



# Smart Growth Project Scorecard

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Smart Growth Implementation Toolkit

## Growing Smarter

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Communities across the country are facing tremendous opportunities to shape their future and provide solutions to the most pressing local, national and global challenges of our time. Community leaders, serving as stewards of the future, have the power to change previous patterns of unsustainable growth and realize the benefits of smarter growth.

A growing number of local political, civic and business leaders understand that with smarter patterns of growth and development, our towns, counties and cities can enjoy the fruits of growth without the costs of poorly planned development. They understand that smart growth strategies can help communities to generate more jobs, enjoy a more stable tax base, provide more choice in the location and cost of housing and build a healthy economy while reducing our impact on the environment, securing our energy independence and creating safe and healthy neighborhoods for our children, our seniors and our families. They understand that communities that choose to grow smarter are also improving their ability to compete in the global marketplace for investments and talent.

While the challenge of building healthier and safer communities has not changed, the opportunities to move away from previous unsustainable patterns have increased. These opportunities are driven by dramatic demographic changes and shifting lifestyle preferences in our population and by a growing understanding of our shared responsibility for the future of our planet. At the same time, the prospect of ever lengthening commutes and rising gas prices is leading growing numbers of people to seek locations where they are not completely automobile-dependent. More and more people prefer neighborhoods where they can improve their health by choosing to walk or bike to the grocery store or shrink their “carbon footprint” (reduce their greenhouse gas emissions) by taking public transit to work or to school. They want to live where they can still be active citizens as they age and where their

children and grandchildren can enjoy healthy physical activity everyday.

Shortsighted planning sacrifices the long-term fiscal health of our communities — starving our established downtown businesses, overlooking existing investments in our older communities, eating up our farms and open spaces and damaging our environment. Many communities are envisioning an alternative future. They want to rebuild our existing communities and design new ones to better respond to the needs and preferences of their citizens. Getting there from where we are today can look like an overwhelming task because it asks community leaders to overhaul outdated plans. It requires rewriting laws and regulations to transform the existing development patterns.

The good news is that we can take advantage of the opportunities simply by allowing walkable, mixed-use development to happen in our communities. The tools in the Smart Growth Implementation Toolkit can help community leaders take the first step of removing the regulatory obstacles to smarter growth. The tools can help your community level the playing field to encourage development that meets your community’s goals and your citizens’ aspirations.

*If you are new to the ideas of Smart Growth,  
visit [smartgrowthtoolkit.net](http://smartgrowthtoolkit.net)  
to find more resources available for download  
as well as links to other helpful sites.*

## The Goals of Smart Growth

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Smart growth can help communities achieve their shared vision by building on these goals:

### ***Healthier, Safer Communities***

The central goal of any smart growth plan or project is to improve the quality of the neighborhoods where we live. Our efforts should make our communities healthier, safer, more convenient, more attractive and more affordable.

### ***Protecting the Environment***

Neighborhoods designed to reduce our dependence on automobiles also reduce our impact on the environment. By creating streetscapes that encourage walking or biking, we create opportunities for individuals to reduce their carbon footprint.

### ***Better Access, Less Traffic***

Mixing land uses, clustering development, and providing multiple transportation choices helps us to encourage healthier lifestyles, manage congestion, pollute less and save energy.

### ***Thriving Cities, Suburbs And Towns***

By guiding development to existing towns and cities, we maximize our investments in transportation, schools, libraries and other public services. Our public dollars can serve the communities where people live today.

### ***Shared Benefits***

Building a comprehensive transportation system and locating jobs and accessible housing within reach of each other expands opportunities for all income levels.

### ***Lower Costs, Lower Taxes***

Taking advantage of existing infrastructure keeps taxes down. Convenient transportation choices also reduce our household

transportation costs, leaving our families with more money for other needs.

### ***Keeping Open Space Open***

Protecting our natural resources creates healthier air and cleaner drinking water. From forests and farms to wetlands and wildlife, let us pass on to our children the landscapes we love.

In practice, smart growth implementation is shaped by ten principles:

1. Provide a Variety of Transportation Choices
2. Mix Land Uses
3. Create a Range of Housing Opportunities and Choices
4. Create Walkable Neighborhoods
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. Take Advantage of Compact Building Design and Efficient Infrastructure Design

## The Smart Growth Implementation Toolkit

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The **Smart Growth Implementation Toolkit** is a set of practical tools to help your community grow smarter. It will help you untangle the thicket of policies and procedures that get in the way of smarter growth and sustainable development. The **Smart Growth Leadership Institute** developed the tools through a four-year technical assistance program funded by the **U.S. Environmental Protection Agency**.

The tools are designed to help communities that are committed to (or are exploring) smart growth but struggle with implementation, with building support, with identifying the most problematic policies and with other issues that typically accompany a major change in development practice.

The tools will check if your community's policies and regulations are creating safer, healthier, more livable neighborhoods. They will examine whether the policies, codes, zoning and development requirements are helping your community to protect the environment and reduce energy consumption and if they are expanding housing options, lowering household expenses and making full use of existing community investments. The tools can help the community reach its goals, its vision for the future, and help leaders discuss how to retain the great parts of the community while improving other parts.

Each tool may be used independently or in combination with others. Each user should customize the tools appropriately for local or regional use. The tools are intended to be templates. The tools include:

### **Quick Diagnostic**

The Quick Diagnostic is a simple flowchart that will help you to understand which of the Smart Growth Implementation Tools can best help your community.

### **Policy Audit**

The Smart Growth Policy Audit will help you assess whether existing land use and development policies align with your community's aspirations for its future.

### **Code and Zoning Audit**

The Smart Growth Code and Zoning Audit will help you check if the zoning codes and regulations in your community implement your vision for smarter growth.

### **Audit Summary**

The Smart Growth Audit Summary will help you summarize the findings from the Smart Growth Policy Audit and the Smart Growth Code and Zoning Audit, and help you to begin to prioritize the opportunities that are ripe for action.

### **Project Scorecard**

The Smart Growth Project Scorecard will help you to evaluate how closely a proposed development project adheres to your community's vision for smarter growth.

### **Incentives Matrix**

The Incentives Matrix for Smart Growth Projects will help you mobilize available incentives to encourage specific smart growth projects in your communities.

### **Strategy Builder**

The Smart Growth Strategy Builder will help you implement smart growth in your community by identifying the most promising avenues to lasting change. It will help you map the strengths, weaknesses, opportunities and challenges facing smart growth implementation in your community.

*You can download all these tools from  
[www.smartgrowthtoolkit.net](http://www.smartgrowthtoolkit.net)*

## About the Smart Growth Project Scorecard

The Smart Growth Project Scorecard will help you to measure the qualities of proposed development projects to see if they correspond to your community's vision for smarter growth. This tool will provide you with a way to evaluate any proposed project using very specific standards. It will help you identify the good qualities of the project as well as the qualities that could be improved.

### About its use

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

- You can use this tool as a **guide to understanding** how your community's vision for smarter growth can be expressed through very specific development standards.
- You can use this tool to **learn more about how each smart growth principle is expressed in specific (often physical) standards** and to identify the standards that best support each principle.
- You can use it to **measure one specific dimension** of a proposed project (such as street connectivity) to see how the project can be improved.
- You can use it **as a checklist that citizens can use within a stakeholder or community review process**, to discover the merits of proposed projects and to identify areas for improvement.
- You can use it as a way **to compare two or more competing projects**, to see which one can best fulfill your community's vision.
- You can use it **in a negotiation process** to see how a developer can improve their proposed project.
- You can use the scorecard **as a requirement that proposed projects must hurdle** before the community provides incentives.

- You can also use the scorecard as **a seal of good housekeeping** to recognize projects that fulfill your community's vision for smarter growth.

### Some caveats

If you are using this scorecard within your community's citizen and stakeholder participation process, then it should be used early in the process and should be integrated with the community's standard project approval process.

The community can use the scorecard to identify their concerns giving the developer enough time to adjust the designs of the project.

You should use the scorecard to **expedite the approval of projects that fulfill your community's vision**. Using the scorecard in the approval process does not make sense unless the scorecard makes it easier for developers to build smart growth projects. The scorecard should speed up the process, not delay it. **This tool does not provide an overall scoring or weighting system.**

Your community can choose to create its own scoring system based on your community's priorities.

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to find more resources and links to other helpful sites.*

## How to use the Smart Growth Code and Zoning Audit

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### Preparation

You will need as much information as you can get about the proposed project (including maps, plans and street and building designs).

Provide the scorecard to the developer ahead of the review (and preferably very early in the project development process) so the developer understands the standards by which your community will measure their proposal.

You may choose to discuss the scorecard with the developers to clarify the standards and your community's expectations.

