inviting communities that encourage physical activity, provide safety and security, provide access to healthy goods and services, offer protection from environmental exposure, and encourage social connection.

Active travel and regular physical activity can help reduce the risk of chronic diseases such as heart disease, stroke, certain cancers, and diabetes, which have significant health and economic impacts on individuals, families, and communities. Additionally, active travel and regular physical activity can help improve mental health and reduce stress by providing natural opportunities for socialization and relaxation. The plan includes several elements that promote active travel and physical activity, including:

- Walkability, with well-connected sidewalks and pedestrian-friendly infrastructure
- A mix of land uses that encourage active transportation and social interaction
- Access to parks, green spaces, and recreational facilities
- Access to bike lanes and safe routes for cycling
- Access to public transit or other alternative modes of transportation
- A sense of community and social cohesion that fosters a shared commitment to physical activity

A safe and secure built environment promotes active travel and increased outdoor physical activity and social connection. A sense of safety and security can also help reduce stress and anxiety, which are linked to adverse health outcomes. The plan envisions that pedestrian and road environments will be implemented with standard safety features, such as:

- Sidewalks and crosswalks designed to improve pedestrian safety, making it safer for people to walk, bike, and roll in the community.
- Well-lit streets and sidewalks to make it easier to see and be seen and to discourage criminal activity.



Heat exposure is a health threat and deterrent to outdoor physical activity and active travel. Respite opportunities from continuous exposure can promote healthy activities. Similarly, but less obvious, long-term outdoor air pollution exposure can have lasting health impacts. The plan includes the following components that reduce exposure:

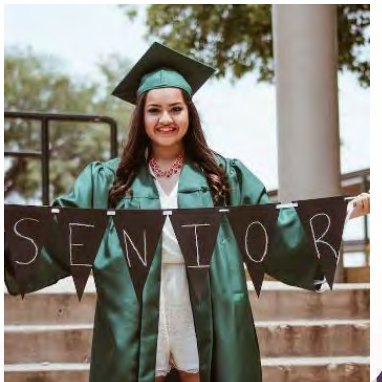
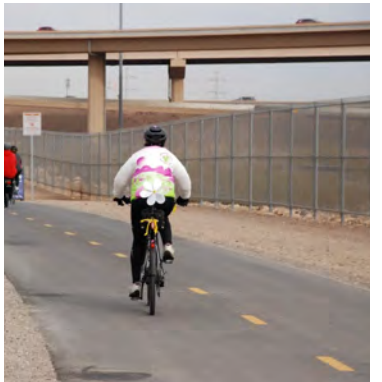
- Increased tree planting and shade from buildings and other structures
- Centralized activity spaces that are away from freeways, truck/rail freight activity, and industrial areas

Community social connectivity fosters community cohesion, leading to improved access to resources, increased civic engagement, and a community culture of health. Healthy social connections can reduce the risk of mental health issues, reduce loneliness, and promote opportunities for healthy lifestyle choices. The plan includes elements that encourage social connection, including:

- Mixed-use development that brings residential, commercial, and civic spaces into close proximity.
- Neighborhoods with a variety of housing options attract a diverse population.
- Safe and inviting pedestrian spaces to encourage people to interact while walking or spending time outdoors.
- Neighborhoods with a mix of destinations, such as restaurants, coffee shops, and small stores that can create a sense of community and offer places for people to meet.
- Well-connected streets to make it easy for people to walk or bike around the neighborhood, which can increase opportunities for social interaction.

The plan provides the college student population from NSU with additional healthy lifestyle opportunities beyond the current college campus. College amenities are important for physical and mental health as they provide students with access to activities, services, and opportunities that support their wellbeing. The plan supports ongoing college development plans by providing:

- Off-campus access to additional physical activity and recreational facilities
- Off-campus access to additional healthy food options
- Off-campus access to additional social gathering spaces








IMPLEMENTATION PLAN

After conducting a thorough analysis, a vision for the community was developed that outlines goals for economic development, housing, the built environment, creative placemaking, and multimodal transportation. An implementation strategy was created to ensure this vision becomes reality. This strategy prioritizes achievable projects and initiatives that align with community goals. Specific action items were identified for transportation, community development, and the 100 Day Action Plan within this strategy. Each action item includes a proposed timeframe, responsible parties, partner organizations, cost, and potential funding sources to promote collaboration among all partners.

