CHAPTER 10
SMART GROWTH SCORECARD

The Smart Growth Scorecard is a tool to help local jurisdictions and community organizations determine whether a project incorporates the most fundamental design issues that are addressed in *Designing for Smart Growth*. The Scorecard also provides a straightforward way to compare different projects with one another.

About the Scorecard

The Smart Growth Scorecard includes a set of 14 questions about land use, proximity to transit, accessibility, design and aesthetics, as well as other important characteristics. Each of these questions includes evaluation criteria based on three different types of development projects and public improvements:

- **Buildings.** Includes development projects that involve only one or two buildings, or sites that are too small for major public improvements.
- **Large Developments.** Includes development projects that involve several different buildings, or a site that is large enough to accommodate new roads, parks or other major public improvements.
- **Streetscapes.** Includes projects that take place entirely within the public realm, including streets, sidewalks, parks and civic space.

Some questions apply to all types of projects, while other questions apply only to one or two types of projects. The Scorecard applies to all of SANDAG's Smart Growth Place Types, although some questions are especially relevant to Place Types that allow for intensive development.

The criteria in the Scorecard were designed to be appropriate and achievable in 2009, when the Scorecard was originally developed. In the future, as State and local requirements become more demanding, some jurisdictions may wish to revise the Scorecard's criteria so that they are more strict. This is especially true of the criteria for water conservation, energy efficiency and other measures that relate to sustainability. Jurisdictions may also revise or add to the Scorecard's criteria based on their own local practices and goals for new development.

Using the Scorecard

Using the Scorecard is easy. Simply read each question and review the evaluation criteria for that question. Choose the criteria that best correspond to the project. Then tally up the points awarded for each question, divided by the total number of points possible, to calculate the project's final score.

Some questions may not apply to certain projects. For example, the issue of historic buildings or natural features, which is evaluated in question #5, does not apply to some urban infill sites. Similarly, while question #12 evaluates whether a project provides a plaza or public seating, some projects may not do this for legitimate reasons, such as the project's size or its adjacency to existing public space. Therefore, a "Not Applicable" option is provided for each question.

The Scorecard makes it possible to assign a different weight to the scoring for each question. Individual jurisdictions could choose to give some questions more or less weight than others, to reflect the community's goals and priorities for future development. They could also weight each question equally.

1. Mixed Land Uses

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

- Small-lot single-family detached housing (at least 10 units/acre)
- Single-family rowhouses
- Condominiums
- Rental units
- Grocery stores
- Neighborhood shopping and services
- Restaurant/entertainment
- Office/employment
- Recreational/community facility
- Park/playing fields
- School/day care
- Religious, civic or other institutional uses

			Does the project contribute to a diverse mix of well-integrated land uses?
☐	**1** Point	**For Buildings:**	The project provides a single use that is already prevalent in the surrounding neighborhood (within a comfortable ½-mile walk of the project).
		For Large Developments:	The project provides a single use that is already prevalent in the surrounding neighborhood.
☐	**2** Points	**For Buildings:**	The project provides a single use that is not prevalent in the surrounding neighborhood (within a comfortable ½-mile walk of the project).
		For Large Developments:	The project provides at least two uses that are not already prevalent in the surrounding neighborhood.
☐	**3** Points	**For Buildings:**	The project provides a single use that is not prevalent in the surrounding neighborhood (within a comfortable ¼-mile walk of the project).
		For Large Developments:	The project provides at least four uses that are not already prevalent in the surrounding neighborhood.
☐	**4** Points	**For Buildings:**	The project provides two or more uses that are not prevalent in the surrounding neighborhood (within a comfortable ¼-mile walk of the project).
		For Large Developments:	The project provides five or more uses that are not already prevalent in the surrounding neighborhood.
☐	**Not Applicable**	**For Buildings and Large Developments:**	This issue is not relevant to the project under consideration.
		For Streetscapes:	This issue does not apply to streetscapes.

_____ **Scoring Weight**
Choose a weight that reflects the importance of this issue to the community, or use the default weight of 1.
Use the same weight for all projects.