Your community can choose to emphasize specific sections of the scorecard in its evaluation process to highlight important elements.

You can choose to emphasize the section on *Environmental Protection* for projects located in environmentally sensitive areas or choose *Pedestrian Safety, Streetscapes and Parking* for projects within designated downtowns, town or village centers. (Your community can choose to require that the project meet only *Excellent* standards in these categories.)

Emphasizing or de-emphasizing sections of the scorecard should be based on the community's long-range land use plan or the comprehensive plan or the community's general or master plan.

***If you are using the scorecard to help developers improve their project proposals or achieve a set standard to receive incentives, then you should apply the scorecard several times to measure where the proposal has improved and to identify elements that still need to be addressed.***

### Organization

This tool is organized into eight sections:

- A. Location and Service Provision
- B. Density and Compactness
- C. Diversity of Use
- D. Diversity of Housing
- E. Accessibility, Mobility and Connectivity
- F. Pedestrian Safety, Streetscapes and Parking
- G. Environmental Protection
- H. Community Needs and Local Development

These eight sections reflect the basic smart growth concepts: that growth should be directed towards existing communities, and away from designated agricultural, open space, cultural and environmentally sensitive areas; and, that development should occur at densities that reduce patterns of sprawling land consumption and encourage walking or biking.

Each section will list a set of questions to "ask" about the project, and each question will list specific project characteristics that are rated as *Poor*, *Good*, *Very Good* or *Excellent* depending on how closely the characteristics adhere to the principles of smart growth.

There is a matrix at the end of the tool to help you summarize the results of the scorecard.

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## A. LOCATION AND SERVICE PROVISION

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Growing smarter means we locate development where infrastructure and services are already developed and have capacity or where infrastructure is already planned that will provide adequate capacity. Doing so saves taxpayers money and maximizes the benefits of public investment. Steering development toward established places can help to revitalize neighborhoods that are languishing. It saves government funds by avoiding the unnecessary expenses of recreating or expanding roads, water and sewer capacity and schools.

Growing smarter means we encourage development on vacant or underused land, redevelop derelict properties, rehabilitate industrial “*brownfield*” sites, and adapt and reuse our old and historic structures. Doing so not only strengthens our existing communities, but also helps us to care for our natural environment and preserve it for future generations.

The location of a project within a metropolitan region is critical because even projects designed to be compact and walkable can have unwanted impacts on transportation systems and natural areas if they are dependent on overburdened roads, or are disconnected from the transit system, or require unnecessary destruction of irreplaceable farms or forests.

**1. How well does the project’s location reinforce and logically extend existing and planned development?**

<b>Poor</b>	<i>Project is on a greenfield site, is not zoned and/or planned for development and is not located adjacent to any areas already developed or zoned for development.</i>	<input type="checkbox"/>
<b>Good</b>	<i>Project is on a greenfield site but the site is contiguous to already developed areas. Or, the project is not adjacent to any areas already developed but the site is zoned for development at a minimum net density of 5 dwelling units/acre<sup>1</sup> or at a minimum FAR<sup>2</sup> of 0.5.</i>	<input type="checkbox"/>
<b>Very Good</b>	<i>Project is on a site zoned for development at net densities of 5 DU/acre or at a minimum FAR of 0.5 and is contiguous to areas already developed or zoned for development.</i>	<input type="checkbox"/>
<b>Excellent</b>	<i>Project is on a site zoned for development and is, either infill (surrounded by development at net densities of 5 DU/acre or at a minimum FAR of 0.5); or, the project redevelops and increases the density of a previously developed site; or, the project redevelops a brownfield site or a site/location designated to receive federal, state or local assistance to support redevelopment.</i>	<input type="checkbox"/>

Note: Brownfields are typically former industrial sites that may have (or may be perceived to have) contamination issues. "Brownfield" is an environmental designation that is often adapted in state or federal regulations to define concomitant requirements for the reuse of the site (such as: stipulations for cleaning and remediation, the provision of state or federal funding for decontamination or the availability of incentives to encourage reuse).

Examples of federal or state designations that qualify a site for assistance include Designated Neighborhoods, Empowerment or Enterprise Zones, Main Streets, Local and National Historic Districts and Community Legacy sites.

<sup>1</sup> All density figures in the scorecard represent net density.

<sup>2</sup> Floor to Area Ratio.

**2. Is the project located at a site that the community or the local comprehensive plan<sup>3</sup> identifies as a priority area for development?**

<b>Poor</b>	<i>Project site is outside and not contiguous to and is more than a ¼ mile away from any area that the community (through the local comprehensive plan) has identified as a priority area for development.</i>	<input type="checkbox"/>
<b>Good</b>	<i>Project is contiguous to an area that the community (through the local comprehensive plan) has identified as a priority area for development and is within ¼ of a mile from existing developed areas.</i>	<input type="checkbox"/>
<b>Very Good</b>	<i>Project is within an area that the community (through the local comprehensive plan) has identified as a priority area for development.</i>	<input type="checkbox"/>
<b>Excellent</b>	<i>Project is within an area that the community (through the local comprehensive plan) has identified as a priority area for development and is within ¼ of a mile from existing developed areas.</i>	<input type="checkbox"/>

<sup>3</sup> This scorecard assumes your community has a local comprehensive plan and that the plan is in accordance with your community's vision for smarter growth.

**3. Does the project location align with the community's long-range land use plan?<sup>4</sup>**

<b>Poor</b>	<i>Project does not align with the community's long-range land use plan and proposes: development at lower densities than the long-range plan; or single-use development in areas designated for mixed-use development; or requires an expansion/extension of community services (water, sewer) not contemplated by the long-range plan.</i>	<input type="checkbox"/>
<b>Good</b>	<i>Project aligns with the community's long-range land use plan.</i>	<input type="checkbox"/>
<b>Very Good</b>	<i>Project aligns with the community's long-range land use plan and is contiguous to existing water/sewer and road infrastructure.</i>	<input type="checkbox"/>
<b>Excellent</b>	<i>Project aligns with the community's long-range land use plan and is located within ¼ mile of existing development.</i>	<input type="checkbox"/>

<sup>4</sup> This scorecard assumes that your community has a long-range land use plan and that the plan is in accordance with your community's vision for smarter growth.

**4. Does the project provide housing that is consistent with the growth and demand projections (demographic) for the area?**

<b>N.A.</b>	<i>Not applicable. Project does not provide housing.</i>	<input type="checkbox"/>
<b>Poor</b>	<i>The project provides housing at lower densities than programmed in the long-term land use plan.</i>	<input type="checkbox"/>
<b>Good</b>	<i>The project provides housing at lower densities but offsets this through a transfer of development rights to areas designated for higher density development.</i>	<input type="checkbox"/>
<b>Very Good</b>	<i>The project provides housing at densities that are consistent with the growth and demand projections for the area.</i>	<input type="checkbox"/>
<b>Excellent</b>	<i>The project provides housing at higher densities through the purchase/transfer of development rights.</i>	<input type="checkbox"/>

5. Does the project require an expansion or extension of the water service in the area?

<b>Poor</b>	<i>No water service is available and the project is NOT adjacent to areas currently served by water service infrastructure.</i>	<input type="checkbox"/>
<b>Good</b>	<i>The project site is in an area where the community already plans to extend water service and the public sector funding for the extension is programmed and available; or, the project provides its own infrastructure to collect rainwater for drinking and other uses.</i>	<input type="checkbox"/>
<b>Very Good</b>	<i>The project is within the water service area and public sector funds that will expand the capacity of the system to accommodate the project are available (and programmed); or, the project provides its own infrastructure to collect rainwater and reuses grey water for drinking, irrigation and other uses.</i>	<input type="checkbox"/>
<b>Excellent</b>	<i>The project is within the water service area and takes advantage of existing capacity in the network;<sup>5</sup> or, the project is within the water service area and expands the capacity of the existing network by using <b>Living Machines</b>,<sup>6</sup> constructed wetlands and other techniques to purify grey and/or black water for drinking, irrigation and other uses.</i>	<input type="checkbox"/>

<sup>5</sup> Most local jurisdictions have developed standards for measuring adequacy of existing public facilities and the impact of new development on capacity.

<sup>6</sup> **Living Machines** are a form of biological wastewater treatment designed to mimic the cleansing functions of wetlands.