The 100 Day Action Plan is a key component of the implementation strategy and prioritizes actions to be pursued upon adoption of the plan. Transportation implementation focuses on enhancing mobility and connectivity for all modes of travel by improving existing roadways, trails, and mobility hubs. Community development implementation aims to spur the development of the area as a new community activity center and enhance overall quality of life. This includes adding public facilities and open space, joint development between the City of Henderson and NSU, and introducing public art. The plan also promotes the strategic development of city-owned lands to support economic growth and community well-being.

To measure the outcomes of the implementation strategy and the 100 Day Action Plan, specific metrics have been identified as key indicators of success. These metrics, shown below, help determine whether an implementation item has been successfully executed.

METRICS TO MEASURE IMPLEMENTATION	
	Increase range of housing affordability for students, faculty and staff, local workforce, and seniors.
	Measure the number of students who live within the study area.
	Measure the number of faculty, staff, and students that bike to campus
	Track number of users of bike share facility.
	Track the amount of public and private investment within the study area.

Note: All implementation items are subject to identification of sufficient funding and staff time.

Implementation

IMPLEMENTATION TASK	BRIEF DESCRIPTION	TIME FRAME	RESPONSIBLE PARTY(IES)	PARTNER ORGANIZATIONS	COST ESTIMATE	POTENTIAL FUNDING RESOURCES
100 Day Action Plan						
Adopt University Area Plan	Adopt the University Area Plan as a guide and framework for public and private investment	1 Year	City of Henderson	N/A	Staff Time	N/A
Update Comprehensive Plan	Update relevant elements within the Comprehensive Plan to support the vision and recommendations within the University Area LCS	1 Year	City of Henderson	N/A	Staff Time	N/A
Convene University Area Task Force	Convene a University Area Task Force with the goal of maintaining momentum created during the LCS process and advancing key implementation items	1 Year	City of Henderson	Nevada State University, RTC, Stakeholder Committee members	Staff Time	N/A
Performance Measures	Take baseline measurements on: current commute options to and from campus via transit, bicycle, walking, rideshare, and driving, current UPRR trail usage, and number of students living in study area	1 Year	City of Henderson	Nevada State University, RTC	Staff Time; \$15,000 for surveying	COH, RTC
Update zoning, including incentives	Explore necessary updates to existing zoning districts and/or rezone study area property to align with University Area Plan and the Comprehensive Plan	1-3 Years	City of Henderson	Nevada State University	Staff Time, \$150,000 to update code	COH
Develop a New Brand	Identify a new brand for the University Area including a name and branding elements such as gateways, signage, etc.	1-3 Years	City of Henderson	Nevada State University	\$75,000	COH, NSU
Community Development						
Harry Reid UPRR Trail Improvements	Explore improvements to the Harry Reid UPRR Trail within the study area including additional trailhead or access points, and additional amenities such as, seating, lighting, shade, landscaping, wayfinding, and public art	1-3 Years	City of Henderson	RTC, Nevada DOT	Pending	Pending
Install Public Art	Expand on the City's existing public art program and install public art at high-profile locations such as within roundabouts, at key intersections, or within public parks	1-3 Years	City of Henderson	Nevada State University, RTC, Nevada Arts Council	\$3,500	COH
New Parks and Open Space	Identify and reserve locations for new parks and open space, including stormwater facilities. Create a map using data and adopt into zoning	1-3 Years	City of Henderson	Nevada State University	Staff Time	N/A
Develop Strategy for City-Owned Land	Identify development partner(s) to develop three city-owned blocks, utilize public-private partnership, land leases, and other tools	1-3 Years	City of Henderson	Nevada State University	Staff Time	N/A
New Short-Term or Pop-Up Events	Designate and activate a specified open space within the University campus for hosting short-term or pop-up events, such as outdoor markets, art installations, or cultural performances	1-3 Years	City of Henderson	Nevada State University	Staff Time	N/A
New Public Safety Facility	Explore and discuss a public safety facility within the University Area district. This could be a combination of city police and university campus safety	3-5 Years	City of Henderson	Nevada State University, Henderson Fire Department, Henderson Police Department	Staff Time	N/A
New Civic Uses	Identify civic uses that could be located within the University Area district. This may include a library, community center, recreation center, etc.	3-5 Years	City of Henderson	Nevada State University, Clark County	Pending	Pending

Figure 37: Implementation table. Costs and timing estimates are subject to change

