

Appendix III: Code Audit

| Connectivity/Circulation | | | | | | |
|---------------------------------|--------------------------------------|------------|-----------|------------|---|---|
| 1.00 | Alleyways | Yes | No | DNA | Comments | Suggested Standards |
| 1.10 | Are alleyways allowed? | Yes | | | | Require alleys and limit number of curb cuts allowed on streets. |
| 1.20 | Are there restrictions on their use? | | | | None explicitly stated | |
| 1.30 | Are width standards established? | Yes | | | Minimum r.o.w. 20' - 18' paved concrete cartway. (13.5.E) | 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? | | No | | | 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? | | No | | | Bicycle lanes can be retrofitted by changing the way on-street parking is accommodated. |
| 2.30 | Is bicycle parking required? | | No | | | 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? | | No | | | 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? | | No | | | 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? | | No | | | |
| 2.70 | Is a multi-use trail provided for or planned? | | No | | | |

| 3.00 Parking standards | | Yes | No | DNA | Comments | Suggested Standards |
|------------------------|--|-----|----|-----|---|--|
| 3.10 | Is on street parking allowed? | Yes | | | However, no provision is made for allowing on-street parking to reduce the number of off-street spaces required. | 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? | | | | In certain zones, parking is prohibited w/in 10' of the r.o.w. line of any street.; on-street parking configurations are not addressed. (17-13.E) | Avoid diagonal parking on streets with bike lanes or routes and on heavily travelled streets. |
| 3.30 | Are there provisions for shared parking? | Yes | | | For non-simultaneous uses, parking requirements are determined for both and the greatest use requirement applies. (17.3.D) | Shared parking should be encouraged. |
| 3.40 | Are there provisions for joint parking? | | No | | | Joint parking should be considered where conditions warrant. |
| 3.50 | What basis is used to establish parking requirements? | | | | Off-street parking requirements are listed in the code (17.8) | Zone and use specific parking requirements should be established and should take transit facilities into consideration. |
| 3.51 | District type? | | No | | | |
| 3.52 | Building type? | | No | | | |
| 3.53 | Use? | Yes | | | | |
| 3.60 | Are minimum requirements set? | Yes | | | | |
| 3.70 | Are maximum requirements set? | | No | | | |
| 3.80 | Are there provisions that allow reductions in requirements along transit routes? | | No | | | Reductions for transit availability should be allowed. |
| 3.90 | Are reductions allowed in exchange for bike parking? | | No | | | |

| 4.00 Street hierarchy | | | | Comments | Suggested Standards |
|-----------------------|---|--|----|---|---|
| 4.1 | What street hierarchy is in place? | | | Six classifications are established: Major Street/major parish road, subdivision streets, turning circles, alleys and boulevards. | 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? | | No | Street speed limit is considered in establishing intersection sight distances (Appendix A, p. 6) and the minimum design requirements for driveways (Appendix A, p. 7). | 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? | | | Streets in subdivisions - minimum r.o.w. 50'; parish roads not in new subdivisions - min. r.o.w. 80'; turning circles r.o.w. 30'X90'. (13.2.D); alleys minimum r.o.w. 20'; boulevards in r.o.w. 100' (13.2.F). Minimum street intersection curb radius returns - 25'. | 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? | | | Major street and major parish road rights-of-way are designated on the major street plan. The minimum r.o.w. is 80' (Appendix A); radius returns not defined. | 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. |