_____ **Total Score** (Points × Scoring Weight)

_____ **Total Possible** (4 × Scoring Weight, or 0 if Not Applicable)

2. Everyday Destinations

Everyday destinations include the following:

- Housing
- Grocery stores
- Neighborhood shopping and services
- Restaurant/entertainment
- Office/employment
- Recreational
- School/day care
- Religious, civic or other institutional uses

			Is the proposed project near everyday destinations, such as grocery stores, restaurants and schools?
☐	**1** Point	**For Buildings and Large Developments:**	No everyday destinations are within a comfortable ½-mile walk of the majority of the project, or there are physical barriers, such as a freeway, that effectively prevent pedestrian and bicycle access.
		For Streetscapes:	The project is not located within a comfortable ½-mile walk of everyday destinations. The project does not facilitate increased pedestrian and bicycle access to everyday destinations.
☐	**2** Points	**For Buildings and Large Developments:**	One or two everyday destinations are within a comfortable ½-mile walk of the majority of the project and are accessible to pedestrians and bicyclists.
		For Streetscapes:	The project facilitates increased pedestrian and bicycle access to one to two everyday destinations within a comfortable ½-mile walk of the project.
☐	**3** Points	**For Buildings and Large Developments:**	Three or more everyday destinations are within a comfortable ½-mile walk of the majority of the project and are accessible to pedestrians and bicyclists.
		For Streetscapes:	The project facilitates increased pedestrian and bicycle access to three or more everyday destinations within a comfortable ½-mile walk of the project.
☐	**4** Points	**For Buildings and Large Developments:**	Three or more everyday destinations are within a comfortable ¼-mile walk of the majority of the project and are accessible to pedestrians and bicyclists.
		For Streetscapes:	The project facilitates increased pedestrian and bicycle access to three or more everyday destinations within a comfortable ¼-mile walk of the project.
☐	**Not Applicable**	**For Buildings, Large Developments and Streetscapes:**	This issue is not relevant to the project under consideration.

_____ **Scoring Weight**

Choose a weight that reflects the importance of this issue to the community, or use the default weight of 1.
Use the same weight for all projects.

_____ **Total Score** (Points × Scoring Weight)

_____ **Total Possible** (4 × Scoring Weight, or 0 if Not Applicable)

3. Consistent Street Edge

For More Information
Chapter 3: Site Design

	Does the project establish a consistent built edge on the street to facilitate pedestrian use?

☐ 1 Point

For Buildings: Buildings are not oriented toward the street and provide no clear pedestrian connection to the street. If existing development typically follows a build-to line, new buildings are not built to this line; if existing development has minimal setbacks, new buildings have much larger setbacks. Frontages are dominated by parking or vehicle entrances. Multiple curb cuts for vehicle entrances occur within 200 feet of one another.

For Large Developments: Buildings are not oriented toward the street and provide no clear pedestrian connection to the street. Buildings on the same street create an inconsistent or poorly-defined street edge. Frontages are dominated by parking or vehicle entrances. Multiple curb cuts for vehicle entrances occur within 200 feet of one another.

☐ 2 Points

For Buildings: Buildings are oriented toward the street or provide a clear pedestrian connection to the street. Buildings adhere to existing setback/build-to lines. Most vehicle entrances, parking lots and loading docks are located behind buildings.

For Large Developments: Buildings are oriented toward the street or provide a clear pedestrian connection to the street. The project maintains a consistent or an appropriately varied street edge for all buildings on the same street. Most vehicle entrances, parking lots and loading docks are located behind buildings.

☐ 3 Points

For Buildings: Buildings are oriented toward the street. Buildings maintain or define setback/build-to lines that are close to or adjacent to the sidewalk. Vehicle entrances, parking lots and loading docks are located behind buildings, and curb cuts for vehicle entrances are held to a minimum.

For Large Developments: Buildings are oriented toward the street. The project maintains a consistent or an appropriately varied street edge for all buildings on the same street. Vehicle entrances, parking lots and loading docks are located behind buildings, and curb cuts for vehicle entrances are held to a minimum.

☐ 4 Points

For Buildings: Buildings are oriented toward the street, and building frontages are designed to clearly show where people can enter. Buildings maintain or define setback/build-to lines that are close to or adjacent to the sidewalk. Where buildings step back from this line, attractive landscaping is provided. All vehicle entrances are located behind or on the sides of buildings.

