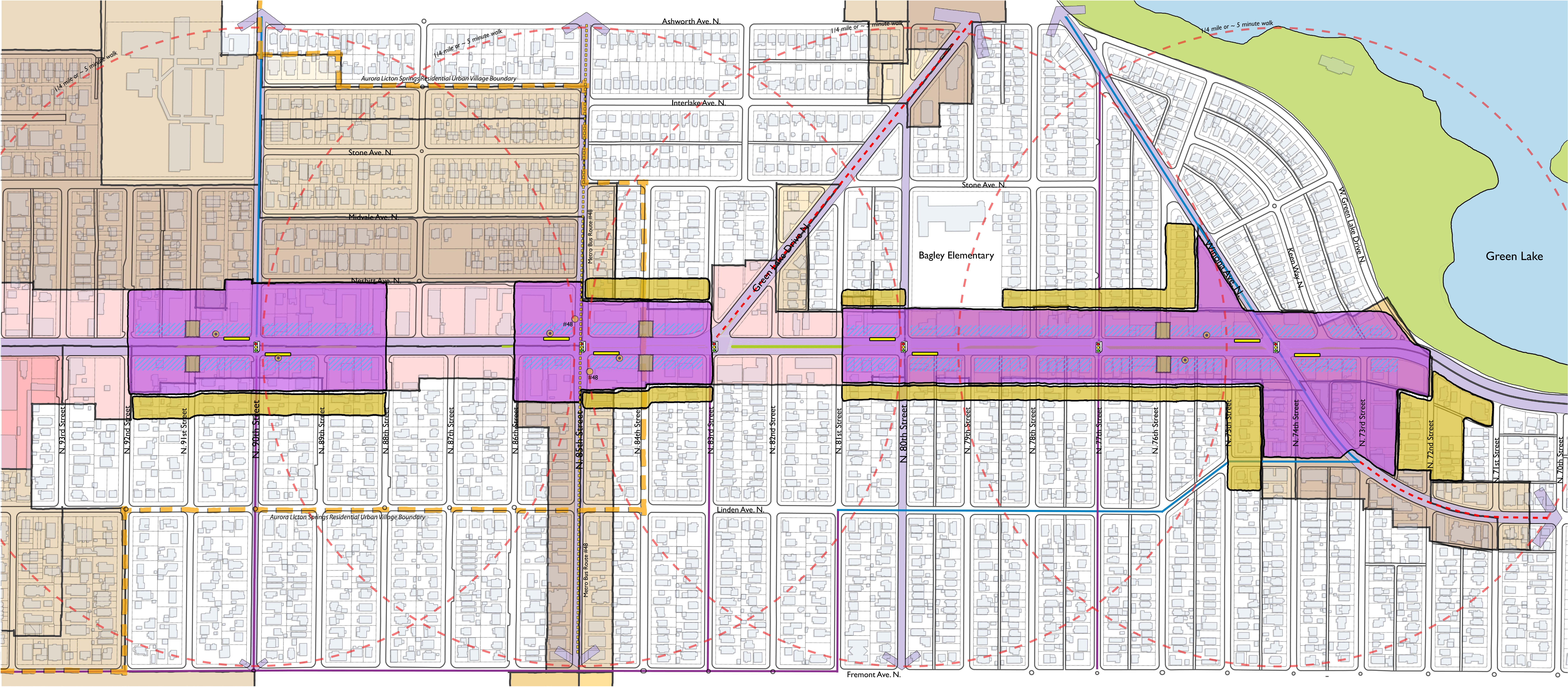


Alternative 4 - Transit Oriented Corridor



Intent:

Creates an interesting and secure pedestrian oriented corridor *along the proposed BRT route* to support transit users and provide neighborhood oriented retail and services. Changes the existing zoning along the corridor near BRT stations to Neighborhood Commercial (NC) and creates a Low-Rise Residential (L) transition adjacent to Single Family zones. Applies a “Station Area Overlay” that provides incentives to private developers for pedestrian supportive design features. Addresses deficient conditions within the public right of way.

Station Area Overlay Features:

- Strong pedestrian orientation
- Minimum 15’ wide sidewalks (additional 7’ adjacent to public right of way)
- Ground floor retail with residential or office above
- Driveway restrictions
- Reduced parking requirement
- *BRT stations incorporated in private development projects*

Other Features:

- Basic pedestrian improvements to meet accessibility requirements outside of Station Area Overlay
- Minimum 10’ wide sidewalks required

Proposed Features

- Transit Station Overlay
- Required Pedestrian-Oriented Ground Floor Retail Frontage
- Low-Rise Residential Transition
- 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

Bicycle Facilities

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

Transit Facilities

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