6. Does the project require an expansion or extension of the sewer service in the area?

<b>Poor</b>	<i>No sewer service is available and the project will require individual septic fields for each lot.</i>	<input type="checkbox"/>
<b>Good</b>	<i>No sewer service is available but the project is adjacent to areas currently served by sewer infrastructure; or the project is in a planned service area, or in an area already programmed for expansion; or, the project provides its own infrastructure such as a packaged wastewater treatment plant that meets or exceeds local health or environment standards.<sup>7</sup></i>	<input type="checkbox"/>
<b>Very Good</b>	<i>The project is within the sewer service area and public sector funds that will expand the capacity of the sewer system to accommodate the project are available (and programmed); or, the project provides its own infrastructure to purify and reuse grey and black water for drinking, irrigation and other uses.</i>	<input type="checkbox"/>
<b>Excellent</b>	<i>The project is within the sewer service area and takes advantage of existing capacity in the network; or, the project is within the sewer service area and expands the capacity of the existing network by using <b>Living Machines</b>,<sup>8</sup> constructed wetlands and other techniques to purify grey and/or black water for drinking, irrigation and other uses.</i>	<input type="checkbox"/>

<sup>7</sup> Consider the possible negative environmental impacts of the proposed packaged wastewater treatment plants on local water quality before awarding this rating.

<sup>8</sup> **Living Machines** are a form of biological wastewater treatment designed to mimic the cleansing functions of wetlands.

### 7. Will the project require an expansion of school capacity?

<b>Poor</b>	<i>School capacity is not available and the project targets segments of the housing market likely to need school services (i.e. –households that have or generate school-aged children).</i>	<input type="checkbox"/>
<b>Good</b>	<i>Existing capacity is not available but capacity is planned by the school district within the project’s development time frame or the project targets segments of the housing market not likely to need school services (i.e. –empty nesters or single-person households); or the project provides new and adequate school facilities.</i>	<input type="checkbox"/>
<b>Very Good</b>	<i>Existing capacity is not available, but expanded capacity (that can accommodate the school children likely to live in the project) is planned by the school district, and public funds are available and already programmed; or the project provides new and adequate school facilities (within the project boundaries) that are within walking distance of most residential areas in the community where the attending school children will likely come from.</i>	<input type="checkbox"/>
<b>Excellent</b>	<i>School capacity is available and, for projects likely to attract families with children as residents, project is within walking distance from existing schools where the children residing in the project are likely to attend.</i>	<input type="checkbox"/>

8. Will the project require an expansion of school transportation services?<sup>9</sup>

<b>Poor</b>	<i>Project is not within the coverage of current school bus routes. Project requires a significant expansion of the school bus route and is likely to increase the operating costs of the existing school bus system.</i>	<input type="checkbox"/>
<b>Good</b>	<i>Project is within ¼ mile of the current school bus routes. Project provides safe walking routes to the existing bus routes and the existing school bus service has adequate capacity.</i>	<input type="checkbox"/>
<b>Very Good</b>	<i>Project is within the existing school bus routes and the existing school bus service has adequate capacity.</i>	<input type="checkbox"/>
<b>Excellent</b>	<i>Project is within walking distance from existing schools where the children residing in the project are likely to attend. Additionally, the project plans demonstrate how children can walk safely to school.</i>	<input type="checkbox"/>

<sup>9</sup> Consider this criterion only if the project is likely to generate school aged children.

**9. Does the proposed project adversely impact the fiscal health of local or other government entities?**

This criterion may not be appropriate for certain public uses or projects utilizing publicly sponsored incentives to promote certain kinds of development.

<b>Poor</b>	<i>Considering both revenues<sup>10</sup> and expenditures, the project will be a fiscal loss to the community and other government entities.</i>	<input type="checkbox"/>
<b>Good</b>	<i>Considering both revenues and expenditures, the project will be fiscally neutral to the community and other government entities.</i>	<input type="checkbox"/>
<b>Very Good</b>	<i>Considering both revenues and expenditures, the project will be fiscally positive for the community and other government entities.</i>	<input type="checkbox"/>
<b>Excellent</b>	<i>Considering both revenues and expenditures, the project will be significantly fiscally positive to the community and other government entities</i>	<input type="checkbox"/>

Note: This criterion favors projects with commercial uses (either single use or mixed uses). Balance this criterion against the criteria set in sections C, Diversity of Use, and D, Diversity of Housing.

<sup>10</sup> Caution should be taken when considering impact fees in the equation. Ideally, revenues and expenditures should be considered in the long-term, e.g. –future revenue streams vs. future operating and capital expansion costs.

## B. DENSITY AND COMPACTNESS

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Growing smarter means we encourage energy efficiency and consume less land (and leave more for future generations) by encouraging higher density development and compact building patterns. We lower our municipal costs and keep our tax rates down by reducing the footprint of needed infrastructure and services.

Density is context driven. The density appropriate to a rural village or suburb may not be appropriate to a town or city center, and vice versa. Local governments plan for certain densities through their zoning, with an eye to having these areas accommodate a certain amount of growth in the future. Failure to meet these “as-of-right” zoning densities results in inefficient land consumption and outward development pressures.

Sites served by high-capacity transit, such as rail or bus rapid transit, are especially suited to higher densities. Establishing minimum densities in these areas helps ensure higher transit ridership and accommodates a significant share of expected growth in a compact footprint.<sup>11</sup>

Compact building patterns address the efficient use of space through the design and location of development on a given site. Measures for compact development can include clustering,<sup>12</sup> minimizing the coverage of areas devoted to parking and reducing setbacks or road widths. Again, because of the range of project types and locations, this scorecard looks less to absolute numbers and more towards a project’s relationship to existing zoning, codes and plans.

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<sup>11</sup> *Your community should revisit and revise your prescribed densities if the zoning did not take into account current or future transit investments.*

<sup>12</sup> *Clustering is a technique to preserve larger contiguous areas of open space by locating developed areas more closely together.*

**10. Is the project developed at planned densities?**

<b>Poor</b>	<input type="checkbox"/> <b>Residential:</b> <i>Less than 4 d.u./acre<sup>13</sup> and/or less than 80% of as-of-right zoning.</i> <input type="checkbox"/> <b>Non-Residential:</b> <i>Less than a FAR<sup>14</sup> of 0.4.</i>	<input type="checkbox"/>
<b>Good</b>	<input type="checkbox"/> <b>Residential:</b> <i>Equal to or greater than 4 d.u./acre and within 80% of as-of-right zoning.</i> <input type="checkbox"/> <b>Non-Residential:</b> <i>Equal to or greater than a FAR of 0.4 and 80% of as-of-right zoning.</i>	<input type="checkbox"/>
<b>Very Good</b>	<input type="checkbox"/> <b>Residential:</b> <i>Equal to or greater than 4 d.u./acre and within 90% of as-of-right zoning.</i> <input type="checkbox"/> <b>Non-Residential:</b> <i>Equal to or greater than a FAR of 0.4 and 80% of as-of-right zoning</i>	<input type="checkbox"/>
<b>Excellent</b>	<input type="checkbox"/> <b>Residential:</b> <i>Equal to or greater than 4 d.u./acre and meets or exceeds<sup>15</sup> as-of-right zoning.</i> <input type="checkbox"/> <b>Non-Residential:</b> <i>Equal to or greater than a FAR of 0.4 and meets or exceeds of as-of-right zoning.</i>	<input type="checkbox"/>

The scorecard looks at density per net buildable acre, excluding rights of ways, parks and other public tracts. Ideally, the project should increase density over as-of-right provisions through density bonuses or the transfer of development rights.

<sup>13</sup> Dwelling Unit. Figures represent net density.

<sup>14</sup> Floor to Area Ratio

<sup>15</sup> Density is increased through density bonuses given in return for the project's provision of public amenities or through a transfer of development rights.

### 11. Does the project plan minimize areas devoted to parking?

<b>Poor</b>	<ul style="list-style-type: none"> <li>■ <i>All Commercial: more than 5 parking spaces per 1000 gross square feet of building area</i></li> <li>■ <i>Residential: more than 2 parking spaces per dwelling unit</i></li> </ul>	<input type="checkbox"/>
<b>Good</b>	<ul style="list-style-type: none"> <li>■ <i>All Commercial: 3-5 parking spaces per 1000 gross square feet of building area</i></li> <li>■ <i>Residential: 1.5 to 2 parking spaces per dwelling unit</i></li> </ul>	<input type="checkbox"/>
<b>Very Good</b>	<ul style="list-style-type: none"> <li>■ <i>All Commercial: 2-3 parking spaces per 1000 gross square feet of building area</i></li> <li>■ <i>Residential: 1 to 1.5 parking spaces per dwelling unit</i></li> </ul>	<input type="checkbox"/>
<b>Excellent</b>	<ul style="list-style-type: none"> <li>■ <i>All Commercial: less than 2 spaces per 1000 gross square feet of building area</i></li> <li>■ <i>Residential: less than 1 parking space per dwelling unit.</i></li> </ul>	<input type="checkbox"/>

#### Notes:

- All on-street parking must be counted towards the parking requirement.
- Building-by-building on-site parking requirements should not be used. Instead, the project should be allowed to meet the parking requirement anywhere within ¼ mile distance of the used served (including municipal lots and on-street parking).
- The use of structural parking moves a project up one ranking.

