



Smart Growth America
Making Neighborhoods Great Together

SMART GROWTH IMPLEMENTATION TOOLKIT

3. Code and zoning audit

About the Smart Growth Code and Zoning Audit

The Smart Growth Code and Zoning Audit will help you review the land use (zoning) codes and regulations in your community to see if they help your community achieve its vision for smarter growth.

This tool will help you identify the rules and regulations in your community that support or block smart growth. It will also show the gaps in the regulations where a lack of standards may be hindering smart growth development.

About its use

Depending on what your community needs, you can **use the whole audit** or you can **use segments of the audit**.

- You can use this tool as a **guide to understanding** your community's codes and zoning regulations. It will help you appreciate which regulations are critical to achieving smart growth and how standards imposed by regulation can enable or hinder smart growth.
- You can use this tool to **learn more about a how each smart growth principle is expressed in regulations** and to understand what kind of regulations support the principle.
- You can use it to **audit one specific topic** (such as street connectivity) of your codes and zoning regulations.
- You can **conduct a full audit of all your community's codes and zoning regulations**.
- You can also use this tool **to review proposed changes** in your community's codes and zoning regulations

About the documents

Your community's codes and zoning regulations are usually set out in the following types of documents:

- The Land Use Code
- The Zoning Code and Zoning Regulations
- Subdivision Regulations and Ordinances
- Overlay District Regulations
- Special Use District Regulations

They may also be in your transportation policies, street standards, parking, design guidelines, parks and open space plans, etc. Some caveats

This tool is not intended to "grade" your community's performance. Don't use the tool expecting to measure how well your community (and its leadership) is doing in implementing smart growth. Use it instead to identify areas for improvement.

Undertaking a complete audit is a time-consuming process. You should be prepared to spend several hours (and several sittings) if you are using the tool for this purpose.

This is an audit tool, and though it does list some suggested standards that help to implement smart growth, it does not provide an extensive list or actual code language you can adopt. You will find more materials about actual standards in publications like EPA's **Getting to Smart Growth: 100 Policies for Implementation**, and **Getting to Smart Growth II: 100 More Policies for Implementation**.

How to use the Smart Growth Code and Zoning Audit

Preparation

You will need copies (and we recommend paper copies) of all the code and zoning documents you are reviewing (see the list above).

If you are unfamiliar with the documents, take the time to read each one at least twice. Read it the first time to get a general understanding of the scope of the regulatory document. Read it a second time, and this time mark or highlight any section or statement that may have answers to the questions below. (Consider whether the regulations are positive –they allow for smart growth; or are negative –that they prevent smart growth.) What does the document say about...

Connectivity? Does it require an interconnected street pattern? Does it require pedestrian connectivity between zones and neighborhoods?

Circulation? Does it prescribe street widths and streetscapes that encourage people to walk or bike? Does it protect pedestrians and require pedestrian friendly environments? Does it make sure open spaces and recreation areas are accessible to the public?

Parking? How does it treat parking lots and parking spaces? Does it prescribe a particular relationship between parking, street and buildings? Does it vary the parking requirements so that areas that are served by transit can reduce the amount of parking they have to provide?

Land subdivision and land use? Does it allow for a mix of land uses so people can live, work and shop within the same or nearby neighborhoods? Does it allow for areas where people can run businesses from their homes?

Housing? Does it require a mix of lot sizes to encourage a mix of housing options? Does it allow or prevent accessory units or apartments, town homes and condominiums?

Special land use zones and special districts? Does it provide protections for historic districts? Are there special design and architecture requirements for certain districts?

Organization

This audit is organized into two general sections: Section A, **Connectivity and Circulation**, looks at how your community's regulations shape your community's street network and streetscapes; parking; walking, biking and multi-use trails; and, transportation and transit zones.

Section B, **Land Subdivision, Zoning and Services**, looks at the way your community regulates the subdivision of land; at how the regulations allocate land use; and, at how the community connects services to development.

There is a third section, Section C, **Special Use Districts and Zones**, that looks specifically at any special zoning districts in your community. These special zoning districts usually provide exceptions to the general rules (e.g. – *special land use districts*, or *historic overlay districts*, or *planned unit development districts*.) Use this section to review each special use district. You will need to replicate the section for each special use district in your community.

The next pages show the steps you need to take as you use this tool.

STEP 1: ANSWER THE QUESTION

The first column will ask if your community has regulations that specifically address the question. (e.g. – *Is the width of sidewalks regulated?*) Each question focuses on a particular dimension of development that supports smarter growth.

Go through each of the regulatory documents you are auditing and note the articles which actually address each question.

If there are regulations which address a question, highlight or markup the document and list the article address (e.g. – "*Zoning Code 12J.6.9.10*"). This is why having paper copies of the actual documents makes it easier to conduct the audit.

Put a mark under the Y column if your community's regulations address that question. Put a mark under the N column if the regulation actually **prohibits** or **does not address** the question.

Most of the questions are phrased so that answering "yes" means that the regulations are implementing smart growth principles.

STEP 2: LIST THE IMPLEMENTING CODE

Copy the text of the regulations in the next column, marked "**From Local Code and Zoning Regulations.**" Be sure to identify the document address (e.g. – "*Zoning Code 12J.6.9.10*") where the regulation comes from.

Go through each document you are auditing, making sure you capture all the relevant regulations.

Mark up the document you are auditing to keep track of which regulations you have already listed.

If the documents you are auditing contain no regulations or standards that address the question, then put down "**Not Addressed**" in this column.

STEP 3: LIST POSSIBLE IMPROVEMENTS

List possible improvements to the code in the last column. You can refer to the *Suggested Standards* at the end of most sub-sections of the audit.

The *Suggested Standards* are some measures your community can take to implement smart growth. It is not an extensive list and the standards are also listed as general approaches rather than specific code language you can adopt.

WHERE TO FIND MODEL CODES

You will find more standards you can use in publications such as the U.S. Environmental Protection Agency's ***Getting to Smart Growth: 100 Policies for Implementation***, and ***Getting to Smart Growth II: 100 More Policies for Implementation***.

For examples of code language you can adopt, refer to:

- The American Planning Association's ***Model Smart Growth Codes*** (www.planning.org/smartgrowthcodes/).
- "***Smart Growth Zoning Codes: A Resource Guide***," by Steve Tracy, published by the Local Government Commission. (Available from the LGC website: www2.lgc.org/bookstore/)
- The resources section of **Envision Utah's** website (www.envisionutah.org) provides sample ordinances for various aspects of smart growth (pdf documents).

The next page shows an example of how you can fill out this audit tool.

Example

Here's is an example of how you might fill out this tool:

1. EXAMPLE	Y	N	Local Code and Zoning Regulations	Possible Improvements to Codes
1.1. Are standards set for curb cut frequency?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<ul style="list-style-type: none"> (ZONING 12J.6.9.10) Curb cuts are not allowed on community boulevards or community avenues when access may be provided from a side or rear street located immediately adjacent to a contiguous property. (ZONING 12J.6.9.12) Properties with more than 1 curb cut must space them a minimum of 100' apart 	<ul style="list-style-type: none"> None
1.2. Is a minimum sidewalk width established?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<ul style="list-style-type: none"> (ZONING 8Q.1.5.3) Min=5' on neighborhood streets, min=8' on collector roads; min=10' on business district boulevards; Not addressed for arterials 	<ul style="list-style-type: none"> Require sidewalks on arterials.
1.3. Are crosswalks allowed	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<ul style="list-style-type: none"> Not addressed. 	<ul style="list-style-type: none"> Revise to allow crosswalks on long blocks, especially in business and commercial districts

The last part of the tool will allow you to quickly summarize your findings and see how those finding relate to the ten smart growth principles. You can also use it as a quick reference guide to identifying the regulations that must change to allow your community to implement smart growth.

*The **Smart Growth Code and Zoning Audit** works best when you also conduct a **Smart Growth Policy Audit**.*

*You can distill your findings from both audit tools using the **Smart Growth Audit Summary**.*

You can download all of the Smart Growth Implementation Tools at www.smartgrowthamerica.org/implementation-toolkit

A. CONNECTIVITY AND CIRCULATION

Your community's codes and zoning regulations about connectivity and circulation determine whether your community is pedestrian friendly and whether it provides people with the option of not having to drive everywhere they need to go.

The regulations (or the absence of regulations) shape the way a district connects to the next district; how a neighborhood connects to the next neighborhood; how the whole community is interconnected; and, how people can get around the community (on foot, or by cars, bikes, or public transportation). They determine what your roads look like and what your sidewalks look like. They prescribe where cars should park and how much parking is required for each type of development. They either allow bikes and bike lanes or prevent them (making streets more dangerous for would-be bikers). They also determine whether your land uses align with your transportation policies so that your community makes the most out of its investments.

Regulations that define connectivity and circulation encourage smart growth if they follow the following principles:

Provide A Variety of Transportation Choices

(SMART GROWTH PRINCIPLE #1)

Providing a variety of transportation options – like safe and reliable public transportation, sidewalks, bike paths and walking trails –promotes and improves our health, conserves energy and safeguards the environment.

There are also many members of our communities who can't drive or don't have access to a car. Providing transportation options creates more inclusive communities, where our seniors, young people below driving age, and the disabled can all live comfortably.

Create Walkable Neighborhoods

(SMART GROWTH PRINCIPLE #4)

A compact, walkable neighborhood encourages physical activity and protects the environment while saving energy by reducing the miles we drive. Walkable neighborhoods are also safer neighborhoods for our children, allowing them to walk or bike to school or the local park and not have to dodge high-speed traffic. They are healthier environments for our seniors who can get their daily exercise by walking to their friends' homes or to a nearby restaurant.

Walkable neighborhoods also create more opportunities to get to know our neighbors when we meet them on the sidewalk.