IMPLEMENTATION AND ACTION ITEMS	BRIEF DESCRIPTION	TIMEFRAME	RESPONSIBLE PARTY(IES)	PARTNER ORGANIZATIONS	COST ESTIMATE	POTENTIAL FUNDING RESOURCES
Transportation						
Nevada State Drive Bike/ Ped Improvements	Build out planned streetscape along Nevada State Drive including sidewalks, side path, bike lanes, landscaping, pedestrian lighting, and signage and wayfinding	1-3 Years	City of Henderson	RTC, Nevada DOT	\$11,400,000	COH
Paradise Hills Drive Bike/ Ped Improvements	Build out planned streetscape along Paradise Hills Drive including sidewalks, side path, bike lanes, landscaping, pedestrian lighting, and signage and wayfinding	1-3 Years	City of Henderson	RTC, Nevada DOT, Nevada State University	Pending	Pending
Compassion Street Bike/ Ped Improvements	Build out planned streetscape along Compassion Street including sidewalks, side path, bike lanes, landscaping, pedestrian lighting, and signage and wayfinding	1-3 Years	City of Henderson	RTC, Nevada DOT, Nevada State University	Pending	Pending
Reserve Right-of-way for Key Streets	Identify and reserve ROW for key new connections; implement necessary zoning changes	1-3 Years	City of Henderson	RTC, Nevada State DOT, Nevada State University	Staff Time	N/A
Parking Study	Conduct detailed parking analysis to determine strategies and policy changes needed to support future parking demand	1-3 Years	City of Henderson	RTC, Nevada State University	Pending	Potential UPWP Study
Mobility Hub Feasibility Study	Explore the possibility of, and determine the best location for, a mobility hub to serve as a transfer point for existing and planned public transit and campus shuttles; provide a location for bike/e-bike, scooter rental or share location; and provide district parking needs	1-3 Years	City of Henderson, RTC, Nevada State University	Nevada DOT	Pending	Potential UPWP Study
Improve Transit and Shuttle Stops	For all existing or planned transit stops within the study area, include shelter, seating, lighting, and signage	1-3 Years	RTC	City of Henderson, Nevada State University	\$20,000 per stop	COH, RTC

Figure 37 Continued: Implementation table

IMPLEMENTATION AND ACTION ITEMS	BRIEF DESCRIPTION	TIMEFRAME	RESPONSIBLE PARTY(IES)	PARTNER ORGANIZATIONS	COST ESTIMATE	POTENTIAL FUNDING RESOURCES
Transportation						
University Area Wayfinding Study	Study and develop wayfinding signage standards along primary streets and the Harry Reid UPRR Trail	1-3 Years	City of Henderson	Nevada State University	\$125,000	Pending
Micromobility Hubs	Explore the possibility of a bike or scooter share between NSU and CSN. Explore the network of places where micromobility can happen within the study area	1-3 Years	City of Henderson	RTC, Nevada State University	Staff Time	N/A
Bike Share Between NSU and SNC Campuses	Introduce bike share program that can be used to connect the NSU and SNC campuses via multiuse path	1-3 Years	Nevada State University, Southern Nevada College	Nevada State University	\$15,000	RTC, COH
Micromobility Hubs Study	Determine the best locations for bike, e-bike, scooter, rental or share locations, including potential funding and pilot locations through a study. Key locations may include on or near NSU campus, proposed mobility hub, transit stops, Harry Reid UPRR trailheads	3-5 Years	City of Henderson	RTC, Nevada State University	\$100,000-\$120,000	COH, RTC
Design and Construct Eastern Campus Road	Create new street connection to the east to Dawson Avenue	3-5 Years	City of Henderson	Nevada State University, Nevada DOT	Pending	Pending
New Interchange at Wagon Wheel Drive	Conduct a study to explore interchange alternatives for the proposed interchange near Wagon Wheel Drive	3-5 Years	City of Henderson	Nevada State University	Pending	Pending
Intersection Improvements at Nevada State Drive and Compassion Street	Construct a roundabout or signalized intersection	3-5 Years	City of Henderson	Nevada State University	Pending	Pending
Intersection Improvements at Paradise Hills Drive and Compassion Street	Construct a roundabout or signalized intersection	5+ Years	City of Henderson	Nevada State University	Pending	Pending
Additional Transit Stops	Add 1-3 additional transit stops within the study area along Nevada State Drive, Paradise Hills Drive, and Compassion Street	3-5 Years	RTC, City of Henderson	Nevada State University	Pending	RTC, COH, NSU

Figure 37 Continued: Implementation table