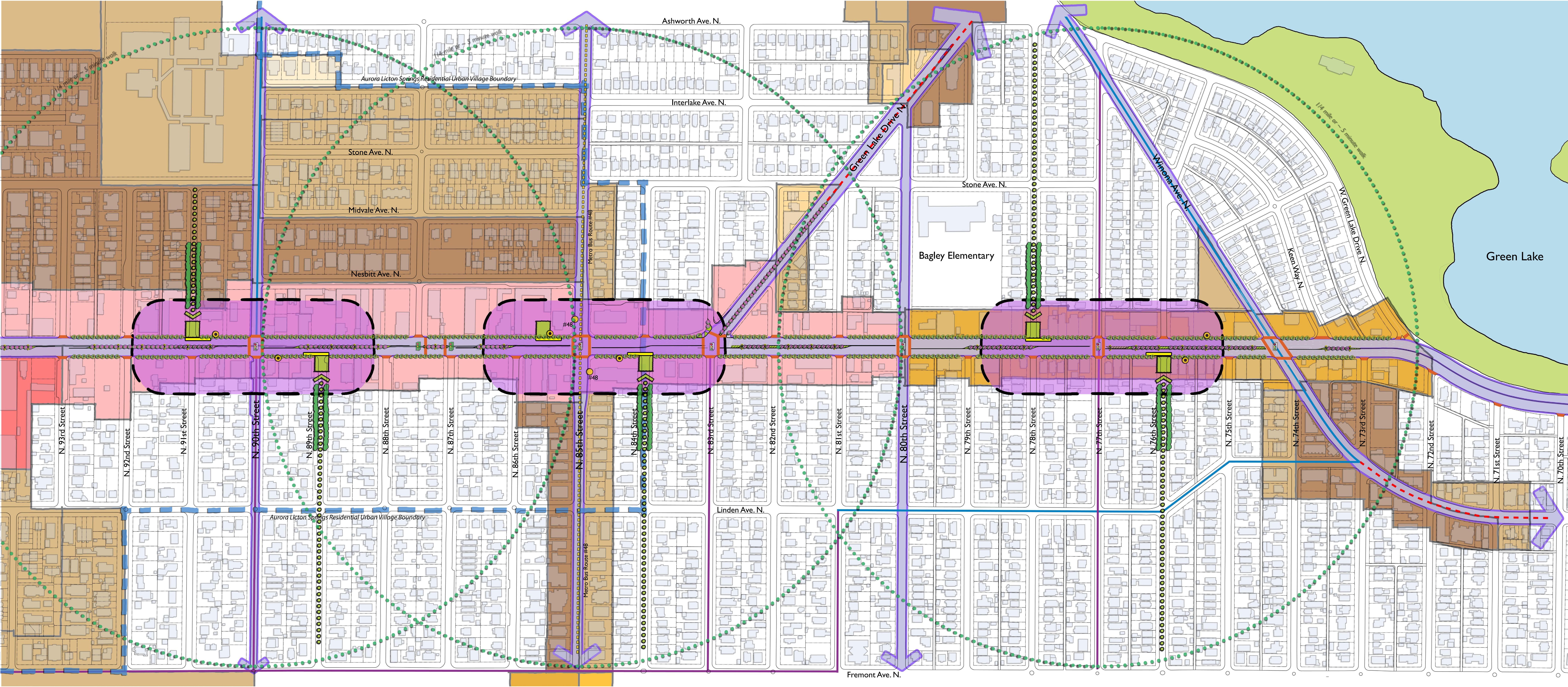


Preferred Alternative - Transit Station Area Overlay Zones



Key Concepts for New Development:

- Transit Station Area Overlay Zones +/-150' from transit stations
- Could expand the boundary of the new Neighborhood Commercial zone based on desirable development depth of 160' from Aurora Avenue property line. This includes:
 - » 4.5' - Additional sidewalk width
 - » 130' - Minimum practical building depth
 - » 20' - Alley width
 - » 5' - Minimum landscape buffer width
- Changes General Commercial zoning to Neighborhood Commercial zoning within Transit Station Area Overlay Zones
- Minimum 12' wide sidewalks required along block faces adjacent to BRT stations (provision of additional 4.5' adjacent to the public right of way)
- Could provide incentives for providing 15' wide sidewalks; otherwise, 12' wide sidewalks required.
- Reduced on-site parking requirement for new retail development within Transit Station Area Overlay zones
- Pedestrian Overlay Zones adjacent to transit stations to encourage pedestrian-supportive development.
 - » 60% of frontage must have pedestrian supportive uses at sidewalk level
 - » 60% min. transparent facades along sidewalk
 - » 60% of frontage must have continuous weather protection

- » Pedestrian entryway required along frontage
- » Parking access and curb-cut restrictions

Proposed Features

- Transit Station Overlay
- Street-End Plazas
- Primary Pedestrian Transit Station Access Routes
- Proposed BRT Station Locations

Existing Zoning

- Commercial
 - C1
 - C2
- Neighborhood Commercial
 - NC1
 - NC2
 - NC3
- Residential
 - LDT
 - L1, L1/RC, L2, L2/RC
 - L3, L3/RC, L4, L4/RC
 - SF5000

Transit Facilities

- BRT Stations Proposed by Metro
- Standard Bus Stops
- Existing Metro Routes

Bicycle Facilities

- Arterial Street (Commonly used by bicyclists)
- Non-Arterial Street (Commonly used by bicyclists)
- Sharrows
- Bicycle Lane