There are six sub-sections that define your community's connectivity and circulation:

1. **Street Network and Plan**
2. **Streetscape Features**
3. **Parking**
4. **Walking, Biking and Multi-Use Trail Facilities**
5. **Transportation and Transit Zones**

A. CONNECTIVITY AND CIRCULATION

1. Street Network and Plan	Y	N	Local Code and Zoning Regulations	Possible Improvements to Codes
1.1. Is there a prescribed street hierarchy in place? (List hierarchy)	<input type="checkbox"/>	<input type="checkbox"/>	•	•
1.2. Do street widths vary by type of zone? (Identify each zone)	<input type="checkbox"/>	<input type="checkbox"/>	•	•
1.3. Are design speed standards used?	<input type="checkbox"/>	<input type="checkbox"/>	•	•
1.4. Are standards set for width, intersection and corner radii for neighborhood access streets? (List standards)	<input type="checkbox"/>	<input type="checkbox"/>	•	•
1.5. Are standards set for width, intersection and corner radii for neighborhood connector streets? (List standards)	<input type="checkbox"/>	<input type="checkbox"/>	•	•
1.6. Are standards set for width, intersection, and corner radii for regional access streets? (List standards)	<input type="checkbox"/>	<input type="checkbox"/>	•	•
1.7. Are block perimeter lengths prescribed?	<input type="checkbox"/>	<input type="checkbox"/>	•	•
1.8. Are block face lengths prescribed?	<input type="checkbox"/>	<input type="checkbox"/>	•	•
1.9. Do prescribed block lengths differ by zone? (List block perimeter and face lengths by zone)	<input type="checkbox"/>	<input type="checkbox"/>	•	•

1. Street Network and Plan	Y	N	Local Code and Zoning Regulations	Possible Improvements to Codes
1.10. Are standards set for curb cut frequency?	<input type="checkbox"/>	<input type="checkbox"/>	•	•
1.11. Are cul-de-sacs discouraged?	<input type="checkbox"/>	<input type="checkbox"/>	•	•
1.12. Are the length and size of cul-de-sacs regulated?	<input type="checkbox"/>	<input type="checkbox"/>	•	•
1.13. Are there provisions to ensure both pedestrian and street connectivity between neighborhoods?	<input type="checkbox"/>	<input type="checkbox"/>	•	•
1.14. Are alleyways allowed?	<input type="checkbox"/>	<input type="checkbox"/>	•	•
1.15. Are there restrictions on their use?	<input type="checkbox"/>	<input type="checkbox"/>	•	•
1.16. Are there width standards for alleyways?	<input type="checkbox"/>	<input type="checkbox"/>	•	•
Y = Yes, N = No	Indicate if Not Addressed		Refer to Suggested Standards (below)	

SUGGESTED STANDARDS:

- Divisions within categories will permit a finer grained street system (e.g. different widths in commercial and residential areas).
- 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.
- Vary required Right of Way (R.O.W.) to reflect the nature of each district.
 - Major arterials - 110' with center median
 - Town center streets - 88' to 60' depending on whether center median, bike lanes, and/or angled parking are included in design.
- Consider using design speeds of 25 mph for **neighborhood access** streets.
- Tighten curb radii to shorten pedestrian crossings and force vehicles to make turns at lower speeds.
- Limit curb radii and require a 25' clear zone to accommodate the wider turning radii required by emergency vehicles.

- Consider using lower design speeds for **neighborhood connectors** and streets in commercial and industrial zones.
- Where wider streets are desired, require center medians to maintain a pedestrian-friendly environment.
- Excessively long blocks discourage pedestrian traffic.
 - Limit block perimeters (e.g. 1600 ft.).
 - Limit block face lengths (e.g. 500 ft.)
- Limit use of cul-de-sacs. When used, require pedestrian or bike connections to surrounding neighborhoods.
- Require mid-block pedestrian passages in commercial and mixed-use zones (e.g. at 250' intervals maximum).

2. Streetscape Features	Y	N	Local Code and Zoning Regulations	Possible Improvements to Codes
2.1. Are different streetscape features applied to different districts/zones? (List requirements by district/zone)	<input type="checkbox"/>	<input type="checkbox"/>	•	•
2.2. Are there provisions for traffic calming? ¹	<input type="checkbox"/>	<input type="checkbox"/>	•	•
2.3. Are crosswalks required? (List if conditions vary by district/zone)	<input type="checkbox"/>	<input type="checkbox"/>	•	•
2.4. Are crosswalks allowed? List if conditions vary by district/zone)	<input type="checkbox"/>	<input type="checkbox"/>	•	•
2.5. Do pedestrians have the right-of-way at crosswalks? (List if condition varies by district/zone)	<input type="checkbox"/>	<input type="checkbox"/>	•	•
2.6. Are provisions made to ensure pedestrian right-of-way and safety in crosswalks?	<input type="checkbox"/>	<input type="checkbox"/>	•	•
2.7. Are sidewalks allowed?	<input type="checkbox"/>	<input type="checkbox"/>	•	•
2.8. Are sidewalks required?	<input type="checkbox"/>	<input type="checkbox"/>	•	•
2.9. Are complete sidewalk networks required within one mile of any school?	<input type="checkbox"/>	<input type="checkbox"/>	•	•

¹ Traffic calming should be a last resort and roads should be designed for speed safe for pedestrians.

2. Streetscape Features	Y	N	Local Code and Zoning Regulations	Possible Improvements to Codes
2.10. Are sidewalks required on both sides of the street?	<input type="checkbox"/>	<input type="checkbox"/>	•	•
2.11. Is a minimum sidewalk width established?	<input type="checkbox"/>	<input type="checkbox"/>	•	•
2.12. Is a maximum sidewalk width established?	<input type="checkbox"/>	<input type="checkbox"/>	•	•
2.13. Are sidewalks required to provide access to amenities such as parks and open space?	<input type="checkbox"/>	<input type="checkbox"/>	•	•
2.14. Are ADA ² access standards strictly enforced or improved upon?	<input type="checkbox"/>	<input type="checkbox"/>	•	•
2.15. Are there regulations that allow street vendors in specific district? (e.g.-main street, commercial zones or the central business district)	<input type="checkbox"/>	<input type="checkbox"/>	•	•
2.16. Is the landscaping of medians or curbsides required?	<input type="checkbox"/>	<input type="checkbox"/>	•	•
2.17. Are street trees, street plantings required?	<input type="checkbox"/>	<input type="checkbox"/>	•	•

² ADA –Americans with Disabilities Act

2. Streetscape Features	Y	N	Local Code and Zoning Regulations	Possible Improvements to Codes
2.18. Is street furniture required? (Benches, waiting sheds, etc.) Are they required to be weather protected?	<input type="checkbox"/>	<input type="checkbox"/>	•	•
2.19. Is pedestrian street lighting required?	<input type="checkbox"/>	<input type="checkbox"/>	•	•
2.20. Are provisions made for low-voltage street lighting?	<input type="checkbox"/>	<input type="checkbox"/>	•	•
Y = Yes, N = No		Indicate if Not Addressed		Refer to Suggested Standards

SOME SUGGESTED STANDARDS:

- Crosswalks should not only be allowed but required on long blocks to provide access to commercial areas, schools, places of worship, transportation and recreation facilities.
- Crosswalk signals increase pedestrian safety and encourage walking.
- Landscaping softens the street environment and makes it more attractive to pedestrians.
- Sidewalks promote walking and contribute to pedestrian safety.
- Sidewalks should be required in urban and suburban areas to provide for pedestrian safety.
- 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.
- Sidewalk minimums should take into account the nature of the street and the anticipated volume of pedestrian traffic.
- Pedestrian facilities should provide uninterrupted routes to public amenities such as parks, libraries, schools, etc.
- Limiting curb cuts reduces potential conflict between pedestrians and vehicles, and increases pedestrian safety.
- 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.
- Require alleys and limit number of curb cuts allowed on streets.
- Use should dictate width. In commercial zones, alleys can function as drive aisles for off-street parking lots and as fire lanes.

3. Parking	Y	N	Local Code and Zoning Regulations	Possible Improvements to Codes
3.1. Are minimum parking space requirements set?	<input type="checkbox"/>	<input type="checkbox"/>	•	•
3.2. Are maximum parking space requirements set?	<input type="checkbox"/>	<input type="checkbox"/>	•	•
3.3. Is land use used as a basis to establish parking requirements??	<input type="checkbox"/>	<input type="checkbox"/>	•	•
3.4. Is district type used as a basis to establish parking requirements?	<input type="checkbox"/>	<input type="checkbox"/>	•	•
3.5. Is building type used as a basis to establish parking requirements?	<input type="checkbox"/>	<input type="checkbox"/>	•	•
3.6. Are there provisions that allow reductions in parking requirements along transit routes?	<input type="checkbox"/>	<input type="checkbox"/>	•	•
3.7. Are reductions in parking requirements allowed in exchange for bike parking?	<input type="checkbox"/>	<input type="checkbox"/>	•	•
3.8. Is on street parking allowed? Does it count for meeting parking requirements?	<input type="checkbox"/>	<input type="checkbox"/>	•	•
3.9. Are there provisions for shared parking ? ³	<input type="checkbox"/>	<input type="checkbox"/>	•	•
3.10. Are there provisions for joint	<input type="checkbox"/>	<input type="checkbox"/>	•	•

³ **Shared parking** – a parking facility use of which is allowed to two or more users based on different peak hours (e.g. businesses with peak patronage during the day, theaters and restaurants with peak patronage at night); promotes efficient use of space.

