

**ATTACHMENT C
Code Audit Template**

Connectivity/Circulation						
1.00	Alleyways	Yes	No	DNA	Comments	Suggested Standards
1.10	Are alleyways allowed?					Require alleys and limit number of curb cuts allowed on streets.
1.20	Are there restrictions on their use?					
1.30	Are width standards established?					Use should dictate width. In commercial zones, alleys can function as drive aisles for off-street parking lots and as fire lanes.

2.00	Bicycle/Multi-use trail facilities	Yes	No	DNA	Comments	Suggested Standards
2.10	Are bicycle lanes required?					Provide for a network of bicycle routes, lanes, or shared-use trails to promote bicycle use in all zones.
2.20	Are bicycle lanes accommodated?					Bicycle lanes can be retrofitted by changing the way on-street parking is accommodated.
2.30	Is bicycle parking required?					Require bike parking facilities in commercial and industrial projects to encourage the use of bikes as alternative transportation. Provide for both short and secured long-term parking within convenient distances of building entrances, varying standards with use type.
2.40	Are standards established for bicycle lane width?					On new roads, a minimum lane width of 6' is suggested. A minimum width of 5' is suggested for retrofits. Where a shared lane for bikes and parking is provided, a minimum total lane width of 12' (7' for parking and 5' for bikes) is suggested.
2.50	Are standards established for bicycle lane surface?					Grade differences between gutter pans and street surface should be eliminated. Uniform, smooth surfaces should be specified.
2.60	Are standards established for separation of bike lanes from motorized vehicle lanes?					
2.70	Is a multi-use trail provided for or planned?					

3.00	Parking standards	Yes	No	DNA	Comments	Suggested Standards
3.10	Is on street parking allowed?					Among other benefits, on-street parking encourages pedestrian traffic, and can act as a buffer between pedestrians and moving vehicles. Design is important.
3.20	What relationship is dictated between parking spaces and the street?					Avoid diagonal parking on streets with bike lanes or routes and on heavily traveled streets.
3.30	Are there provisions for shared parking?					Shared parking should be encouraged.
3.40	Are there provisions for joint parking?					Joint parking should be considered where conditions warrant.
3.50	What basis is used to establish parking requirements?					Zone and use specific parking requirements should be established and should take transit facilities into consideration.
3.51	District type?					
3.52	Building type?					
3.53	Use?					
3.60	Are minimum requirements set?					
3.70	Are maximum requirements set?					
3.80	Are there provisions that allow reductions in requirements along transit routes?					Reductions for transit availability should be allowed.
3.90	Are reductions allowed in exchange for bike parking?					

4.00 Street hierarchy					Comments	Suggested Standards
4.1	What street hierarchy is in place?					Divisions within categories will permit a finer grained street system (e.g. differentiate between various widths of arterials, major and minor collectors, commercial and residential local streets).
4.11	Are design speed standards used?					Use design speed standards to establish pedestrian and bicycle friendly environments. Designing streets for higher speeds encourages speeding even through lower speed limits are set and often necessitates retrofitting traffic-calming features.
4.12	What standards are set for width, intersection and corner radii for neighborhood access streets?					Vary required r.o.w. to reflect the nature of the district (see street widths below). Consider using design speeds of 25 mph for residential access streets.
4.13	What standards are set for width, intersection and corner radii for neighborhood connector streets?					Tighter curb radii shorten pedestrian crossings and require vehicles to make turns at lower speeds. Limit curb radii to 4 to 15 feet. Require a 25' clear zone to accommodate the wider turning radii required by emergency vehicles. Consider using design speeds of 30 mph for residential connectors and streets in commercial and industrial zones.
4.14	What standards are set for width, intersection, and corner radii for regional access streets?					Where wider streets are desired, require center medians to maintain a pedestrian-friendly environment. Consider using design speeds of 40 mph on major collectors and 30 mph on minor collector streets. Arterial design speeds should be no greater than 50 mph for 4- and 6-lane streets, and 45 mph for 2-lane streets.

5.00	Street pattern	Yes	No	DNA	Comments	Suggested Standards
5.10	What block lengths are dictated?					Excessively long blocks discourage pedestrian traffic. Limit block perimeters (e.g. 1600 ft.). Limit block face lengths (e.g. 500 ft.)
5.11	Do these differ by zone?					
5.12	Are cul de sacs allowed?					Limit use of cul de sacs, and limit length (e.g. to 300') when they are allowed. Where allowed, consider requiring pedestrian and bicycle access between adjoining neighborhoods.
5.20	Are there provisions to ensure street connectivity between neighborhoods?					Require mid-block pedestrian passages in commercial and mixed-use zones (e.g. at 250' maximum intervals).