**12. Does the project meet or reduce the on-site parking requirements with the inclusion of on-street parking and/or with complimentary parking strategies such as shared<sup>16</sup> or joint<sup>17</sup> parking?**

<b>Poor</b>	<i>Project does not provide street parking and project does not attempt to reduce parking requirements</i>	<input type="checkbox"/>
<b>Good</b>	<i>Project meets its parking requirements with on-street parking. Some of the parking requirements are met through the provision of joint or shared parking spaces.</i>	<input type="checkbox"/>
<b>Very Good</b>	<i>Project meets its parking requirements with on-street parking. A majority of the parking requirements are met through the provision of joint or shared parking spaces.</i>	<input type="checkbox"/>
<b>Excellent</b>	<i>Project meets its parking requirements with on-street parking. A majority of the parking requirements are met through the provision of joint or shared parking spaces. In addition, project uses a demand-driven parking fee schedule<sup>18</sup> for on-street parking (metered) and for parking facilities.</i>	<input type="checkbox"/>

<sup>16</sup> **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.

<sup>17</sup> **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.

<sup>18</sup> Parking and parking meter fees vary with demand based on time of day and/or day of week. Also, base price is calibrated to maintain only 20% vacancy.

**13. Does the project plan achieve the smallest possible development footprint?**

<b>Poor</b>	<i>Overall, the project design <b>only meets</b> the as-of-right minimum development footprint<sup>19</sup> for roads, parking, setbacks, buildings and lot sizes.</i>	<input type="checkbox"/>
<b>Good</b>	<i>The project design <b>goes below</b> the as-of-right minimum development footprint for a significant amount of the roads, parking, setbacks, buildings and lot sizes.</i>	<input type="checkbox"/>
<b>Very Good</b>	<i>The project design <b>goes below</b> the as-of-right minimum development footprint for <b>all</b> of the roads, parking, setbacks, buildings and lot sizes.</i>	<input type="checkbox"/>
<b>Excellent</b>	<i>Overall project design <b>goes significantly below</b> the as-of-right minimum requirements for roads, parking, setbacks, buildings and lot sizes; project also uses clustering and/or phasing for increasingly compact design.</i>	<input type="checkbox"/>

Evaluation should consider the difference between as-of-right minimum development footprint requirements and those proposed by the project. Also consider these how these design strategies are used throughout the project:

- Development is clustered to provide the same or higher density with large areas of open space.
- Lot sizes are minimized.
- Roads and parking areas use the minimum allowable widths and sizes.
- Buildings are located at setbacks, or setbacks are reduced through variances.
- Project is designed to allow future phases that will increase density or provide more compact development.

<sup>19</sup> **Development footprint** - the area of land covered by a structure or paving such as a building, roads or parking lot. Often expressed as a percentage of total land area (e.g. -30%)

## C. DIVERSITY OF USE

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Growing smarter means we create walkable neighborhoods by mixing land uses. By building stores, offices and residences next to (or on top of) each other in appropriate locations, we allow people to work, shop and enjoy recreation close to where they live. Mixing land uses makes walking more attractive and convenient (encouraging healthier lifestyles) and also protects the environment and conserves energy by reducing our dependence on cars.

Since the 1920's, Euclidean zoning<sup>20</sup> has promoted highly segregated single-use areas. Together with auto-oriented design strategies, this approach has made it difficult to reach daily uses (such as work or shopping) by anything other than a car, and/or to fulfill several needs with one trip.

Growing smarter means supporting a mixture of land uses to create multiple destinations that are within walking distance<sup>21</sup> of each other. This helps our households minimize the number and length of their car trips, helping them to save on fuel and lower their household expenses.

Project scale is important. An infill apartment building, although a single use, may add to the mix of uses in a block. A very large project may have many different kinds of uses, but these uses might occur in single use areas physically separated from other uses --*multiple*, rather than mixed, use. Very large projects may have a mixture of single use areas and mixed-use areas.

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<sup>20</sup> Named for the type of zoning code adopted in the town of Euclid, Ohio. Euclid is the site of the 1926 case **Village of Euclid, Ohio v. Ambler Realty Co.**, in which the Supreme Court decided the Village of Euclid acted constitutionally and within its police power by establishing zones for varying intensities of land use. Also known as "Building Block" zoning, Euclidean zoning is characterized by the segregation of land uses into specified geographic districts and dimensional standards stipulating limitations on the magnitude of development activity that is allowed to take place on lots within each type of district. (Wikipedia, 2007)

<sup>21</sup> A one-quarter (1/4) mile distance, which translates to a 10 minute walk, is frequently used as a reasonable one-way trip distance for walkability.

**14. Does the project provide a mix of land uses? For single-use projects, does it add to the diversity of uses within ¼ mile?**

When considering the mix of land uses, refer to this list:

- Single family detached housing
- Small lot single family detached housing
- Single family rowhouses
- Condominiums
- Rental units
- Grocery/convenience shopping
- Restaurant/entertainment
- Significant office
- Recreational/community facility
- Park/playing fields
- School/day care
- Religious or other institutional

<b>Poor</b>	<i>Provides single use that is prevalent in surrounding neighborhood.</i>	<input type="checkbox"/>
<b>Good</b>	<i>For small projects, provides a single use that IS NOT prevalent in the surrounding neighborhood (within ¼ of a mile from the project). For large projects, provides at least four (4) of the above uses within ¼ mile of each other.</i>	<input type="checkbox"/>
<b>Very Good</b>	<i>For small projects, provides at least two uses that ARE NOT prevalent in the surrounding neighborhood (within ¼ of a mile from the project). For infill projects, provides at least two of the above uses. For large projects, provides at least six of the above uses.</i>	<input type="checkbox"/>
<b>Excellent</b>	<i>For small projects, provides at least four uses that ARE NOT prevalent in the surrounding neighborhood (within ¼ of a mile from the project). For infill projects, provides at least two uses and one of the uses is NOT prevalent in the surrounding neighborhood (within ¼ of a mile from the project). For large projects, provides at least 8 of the above uses.</i>	<input type="checkbox"/>

Note: "Large" projects are 10 or more acres.

**15. Does the project physically mix uses or types within the site or within the adjacent (1/4 mile) neighborhood?**

When considering the mix of land uses, refer to this list:

- Single family detached housing
- Small lot single family detached housing
- Single family rowhouses
- Condominiums
- Rental units
- Grocery/convenience shopping
- Restaurant/entertainment
- Significant office
- Recreational/community facility
- Park/playing fields
- School/day care
- Religious or other institutional

<b>Poor</b>	<i>Uses are separated into homogenous clusters.</i>	<input type="checkbox"/>
<b>Good</b>	<i>Different uses are located within ¼ mile of each other and can be easily accessed on foot.</i>	<input type="checkbox"/>
<b>Very Good</b>	<i>Different uses are located on adjacent blocks and can be easily accessed on foot.</i>	<input type="checkbox"/>
<b>Excellent</b>	<i>Different uses are located along the same street (within 300-500 feet) and/or within a block; and/or different uses are vertically mixed in a single building.</i>	<input type="checkbox"/>

## D. DIVERSITY OF HOUSING

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Growing smarter means we provide a diversity of housing options. 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. Our neighborhoods should offer a range of options: single-family houses of various sizes, duplexes, garden cottages, apartments, condominiums, affordable homes for low or fixed-income families, “granny flats” for empty nesters, and accommodations for dependent elders.

Our teachers, police officers, firefighters and others who do important work for our community should be able find homes they can afford within the community.

The citizens of our communities should also be able to continue living close to their families and friends even as their life-stages and needs (including the need to work from home) change.

Growing smarter means valuing projects that provide and expand the range of housing opportunities and choices for all of our citizens.

**16. Does the project provide different housing types and/or does it increase the diversity of housing options in the immediate (1/4 mile) neighborhood?**

When considering the mix of housing types, refer to this list:

- Single family detached
- Small lot, single family detached
- Single family attached
- Condominiums
- Apartments
- Senior housing

<b>Poor</b>	<i>For large projects (over 50 units), provides a single type of housing and same housing type that is prevalent in the surrounding neighborhood.</i>	<input type="checkbox"/>
<b>Good</b>	<i>Provides two housing types or provides a single housing type but adds a new housing type to surrounding neighborhood.</i>	<input type="checkbox"/>
<b>Very Good</b>	<i>Provides three housing types.</i>	<input type="checkbox"/>
<b>Excellent</b>	<i>Provides four housing types.</i>	<input type="checkbox"/>

**17. Does the project provide a variety of housing prices accessible to different income levels and/or increase the diversity of housing prices in the immediate (1/2 mile) neighborhood and/or does it provide workforce housing?**

To provide a rough calculation of the gradations between price point levels, look at income levels using various percentages of the Adjusted Area Median Income<sup>22</sup> (AMI) for a family of four in the county. No more than thirty percent (30%) of pre-tax household income should be allocated towards housing<sup>23</sup> for any income level.

