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

**Background:**

“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.”

(Aurora-Licton neighborhood plan)

Aurora Avenue has long been a traditional “highway commercial” corridor with a mix of small businesses and services for local and regional residents.

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.

There is also support for improving pedestrian comfort, safety and transit mobility. A citizens’ action agenda has led to this study.

**Key interests**

- 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

**Themes and Questions:**

**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:

- 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?

**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:

- 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”)?

**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:

- 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?