| 4.00 Street hierarchy | | | | | Comments | Suggested Standards |
|-----------------------|---|--|--|-----|-------------------------------------|--|
| 4.14 | What standards are set for width, intersection, and corner radii for regional access streets? | | | DNA | These are not addressed in the UDC. | 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? | | | | A maximum block length of 1500' is established. (13.1.A) | 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? | | No | | | |
| 5.12 | Are cul de sacs allowed? | Yes | | | | 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? | Yes | | | Section 13.3 requires new development to 'make provisions for the continuation of the principal existing streets in adjoining areas...' However, in practice waivers are routinely granted. | 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? | | | DNA | Crosswalks are not addressed in the UDC. | 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? | | | DNA | | 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? | Yes | | | | Sidewalks promote walking and contribute to pedestrian safety. |
| 7.12 | Are sidewalks required? | Yes | | | Yes, in subdivisions. May be required along major streets. | Sidewalks should be required in urban and suburban areas to provide for pedestrian safety. |
| 7.13 | Are sidewalks required on both sides of street? | Yes | | | Except along single-loaded streets, which have lots on one side only at the discretion of the Planning Director (13.5.I). | 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? | Yes | | | Minimum 4' width set. (13.6.I) | 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? | | No | | | |
| 7.16 | Do sidewalks provide access to amenities such as parks and open space? | | No | | | 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? | | No | | | Limiting curb cuts limits the potential conflict between pedestrians and vehicles, and increases pedestrian safety. |
| 7.30 | Are impervious surfaces minimized? | | No | | | |
| 7.40 | Are provisions made for street lighting? | Yes | | | Section 14.46 | |
| 7.50 | Are provisions made for traffic calming? | | No | | | 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)? | | | DNA | | |
| | | | | | | |

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

| 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? | | No | | Both maximum density(Chapter 8) and minimum lot sizes are established (Chapter 11). | 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? | | No | | Within the double bind of minimum lot size and maximum density, the range of lot sizes may only be theoretically wide. With 11 residential zoning districts established, there is probably wider variation between districts than within subdivisions. | 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? | | No | | Minimum frontages are established; side lot lines that are perpendicular to straight street lines or radial to curved street lines are required in most instances. | 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? | Yes | | | But only with review and approval of Floodplain Administrator. | |
| 10.11 | Under what conditions? | | | | Specific standards must be met (15.18). | |
| 10.21 | Are minimum lot sizes established? | Yes | | | Chapter 11. | Large minimum lot sizes discourage a mix of uses, and contribute to sprawling land use patterns. |
| 10.22 | Are maximum lot sizes established? | | No | | | |
| 10.23 | Are small single-family lots permitted? | Yes | | | In A2.1 (zero lot line) - 5,500 s.f., A2.5 (townhouse) - 2,000 s.f., A2.6 (zero lot line) - 3,800 s.f. | |
| 10.24 | Are Rural Residential, Residential Estate, or Suburban Residential lots of an acre or more allowed? | Yes | | | RE-A1 max density 1 du/ac, cluster development is permitted. | |
| 10.30 | Are residential uses encouraged in the CBD or other business/commercial districts? | Yes | | | | 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? | | No | | | 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? | Yes | | | | |
| 10.60 | Are second units allowed? | | No | | (9.106) | Second units can provide affordable life-cycle housing options for extended families. |

| 10.00 Use (Zoning) Districts | | Yes | No | DNA | Comments | Suggested Standards |
|------------------------------|--|-----|----|-----|---|---|
| 10.61 | By right? | | | DNA | | |
| 10.62 | By use permit? | | | DNA | | |
| 10.70 | Are manufactured homes allowed in all zones? | | | DNA | Not specifically prohibited in the UDC. | Manufactured housing can expand affordable housing options. |
| 10.71 | By right? | | | DNA | | |
| 10.72 | By use permit? | | | DNA | | |
| 10.80 | Are minimum residential square-footages established? | | No | | | Minimum residential square-footage requirements may preclude building affordable housing. |
| 10.90 | Is fast-track permitting provided for accessory units? | | No | | | |