Use the following breakpoints for income levels:

80% or less of AMI | 80% to 120% of AMI | 120% to 180% of AMI | 180% or more of AMI

Multiply each figure above by 30% to get the price point that is the acceptable annual cost of housing (mortgage or rent) for that income level.

For example, if the Adjusted Area Median Income for a family of four in your county is \$ 40,000, then housing available to families earning 80% of AMI (\$ 32,000) should cost the household no more than \$ 9,600 a year in mortgage payments or rent. Workforce housing is housing that your local firefighters, police, teachers, nurses and other civil servants can afford. In some places, people in these occupations may earn 80% or less of AMI.<sup>24</sup>

<b>Poor</b>	<i>For large projects (over 50 units), provides single housing price option that is similar to housing prices in the immediate neighborhood.</i>	<input type="checkbox"/>
<b>Good</b>	<i>Provides single housing price option but adds a new housing price option to surrounding neighborhood</i>	<input type="checkbox"/>
<b>Very Good</b>	<i>Provides two to four housing price options.</i>	<input type="checkbox"/>
<b>Excellent</b>	<i>Provides four (or more) housing price options.</i>	<input type="checkbox"/>

<sup>22</sup> The **Adjusted Area Median Income** is the Area Median Income adjusted by HUD for family size and it is used to determine eligibility for their various programs

<sup>23</sup> US Department of Housing and Urban Development (HUD)

<sup>24</sup> The Bureau of Labor Standards provides an online list of lists occupational wages for the nation, counties and MSAs at [http://www.bls.gov/oes/oes\\_dl.htm](http://www.bls.gov/oes/oes_dl.htm)

**18. Does the project physically mix housing types and/or price levels within the project or within the adjacent (1/4 mile) neighborhood?**

<b>Poor</b>	<i>Housing types/prices are separated into homogenous clusters.</i>	<input type="checkbox"/>
<b>Good</b>	<i>Different types/prices are located within ¼ mile of each other and can be easily accessed on foot.</i>	<input type="checkbox"/>
<b>Very Good</b>	<i>Different types/prices are located on adjacent blocks and are easily accessed on foot.</i>	<input type="checkbox"/>
<b>Excellent</b>	<i>Different types/prices are located along the same street (within 300-500 feet) or are mixed in the same building.</i>	<input type="checkbox"/>

**19. Are at least 10% of the residential units provided by the project affordable (less than 120% of AMI x 30%), or at a price level or type that meets an explicitly stated housing goal of the local government?**

Score as either N/A or excellent.

<b>N.A.</b>	<i>Not applicable.</i>	<input type="checkbox"/>
<b>Excellent</b>	<i>At least 10% of the residential units are affordable or at a price level or type that meets an explicitly stated housing goal of the government.</i>	<input type="checkbox"/>

## **E. ACCESSIBILITY, MOBILITY AND CONNECTIVITY**

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Growing smarter means we provide 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. We can only reduce our dependency on automobiles if there are other attractive and convenient ways to get where we want to go.

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

Accessibility means that residents and workers in a given area can find shops, restaurants, services and other daily needs in close proximity, or by means of transit or a short car trip. Connectivity means minimizing the obstacles and barriers to reaching nearby destinations by the most efficient pedestrian, bicycle or vehicle route. Typical barriers include overly large arterial roads that are hard to cross on foot or streets that dead-end rather than connecting in a network. Projects should take advantage of existing or proposed transit, or they should provide transit facilities that will logically extend and support the existing transit service.

**20. Are frequently visited uses within 1/2 mile of the proposed project?**

Frequently visited uses include the following:

- Housing
- Grocery/convenience shopping
- Restaurant/entertainment
- Significant office
- Recreational
- School/day care
- Religious or other institutional

<b>Poor</b>	<i>None or only one frequently visited use is within 1/2 mile of the majority of the project. Or, there are physical barriers that effectively prevent access to frequently visited uses without use of a car (such as high speed roadway or highway).</i>	<input type="checkbox"/>
<b>Good</b>	<i>Two to four frequently visited uses are within 1/2 mile of the majority of the project.</i>	<input type="checkbox"/>
<b>Very Good</b>	<i>Five or more frequently visited uses are within 1/2 mile of the majority of the project.</i>	<input type="checkbox"/>
<b>Excellent</b>	<i>Five or more frequently visited uses are within <b>1/4 mile</b> of the majority of the project and most are accessible on foot.</i>	<input type="checkbox"/>

**21. Will the majority of the residents or employees in the proposed project safely and reasonably reach existing or planned public transit service without a car (either by walking, biking or using a shuttle)?**

<b>Poor</b>	<i>There is no available transit service, or most of the people in the project (residents or employees) will not be able access existing or planned transit facilities without a car.</i>	<input type="checkbox"/>
<b>Good</b>	<i>Transit service that provides a direct and efficient route to likely destinations is available and is accessible to a majority of people (residents or employees) in the project even without a car. Or, transit service is not currently available, but an existing service plan or TDP<sup>25</sup> will provide accessible service to the majority of people in the project. Funds are available and already programmed to implement the service plan or TDP.</i>	<input type="checkbox"/>
<b>Very Good</b>	<i>Existing transit service provides a direct and efficient route to likely destinations and transit facilities are located within a ½ mile of the project. The transit service is accessible to a majority of people (residents or employees) in the project even without a car.</i>	<input type="checkbox"/>
<b>Excellent</b>	<i>Project extends and supports existing transit service by providing transit facilities within the project. Transit service provides a direct and efficient route to likely destinations. Transit facilities are located within a ¼ mile radius of the majority of people in the project and are accessible on foot.</i>	<input type="checkbox"/>

Note: To provide effective alternatives to private car use, transit services should run frequently, providing services at 15 minute intervals particularly during rush hour. Projects that offer connecting shuttle services should run the shuttle at the same intervals as the transit service.

<sup>25</sup> *Transportation Development Plan*

**22. Does the project interconnect the surrounding street system and does it provide an interconnected internal street network?  
Does it improve connectivity for pedestrians and for all forms of transport?**

<b>Poor</b>	<i>The project is accessible from surrounding development only through one or two arterial road connections. Addresses within the project can only be reached through one or two internal collector roads.</i>	<input type="checkbox"/>
<b>Good</b>	<i>The project is accessible from surrounding development through several arterial and non-arterial road connections and through bicycle and pedestrian connections. (With connections occurring, on the average, more than 600 feet apart.) Addresses within the project can be reached through several interconnected main roads and arterials.</i>	<input type="checkbox"/>
<b>Very Good</b>	<i>The project is accessible from surrounding development through several arterial and non-arterial road connections and through bicycle and pedestrian connections. (With connections occurring, on the average, every 600 feet or less.) The internal road network is a grid (or warped grid), is highly interconnected and provides multiple route options to get to any address within the project. Additionally, all roads within the project are designed for speeds rated safe for pedestrians and bikers<sup>26</sup> and project plans explicitly provide for bike lanes on all major roadways.</i>	<input type="checkbox"/>
<b>Excellent</b>	<i>The project plan takes every road that abuts its boundaries,<sup>27</sup> brings it in and through the project and connects it into the internal road network. The project street plan also provides for future connections with adjacent as yet undeveloped properties. The internal road network is a grid (or warped grid), is highly interconnected and provides multiple route options to get to any address within the project. The internal road system also provides multiple pedestrian and bicycle connections to addresses within the project and to the surrounding areas. All roads within the project are designed for speeds rated safe for pedestrians and bikers<sup>28</sup> and project plans explicitly provide for bike lanes on all major roadways. Additionally, the development will potentially expand and interconnect existing transit networks.</i>	<input type="checkbox"/>

<sup>26</sup> See section on Pedestrian Safety, Street Design and Parking (#25).  
<sup>27</sup> Consider restrictions such as wetlands or other sensitive environmental areas.  
<sup>28</sup> See section on Pedestrian Safety, Street Design and Parking

