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
- 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

Existing Zoning
- Commercial
  - C1
  - C2
  - C3
- Neighborhood Commercial
  - NC1
  - NC2
  - NC3
- Residential
  - R1
  - R2
  - R3
  - R4

Transit Facilities
- BRT Stations Proposed by Metro
- Standard Bus Stops
- Non-Arterial Street

Bicycle Facilities
- Arterial Streets (Commonly used by bicyclists)
- Non-Arterial Streets (Commonly used by bicyclists)
- Bicycle Lanes
- Bicycle Parking

Aurora Avenue Land Use Visioning and Urban Design Study