3. Parking parking? ⁴	Y	N	Local Code and Zoning Regulations	Possible Improvements to Codes
3.11. Are there prescriptions defining the relationship between parking spaces and the street?	<input type="checkbox"/>	<input type="checkbox"/>	•	•
3.12. Are there prescriptions defining the relationship between parking spaces and buildings?	<input type="checkbox"/>	<input type="checkbox"/>	•	•
3.13. Are there prescriptions for the location of parking lots?	<input type="checkbox"/>	<input type="checkbox"/>	•	•
3.14. Is street parking metered?	<input type="checkbox"/>	<input type="checkbox"/>	•	•
3.15. Do street parking rates vary with time of day/ day of week?	<input type="checkbox"/>	<input type="checkbox"/>	•	•
3.16. Are there landscaping requirements for large parking lots?	<input type="checkbox"/>	<input type="checkbox"/>	•	•
3.17. Are impervious surfaces minimized?	<input type="checkbox"/>	<input type="checkbox"/>	•	•
Y = Yes, N = No	Indicate if Not Addressed		Refer to Suggested Standards	

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⁴ **Joint parking**- a common parking facility designed for simultaneous use by two or more uses (e.g. municipal structures or lots; privately developed structures or lots); allows for off-site provision of parking.

SOME SUGGESTED STANDARDS:

- Among other benefits, on-street parking encourages pedestrian traffic, and can act as a buffer between pedestrians and moving vehicles.
- Shared parking should be encouraged.
- Joint parking should be considered where conditions warrant.
- On street parking should count towards fulfilling parking requirements
- Building by building parking requirements should not be used, instead encourage neighborhood parking within ¼ mile distance from the destination (using shared or joint parking)
- Parking fees should be demand driven.
- Zone and use specific parking requirements should be established and should take transit facilities into consideration.
- Reductions for transit availability should be allowed.

4. Walking, Biking and Multi-Use Trail Facilities	Y	N	Local Code and Zoning Regulations	Possible Improvements to Codes
4.1. Are there walkway, greenway or hiking trails?	<input type="checkbox"/>	<input type="checkbox"/>	•	•
4.2. Are all new developments required to connect to existing or planned walkway, greenway or hiking trails?	<input type="checkbox"/>	<input type="checkbox"/>	•	•
4.3. Are safe pedestrian routes to school required?	<input type="checkbox"/>	<input type="checkbox"/>	•	•
4.4. Are safe biking routes to schools required?	<input type="checkbox"/>	<input type="checkbox"/>	•	•
4.5. Is a multi-use trail provided for or planned?	<input type="checkbox"/>	<input type="checkbox"/>	•	•
4.6. Are there requirements for open space connectivity?	<input type="checkbox"/>	<input type="checkbox"/>	•	•
4.7. Are bicycle lanes required?	<input type="checkbox"/>	<input type="checkbox"/>	•	•
4.8. Are bicycle lanes accommodated?	<input type="checkbox"/>	<input type="checkbox"/>	•	•
4.9. Is bicycle parking required?	<input type="checkbox"/>	<input type="checkbox"/>	•	•
4.10. Are standards established for bicycle lane width?	<input type="checkbox"/>	<input type="checkbox"/>	•	•
4.11. Are standards established for bicycle lane surface?	<input type="checkbox"/>	<input type="checkbox"/>	•	•
4.12. Are standards established for	<input type="checkbox"/>	<input type="checkbox"/>	•	•

4. Walking, Biking and Multi-Use Trail Facilities	Y	N	Local Code and Zoning Regulations	Possible Improvements to Codes
separation of bike lanes from motorized vehicle lanes?				
4.13. Are all new developments required to connect to existing or planned multi-use trails?	<input type="checkbox"/>	<input type="checkbox"/>	•	•
Y = Yes, N = No		Indicate if Not Addressed		Refer to Suggested Standards

SOME SUGGESTED STANDARDS:

- Provide for a network of bicycle routes, lanes, or shared-use trails to promote bicycle use in all zones.
- Retrofit bicycle lanes into roads by changing on-street parking configuration.
- 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.
- 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.
- Grade differences between gutter pans and street surface should be eliminated. Uniform, smooth surfaces should be specified..

5. Transportation and Transit Zones	Y	N	Local Code and Zoning Regulations	Possible Improvements to Codes
5.1. Are multi-modal transit centers identified? (e.g. – from train to bus, or water to land transport)	<input type="checkbox"/>	<input type="checkbox"/>	•	•
5.2. Is development encouraged around multi-modal transit centers?	<input type="checkbox"/>	<input type="checkbox"/>	•	•
5.3. Are transit zones specifically established?	<input type="checkbox"/>	<input type="checkbox"/>	•	•
5.4. Are there standards that determine the locations of transit zones?	<input type="checkbox"/>	<input type="checkbox"/>	•	•
5.5. Is a systems-approach used to identify transit zones? (i.e. transit corridors)?	<input type="checkbox"/>	<input type="checkbox"/>	•	•
5.6. Is a nodal-approach used to identify transit zones? (i.e. transit oriented development)	<input type="checkbox"/>	<input type="checkbox"/>	•	•
5.7. Are level-of-service (LOS) standards moderated or modified for roads in transit zones? (List modifications)	<input type="checkbox"/>	<input type="checkbox"/>	•	•
5.8. Are higher densities permitted in transit zones?	<input type="checkbox"/>	<input type="checkbox"/>	•	•
5.9. Are public transit facilities (e.g. – bus waiting stations) required?	<input type="checkbox"/>	<input type="checkbox"/>	•	•

5. Transportation and Transit Zones	Y	N	Local Code and Zoning Regulations	Possible Improvements to Codes
5.10. Are park-and-ride facilities provided?	<input type="checkbox"/>	<input type="checkbox"/>	•	•
5.11. Are high-occupancy vehicle (HOV) lanes in use or planned?	<input type="checkbox"/>	<input type="checkbox"/>	•	•
Y = Yes, N = No		Indicate if Not Addressed		Refer to Suggested Standards

SOME SUGGESTED STANDARDS:

- Plan and provide for multi-modal transit centers to make public transit more efficient and attractive as an alternative. Include bus stops and weather protected benches and waiting sheds.
- Encourage development around transit centers (and at higher densities) to maximize municipal investments (e.g. - bringing more potential users closer to the transit options).
- Transit corridors and transit oriented development tie land use to transportation investments.
- Modifying the level of service (LOS) around transit zones moderates traffic in the area to encourage more walking and taking public transport.
- HOV lanes and park-and-ride facilities encourage car pooling and more efficient road use.

B. LAND SUBDIVISION, ZONING and SERVICES

Your community's regulations about land subdivision, zoning and services determine whether your community allows for a mix of land uses, allowing homes and businesses and stores to co-exist in the same district; and whether your community remains competitive by providing housing for all segments of the market. They determine whether the rules of development are biased against infill and redevelopment. They also encourage developers to build attractive and distinctive neighborhoods (or not) and engage all the members of the community in development decisions.

Regulations that define land subdivision, zoning and services encourage smart growth if they follow the following principles:

Mix Land Uses

(SMART GROWTH PRINCIPLE #2)

Mixing land uses, allowing stores and offices and residences to be built next to or on top of each other, where appropriate, allows people to work, shop and enjoy recreation close to where they live.

Create a Range of Housing Opportunities and Choices

(SMART GROWTH PRINCIPLE #3)

The best neighborhoods offer a range of options: single-family houses of various sizes, duplexes, garden cottages, condominiums, affordable homes for low or fixed-income families, “granny flats” for empty nesters, and accommodations for dependent elders. Not everyone has the same housing wants or needs. Some singles prefer to rent small apartments, young couples need starter homes, empty nesters look for a condominium close to town, and retirees need a caring community.

Creating options and opportunities also allow those who do important work for our community (policemen, firemen, teachers,

etc.) to find homes they can afford within the community they serve. It also allows us to continue to live close to our families and friends even as our life-stages and needs (including the need to work from home) change.

Encourage Community and Stakeholder Collaboration

(SMART GROWTH PRINCIPLE #5)

By building stakeholder participation and input into the planning and development process, communities encourage and nurture the civic spirit. They allows ordinary citizens, civic and business groups, and institutions to come together to identify the shared values and common vision of what they want their communities to be.

Foster Distinctive, Attractive Communities with a Strong Sense of Place

(SMART GROWTH PRINCIPLE #6)

Our regulations create distinctive communities when they allow development to celebrate our natural settings and reflect the character and values of the citizens. The regulations also contribute to our community's unique sense of place when they intentionally provide welcoming public spaces, preserve spectacular vistas, define well-designed focal points (including civic buildings) and encourage appropriate architectural styles and scales of neighborhoods.

Make Development Decisions Predictable, Fair, and Cost Effective

(SMART GROWTH PRINCIPLE #7)

Our regulations can make it easier for developers to build the kind of neighborhoods we all desire. They can reduce the barriers to restoring historic buildings and creating infill development, making this as easy as building on green fields.

Regulations can also fast track those projects that will create the community we envision. They can provide clear design and

construction standards and review and approval processes for all types of projects so we can avoid the uncertainty that so often creates misunderstanding, aggravates disagreements, and costs developers time and money. These uncertainties serve no one in the community.

Preserve Open Space, Farmland, Natural Beauty and Critical Environmental Areas

(SMART GROWTH PRINCIPLE #8)

Our regulations can encourage us to care for the environment and to invest not only in the beauty that surrounds our community, but also to preserve the very wealth and resources that will sustain our children and all future generations. Our regulations can protect the environment (keeping our air, water and soils clean, keeping the climate stable, conserving valuable farmlands, preserving critical areas) and safeguards our own health and shield us from severe weather and natural disasters.

Strengthen and Direct Development Towards Existing Communities

(SMART GROWTH PRINCIPLE #9)

Our regulations can maximize our community's investments in public infrastructure (roads, water, sewer, etc.) and save tax money by strengthening and directing development towards our established places. They can strengthen and revitalize our neighborhoods by encouraging and facilitating infill development, the redevelopment of underutilized or derelict properties, the rehabilitation of brownfield sites, and the adaptive reuse of our older structures.