| Special Use Districts | | | | | | |
|-----------------------|--|-----|----|-----|--|---------------------|
| 11.00 | Mixed-Use Districts | Yes | No | DNA | Comments | Suggested Standards |
| 11.10 | Are provisions made for Mixed-Use districts? | | No | | But mixed uses are allowed in GOL, GOH, NC (with CUP), CBD, LC1, LC2, LC3, HC1, and HC2. | |
| 11.11 | Do set-back requirements severely limit lot usage? | | No | | | |
| 11.12 | Do Floor Area Ratios severely limit lot usage? | | | DNA | FARs are not established by the UDC except for PUDs and SPUDs. | |
| 11.13 | Are building frontage standards established? | Yes | | | | |
| 11.14 | Is vehicular and pedestrian connectivity to adjacent neighborhoods required? | Yes | | | But in practice, waivers are generally granted that thwart the intent of the UDC. | |
| 11.15 | Are density bonuses granted in mixed-use zones? | | No | | | |
| 11.16 | What parking standards apply? | | | | Parking determined by use. | |

| 11.00 | Mixed-Use Districts | Yes | No | DNA | Comments | Suggested Standards |
|-------|--|-----|----|-----|----------|---------------------|
| 11.16 | Are parking standards customized for zone? | | No | | | |
| 11.16 | How? | | | DNA | | |
| 11.16 | Are there provisions for shared parking? | Yes | | | | |
| 11.16 | Is centralized parking allowed? | Yes | | | | |
| 11.17 | What standards are set for development scale or design elements? | Yes | | | | |
| 11.18 | Do landscaping standards preclude efficient lot usage? | | No | | | |
| 11.19 | Is private open space required? | | | | | |
| 11.20 | Is consideration given to open space connectivity? | | No | | | |
| 11.21 | What uses are permitted in open space areas | | | | | |
| 11.21 | By right? | | | | | |
| 11.21 | By use permit? | | | | | |
| 11.30 | Are view corridors considered? | | No | | | |
| 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? | Yes | | | | |
| 11.56 | Are space ratios (e.g. residential square footage to work area) established? | | No | | | |
| 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? | | No | | Except for home occupations, no explicit mention is made of live-work arrangements. While residential uses are allowed in most commercial zones, no residential use (other than quarters for watchmen or caretakers) is allowed in industrial zones. | |

| 13.00 | Planned Unit Development (PUD) | Yes | No | DNA | Comments | Suggested Standards |
|-------|--|-----|----|-----|---|---------------------|
| 13.10 | Are provisions made PUDs? | Yes | | | Section 8.216; PUDs are only available on parcels 20 acres or larger. SPUDs (Section 8.217) are also established for smaller parcels of 2.5 acres up to 20 acres. PUDs are permitted in nearly all zones. SPUDs are only allowed in districts A1 thru C-AB-1. | |
| 13.20 | Is block length regulated? | | No | | Street plans determined as part of final development plan. | |
| 13.21 | Are vehicular or pedestrian connectivity to adjacent neighborhoods required? | | | | Not in practice. | |
| 13.30 | Are there set back requirements that effectively preclude certain uses? | | | | Setbacks determined as part of final development plan. | |
| 13.31 | Are second units allowed? | | No | | | |
| 13.31 | By right? | | | | | |
| 13.31 | By use permit? | | | | | |

| 13.00 | Planned Unit Development (PUD) | Yes | No | DNA | Comments | Suggested Standards |
|-------|---------------------------------|-----|----|-----|----------------------------------|---------------------|
| 13.32 | Are manufactured homes allowed? | | | | No indication that they are not. | |
| 13.32 | By right? | | | | | |