**23. Does the street plan avoid cul-de-sacs and promote connectivity?**

<b>Poor</b>	<i>Most streets are cul-de-sacs, or complete blocks (with through streets on all four sides) average over 2000 feet in perimeter.</i>	<input type="checkbox"/>
<b>Good</b>	<i>Few streets are cul-de-sacs, and complete blocks (with through streets on all four sides) average between 1600 feet and 2000 feet in perimeter.</i>	<input type="checkbox"/>
<b>Very Good</b>	<i>No streets are cul-de-sacs, and blocks average less than 1600 feet in perimeter.</i>	<input type="checkbox"/>
<b>Excellent</b>	<i>Additionally, mid-block pedestrian paths are provided through all blocks longer than 500'.</i>	<input type="checkbox"/>

**24. Does the project provide easy pedestrian access to parks and public open spaces?**

<b>Poor</b>	<i>No active parks or pocket parks within safe walking distance.</i>	<input type="checkbox"/>
<b>Good</b>	<i>Safe 1-mile walk to active park, safe 1/4-mile walk to pocket park.</i>	<input type="checkbox"/>
<b>Very Good</b>	<i>Safe 1/2-mile walk to active park, safe 1/4-mile walk to pocket park.</i>	<input type="checkbox"/>
<b>Excellent</b>	<i>Safe 1/4-mile walk to active park, safe 1/8-mile walk to pocket parks.</i>	<input type="checkbox"/>

Safe walk = via sidewalks or walking trails, preferably without crossing large (high speed) arterials.

## **F. PEDESTRIAN SAFETY, STREETSCAPES AND PARKING**

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Growing smarter means we create walkable neighborhoods that have streets and streetscapes designed for the safety and comfort of the pedestrian and where bike riders can safely share the road with vehicles.

Such streets are safer and healthier for our seniors and our children, who can walk or bike without having to dodge high-speed traffic.

Creating a walkable environment, where it is possible to accomplish more with less driving, requires accommodating the movement of vehicles while also creating an inviting environment for people-powered transport. Important design elements include street widths that minimize crossing distances for pedestrians, street trees to provide shade, locating parking to the rear or side of buildings, rather than in front, as well as myriad architectural and landscape features that create interest for people. The placement and operation of parking also are important.

**25. Does the project promote safe environments for pedestrians by using appropriate road design speeds and appropriate street widths?**

<b>Poor</b>	<p><i>Streets have design speeds of greater than 35 MPH, sidewalks are frequently crossed by drives, and curb-return radii exceed 25 feet.</i></p> <p><i>Driving lanes are more than 11 feet wide and parking lanes are more than 8 feet wide, measuring curb-face to curb-face.</i></p>	<input type="checkbox"/>
<b>Good</b>	<p><i>Streets have design speeds of 30-35 MPH, sidewalks are sometimes crossed by drives, and curb-return radii are between 20 feet and 25 feet.</i></p> <p><i>Driving lanes are 10-11 feet wide and parking lanes are 7- 8 feet wide, measuring curb-face to curb-face.</i></p>	<input type="checkbox"/>
<b>Very Good</b>	<p><i>Streets have design speeds of 25-30 MPH, sidewalks are rarely crossed by drives, and curb-return radii are between 15 feet and 20 feet.</i></p> <p><i>Driving Lanes are 10 feet wide and parking lanes are 7 feet wide, measuring curb-face to curb-face.</i></p>	<input type="checkbox"/>
<b>Excellent</b>	<p><i>On heavily trafficked streets, driving lanes are 10 feet wide and parking lanes are 7 feet wide, measuring curb-face to curb-face.</i></p> <p><i>On less heavily trafficked streets, driving lanes are 8 feet wide and parking lanes are 7 feet wide, measuring curb-face to curb-face. Multiple-lane one-way streets are avoided.</i></p>	<input type="checkbox"/>

**26. Are the local streets in single-family residential areas designed for safety?**

Use these standards for streets that are meant to carry only local traffic and serve areas dominated by single-family (attached or detached) housing units. Thoroughfares in these areas may be designed as *queuing streets*<sup>29</sup> in which one or two 7 foot-wide parking lanes flank a shared two-way, 12 foot-wide travel lane.

<b>Poor</b>	<i>Queuing streets are not provided.</i>	<input type="checkbox"/>
<b>Good</b>	<i>Queuing streets are not provided, but local single-family thoroughfares have driving lanes that are less than 10 feet wide and parking lanes are 7- 8 feet wide, measuring curb-face to curb-face.</i>	<input type="checkbox"/>
<b>Very Good</b>	<i>Queuing streets are provided, but not consistently.</i>	<input type="checkbox"/>
<b>Excellent</b>	<i>Queuing streets are provided for all local thoroughfares serving single-family housing units.</i>	<input type="checkbox"/>

**27. Is the project pedestrian friendly? Does it provide adequate sidewalks?**

<b>Poor</b>	<i>Few or no sidewalks are provided in the project.</i>	<input type="checkbox"/>
<b>Good</b>	<i>Every street has a sidewalk on at least one side, and the sidewalk is at least 5 feet wide.</i>	<input type="checkbox"/>
<b>Very Good</b>	<i>Every street has a sidewalk on both sides, and sidewalks are at least 5 feet wide.</i>	<input type="checkbox"/>
<b>Excellent</b>	<i>Every street has a sidewalk on both sides. Residential-fronting sidewalks are at least 5 feet wide, and commercial-fronting sidewalks are at least 12'-wide.</i>	<input type="checkbox"/>

<sup>29</sup> Refer to the American Association of State Highway and Transportation Officials (AASHTO) Green Book.

**28. Does the project encourage walking through the provision of trees and tree cover?**

<b>Poor</b>	<i>Sidewalks are not provided with regular tree cover.</i>	<input type="checkbox"/>
<b>Good</b>	<i>Sidewalks are provided with fairly consistent tree cover.</i>	<input type="checkbox"/>
<b>Very Good</b>	<i>All sidewalks are provided with consistent tree cover, such that deciduous shade trees are planted at an on-center distance that matches their mature crown width.</i>	<input type="checkbox"/>
<b>Excellent</b>	<i>In addition to the above: trees in residential areas are placed in a continuously landscaped strip at least 7 feet wide located between the street and the sidewalk; trees in commercial areas are placed in sidewalk planters approximately 5'-square in size. Ideally, a continuous root trench connects these planters such that the outer 5 feet of sidewalk edge is surfaced in permeable pavers.</i>	<input type="checkbox"/>

**29. Does the project provide pedestrian-friendly streetscapes?**

<b>Poor</b>	<i>Few or no improved sidewalks are provided in the project, and weather-protected benches are not provided in transit areas. Project only meets minimum ADA requirements of 4 feet of unobstructed travel way.</i>	<input type="checkbox"/>
<b>Good</b>	<i>Improved sidewalks on all street frontages and/or improved, defined paths are provided throughout the project. Project exceeds ADA requirements for accessibility.</i>	<input type="checkbox"/>
<b>Very Good</b>	<i>...In addition to full sidewalk and/or path improvements and exceeding ADA requirements, the project provides pedestrian-scaled lighting, street trees and landscaping and transit stops with weather-protected benches.</i>	<input type="checkbox"/>
<b>Excellent</b>	<i>...In addition to the above, the project also provides pedestrian safety features such as crosswalks or curb extensions, particularly in high-traffic areas. In areas with residential or retail uses, on street parking and/or landscaping protects pedestrians from the roadway. In areas with commercial uses, the streetscape is designed with a full array of pedestrian and transit-friendly amenities (such as bicycle racks, transit signs and way finding signage).</i>	<input type="checkbox"/>

## 30. Does the plan establish a consistent street edge? Are buildings oriented toward the street?

<p>Poor</p>	<p><b>For buildings:</b> Buildings are oriented away from the main street frontage and provide no pedestrian access from street front. Buildings have an irregular street line, and multiple curb cuts for vehicle entrances occur within 200ft of each other. Buildings retract from prescribed build-to line (vs. adjacent existing development). Or, building frontages are dominated by parking or vehicular access (driveways) and provide no pedestrian friendly streetscape features.</p> <p><b>For large developments:</b> Buildings are set back more than 100ft from the road and/or buildings on the same street have irregular build-to or setback lines. Building frontages are dominated by parking with no provisions for pedestrian buffers (hedges, trees, etc.). Vehicle entrances (driveways) take up most of the building frontages. Service vehicle entrances or loading docks front the main street.</p>	<input type="checkbox"/>
<p>Good</p>	<p><b>For buildings:</b> Buildings are oriented towards the main street frontage and provide good pedestrian access (ingress/egress) from the street front. Buildings follow the street line and curb cuts for vehicle entrances are held to a minimum. Buildings follow existing setback/build to lines.</p> <p><b>For large developments:</b> Plan maintains a consistent or an intentionally shaped street edge for all buildings on the same street. Vehicle entrances, parking lots and loading docks are located behind buildings.</p>	<input type="checkbox"/>
<p>Very Good</p>	<p><b>For buildings:</b> Pedestrian access is prominent on building frontages. Buildings restore intended build-to or setback lines (particularly in areas designated for redevelopment) and provide landscape buffers where the building must unavoidably set back from the road. Vehicle entrances are located behind or on the sides of buildings.</p> <p><b>For large developments:</b> Efforts are made to retain the human scale of the street by maintaining comfortable build-to lines; locating vehicle entrances, parking lots and loading docks behind the building/s and minimizing curb cuts by sharing driveway access between adjacent buildings.</p>	<input type="checkbox"/>
<p>Excellent</p>	<p><b>For buildings:</b> In addition to the above, building entrances include provisions for access for the disabled at the front.</p> <p><b>For large developments:</b> In addition to the above, the plan intentionally provides pedestrian friendly streetscapes. (See previous criteria in items #27, 28 and #29.)</p>	<input type="checkbox"/>