These regulations can also help us to care for our natural environment and preserve it for future generations.

Encourage Compact Building Patterns and Efficient Infrastructure Design

(SMART GROWTH PRINCIPLE #10)

Our regulations can help our communities become more energy efficient by allowing for higher densities and compact development

patterns. Regulations that encourage these patterns reduce the amount of land we consume, leaving more for future generations. They also minimize the amount of infrastructure we have to build and service to support our community. This translates to lower municipal costs, keeping our tax rates down. There are three sub-sections that define your community's land subdivision, zoning and services:

- 6. Land Subdivision and Lot Size**
- 7. Use (Zoning) Districts**
- 8. Services**

B. LAND SUBDIVISION, LAND USE AND SERVICES

6. Land Subdivision and Lot Size	Y	N	Local Code and Zoning Regulations	Possible Improvements to Codes
6.1. Is a wide-range of lot sizes allowed within each zone?	<input type="checkbox"/>	<input type="checkbox"/>	•	•
6.2. Are minimum lot sizes established?	<input type="checkbox"/>	<input type="checkbox"/>	•	•
6.3. Are maximum lot sizes established?	<input type="checkbox"/>	<input type="checkbox"/>	•	•
6.4. Are there minimum frontage requirements? Do these vary by zone/district?	<input type="checkbox"/>	<input type="checkbox"/>	•	•
6.5. Is a wide range of lot sizes allowed within each neighborhood or subdivision?	<input type="checkbox"/>	<input type="checkbox"/>	•	•
6.6. Are small single-family lots permitted (e.g. 5,000-6,000 sq. ft.)?	<input type="checkbox"/>	<input type="checkbox"/>	•	•
6.7. Are Rural Residential, Residential Estate, or Suburban Residential lots of an acre or more discouraged?	<input type="checkbox"/>	<input type="checkbox"/>	•	•
6.8. Are various parcel configurations allowed?	<input type="checkbox"/>	<input type="checkbox"/>	•	•
Y = Yes, N = No			Indicate if Not Addressed	Refer to Suggested Standards

SOME SUGGESTED STANDARDS:

- Large minimum lot sizes discourage a mix of uses, and contribute to sprawling land use patterns.
- Establishing large minimum lot sizes effectively prevents a mix of housing types and affordability levels within neighborhoods.
- Allowing a wide range of lot sizes permits a variety of housing type and range of affordability which allows residents to remain in their neighborhoods even as their needs and circumstances change (life cycle planning).
- 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.

7. Use (Zoning) Districts	Y	N	Local Code and Zoning Regulations	Possible Improvements to Codes
7.1. Are zones generally based on land use (e.g. –residential, commercial, industrial, etc.)?	<input type="checkbox"/>	<input type="checkbox"/>	•	•
7.2. Are zones based on building type (e.g. – low rise, mid rise, high density, etc.)	<input type="checkbox"/>	<input type="checkbox"/>	•	•
7.3. Is the vertical stacking of land use allowed? (e.g –residential on top of commercial)	<input type="checkbox"/>	<input type="checkbox"/>	•	•
7.4. Are there form-based overlay districts?	<input type="checkbox"/>	<input type="checkbox"/>	•	•
7.5. Are there flex-zoning ⁵ areas?	<input type="checkbox"/>	<input type="checkbox"/>	•	•
7.6. Are there zones that allow for more than one land use (e.g. – residential and commercial) in the same zone? (List zones and uses allowed)	<input type="checkbox"/>	<input type="checkbox"/>	•	•
7.7. Is there a specific mixed-use zone designation?	<input type="checkbox"/>	<input type="checkbox"/>	•	•
7.8. Are there live-work zones?	<input type="checkbox"/>	<input type="checkbox"/>	•	•

⁵ **Flex Zoning** lets the developer or building owner to change the use of the building (assuming conformity to building codes for the new use) without the requiring a lengthy variance or approval process.

7. Use (Zoning) Districts	Y	N	Local Code and Zoning Regulations	Possible Improvements to Codes
7.9. Are there planned-unit development (PUD) zones?	<input type="checkbox"/>	<input type="checkbox"/>	•	•
7.10. Are there traditional neighborhood district (TND) zones?	<input type="checkbox"/>	<input type="checkbox"/>	•	•
7.11. Are there historic preservation districts/zones?	<input type="checkbox"/>	<input type="checkbox"/>	•	•
7.12. Are there transit oriented development (TOD) zones?	<input type="checkbox"/>	<input type="checkbox"/>	•	•
7.13. Are land conservation subdivisions allowed?	<input type="checkbox"/>	<input type="checkbox"/>	•	•
7.14. Are there other special use zones? (Identify zones and allowed uses)	<input type="checkbox"/>	<input type="checkbox"/>	•	•
7.15. Is vehicular and pedestrian connectivity to adjacent zones/neighborhoods required?	<input type="checkbox"/>	<input type="checkbox"/>	•	•
7.16. Is consideration given to each zone's relationship to adjacent zones?	<input type="checkbox"/>	<input type="checkbox"/>	•	•
7.17. Are there provisions for transitions between zones?	<input type="checkbox"/>	<input type="checkbox"/>	•	•
7.18. Are there standards that allow redevelopment of formerly single-use buildings into multi-use?	<input type="checkbox"/>	<input type="checkbox"/>	•	•
7.19. Are residential uses encouraged	<input type="checkbox"/>	<input type="checkbox"/>	•	•

7. Use (Zoning) Districts in the CBD or other business/commercial districts?	Y	N	Local Code and Zoning Regulations	Possible Improvements to Codes
7.20. Is ground floor retail encouraged in business/commercial districts?	<input type="checkbox"/>	<input type="checkbox"/>	•	•
7.21. Are neighborhood stores/ neighborhood scale groceries allowed in residential areas?	<input type="checkbox"/>	<input type="checkbox"/>	•	•
7.22. Are distinctions made between infill or brownfield and greenfield development?	<input type="checkbox"/>	<input type="checkbox"/>	•	•
7.23. Are density standards established? (e.g. –dwelling units/acre)	<input type="checkbox"/>	<input type="checkbox"/>	•	•
7.24. Are there standards matching building scale to street type?	<input type="checkbox"/>	<input type="checkbox"/>	•	•
7.25. Are there minimum density requirements? (e.g. –dwelling units/acre)	<input type="checkbox"/>	<input type="checkbox"/>	•	•
7.26. Is the use of minimum residential square-footages discouraged?	<input type="checkbox"/>	<input type="checkbox"/>	•	•
7.27. Are minimum residential square-footages affecting the affordability of housing?	<input type="checkbox"/>	<input type="checkbox"/>	•	•
7.28. Are floor area ratios (FAR) severely limiting lot usage? (List how)	<input type="checkbox"/>	<input type="checkbox"/>	•	•

7. Use (Zoning) Districts	Y	N	Local Code and Zoning Regulations	Possible Improvements to Codes
7.29. Are set back requirements severely limiting lot usage? (List how)	<input type="checkbox"/>	<input type="checkbox"/>	•	•
7.30. Are safety codes (primarily fire codes) restrictive? Do they effectively disallow commercial or home occupation uses?	<input type="checkbox"/>	<input type="checkbox"/>	•	•
7.31. Are landscaping standards affecting efficient lot usage?	<input type="checkbox"/>	<input type="checkbox"/>	•	•
7.32. Are provisions made for cluster development?	<input type="checkbox"/>	<input type="checkbox"/>	•	•
7.33. Are there provisions to encourage or expedite developments that include affordable housing units?	<input type="checkbox"/>	<input type="checkbox"/>	•	•
7.34. Are multi-family units ⁶ allowed in all zones?	<input type="checkbox"/>	<input type="checkbox"/>	•	•
7.35. Are multi-family units allowed as of right?	<input type="checkbox"/>	<input type="checkbox"/>	•	•
7.36. Are multi-family units allowed by use permit?	<input type="checkbox"/>	<input type="checkbox"/>	•	•
7.37. Are multi-family units allowed in the same zones as single family units?	<input type="checkbox"/>	<input type="checkbox"/>	•	•

⁶ Multi-family units include apartments, duplexes, townhomes, condos, group housing, etc.

7. Use (Zoning) Districts	Y	N	Local Code and Zoning Regulations	Possible Improvements to Codes
7.38. Are accessory units allowed as of right?	<input type="checkbox"/>	<input type="checkbox"/>	•	•
7.39. Are accessory units allowed by use permit?	<input type="checkbox"/>	<input type="checkbox"/>	•	•
7.40. Is fast track permitting provided for accessory units?	<input type="checkbox"/>	<input type="checkbox"/>	•	•
7.41. Are manufactured homes allowed in all zones as of right?	<input type="checkbox"/>	<input type="checkbox"/>	•	•
7.42. Are manufactured homes allowed in all zones by use permit?	<input type="checkbox"/>	<input type="checkbox"/>	•	•
7.43. Is public open space required?	<input type="checkbox"/>	<input type="checkbox"/>	•	•
7.44. Is private open space required?	<input type="checkbox"/>	<input type="checkbox"/>	•	•
7.45. Are different uses permitted in open space areas as of right? What uses?	<input type="checkbox"/>	<input type="checkbox"/>	•	•
7.46. Are different uses permitted in open space areas by use permit? What uses?	<input type="checkbox"/>	<input type="checkbox"/>	•	•
7.47. Are standards set for development scale or design elements? (List standards)	<input type="checkbox"/>	<input type="checkbox"/>	•	•
7.48. Are building frontage standards established?	<input type="checkbox"/>	<input type="checkbox"/>	•	•
7.49. Are there provisions for design	<input type="checkbox"/>	<input type="checkbox"/>	•	•