7.00 Streetscape features		Yes	No	DNA	Comments	Suggested Standards
7.01	Are crosswalks allowed?					Crosswalks should be allowed, and required on long blocks to provide access to commercial areas, schools, places of worship, transportation and recreation facilities.
7.02	Are pedestrian controlled crosswalk signals required?					Crosswalk signals increase pedestrian safety and encourage walking.
7.03	Is landscaping of medians or curbsides required?					Landscaping softens the street environment and makes it more attractive to pedestrians.
7.11	Are sidewalks allowed?					Sidewalks promote walking and contribute to pedestrian safety.
7.12	Are sidewalks required?					Sidewalks should be required in urban and suburban areas to provide for pedestrian safety.
7.13	Are sidewalks required on both sides of street?					Sidewalks should be provided on both sides of the street in commercial and industrial zones, and on at least one side of internal residential subdivision streets.
7.14	Is a minimum sidewalk width established?					Sidewalk minimums should take into account the nature of the street and the anticipated volume of pedestrian traffic.
7.15	Is a maximum sidewalk width established?					
7.16	Do sidewalks provide access to amenities such as parks and open space?					Pedestrian facilities should provide uninterrupted routes to public amenities such as parks, libraries, schools, etc.

7.00	Streetscape features	Yes	No	DNA	Comments	Suggested Standards
7.20	Are standards set for curb cut frequency?					Limiting curb cuts limits the potential conflict between pedestrians and vehicles, and increases pedestrian safety.
7.30	Are impervious surfaces minimized?					
7.40	Are provisions made for street lighting?					
7.50	Are provisions made for traffic calming?					Where street design speeds encourage speeding, traffic calming features should be allowed to create conditions conducive to walking and bicycling, and to discourage the routine use of local residential streets by through traffic.
7.60	Are different streetscape features applied to different districts (e.g. transit districts)?					

8.00 Transit Zones		Yes	No	DNA	Comments	Suggested Standards
8.10	Are transit zones specifically established?					
8.11	How is their location determined?					
8.12	Are park-and-ride facilities provided for?					
8.13	Is a nodal-approach or a systems-approach used (I.e. transit oriented development or transit corridors)?					
8.14	Are HOV lanes in use or planned?					

Infrastructure						
9.00 Infrastructure		Yes	No	DNA	Comments	Suggested Standards
9.10	Are impact fees established for new development?					Where impact fees are established, lower fees should be established where excess infrastructure capacity exists to encourage compact development.
9.11	Schools?					
9.12	Water?					
9.13	Sewers?					
9.14	Park facilities?					
9.20	Are differential impact fees established to encourage infill or brownfield development?					Infill and brownfield development should be encouraged in areas where unused public facility capacity exists. Fees in these areas should be lower than those imposed on greenfield developments. Differential impact fees are justified by the cost of providing increased capacity and concomitant service and maintenance costs to extensions.

9.00	Land Subdivision	Yes	No	DNA	Comments	Suggested Standards
9.11	Are a wide range of lot sizes allowed within each zone?					Establishing large minimum lot sizes effectively precludes a mix of housing types and affordability levels within neighborhoods.
9.12	Are a wide range of lot sizes allowed within each subdivision?					Allowing a wide range of lot sizes permits a variety of housing type and range of affordability which facilitates residents' remaining in their neighborhoods as their needs and circumstances change (life cycle planning).
8.20	Are various parcel configurations allowed?					Dictating large minimum frontage requirements contributes to sprawl. Allowing various parcel configurations and clustering of structures promotes the efficient use of space and limits infrastructure requirements.

Zoning						
10.00	Use (Zoning) Districts	Yes	No	DNA	Comments	Suggested Standards
10.10	Is development allowed in floodplains?					
10.11	Under what conditions?					
10.21	Are minimum lot sizes established?					Large minimum lot sizes discourage a mix of uses, and contribute to sprawling land use patterns.
10.22	Are maximum lot sizes established?					
10.23	Are small single-family lots permitted?					
10.24	Are Rural Residential, Residential Estate, or Suburban Residential lots of an acre or more allowed?					
10.30	Are residential uses encouraged in the CBD or other business/commercial districts?					Allowing a full mix of compatible development provides for round-the-clock use of the CBD and other business and commercial districts.
10.40	Are distinctions made between infill or brownfield and greenfield development?					Infill and brownfield development should be encouraged using mechanisms such as transferable density credits, streamlined permitting, reduced development fees.
10.50	Are density standards established?					

10.00	Use (Zoning) Districts	Yes	No	DNA	Comments	Suggested Standards
10.60	Are second units allowed?					Second units can provide affordable life-cycle housing options for extended families.
10.61	By right?					
10.62	By use permit?					
10.70	Are manufactured homes allowed in all zones?					Manufactured housing can expand affordable housing options.
10.71	By right?					
10.72	By use permit?					
10.80	Are minimum residential square-footages established?					Minimum residential square-footage requirements may preclude building affordable housing.
10.90	Is fast-track permitting provided for accessory units?					

Special Use Districts						
11.00	Mixed-Use Districts	Yes	No	DNA	Comments	Suggested Standards
11.10	Are provisions made for Mixed-Use districts?					
11.11	Do set-back requirements severely limit lot usage?					
11.12	Do Floor Area Ratios severely limit lot usage?					
11.13	Are building frontage standards established?					
11.14	Is vehicular and pedestrian connectivity to adjacent neighborhoods required?					
11.15	Are density bonuses granted in mixed-use zones?					
11.16	What parking standards apply?					