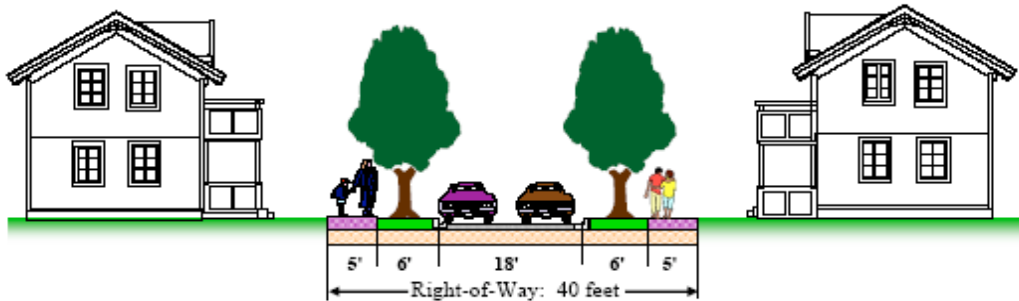
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|-------|---|-----|----|--|---|
| 13.32 | By use permit? | | | | |
| 13.40 | Are standards set for development scale or design elements? | Yes | | | Height restrictions apply in relation to abutting districts; FAR is established for both residential and non-residential uses. |
| 13.50 | Is private open space required? | | No | | Green common open space is required. |
| 13.51 | Is consideration given to open space connectivity? | | No | | |
| 13.60 | Are provisions made for cluster development? | | No | | However density and lot dimensions are set as part of the development plan and may allow for cluster development. |
| 13.70 | Are home occupation or commercial ventures allowed in these zones? | Yes | | | If allowed by the underlying zoning. Home occupations are allowed as accessory uses in districts A1, A2, A3. (9.101). |
| 13.70 | By right? | Yes | | | |
| 13.70 | By use permit? | | | | |
| 13.71 | Are compatibility standards established for home occupation or commercial ventures? | Yes | | | Defined in Chapter 2; no changes to residential character of building, no signage allowed, no shop or store on premise, no non-resident employees, no equipment that is not customarily found in a SFD. |
| 13.72 | Do safety codes (primarily fire codes) restrict or effectively disallow commercial or home occupation uses? | | No | | |
| 13.73 | What parking standards apply to home occupation or commercial uses? | | No | | No non-resident employees allowed. |

| 13.00 | Planned Unit Development (PUD) | Yes | No | DNA | Comments | Suggested Standards |
|-------|--------------------------------|-----|----|-----|----------|---------------------|
|-------|--------------------------------|-----|----|-----|----------|---------------------|

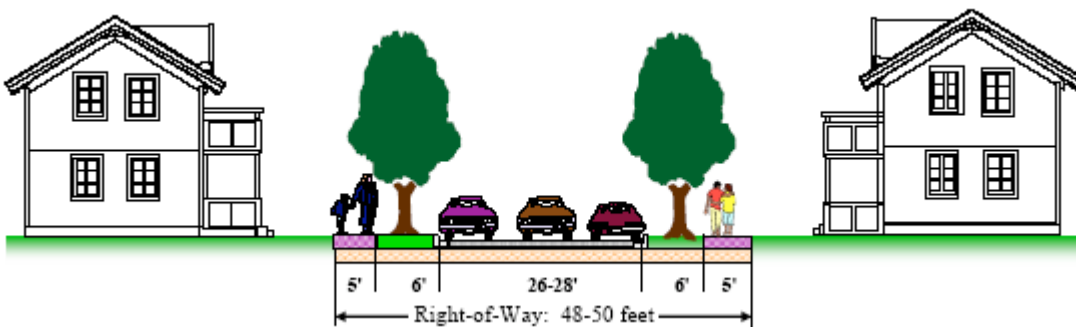
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| 13.73 | Do parking standards effectively preclude home occupation or commercial use? | | | DNA | UDC parking standards apply. |
| 13.80 | Is consideration given to the zone's relationship to other zones? | Yes | | | |
| 13.81 | Are there requirements to provide a mix a housing affordable to all income levels within PUDs? | | No | | |

| Traditional Neighborhood Districts | | | | | | |
|---|---|------------|-----------|------------|-----------------|----------------------------|
| 14.00 | | Yes | No | DNA | Comments | Suggested Standards |
| 14.10 | Are provisions made for Traditional Neighborhood districts (TND)? | | No | | | |