7. Use (Zoning) Districts	Y	N	Local Code and Zoning Regulations	Possible Improvements to Codes
compatibility with adjacent structures?				
7.50. Is development allowed in floodplains?	<input type="checkbox"/>	<input type="checkbox"/>	•	•
7.51. Are there conditions specifying when development can be allowed in floodplains?	<input type="checkbox"/>	<input type="checkbox"/>	•	•
7.52. Are view corridors and view sheds considered?	<input type="checkbox"/>	<input type="checkbox"/>	•	•
7.53. Are restrictions placed on signage?	<input type="checkbox"/>	<input type="checkbox"/>	•	•
7.54. Are there special rehab codes that encourage the re-use of historic, old or abandoned buildings?	<input type="checkbox"/>	<input type="checkbox"/>	•	•
7.55. Is there a public consultation/input process in place for all new developments?	<input type="checkbox"/>	<input type="checkbox"/>	•	•
7.56. Is there a design review board in place for any district/zone? (List districts, if any)	<input type="checkbox"/>	<input type="checkbox"/>	•	•
7.57. Are business improvement districts (BIDs) encouraged?	<input type="checkbox"/>	<input type="checkbox"/>	•	•
Y = Yes, N = No	Indicate if Not Addressed		Refer to Suggested Standards	

SOME SUGGESTED STANDARDS:

- Allowing a full mix of compatible development provides for round-the-clock use of the CBD and other business and commercial districts.
- Infill and brownfield development should be encouraged using mechanisms such as transferable density credits, streamlined permitting, reduced development fees.
- School siting requirements should allow schools to be located in existing neighborhoods.
- Accessory units can provide affordable life-cycle housing options for extended families.
- Pre-fab or manufactured housing can expand affordable housing options.
- Minimum residential square-footage requirements may preclude building affordable housing.

8. Services	Y	N	Local Code and Zoning Regulations	Possible Improvements to Codes
8.1. Are school siting requirements and investments coordinated with the comprehensive plan?	<input type="checkbox"/>	<input type="checkbox"/>	•	•
8.2. Are fire, police, public transit and trash disposal coverage considered when choosing or locating school facilities?	<input type="checkbox"/>	<input type="checkbox"/>	•	•
8.3. Are schools siting requirements designed to allow schools to be built on infill or redevelopment areas?	<input type="checkbox"/>	<input type="checkbox"/>	•	•
8.4. Are schools and community services allowed to share buildings where possible?	<input type="checkbox"/>	<input type="checkbox"/>	•	•
8.5. Are school impact fees established for new development?	<input type="checkbox"/>	<input type="checkbox"/>	•	•
8.6. Are water service impact fees established for new development?	<input type="checkbox"/>	<input type="checkbox"/>	•	•
8.7. Are sewer service impact fees established for new development?	<input type="checkbox"/>	<input type="checkbox"/>	•	•
8.8. Are park facilities impact fees established for new development?	<input type="checkbox"/>	<input type="checkbox"/>	•	•

8. Services	Y	N	Local Code and Zoning Regulations	Possible Improvements to Codes
8.9. Are other impact fees established for new development? (Identify service or facility)	<input type="checkbox"/>	<input type="checkbox"/>	•	•
8.10. Are differential impact fees established to encourage infill or brownfield development?	<input type="checkbox"/>	<input type="checkbox"/>	•	•
Y = Yes, N = No		Indicate if Not Addressed		Refer to Suggested Standards

SOME SUGGESTED STANDARDS:

- School to be centrally located to reduce school transportation costs and to minimize student travel distance and traffic congestion.
- School sites should also be conveniently located for fire and police protection, public transit, and trash disposal.
- Where impact fees are allowed, they should be structured to encourage compact development.
- Direct new development to areas where excess infrastructure capacity exists by charging lower fees for connections to existing infrastructure.
- Discourage development in areas where new infrastructure must be added by charging relatively higher fees.
- Differential impact fees are justified by the increased cost of providing expanded capacity, concomitant service and maintenance to extensions.
- Infill and brownfield development should be encouraged in areas where sufficient public facility capacity exists. Fees in these areas should be lower than those imposed on greenfield developments.

FINDINGS SUMMARY

Use this section to summarize your findings from the audit. The columns on the right show the smart growth principles addressed by the question.

A. CONNECTIVITY AND CIRCULATION

1. Street Network and Plan			#1 Provide A Variety of Transportation Choices	#4 Create Walkable Neighborhoods
	Y	N		
1.1. Is there a prescribed street hierarchy in place?	<input type="checkbox"/>	<input type="checkbox"/>	x	x
1.2. Do street widths vary by type of zone?	<input type="checkbox"/>	<input type="checkbox"/>	x	x
1.3. Are design speed standards used?	<input type="checkbox"/>	<input type="checkbox"/>	x	x
1.4. Are standards set for width, intersection and corner radii for neighborhood access streets?	<input type="checkbox"/>	<input type="checkbox"/>		x
1.5. Are standards set for width, intersection and corner radii for neighborhood connector streets?	<input type="checkbox"/>	<input type="checkbox"/>		x
1.6. Are standards set for width, intersection, and corner radii for regional access streets?	<input type="checkbox"/>	<input type="checkbox"/>		x
1.7. Are block perimeter lengths prescribed?	<input type="checkbox"/>	<input type="checkbox"/>		x
1.8. Are block face lengths prescribed?	<input type="checkbox"/>	<input type="checkbox"/>		x
1.9. Do prescribed block lengths differ by zone?	<input type="checkbox"/>	<input type="checkbox"/>		x
1.10. Are standards set for curb cut frequency?	<input type="checkbox"/>	<input type="checkbox"/>		x
1.11. Are cul-de-sacs discouraged?	<input type="checkbox"/>	<input type="checkbox"/>		x

1.12. Are the length and size of cul-de-sacs regulated?	<input type="checkbox"/>	<input type="checkbox"/>		X
1.13. Are there provisions to ensure both pedestrian and street connectivity between neighborhoods?	<input type="checkbox"/>	<input type="checkbox"/>	X	X
1.14. Are alleyways allowed?	<input type="checkbox"/>	<input type="checkbox"/>		X
1.15. Are there restrictions on their use?	<input type="checkbox"/>	<input type="checkbox"/>		X
1.16. Are there width standards for alleyways?	<input type="checkbox"/>	<input type="checkbox"/>		X

2. Streetscape Features			#1 Provide A Variety of Transportation Choices	#4 Create Walkable Neighborhoods
	Y	N		
2.1. Are different streetscape features applied to different districts/zones?	<input type="checkbox"/>	<input type="checkbox"/>	X	X
2.2. Are there provisions for traffic calming?	<input type="checkbox"/>	<input type="checkbox"/>	X	X
2.3. Are crosswalks required?	<input type="checkbox"/>	<input type="checkbox"/>		X
2.4. Are crosswalks allowed?	<input type="checkbox"/>	<input type="checkbox"/>		X
2.5. Do pedestrians have the right-of-way at crosswalks?	<input type="checkbox"/>	<input type="checkbox"/>		X
2.6. Are provisions made to ensure pedestrian right-of-way and safety in crosswalks?	<input type="checkbox"/>	<input type="checkbox"/>		X
2.7. Are sidewalks allowed?	<input type="checkbox"/>	<input type="checkbox"/>		X
2.8. Are sidewalks required?	<input type="checkbox"/>	<input type="checkbox"/>		X
2.9. Are complete sidewalk networks required within one mile of any school?	<input type="checkbox"/>	<input type="checkbox"/>	X	X

2. Streetscape Features			#1 Provide A Variety of Transportation Choices	#4 Create Walkable Neighborhoods
	Y	N		
2.10. Are sidewalks required on both sides of the street?	<input type="checkbox"/>	<input type="checkbox"/>		x
2.11. Is a minimum sidewalk width established?	<input type="checkbox"/>	<input type="checkbox"/>		x
2.12. Is a maximum sidewalk width established?	<input type="checkbox"/>	<input type="checkbox"/>		x
2.13. Are sidewalks required to provide access to amenities such as parks and open space?	<input type="checkbox"/>	<input type="checkbox"/>		x
2.14. Are ADAaccess standards strictly enforced or improved upon?	<input type="checkbox"/>	<input type="checkbox"/>		x
2.15. Are there regulations that allow street vendors in specific districts?	<input type="checkbox"/>	<input type="checkbox"/>		x
2.16. Is the landscaping of medians or curbsides required?	<input type="checkbox"/>	<input type="checkbox"/>		x
2.17. Are street trees, street plantings required?	<input type="checkbox"/>	<input type="checkbox"/>		x
2.18. Is street furniture required? (Benches, waiting sheds, etc.) Are they required to be weather protected?	<input type="checkbox"/>	<input type="checkbox"/>		x
2.19. Is pedestrian street lighting required?	<input type="checkbox"/>	<input type="checkbox"/>		x
2.20. Are provisions made for low-voltage street lighting?	<input type="checkbox"/>	<input type="checkbox"/>		x

