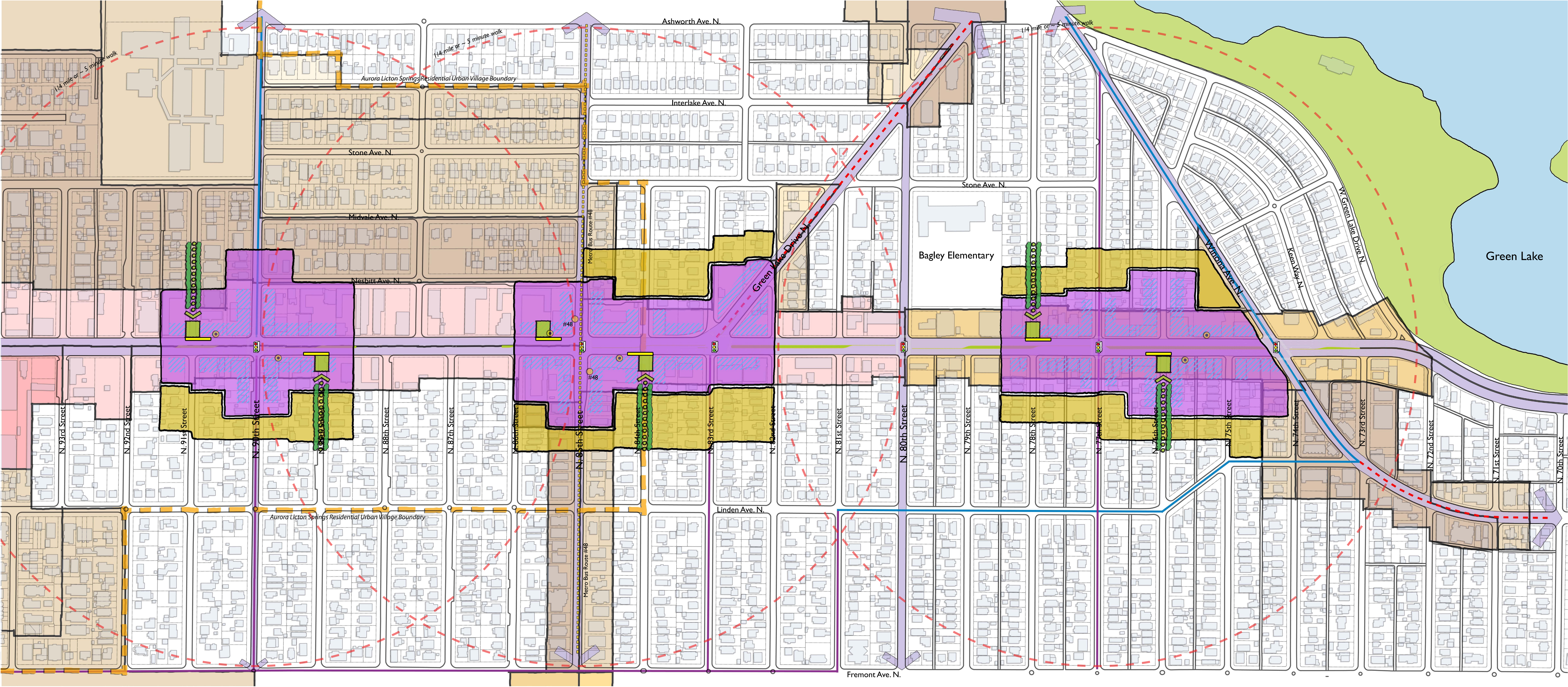


Alternative 3 - Expanded Transit Station Overlays



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
 - 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