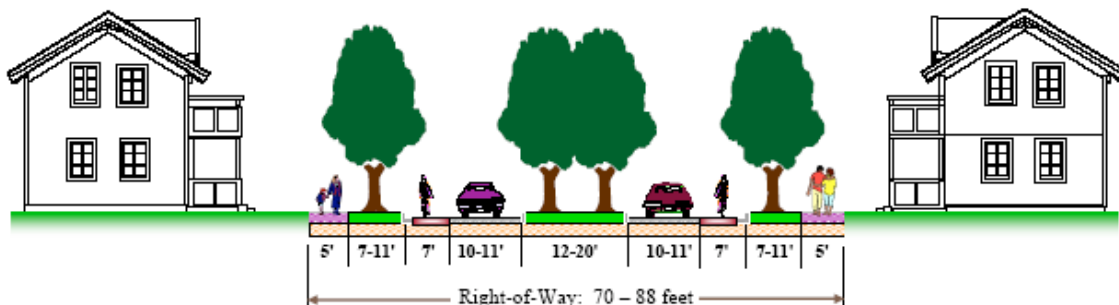
Appendix IV: Model Street Hierarchy



Lane to provide access to single family homes. Designed for average speed of 15 mph. May be supported by alley in rear.

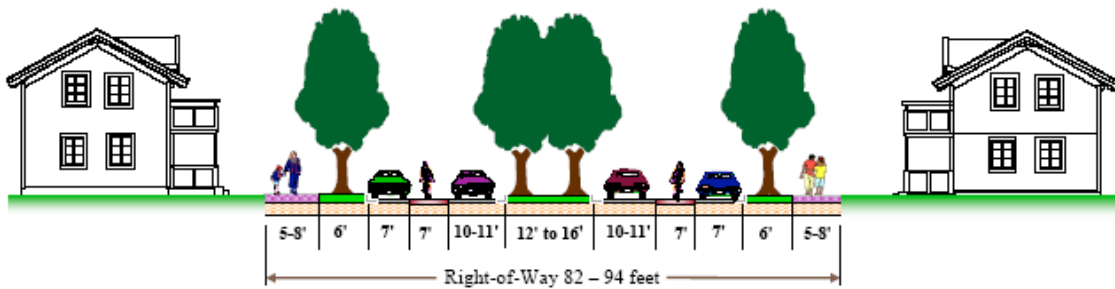


Street to provide access to single family homes. Designed to accommodate speeds up to 20 mph.

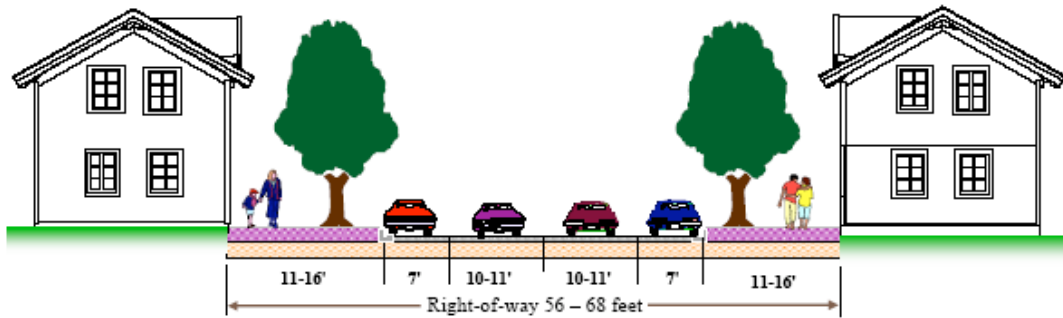


Avenues through mixed residential/commercial districts to connect centers. Designed for speeds up to 35 mph. Accommodates bike lanes or parking but not both.