11.00	Mixed-Use Districts	Yes	No	DNA	Comments	Suggested Standards
11.161	Are parking standards customized for zone?					
11.162	How?					
11.163	Are there provisions for shared parking?					
11.164	Is centralized parking allowed?					
11.17	What standards are set for development scale or design elements?					
11.18	Do landscaping standards preclude efficient lot usage?					
11.19	Is private open space required?					
11.20	Is consideration given to open space connectivity?					
11.21	What uses are permitted in open space areas					
11.211	By right?					
11.212	By use permit?					
11.30	Are view corridors considered?					
11.40	Are provisions made for cluster development?					
11.50	Are compatibility standards established?					
11.51	For home occupation?					
11.00	Mixed-Use Districts	Yes	No	DNA	Comments	Suggested Standards
11.52	For commercial ventures?					
11.53	Do safety codes (primarily fire codes) restrict or effectively disallow commercial or					

	home occupation uses?				
11.54	Is consideration given to the zone's relationship to other zones?				
11.55	Are restrictions placed on signage?				
11.56	Are space ratios (e.g. residential square footage to work area) established?				
11.57	Is the number of employees per square foot of work space regulated?				
11.58	Are there provisions for transitions between zones?				
11.59	Are there provisions for design compatibility with adjacent structures?				
11.60	Are there provisions for the preservation of historic structures?				

12.00	Live-Work Districts	Yes	No	DNA	Comments	Suggested Standards
12.10	Are provisions made for Live-Work districts?					
12.20	Do set-back requirements severely limit lot usage?					
12.30	Do Floor Area Ratios severely limit lot usage?					
12.40	Are building frontage standards established?					
12.50	Is vehicular and pedestrian connectivity to adjacent neighborhoods required?					
12.60	Are density bonuses granted in mixed-use zones?					
12.70	What parking standards apply?					
12.71	Are parking standards customized for zone?					
12.72	How?					
12.73	Are there provisions for shared parking?					
12.74	Is centralized parking allowed?					
12.80	What standards are set for development scale or design elements?					

13.00	Planned Unit Development (PUD)	Yes	No	DNA	Comments	Suggested Standards
13.10	Are provisions made PUDs?					
13.20	Is block length regulated?					
13.21	Are vehicular or pedestrian connectivity to adjacent neighborhoods required?					
13.30	Are there set back requirements that effectively preclude certain uses?					
13.31	Are second units allowed?					
13.311	By right?					
13.312	By use permit?					
13.32	Are manufactured homes allowed?					
13.321	By right?					
13.322	By use permit?					
13.40	Are standards set for development scale or design elements?					
13.50	Is private open space required?					
13.51	Is consideration given to open space connectivity?					
13.60	Are provisions made for cluster development?					
13.70	Are home occupation or commercial ventures allowed in these zones?					

13.00	Planned Unit Development (PUD)	Yes	No	DNA	Comments	Suggested Standards
13.70	By right?					
13.70	By use permit?					
13.71	Are compatibility standards established for home occupation or commercial ventures?					
13.72	Do safety codes (primarily fire codes) restrict or effectively disallow commercial or home occupation uses?					
13.73	What parking standards apply to home occupation or commercial uses?					
13.74	Do parking standards effectively preclude home occupation or commercial use?					
13.80	Is consideration given to the zone's relationship to other zones?					
13.81	Are there requirements to provide a mix a housing affordable to all income levels within PUDs?					

14.00	Traditional Neighborhood Districts	Yes	No	DNA	Comments	Suggested Standards
14.10	Are provisions made for Traditional Neighborhood districts (TND)?					
14.11	Are density standards established?					
14.20	Is block length regulated?					
14.21	Are vehicular or pedestrian connectivity to adjacent neighborhoods required?					
14.30	Are there set back requirements that effectively preclude certain uses?					
14.31	Are second units allowed?					
14.311	By right?					
14.312	By use permit?					
14.32	Are manufactured homes allowed?					
14.321	By right?					
14.322	By use permit?					
14.40	Are standards set for development scale or design elements?					
14.50	Is private open space required?					
14.51	Is consideration given to open space connectivity?					
14.60	Are provisions made for cluster development?					
14.70	Are home occupation or commercial ventures allowed in these zones?					
14.711	By right?					
14.712	By use permit?					

14.00	Traditional Neighborhood Districts	Yes	No	DNA	Comments	Suggested Standards
14.71	Are compatibility standards established for home occupation or commercial ventures?					
14.72	Do safety codes (primarily fire codes) restrict or effectively disallow commercial or home occupation uses?					
14.73	What parking standards apply to home occupation or commercial uses?					
14.731	Do parking standards effectively preclude home occupation or commercial use?					
14.80	Is consideration given to the zone's relationship to other zones?					
14.81	Are there provisions for transitioning neighborhoods from suburban standards to traditional neighborhood districts, mixed-use or live-work zones?					
14.82	Are there requirements to provide a mix a housing affordable to all income levels within TNDs?					