3. Parking	Y	N	#1 Provide A Variety of Transportation Choices	#4 Create Walkable Neighborhoods
3.1. Are minimum parking space requirements set?	<input type="checkbox"/>	<input type="checkbox"/>	x	
3.2. Are maximum parking space requirements set?	<input type="checkbox"/>	<input type="checkbox"/>	x	
3.3. Is Land Use used as a basis to establish parking requirements??	<input type="checkbox"/>	<input type="checkbox"/>	x	
3.4. Is District Type used as a basis to establish parking requirements?	<input type="checkbox"/>	<input type="checkbox"/>	x	
3.5. Is Building Type used as a basis to establish parking requirements?	<input type="checkbox"/>	<input type="checkbox"/>	x	
3.6. Are there provisions that allow reductions in parking requirements along transit routes?	<input type="checkbox"/>	<input type="checkbox"/>	x	
3.7. Are reductions in parking requirements allowed in exchange for bike parking?	<input type="checkbox"/>	<input type="checkbox"/>	x	
3.8. Is on street parking allowed? Does it count for meeting parking requirements	<input type="checkbox"/>	<input type="checkbox"/>	x	x
3.9. Are there provisions for shared parking ?	<input type="checkbox"/>	<input type="checkbox"/>	x	
3.10. Are there provisions for joint parking ?	<input type="checkbox"/>	<input type="checkbox"/>	x	
3.11. Are there prescriptions defining the relationship between parking spaces and the street?	<input type="checkbox"/>	<input type="checkbox"/>	x	x
3.12. Are there prescriptions defining the relationship between parking spaces and buildings?	<input type="checkbox"/>	<input type="checkbox"/>	x	x
3.13. Are there prescriptions for the location of parking lots?	<input type="checkbox"/>	<input type="checkbox"/>	x	x

3. Parking	Y	N	#1 Provide A Variety of Transportation Choices	#4 Create Walkable Neighborhoods
3.14. Is street parking metered?	<input type="checkbox"/>	<input type="checkbox"/>	x	
3.15. Do street parking rates vary with time of day/ day of week?	<input type="checkbox"/>	<input type="checkbox"/>	x	
3.16. Are there landscaping requirements for large parking lots?	<input type="checkbox"/>	<input type="checkbox"/>		x
3.17. Are impervious surfaces minimized?	<input type="checkbox"/>	<input type="checkbox"/>		x

4. Walking, Biking and Multi-Use Trail Facilities	Y	N	#1 Provide A Variety of Transportation Choices	#4 Create Walkable Neighborhoods
4.1. Are there walkway, greenway or hiking trails?	<input type="checkbox"/>	<input type="checkbox"/>	x	x
4.2. Are all new developments required to connect to existing or planned walkway, greenway or hiking trails?	<input type="checkbox"/>	<input type="checkbox"/>	x	x
4.3. Are safe pedestrian routes to school required?	<input type="checkbox"/>	<input type="checkbox"/>	x	x
4.4. Are safe biking routes to schools required?	<input type="checkbox"/>	<input type="checkbox"/>	x	
4.5. Is a multi-use trail provided for or planned?	<input type="checkbox"/>	<input type="checkbox"/>	x	
4.6. Are there requirements for open space connectivity?	<input type="checkbox"/>	<input type="checkbox"/>	x	x
4.7. Are bicycle lanes required?	<input type="checkbox"/>	<input type="checkbox"/>	x	
4.8. Are bicycle lanes accommodated?	<input type="checkbox"/>	<input type="checkbox"/>	x	

4. Walking, Biking and Multi-Use Trail Facilities	Y	N	#1 Provide A Variety of Transportation Choices	#4 Create Walkable Neighborhoods
4.9. Is bicycle parking required?	<input type="checkbox"/>	<input type="checkbox"/>	x	
4.10. Are standards established for bicycle lane width?	<input type="checkbox"/>	<input type="checkbox"/>	x	
4.11. Are standards established for bicycle lane surface?	<input type="checkbox"/>	<input type="checkbox"/>	x	
4.12. Are standards established for separation of bike lanes from motorized vehicle lanes?	<input type="checkbox"/>	<input type="checkbox"/>	x	
4.13. Are all new developments required to connect to existing or planned multi-use trails?	<input type="checkbox"/>	<input type="checkbox"/>	x	

5. Transportation and Transit Zones	Y	N	#1 Provide A Variety of Transportation Choices	#4 Create Walkable Neighborhoods
5.1. Are multi-modal transit centers identified?	<input type="checkbox"/>	<input type="checkbox"/>	x	
5.2. Is development encouraged around multi-modal transit centers?	<input type="checkbox"/>	<input type="checkbox"/>	x	
5.3. Are transit zones specifically established?	<input type="checkbox"/>	<input type="checkbox"/>	x	
5.4. Are there standards that determine the locations of transit zones?	<input type="checkbox"/>	<input type="checkbox"/>	x	
5.5. Is systems-approach used to identify transit zones?	<input type="checkbox"/>	<input type="checkbox"/>	x	
5.6. Is a nodal-approach to identify transit zones?	<input type="checkbox"/>	<input type="checkbox"/>	x	

5. Transportation and Transit Zones	Y	N	#1 Provide A Variety of Transportation Choices	#4 Create Walkable Neighborhoods
5.7. Are level-of-service (LOS) standards moderated or modified for roads in transit zones?	<input type="checkbox"/>	<input type="checkbox"/>	x	
5.8. Are higher densities permitted in transit zones?	<input type="checkbox"/>	<input type="checkbox"/>	x	
5.9. Are public transit facilities required?	<input type="checkbox"/>	<input type="checkbox"/>	x	
5.10. Are park-and-ride facilities provided for?	<input type="checkbox"/>	<input type="checkbox"/>	x	
5.11. Are high-occupancy vehicle (HOV) lanes in use or planned?	<input type="checkbox"/>	<input type="checkbox"/>	x	

B. LAND SUBDIVISION, LAND USE and SERVICE

6. Land Subdivision and Lot Size			#2 - Mix Land Uses	#3 - Create a Range of Housing Opportunities and Choices	#5 - Encourage Community and Stakeholder Collaboration	#6 - Foster Distinctive, Attractive Communities with a Strong Sense of Place	#7 - Make Development Decisions Predictable, Fair, and Cost Effective	#8 - Preserve Open Space, Farmland, Natural Beauty and Critical Environmental Areas	#9 - Strengthen and Direct Development Towards Existing Communities	#10 - Encourage Compact Building Patterns and Efficient Infrastructure Design
	Y	N								
6.1. Is a wide-range of lot sizes allowed within each zone?	<input type="checkbox"/>	<input type="checkbox"/>		x						
6.2. Are minimum lot sizes established?	<input type="checkbox"/>	<input type="checkbox"/>		x						x
6.3. Are maximum lot sizes established?	<input type="checkbox"/>	<input type="checkbox"/>		x						
6.4. Are there minimum frontage requirements?	<input type="checkbox"/>	<input type="checkbox"/>		x						x
6.5. Is a wide range of lot sizes allowed within each neighborhood or subdivision?	<input type="checkbox"/>	<input type="checkbox"/>		x						
6.6. Are small single-family lots permitted?	<input type="checkbox"/>	<input type="checkbox"/>		x						x
6.7. Are Rural Residential, Residential Estate, or Suburban Residential lots	<input type="checkbox"/>	<input type="checkbox"/>		x						x

<p>6. Land Subdivision and Lot Size</p>	<p>Y</p>	<p>N</p>	<p>#2 - Mix Land Uses</p>	<p>#3 - Create a Range of Housing Opportunities and Choices</p>	<p>#5 - Encourage Community and Stakeholder Collaboration</p>	<p>#6 - Foster Distinctive, Attractive Communities with a Strong Sense of Place</p>	<p>#7 - Make Development Decisions Predictable, Fair, and Cost Effective</p>	<p>#8 - Preserve Open Space, Farmland, Natural Beauty and Critical Environmental Areas</p>	<p>#9 - Strengthen and Direct Development Towards Existing Communities</p>	<p>#10 - Encourage Compact Building Patterns and Efficient Infrastructure Design</p>
<p>of an acre or more discouraged?</p>										
<p>6.8. Are various parcel configurations allowed?</p>	<p><input type="checkbox"/></p>	<p><input type="checkbox"/></p>		<p>x</p>						

7. Use (Zoning) Districts	Y	N	#2 - Mix Land Uses	#3 - Create a Range of Housing Opportunities and Choices	#5 - Encourage Community and Stakeholder Collaboration	#6 - Foster Distinctive, Attractive Communities with a Strong Sense of Place	#7 - Make Development Decisions Predictable, Fair, and Cost Effective	#8 - Preserve Open Space, Farmland, Natural Beauty and Critical Environmental Areas	#9 - Strengthen and Direct Development Towards Existing Communities	#10 - Encourage Compact Building Patterns and Efficient Infrastructure Design
7.1. Are zones generally based on land use?	<input type="checkbox"/>	<input type="checkbox"/>	x							
7.2. Are zones based on building type	<input type="checkbox"/>	<input type="checkbox"/>	x							
7.3. Is the vertical stacking of land use allowed? (e.g –residential on top of commercial)	<input type="checkbox"/>	<input type="checkbox"/>	x							
7.4. Are there form-based overlay districts?	<input type="checkbox"/>	<input type="checkbox"/>	x		x					
7.5. Are there flex-zoning areas?	<input type="checkbox"/>	<input type="checkbox"/>	x				x			
7.6. Are there zones that allow for more than one land use (e.g. –residential and commercial) in the same zone? (List zones and uses allowed)	<input type="checkbox"/>	<input type="checkbox"/>	x							
7.7. Is there a specific mixed-use zone designation?	<input type="checkbox"/>	<input type="checkbox"/>	x							
7.8. Are there live-work zones?	<input type="checkbox"/>	<input type="checkbox"/>	x							
7.9. Are there planned-unit development (PUD) zones?	<input type="checkbox"/>	<input type="checkbox"/>	x							