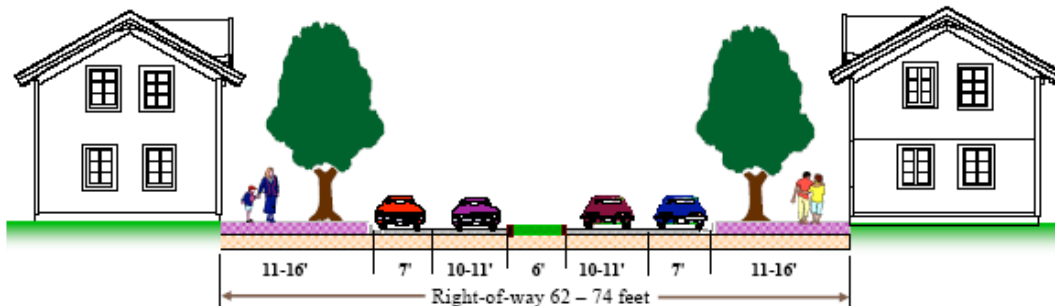
Source: Dan Burden, *Street Design Guidelines for Healthy Neighborhoods*, Sacramento, CA: Local Government Commission, 1999.



Avenue for use in mixed-use (residential/commercial) districts with both on-street parking and bike lane to connect centers. Designed for speeds up to 35 mph.

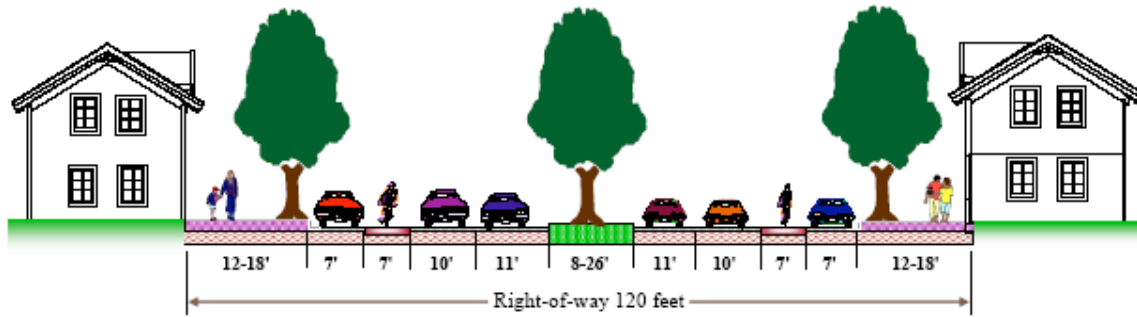


Main street in commercial and mixed-use districts with on-street parking. Designed for speeds up to 25 mph.

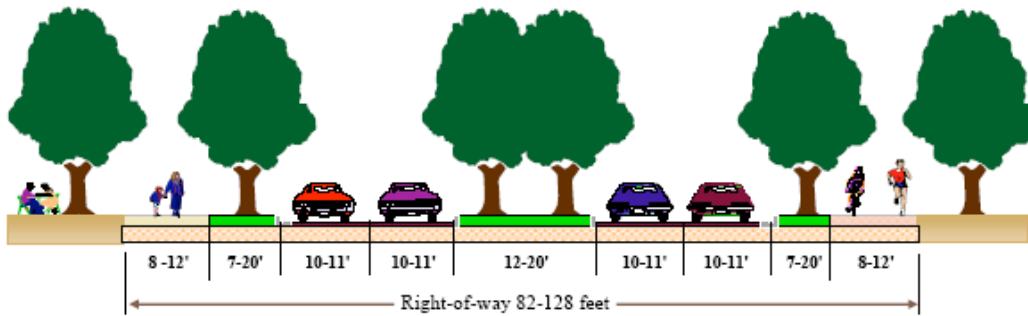


Main street in commercial and mixed-use districts with on-street parking and median. Designed for speeds 20-25 mph.

Source: Dan Burden, *Street Design Guidelines for Healthy Neighborhoods*, Sacramento, CA: Local Government Commission, 1999.



Boulevard designed for speeds of 30-35 mph. For use in mixed-use and commercial areas, and to carry regional traffic.



Parkway designed to bring traffic into developed areas from rural or natural areas. Because it is designed to support speeds ranging from 45-55 mph, it is not appropriate for developed areas.

Source: Dan Burden, *Street Design Guidelines for Healthy Neighborhoods*, Sacramento, CA: Local Government Commission, 1999.