

**Table 2: Land Use and Zoning Overview**

Background:	Themes and Questions:
<p><i>"Make it easier, safer and more pleasant for neighborhood residents to cross, walk along, and shop on Aurora Avenue, while respecting [its] regional transportation and commercial role."</i> (Aurora-Licton neighborhood plan)</p> <p>Aurora Avenue has long been a traditional "highway commercial" corridor with a mix of small businesses and services for local and regional residents.</p> <p>Many community businesses and residents, as well as the City and State support the continued movement of traffic and a land use environment that supports existing and new business.</p> <p>There is also support for improving pedestrian comfort, safety and transit mobility. A citizens' action agenda has led to this study.</p> <p><u>Key interests</u></p> <ul style="list-style-type: none"> <li>❖ Pedestrian comfort and safety</li> <li>❖ Appearance and cleanliness</li> <li>❖ Character, identity, a sense of place</li> <li>❖ Supporting efficient and attractive uses on private property</li> <li>❖ Business vitality, accessibility</li> <li>❖ Parking</li> <li>❖ Traffic safety</li> <li>❖ Effective zoning rules</li> </ul>	<p><b>Themes and Questions:</b></p> <p><b>GEOGRAPHIC FOCUS AREAS</b>            Three possible focus areas – 77<sup>th</sup> Street, 85<sup>th</sup> Street, 90<sup>th</sup> Street. Focusing on small areas may increase the chances for successful outcomes. Should we:</p> <ul style="list-style-type: none"> <li>➤ Emphasize change in all three areas, or select only two?</li> <li>➤ Emphasize development incentives right next to transit stations or in between them as well?</li> <li>➤ Concentrate only on properties abutting Aurora Avenue or extend incentives one or two lots away from Aurora?</li> </ul> <p><b>ZONING IDEAS</b>            Relatively shallow property depths may discourage new buildings south of 85<sup>th</sup> Street, because parking and setback requirements cramp the available space. Should we:</p> <ul style="list-style-type: none"> <li>➤ Further study rezones of single-family properties where deeper commercial-zoned properties might encourage new buildings along Aurora Avenue?</li> <li>➤ Further study "lowrise multifamily" buffer zones at edges of commercial properties?</li> <li>➤ Allow a 10-foot higher building (50 feet total) when a wider sidewalk is provided?</li> <li>➤ Explore other zoning changes that encourage denser residential growth near bus stops ("transit oriented development")?</li> </ul> <p><b>A MORE ATTRACTIVE ENVIRONMENT FOR BUSINESSES AND PEDESTRIANS</b>            Existing businesses and new businesses could benefit from improved sidewalk amenities, and all will need the accessibility provided by on-street parking. Should we:</p> <ul style="list-style-type: none"> <li>➤ Continue to advocate keeping on-street parking available except during peak commuting hours?</li> <li>➤ Require new buildings near transit stops to have street-level businesses with windows next to the sidewalk, to improve pedestrian-oriented atmosphere?</li> </ul>