**31. Do the proposed buildings present visually interesting street frontage?**

<b>Poor</b>	<i>Buildings present a blank wall on all façades facing the main streets. Building faces are visually monotonous and are dominated by opaque materials. Blank walls face the sidewalk and there are no views from street level into the building.</i>	<input type="checkbox"/>
<b>Good</b>	<i>Buildings present façades that provide regular views into the building from street level such that pedestrians can catch glimpses of activities within the building.</i>	<input type="checkbox"/>
<b>Very Good</b>	<i>..in addition, the street level facades of large buildings with long street frontages are broken up into smaller, distinct faces or feature multiple ingress and egress points. Building entrances and frontages provide shade and weather protection for pedestrians (awnings, etc.) or include features intended to encourage street life</i>	<input type="checkbox"/>
<b>Excellent</b>	<i>...In addition, buildings actively engage the street and attempt a civic presence or contribute to the public realm through the provision of public art or by highlighting local history or local and regional landmarks.</i>	<input type="checkbox"/>

**32. Does the project provide on-street parking?**

<b>Poor</b>	<i>Parking spaces are not provided on street.</i>	<input type="checkbox"/>
<b>Good</b>	<i>Some streets provide parallel parking spaces on at least one side.</i>	<input type="checkbox"/>
<b>Very Good</b>	<i>All streets provide parallel parking spaces on at least one side.</i>	<input type="checkbox"/>
<b>Excellent</b>	<i>All streets provide parking spaces. These spaces are distributed based upon intensity of use, roughly as follows:</i> <ul style="list-style-type: none"> <li>- <i>One side parallel for single-family neighborhoods.</i></li> <li>- <i>Both sides parallel for multifamily and mixed-use neighborhoods.</i></li> <li>- <i>Both sides parallel for commercial streets, with double-head-in or double-rear-in parking also acceptable on main street locations.</i></li> </ul>	<input type="checkbox"/>

**33. Is off-street parking within the project designed and located to maintain safe, pedestrian-friendly environments?**

<b>Poor</b>	<i>Surface parking is provided in front of the building(s), and/or parking lots or structures front sidewalks for distances larger than 100 feet. Garage doors dominate single-family house fronts.</i>	<input type="checkbox"/>
<b>Good</b>	<i>Surface or structured parking is provided at the sides of buildings, so that parking lots or structures front sidewalks for distances less than 100 feet with attractive walls and/or landscaping provided along street fronts. A rear alley serves all row house lots, and all single-family house garage faces are set back a minimum of 20 feet from house faces.</i>	<input type="checkbox"/>
<b>Very Good</b>	<i>All surface parking lots are located at mid-block behind buildings, and all structured parking lots have a habitable edge against the sidewalk(s) at ground level. A rear alley serves all single-family house lots narrower than 50 feet, and all garage faces are set back a minimum of 20 feet from house faces.</i>	<input type="checkbox"/>
<b>Excellent</b>	<i>Aside from signage and entry drives, all parking lots and structures are hidden from all streets. A rear alley serves all single-family house lots narrower than 65 feet, and all garage faces are set back a minimum of 20 feet from house faces.</i>	<input type="checkbox"/>

## **G. ENVIRONMENTAL PROTECTION**

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Growing smarter means that we care for the environment invest not only in the natural beauty that surrounds us, but also preserve the very wealth and resources that will sustain our children and all future generations.

Protecting the environment (keeping our air, water and soils clean, conserving valuable farmlands, preserving critical areas) also safeguards our own health and can shield us from severe weather and natural disasters.

Growing smarter means we must consider a project's impact on our environment and our resources. Does it generate or minimize pollution? Does it use innovative designs or technology to protect the sensitive environmental areas or to conserve water and energy? Is the design of the project appropriate for the climate? Does it promote the wise use of our local resources (environmental and cultural)?

**34. Does the project use design techniques such as clustering and vertical development to avoid sensitive environmental features, minimize development area and/or maximize areas of contiguous open space on site?**

<b>N.A.</b>	<i>Not applicable</i>	<input type="checkbox"/>
<b>Excellent</b>	<i>Project uses design techniques such as clustering and vertical development to avoid sensitive environmental features, minimize development area and/or maximize areas of contiguous open space on site.</i>	<input type="checkbox"/>

**35. Does the project relieve development pressure on natural resources on or off site through the use of transfer of development rights, long-term protection strategies or other means?**

<b>N.A.</b>	<i>Not applicable.</i>	<input type="checkbox"/>
<b>Excellent</b>	<i>Project relieves development pressure on natural resources on or off site through use of transfer of development rights, long-term protection strategies or other means.</i>	<input type="checkbox"/>

**36. Does the project respect the site's original topography, highlight natural features in the existing landscape and maintain or rehabilitate existing structures for continuing use?**

<b>Poor</b>	<i>Historic and/or usable buildings are demolished and new landscaping, grading or paving eliminates natural features.</i>	<input type="checkbox"/>
<b>Good</b>	<i>Some existing, viable structures are rehabilitated and reused. Some existing landscape features are preserved.</i>	<input type="checkbox"/>
<b>Very Good</b>	<i>Most existing, viable structures are rehabilitated and reused; and/or historic structures are preserved. Most of natural features are highlighted as public amenities.</i>	<input type="checkbox"/>
<b>Excellent</b>	<i>Project rehabilitates and reuses significant community asset or historic structures. Most of the project site's original topography is preserved and natural features are highlighted as public amenities.</i>	<input type="checkbox"/>

**37. Will the project design and location likely contribute to improving regional air quality?**

<b>Poor</b>	<i>The project will result in worsening regional air quality or increase air pollution at a rate consistent with conventional development patterns by encouraging more car use or maintaining the existing rate of emissions.</i>	<input type="checkbox"/>
<b>Good</b>	<i>The project reduces average vehicle miles traveled for its employees or residents (by increasing density and mixing uses or by its proximity to frequently visited uses or already developed areas) such that the project will have a net neutral effect on regional air pollution</i>	<input type="checkbox"/>
<b>Very Good</b>	<i>...In addition, the project promotes transport alternatives by providing the densities required to support mass transit.</i>	<input type="checkbox"/>
<b>Excellent</b>	<i>...In addition, the project will contribute to arresting air pollution and improving regional air quality by providing carbon offsets or mechanisms for carbon capture.</i>	<input type="checkbox"/>

**38. Will the project use “green building” design techniques (for site selection, construction and operation practices, energy and water use efficiency, and the provision of healthy building spaces)?**

<b>Poor</b>	<i>The project provides only conventional energy and water use features and no recycling during or after construction.</i>	<input type="checkbox"/>
<b>Good</b>	<i>Buildings are designed to take advantage of the local climate and a majority of the buildings in the development contain at least one significant green building feature such as solar or wind energy, passive heating or cooling systems, green roofs, gray or black water reuse.</i>	<input type="checkbox"/>
<b>Very Good</b>	<i>All buildings in the project are LEED® Certified or achieve LEED® Silver standard,<sup>30</sup> or the project is an infill development or is a Transit Oriented Development (TOD).</i>	<input type="checkbox"/>
<b>Excellent</b>	<i>All buildings in the project achieve the LEED® Gold or Platinum standard.</i>	<input type="checkbox"/>

Note: Your community should consider waiving the use of this scorecard for any projects that achieve LEED® for Neighborhood Development (LEED-ND®) certification or achieve any of the LEED-ND® ratings.

<sup>30</sup> U.S. Green Building Council's Leadership in Energy and Environmental Design rating system.

