

Table 2: Land Use and Zoning Overview

<p>Background:</p> <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"> ❖ Pedestrian comfort and safety ❖ Appearance and cleanliness ❖ Character, identity, a sense of place ❖ Supporting efficient and attractive uses on private property ❖ Business vitality, accessibility ❖ Parking ❖ Traffic safety ❖ Effective zoning rules 	<p>Themes and Questions:</p> <p>GEOGRAPHIC FOCUS AREAS Three possible focus areas – 77th Street, 85th Street, 90th Street. Focusing on small areas may increase the chances for successful outcomes. Should we:</p> <ul style="list-style-type: none"> ➤ Emphasize change in all three areas, or select only two? ➤ Emphasize development incentives right next to transit stations or in between them as well? ➤ Concentrate only on properties abutting Aurora Avenue or extend incentives one or two lots away from Aurora? <p>ZONING IDEAS Relatively shallow property depths may discourage new buildings south of 85th Street, because parking and setback requirements cramp the available space. Should we:</p> <ul style="list-style-type: none"> ➤ Further study rezones of single-family properties where deeper commercial-zoned properties might encourage new buildings along Aurora Avenue? ➤ Further study “lowrise multifamily” buffer zones at edges of commercial properties? ➤ Allow a 10-foot higher building (50 feet total) when a wider sidewalk is provided? ➤ Explore other zoning changes that encourage denser residential growth near bus stops (“transit oriented development”)? <p>A MORE ATTRACTIVE ENVIRONMENT FOR BUSINESSES AND PEDESTRIANS 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"> ➤ Continue to advocate keeping on-street parking available except during peak commuting hours? ➤ Require new buildings near transit stops to have street-level businesses with windows next to the sidewalk, to improve pedestrian-oriented atmosphere?
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