Alternative 3 - Expanded Transit Station Overlays

**Intent:**
Creates an interesting and secure pedestrian-oriented environment that extends into the neighborhoods east and west of proposed BRT stations to support transit riders.

Changes the existing zoning around 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 located at street-end plazas

**Other Features:**
- Basic pedestrian improvements to meet accessibility requirements outside of Station Area Overlay
- Minimum 10' wide sidewalks required

**Proposed Features**
- Transit Station Overlay
- Proposed Pedestrian Oriented Ground Floor Frontage
- Low-Rise Residential Transition
- Street-End Plazas
- Primary Pedestrian Transit Station Access Routes
- Proposed BRT Station Locations

**Existing Zoning**
- Commercial
- Neighborhood Commercial
- Residential
- BRT Stations Proposed by Metro

**Bicycle Facilities**
- Arterial Streets (Commonly used by bicyclists)
- Non-Arterial Streets (Commonly used by bicyclists)
- Bicycle Lanes
- Sharelanes
- Bicycle Patches

**Transit Facilities**
- Bus Stops
- Pedestrian-Oriented Ground Floor Frontage
- Low-Rise Residential Transition
- Street-End Plazas
- Primary Pedestrian Transit Station Access Routes
- Proposed BRT Station Locations

Aurora Avenue Land Use Visioning and Urban Design Study