7. Use (Zoning) Districts	Y	N	#2 - Mix Land Uses	#3 - Create a Range of Housing Opportunities and Choices	#5 - Encourage Community and Stakeholder Collaboration	#6 - Foster Distinctive, Attractive Communities with a Strong Sense of Place	#7 - Make Development Decisions Predictable, Fair, and Cost Effective	#8 - Preserve Open Space, Farmland, Natural Beauty and Critical Environmental Areas	#9 - Strengthen and Direct Development Towards Existing Communities	#10 - Encourage Compact Building Patterns and Efficient Infrastructure Design
7.10. Are there traditional neighborhood district (TND) zones?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	x			x				x
7.11. Are there historic preservation districts/zones?	<input type="checkbox"/>	<input type="checkbox"/>				x			x	
7.12. Are there transit oriented development (TOD) zones?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	x							x
7.13. Are land conservation subdivisions allowed?	<input type="checkbox"/>	<input type="checkbox"/>				x		x		
7.14. Are there other special use zones? (Identify zones and allowed uses)	<input type="checkbox"/>	<input type="checkbox"/>	x			x				
7.15. Is vehicular and pedestrian connectivity to adjacent zones./neighborhoods required?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	x							x
7.16. Is consideration given to each zone's relationship to adjacent zones?	<input type="checkbox"/>	<input type="checkbox"/>				x				x
7.17. Are there provisions for transitions between zones?	<input type="checkbox"/>	<input type="checkbox"/>				x				x
7.18. Are there standards that allow redevelopment of formerly single-use buildings into multi-use?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	x				x		x	

7. Use (Zoning) Districts	Y	N	#2 - Mix Land Uses	#3 - Create a Range of Housing Opportunities and Choices	#5 - Encourage Community and Stakeholder Collaboration	#6 - Foster Distinctive, Attractive Communities with a Strong Sense of Place	#7 - Make Development Decisions Predictable, Fair, and Cost Effective	#8 - Preserve Open Space, Farmland, Natural Beauty and Critical Environmental Areas	#9 - Strengthen and Direct Development Towards Existing Communities	#10 - Encourage Compact Building Patterns and Efficient Infrastructure Design
7.19. Are residential uses encouraged in the CBD or other business/commercial districts?	<input type="checkbox"/>	<input type="checkbox"/>	x							
7.20. Is ground floor retail encouraged in business/commercial districts?	<input type="checkbox"/>	<input type="checkbox"/>	x							
7.21. Are neighborhood stores/ neighborhood scale groceries allowed in residential areas?	<input type="checkbox"/>	<input type="checkbox"/>	x							
7.22. Are distinctions made between infill or brownfield and greenfield development?	<input type="checkbox"/>	<input type="checkbox"/>							x	
7.23. Are density standards established? (e.g. – dwelling units/acre)	<input type="checkbox"/>	<input type="checkbox"/>		x						
7.24. Are there standards matching building scale to street type?	<input type="checkbox"/>	<input type="checkbox"/>				x				
7.25. Are there minimum density requirements? (e.g. –dwelling units/acre)	<input type="checkbox"/>	<input type="checkbox"/>		x						
7.26. Is the use of minimum residential square-footages discouraged?	<input type="checkbox"/>	<input type="checkbox"/>		x						x
7.27. Are minimum residential square-footages	<input type="checkbox"/>	<input type="checkbox"/>		x						x

7. Use (Zoning) Districts	Y	N	#2 - Mix Land Uses	#3 - Create a Range of Housing Opportunities and Choices	#5 - Encourage Community and Stakeholder Collaboration	#6 - Foster Distinctive, Attractive Communities with a Strong Sense of Place	#7 - Make Development Decisions Predictable, Fair, and Cost Effective	#8 - Preserve Open Space, Farmland, Natural Beauty and Critical Environmental Areas	#9 - Strengthen and Direct Development Towards Existing Communities	#10 - Encourage Compact Building Patterns and Efficient Infrastructure Design
affecting the affordability of housing?										
7.28. Are floor area ratios (FAR) severely limiting lot usage?	<input type="checkbox"/>	<input type="checkbox"/>		x						x
7.29. Are set back requirements severely limiting lot usage?	<input type="checkbox"/>	<input type="checkbox"/>		x						x
7.30. Are safety codes (primarily fire codes) restrictive? Do they effectively disallow commercial or home occupation uses?	<input type="checkbox"/>	<input type="checkbox"/>	x							x
7.31. Are landscaping standards affecting efficient lot usage?	<input type="checkbox"/>	<input type="checkbox"/>								x
7.32. Are provisions made for cluster development?	<input type="checkbox"/>	<input type="checkbox"/>								x
7.33. Are there provisions to encourage or expedite developments that include affordable housing units?	<input type="checkbox"/>	<input type="checkbox"/>		x						
7.34. Are multi-family units allowed in all zones?	<input type="checkbox"/>	<input type="checkbox"/>		x						x
7.35. Are multi-family units allowed as of right?	<input type="checkbox"/>	<input type="checkbox"/>		x			x			x
7.36. Are multi-family units allowed by use	<input type="checkbox"/>	<input type="checkbox"/>		x			x			x

7. Use (Zoning) Districts	Y	N	#2 - Mix Land Uses	#3 - Create a Range of Housing Opportunities and Choices	#5 - Encourage Community and Stakeholder Collaboration	#6 - Foster Distinctive, Attractive Communities with a Strong Sense of Place	#7 - Make Development Decisions Predictable, Fair, and Cost Effective	#8 - Preserve Open Space, Farmland, Natural Beauty and Critical Environmental Areas	#9 - Strengthen and Direct Development Towards Existing Communities	#10 - Encourage Compact Building Patterns and Efficient Infrastructure Design
permit?										
7.37. Are multi-family units allowed in the same zones as single-family units?	<input type="checkbox"/>	<input type="checkbox"/>		x			x			x
7.38. Are accessory units allowed as of right?	<input type="checkbox"/>	<input type="checkbox"/>		x			x			x
7.39. Are accessory units allowed by use permit?	<input type="checkbox"/>	<input type="checkbox"/>		x			x			x
7.40. Is fast track permitting provided for accessory units?	<input type="checkbox"/>	<input type="checkbox"/>		x			x			x
7.41. Are manufactured homes allowed in all zones as of right?	<input type="checkbox"/>	<input type="checkbox"/>		x			x			x
7.42. Are manufactured homes allowed in all zones by use permit?	<input type="checkbox"/>	<input type="checkbox"/>		x			x			x
7.43. Is public open space required?	<input type="checkbox"/>	<input type="checkbox"/>				x			x	
7.44. Is private open space required?	<input type="checkbox"/>	<input type="checkbox"/>				x			x	
7.45. Are different uses permitted in open space areas as of right? What uses?	<input type="checkbox"/>	<input type="checkbox"/>				x	x		x	
7.46. Are different uses permitted in open space areas by use permit? What uses?	<input type="checkbox"/>	<input type="checkbox"/>				x	x		x	

7. Use (Zoning) Districts	Y	N	#2 - Mix Land Uses	#3 - Create a Range of Housing Opportunities and Choices	#5 - Encourage Community and Stakeholder Collaboration	#6 - Foster Distinctive, Attractive Communities with a Strong Sense of Place	#7 - Make Development Decisions Predictable, Fair, and Cost Effective	#8 - Preserve Open Space, Farmland, Natural Beauty and Critical Environmental Areas	#9 - Strengthen and Direct Development Towards Existing Communities	#10 - Encourage Compact Building Patterns and Efficient Infrastructure Design
7.47. Are standards set for development scale or design elements? (List standards)	<input type="checkbox"/>	<input type="checkbox"/>				x				x
7.48. Are building frontage standards established?	<input type="checkbox"/>	<input type="checkbox"/>				x				
7.49. Are there provisions for design compatibility with adjacent structures?	<input type="checkbox"/>	<input type="checkbox"/>				x				
7.50. Is development allowed in floodplains?	<input type="checkbox"/>	<input type="checkbox"/>					x	x		
7.51. Are there conditions specifying when development can be allowed in floodplains?	<input type="checkbox"/>	<input type="checkbox"/>					x	x		
7.52. Are view corridors and view sheds considered?	<input type="checkbox"/>	<input type="checkbox"/>				x		x		
7.53. Are restrictions placed on signage?	<input type="checkbox"/>	<input type="checkbox"/>				x				
7.54. Are there special rehab codes that encourage the re-use of historic, old or abandoned buildings?	<input type="checkbox"/>	<input type="checkbox"/>				x			x	
7.55. Is there a public consultation/input process in place for all new developments?	<input type="checkbox"/>	<input type="checkbox"/>			x					

7. Use (Zoning) Districts	Y	N	#2 - Mix Land Uses	#3 - Create a Range of Housing Opportunities and Choices	#5 - Encourage Community and Stakeholder Collaboration	#6 - Foster Distinctive, Attractive Communities with a Strong Sense of Place	#7 - Make Development Decisions Predictable, Fair, and Cost Effective	#8 - Preserve Open Space, Farmland, Natural Beauty and Critical Environmental Areas	#9 - Strengthen and Direct Development Towards Existing Communities	#10 - Encourage Compact Building Patterns and Efficient Infrastructure Design
7.56. Is there a design review board in place for any district/zone? (List districts, if any)	<input type="checkbox"/>	<input type="checkbox"/>			x					
7.57. Are business improvement districts (BIDs) encouraged?	<input type="checkbox"/>	<input type="checkbox"/>			x					

8. Services	Y	N	#2 - Mix Land Uses	#3 - Create a Range of Housing Opportunities and Choices	#5 - Encourage Community and Stakeholder Collaboration	#6 - Foster Distinctive, Attractive Communities with a Strong Sense of Place	#7 - Make Development Decisions Predictable, Fair, and Cost Effective	#8 - Preserve Open Space, Farmland, Natural Beauty and Critical Environmental Areas	#9 - Strengthen and Direct Development Towards Existing Communities	#10 - Encourage Compact Building Patterns and Efficient Infrastructure Design
8.1. Are school siting requirements and investments coordinated with the comprehensive plan?	<input type="checkbox"/>	<input type="checkbox"/>					X		X	X
8.2. Are fire, police, public transit and trash disposal coverage considered when choosing or locating school facilities?	<input type="checkbox"/>	<input type="checkbox"/>								
8.3. Are schools siting requirements designed to allow schools to be built on infill or redevelopment areas?	<input type="checkbox"/>	<input type="checkbox"/>							X	X
8.4. Are schools and community services allowed to share buildings where possible?	<input type="checkbox"/>	<input type="checkbox"/>								X
8.5. Are school impact fees established for new development?	<input type="checkbox"/>	<input type="checkbox"/>					X		X	
8.6. Are water service impact fees established for new development?	<input type="checkbox"/>	<input type="checkbox"/>					X		X	
8.7. Are sewer service impact fees established for new development?	<input type="checkbox"/>	<input type="checkbox"/>					X		X	
8.8. Are park facilities impact fees established	<input type="checkbox"/>	<input type="checkbox"/>					X		X	

