

- 4) **Transportation Alternatives Objective:** Alternatives to transportation by automobile, including accessible mass transit, bicycle routes and pedestrian facilities, should be made available in each community. Greater use of alternate transportation should be encouraged.
- 5) **Housing Opportunities Objective:** Quality housing and a range of housing size, cost, and density should be provided in each community, to make it possible for all who work in the community to also live in the community.
- 6) **Sense of Place Objective:** Traditional downtown areas should be maintained as the focal point of the community or, for newer areas where this is not possible, the development of activity centers that serve as community focal points should be encouraged. These community focal points should be attractive, mixed-use, pedestrian-friendly places where people choose to gather for shopping, dining, socializing, and entertainment.

IMPLEMENTATION MEASURES:

- 1) **Appropriate Zoning Districts:**
 - a. **Low Density Residential (R-1) Zoning District:** See description above in 2.4.4
 - b. **Medium Density Residential (R-21) and (R-15) Zoning District:** See description above in 2.4.6
 - c. **Suburban Density Residential (R-10) Zoning District:** See description above in 2.4.6
 - d. **Single-Family (R-6) Residential Zoning Districts:** See description above in 2.4.6
 - e. **Multi-Family (R-6M) and (RM) Residential Zoning Districts:** See description above in 2.4.7
 - f. **Residential-Professional (R-P) Zoning District:** See description above in 2.4.7
 - g. **Office-Professional (O-P) and Office Institutional (O-I) Zoning Districts:** See description above in 2.4.7
 - h. **Neighborhood-Commercial (C-N) Zoning District:** See description above in Section 2.4.7.
 - i. **Community-Commercial (C-C) and General Commercial (C-G) Zoning Districts:** See description above in Section 2.4.5.
 - j. **Planned Developments (P-D):** See description above in 2.4.6
 - k. **Rural Planned Development (PD-R) Zoning District:** See description above in 2.4.1
- 2) **Access Control Measures:** To ensure neighborhoods and commercial properties are interconnected to allow for greater traffic circulation and increased public safety.
- 3) **Alternatives to or Reuse of Big Boxes:** As Big Boxes become vacant, developers are encouraged to investigate innovative methods of reuse and possible redesign. Developers are also encouraged to design big box retail stores so as to minimize impact on surrounding properties and provide greater aesthetic appeal. This can include the use of alternative construction materials, creative building design, and innovative site layout.
- 4) **Appropriate School Siting:** To ensure schools are located within existing or planned activity centers to promote pedestrian and bicycle accessibility.
- 5) **Density Bonuses:** Certain income groups are in need of additional housing options but may find it very hard to obtain. Increased density in appropriate areas may help decrease the cost of development thus making housing more affordable.
- 6) **Design for Pedestrian-Friendly Communities:** In an effort to promote active living, developers and planners should work together to ensure new development is designed in such a way as to encourage walking and biking. This includes such methods as interconnecting neighborhoods