**39. How does the project treat wetlands, streams, shorelines and related buffer areas?**

<b>Poor</b>	<i>The project avoids wetlands, streams, shorelines and buffer areas pursuant to regulatory requirements, except for minimized access and utility impacts, and avoids impacts during any site grading.</i>	<input type="checkbox"/>
<b>Good</b>	<i>The project provides protection of wetlands, streams, shorelines and buffer areas in excess of minimum regulatory requirements and/or proposes to improve degraded environmental resources. Project also clusters development and reduces impervious surfaces.</i>	<input type="checkbox"/>
<b>Very Good</b>	<i>...In addition, the project provides long-term protection for existing wetlands and actually improves the local hydrologic regime by reducing run-off, or by creating artificial wetlands as part of storm water and sewer mitigation.</i>	<input type="checkbox"/>
<b>Excellent</b>	<i>...In addition, the project incorporates the existing or expanded water features into the design aesthetics of the development. Project also improves local water quality by recycling and purifying gray and black water for drinking, irrigation and other purposes.</i>	<input type="checkbox"/>

**40. How does the project plan treat slopes steeper than 15%, or floodplains, or habitat for threatened or endangered species? How does it treat significant rock outcroppings, or tree stands, or farmland or critical and historic cultural icons?**

<b>Poor</b>	<i>Project meets regulatory requirements for avoiding flood plains, steep slopes or and/or habitat for threatened and endangered species,</i>	<input type="checkbox"/>
<b>Good</b>	<i>No on-site flood plains, steep slopes or and/or habitat for threatened and endangered species; or project development avoids these areas and provides long-term protection. Project site is developed in such a way as to maximize the preservation of high quality trees and/or significant groups of trees.</i>	<input type="checkbox"/>
<b>Very Good</b>	<i>...In addition, project avoids developing close to existing natural features (older tree stands, rock outcroppings, significant streams, etc.) and guarantees that these features are publicly accessible by partially fronting the features with public thoroughfares or with public tracts.</i>	<input type="checkbox"/>
<b>Excellent</b>	<i>...In addition, the project preserves and enhances existing natural or historic and cultural features by turning these into public amenities or publicly accessible natural preserves. The project celebrates significant hilltops with public tracts and/or civic buildings. Mountaintops and ridges are kept clear of private development.</i>	<input type="checkbox"/>

**41. Does the project's open space plan align with or complement the community's plan to preserve open spaces and environmentally sensitive areas.<sup>31</sup>**

<b>Poor</b>	<i>The project's open space plan is not contiguous to community's open space network and does not complement the community's environmental preservation plan. Open spaces are not contiguous and/or open spaces used mainly as buffers for the perimeter of the project.</i>	<input type="checkbox"/>
<b>Good</b>	<i>Project provides open space mainly on land not suitable for development but design of open spaces preserves environmentally sensitive areas and includes accessible walking and bike trails. The plan implements the community's environmental preservation plan.</i>	<input type="checkbox"/>
<b>Very Good</b>	<i>Project provides open spaces via a network that is contiguous to the community's open space plan. The design of open spaces preserves environmentally sensitive areas and includes accessible walking and bike trails. The plan implements and enhances the community's environmental preservation plan.</i>	<input type="checkbox"/>
<b>Excellent</b>	<i>Project provides significant open spaces that connect and expand the community's open space plan. The design of open spaces preserves environmentally sensitive areas and includes accessible walking and bike trails that are connected to community-wide or regional trails. The plan implements and enhances the community's environmental preservation plan.</i>	<input type="checkbox"/>

<sup>31</sup> This scorecard assumes that your community has an open space or environmental protection plan and that the plans correspond to your community's vision for smarter growth.

## H. Community Needs and Local Development

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Growing smarter means we value projects that meet the needs of our community and projects that directly contribute to our local economy. We consider whether the project will add jobs or will improve the balance of jobs and housing in our region. We also consider if the jobs that will be created are available to nearby residents or if the housing that will be built will be affordable to nearby workers. This approach will support our efforts to in create walkable neighborhoods, provide a variety of transportation choices and reduce our shared impact on our environment.

Growing smarter means we value projects that will support our local economy and make our community more competitive. It also means we consider not only the short term economic benefits but also the long-term economic impacts of any project.

**42. Does the proposed project meet identified community and area needs and plans?<sup>32</sup>**

<b>Poor</b>	<i>The proposed project provides uses that are discouraged in local and/or regional plans.</i>	<input type="checkbox"/>
<b>Good</b>	<i>Project replicates existing uses in community but is generally consistent with the objectives of the local government's comprehensive plan, other applicable local plans and/or regional plans.</i>	<input type="checkbox"/>
<b>Very Good</b>	<i>Project provides uses already in the community but specifically identified as appropriate and consistent with local and/or regional plans.</i>	<input type="checkbox"/>
<b>Excellent</b>	<i>Project provides (new or of limited availability) uses that are identified and sought by the locality or region, and are consistent with local and/or regional planning objectives.</i>	<input type="checkbox"/>

<sup>32</sup> Scorecard assumes that your community has a local development plan that corresponds with your community's vision for smarter growth.

**43. Does the proposed project positively impact employment opportunities within the community?**

This may include increasing community opportunities and access to training and education.

<b>Poor</b>	<i>The project will eliminate or destabilize existing jobs.</i>	<input type="checkbox"/>
<b>Good</b>	<i>The project stabilizes and/or maintains existing community jobs and/or provides planned and funded job relocations.</i>	<input type="checkbox"/>
<b>Very Good</b>	<i>The project creates permanent and/or construction jobs available to the community.</i>	<input type="checkbox"/>
<b>Excellent</b>	<i>The project creates permanent jobs that provide “living wages” and are available to the community.</i>	<input type="checkbox"/>

**44. Does the project promote jobs/housing balance in the region?**

<b>Poor</b>	<input type="checkbox"/> <b>Residential:</b> <i>A majority of the future residents of the project will likely commute for 30 minutes or more by car to get to work.</i> <input type="checkbox"/> <b>Non-Residential:</b> <i>A majority of the future workers in the project will likely commute 30 minutes or more by car to get home.</i>	<input type="checkbox"/>
<b>Good</b>	<input type="checkbox"/> <b>Residential:</b> <i>A majority of the future residents of the project can opt to take public transit to work or will likely take less than 30 minutes to get to work by car.</i> <input type="checkbox"/> <b>Non-Residential:</b> <i>A majority of the future workers of the project can opt to take public transit to get home or will likely take less than 30 minutes to get to home by car.</i>	<input type="checkbox"/>
<b>Very Good</b>	<input type="checkbox"/> <b>Residential:</b> <i>A majority of the future residents will likely be employed at a major job center that is within ½ mile of the project site that is accessible through multiple transportation options.</i> <input type="checkbox"/> <b>Non-Residential:</b> <i>A majority of the future workers will likely live or can afford to live within ½ mile of the project site. Nearby residential areas are accessible through multiple transportation options.</i>	<input type="checkbox"/>
<b>Excellent</b>	<i>Project mixes land uses and a majority of the future residents will likely work in jobs available within the same project site or in adjacent development with ¼ of the project site.</i>	<input type="checkbox"/>

While it is often hard to determine the appropriate balance of jobs vs. housing in any area, communities should prioritize and reward projects that provide employment opportunities to nearby residents, or provide housing opportunities that cater to the income levels of nearby workers.

**45. Outside of tax receipts, does the project contribute new public resources to the community from the onset?<sup>33</sup>**

<b>N.A.</b>	<i>Not applicable as the project redevelops a brownfield site or is in a site/location qualified to receive federal, state or local assistance to support redevelopment.</i>	<input type="checkbox"/>
<b>Poor</b>	<i>Project relies on community funds or government subsidies (direct or through tax waivers) and provides no community amenities or future revenue streams (apart from property taxes) that will offset the provided funds.</i>	<input type="checkbox"/>
<b>Good</b>	<i>Project does not require any government subsidy (direct or through tax waivers). Project provides public amenities (publicly accessible open spaces, natural preserves, public transit, community facilities, etc.).</i>	<input type="checkbox"/>
<b>Very Good</b>	<i>Project provides public amenities (publicly accessible open spaces, natural preserves, public transit, community facilities, etc.) and provides private funding mechanisms or direct funding streams for the maintenance of the public amenities.</i>	<input type="checkbox"/>
<b>Excellent</b>	<i>Project provides public amenities (publicly accessible open spaces, natural preserves, public transit, community facilities, etc.) and provides private funding mechanisms or direct funding streams for the maintenance of the public amenities. Project permanently protects environmentally sensitive areas or cultural or historic locations/structures valued by the community.</i>	<input type="checkbox"/>

<sup>33</sup> Your community should balance this criterion against location incentives to encourage desired development or redevelopment projects or projects that meet your communities stated housing or economic goals.