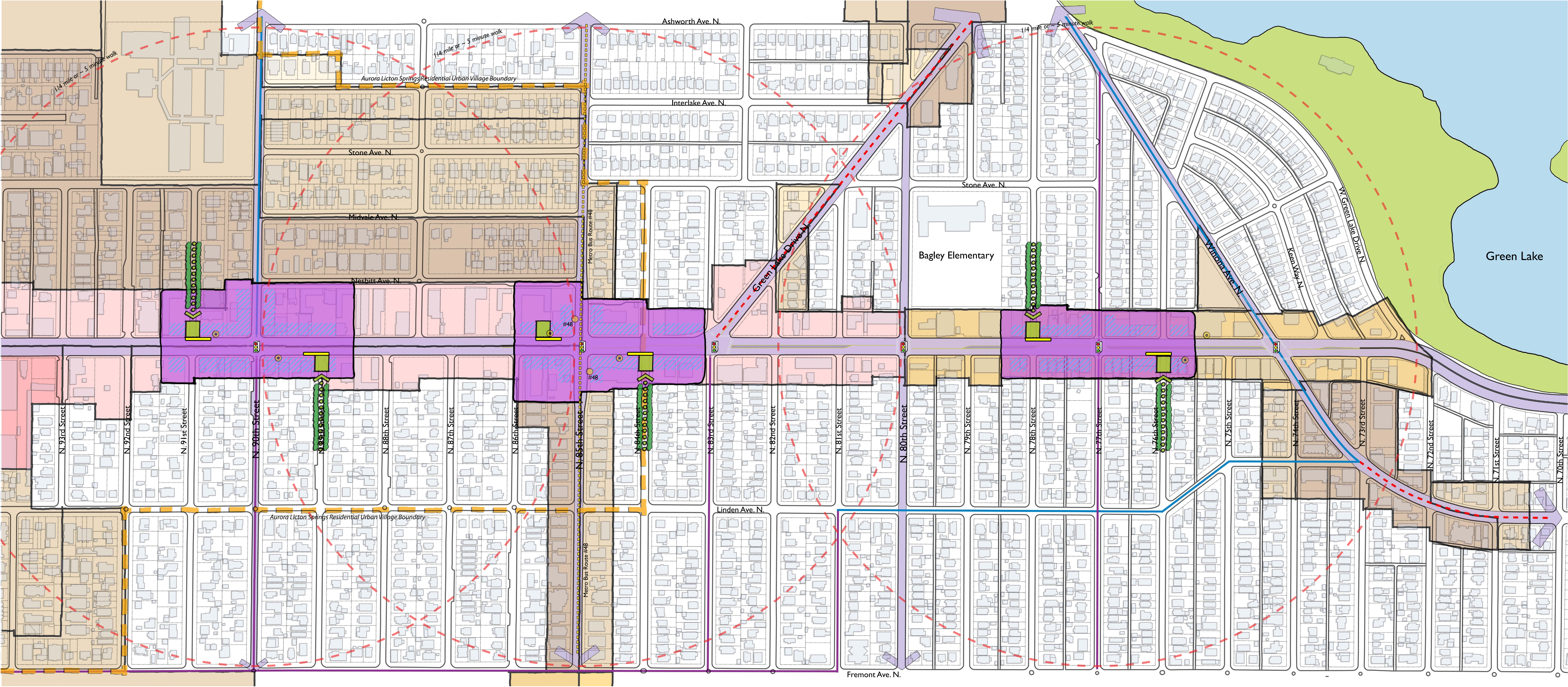


Alternative 2 - Existing Zoning with Focused Transit Station Overlays



Intent:

Creates an interesting and secure pedestrian oriented environment focused *immediately adjacent to proposed BRT stations* to support transit riders. Changes the existing zoning near BRT stations to Neighborhood Commercial (NC) and addresses deficient conditions within the public right of way. Applies a "Station Area Overlay" that provides incentives to private developers for pedestrian supportive design features.

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
- 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