8. Services	Y	N	#2 - Mix Land Uses	#3 - Create a Range of Housing Opportunities and Choices	#5 - Encourage Community and Stakeholder Collaboration	#6 - Foster Distinctive, Attractive Communities with a Strong Sense of Place	#7 - Make Development Decisions Predictable, Fair, and Cost Effective	#8 - Preserve Open Space, Farmland, Natural Beauty and Critical Environmental Areas	#9 - Strengthen and Direct Development Towards Existing Communities	#10 - Encourage Compact Building Patterns and Efficient Infrastructure Design
for new development?										
8.9. Are other impact fees established for new development?	<input type="checkbox"/>	<input type="checkbox"/>					X		X	
8.10. Are differential impact fees established to encourage infill or brownfield development?	<input type="checkbox"/>	<input type="checkbox"/>				X			X	

COMMUNITY:	
DOCUMENTS REVIEWED:	
REVIEWED BY:	
DATE:	

- end of form -

Smart Growth Code and Zoning Audit Version 1.0, 2007
 by the Smart Growth Leadership Institute with key inputs from: Susan Weaver, Benjamin de la Pena, Bill Fulton, Tamar Shapiro, Harriet Tregoning, Ilana Preuss, Jessica Cogan-Millman, Deepak Bahl, Tridib Banerjee, John Bailey, Will Fleissig and Parris Glendening

C. SPECIAL USE DISTRICTS AND ZONES

Replicate for each identified Special Use Zone

Use this section for each special use district specified in your community's land use plan or policy documents. Replicate the audit for each identified special use district or zone. This section repeats several of the questions from the previous section but asks if they apply directly to the special district.

Special land use districts may include (but are not limited to): Mixed Use Districts, Historic Preservation Districts, Special Overlay Districts, Town Center or Main Streets Districts, Planned Unit Developments, Transit Oriented Developments, Traditional Neighborhood Districts

Use the top column to identify the specific district you are auditing.

9. [Specify Zone or District Here]	Y	N	Local Code and Zoning Regulations	Possible Improvements to Codes
9.1. Is vehicular and pedestrian connectivity to adjacent neighborhoods required?	<input type="checkbox"/>	<input type="checkbox"/>	•	•
9.2. Is consideration given to the zone's relationship to other zones?	<input type="checkbox"/>	<input type="checkbox"/>	•	•
9.3. Are there provisions for transitions between zones?	<input type="checkbox"/>	<input type="checkbox"/>	•	•
9.4. Are there provisions for transitioning this zone/district to adjacent suburban neighborhoods?	<input type="checkbox"/>	<input type="checkbox"/>	•	•
9.5. Is internal transportation and pedestrian connectivity considered?	<input type="checkbox"/>	<input type="checkbox"/>	•	•
9.6. Is block length regulated?	<input type="checkbox"/>	<input type="checkbox"/>	•	•

9. [Specify Zone or District Here]	Y	N	Local Code and Zoning Regulations	Possible Improvements to Codes
9.7. Are density bonuses granted in this district/zone? (List conditions)	<input type="checkbox"/>	<input type="checkbox"/>	•	•
9.8. Is more than one land use allowed in this zone? (List allowed uses)	<input type="checkbox"/>	<input type="checkbox"/>	•	•
9.9. Is the vertical stacking of land use allowed? (e.g –residential on top of commercial)	<input type="checkbox"/>	<input type="checkbox"/>	•	•
9.10. Is flex zoning ⁷ allowed in this district/zone?	<input type="checkbox"/>	<input type="checkbox"/>	•	•
9.11. Are home occupations or commercial ventures allowed in this zone?	<input type="checkbox"/>	<input type="checkbox"/>	•	•
9.12. Are space ratios (e.g. residential square footage to work area) established?	<input type="checkbox"/>	<input type="checkbox"/>	•	•
9.13. Is the number of employees per square foot of workspace regulated?	<input type="checkbox"/>	<input type="checkbox"/>	•	•
9.14. Are compatibility standards established for commercial ventures?	<input type="checkbox"/>	<input type="checkbox"/>	•	•
9.15. Are compatibility standards established for home occupations?	<input type="checkbox"/>	<input type="checkbox"/>	•	•
9.16. Are parking standards customized for the zone? How?	<input type="checkbox"/>	<input type="checkbox"/>	•	•

⁷ **Flex Zoning** lets the developer or building owner to change the use of the building (assuming conformity to building codes for the new use) without the requiring a lengthy variance or approval process.

9. [Specify Zone or District Here]	Y	N	Local Code and Zoning Regulations	Possible Improvements to Codes
9.17. Are there provisions for shared parking ? ⁸	<input type="checkbox"/>	<input type="checkbox"/>	•	•
9.18. Are there provisions for joint parking ? ⁹	<input type="checkbox"/>	<input type="checkbox"/>	•	•
9.19. Is centralized parking allowed?	<input type="checkbox"/>	<input type="checkbox"/>	•	•
9.20. Do parking standards prevent home occupation use or commercial use in this zone?	<input type="checkbox"/>	<input type="checkbox"/>	•	•
9.21. Are density standards established?	<input type="checkbox"/>	<input type="checkbox"/>	•	•
9.22. Are there requirements to provide a mix of housing units affordable to all income levels within this zone?	<input type="checkbox"/>	<input type="checkbox"/>	•	•
9.23. Are accessory units allowed as of right?	<input type="checkbox"/>	<input type="checkbox"/>	•	•
9.24. Are accessory units allowed by use permit?	<input type="checkbox"/>	<input type="checkbox"/>	•	•
9.25. Are manufactured homes allowed in this zone as of right?	<input type="checkbox"/>	<input type="checkbox"/>	•	•
9.26. Are manufactured homes allowed in this zone by use permit?	<input type="checkbox"/>	<input type="checkbox"/>	•	•
9.27. Are floor area ratios (FAR)	<input type="checkbox"/>	<input type="checkbox"/>	•	•

⁸ **Shared parking** – a parking facility use of which is allowed to two or more users based on different peak hours (e.g. businesses with peak patronage during the day, theaters and restaurants with peak patronage at night); promotes efficient use of space.

⁹ **Joint parking**- a common parking facility designed for simultaneous use by two or more uses (e.g. municipal structures or lots; privately developed structures or lots); allows for off-site provision of parking.

9. [Specify Zone or District Here]	Y	N	Local Code and Zoning Regulations	Possible Improvements to Codes
severely limiting lot usage? (List how)				
9.28. Are set back requirements severely limiting lot usage? (List how)	<input type="checkbox"/>	<input type="checkbox"/>	•	•
9.29. Are safety codes (primarily fire codes) restrictive? Do they effectively disallow commercial or home occupation uses?	<input type="checkbox"/>	<input type="checkbox"/>	•	•
9.30. Are landscaping standards affecting efficient lot usage?	<input type="checkbox"/>	<input type="checkbox"/>	•	•
9.31. Is public open space required?	<input type="checkbox"/>	<input type="checkbox"/>	•	•
9.32. Is private open space required?	<input type="checkbox"/>	<input type="checkbox"/>	•	•
9.33. Is consideration given to open space connectivity?	<input type="checkbox"/>	<input type="checkbox"/>	•	•
9.34. Are different uses permitted in open space areas as of right? What uses?	<input type="checkbox"/>	<input type="checkbox"/>	•	•
9.35. Are different uses permitted in open space areas by use permit? What uses?	<input type="checkbox"/>	<input type="checkbox"/>	•	•
9.36. Are provisions made for cluster development?	<input type="checkbox"/>	<input type="checkbox"/>	•	•
9.37. Are standards set for development scale or design elements? (List standards)	<input type="checkbox"/>	<input type="checkbox"/>	•	•
9.38. Are building frontage standards	<input type="checkbox"/>	<input type="checkbox"/>	•	•

9. [Specify Zone or District Here]	Y	N	Local Code and Zoning Regulations	Possible Improvements to Codes
established?				
9.39. Are there provisions for design compatibility with adjacent structures?	<input type="checkbox"/>	<input type="checkbox"/>	•	•
9.40. Are there provisions for the preservation of historic structures?	<input type="checkbox"/>	<input type="checkbox"/>	•	•
9.41. Are there special rehab codes that encourage the re-use of historic, old or abandoned buildings?	<input type="checkbox"/>	<input type="checkbox"/>	•	•
9.42. Are restrictions placed on signage?	<input type="checkbox"/>	<input type="checkbox"/>	•	•
9.43. Are view corridors and view sheds considered?	<input type="checkbox"/>	<input type="checkbox"/>	•	•
9.44. Are proposed developments in this zone/district subject to a special review process?	<input type="checkbox"/>	<input type="checkbox"/>	•	•
9.45. Does the special review process take longer than standard review process for other zones?	<input type="checkbox"/>	<input type="checkbox"/>	•	•
9.46. Is there opportunity for public input in the special review process?	<input type="checkbox"/>	<input type="checkbox"/>	•	•
Y = Yes, N = No			Indicate if Not Addressed	Refer to Suggested Standards

- end of form -

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