For Large Developments: Buildings are oriented toward the street. The project maintains a consistent or an appropriately varied street edge for all buildings on the same street. Building heights are defined so that the average height of buildings is at least 50 percent of the street's total width, measured as the distance between building façades. Vehicle entrances, parking lots and loading docks are located behind buildings, and there is no more than 1 curb cut per block face for vehicle entrances (not including alleys).

☐ Not Applicable

For Buildings and Large Developments: This issue is not relevant to the project under consideration.

For Streetscapes: This issue does not apply to streetscapes.

____ **Scoring Weight**

Choose a weight that reflects the importance of this issue to the community, or use the default weight of 1.
Use the same weight for all projects.

____ **Total Score** (Points × Scoring Weight)

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4. Street Frontages

☐	**1** Point	**For Buildings and Large Developments:**	The project presents a blank wall on street-facing façades. Building frontages are visually monotonous and are dominated by opaque materials. There are minimal views from the street into the building.
☐	**2** Points	**For Buildings and Large Developments:**	The façades of large buildings with long street frontages are broken into smaller, distinct modules. Transparent window openings are provided at street level.
☐	**3** Points	**For Buildings and Large Developments:**	Building façades include details and ornamentation that add visual relief and are appropriate to the building's architectural style. Durable, high-quality materials are used to enrich façades. The façades of large buildings with long street frontages are broken into smaller, distinct modules. Transparent window openings are provided at street level.
☐	**4** Points	**For Buildings and Large Developments:**	Building entrances and frontages provide awnings, canopies or arcades that offer shade and weather protection for pedestrians. Building façades include details and ornamentation that add visual relief and are appropriate to the architectural style. Durable, high-quality materials are used to enrich façades. The façades of large buildings with long street frontages are broken into smaller, distinct modules. Transparent window openings are provided at street level. Some ground-floor frontages are designed to allow for outdoor seating for restaurants and cafés.
☐	**Not Applicable**	**For Buildings and Large Developments:**	This issue is not relevant to the project under consideration.
		For Streetscapes:	This issue does not apply to streetscapes.

Do the proposed buildings present visually interesting street frontages?

_____ Scoring Weight

Choose a weight that reflects the importance of this issue to the community, or use the default weight of 1.
Use the same weight for all projects.

_____ Total Score (Points × Scoring Weight)

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5. Historic and Natural Features

Does the project respect the site's original topography, natural features and existing buildings?			
☐	**1** Point	**For Buildings and Large Developments:**	Historic and/or usable buildings are demolished. New landscaping, grading or paving eliminates existing natural features, including mature trees. Significant grading is used to create large, flat pads for new buildings.
☐	**2** Points	**For Buildings and Large Developments:**	Some existing, usable buildings are rehabilitated and reused. Some existing natural features are preserved, including some mature trees. The project creates a minimal number of flat pads for new buildings.
☐	**3** Points	**For Buildings and Large Developments:**	Most existing, usable buildings are rehabilitated and reused, and historic buildings are at least partially restored. Some existing natural features, including most mature trees, are preserved and highlighted as public amenities. Most of the site's finished topography retains the appearance of natural contours.
☐	**4** Points	**For Buildings and Large Developments:**	The project significantly rehabilitates and improves existing buildings, extending their usable life. Historic buildings are fully restored. The project restores natural features to the landscape—for example, by daylighting a creek or reconstructing a portion of a wetland. Nearly all mature trees are preserved. All of the site's finished topography retains the appearance of natural contours.
☐	**Not Applicable**	**For Buildings and Large Developments:**	This issue is not relevant to the project under consideration.
		For Streetscapes:	This issue does not apply to streetscapes.

_____ **Scoring Weight**

Choose a weight that reflects the importance of this issue to the community, or use the default weight of 1.
Use the same weight for all projects.

_____ **Total Score** (Points × Scoring Weight)

_____ **Total Possible** (4 × Scoring Weight, or 0 if Not Applicable)

6. Sustainable Design

Does the project use sustainable design solutions for its construction and operation?			

☐	**1** Point	**For Buildings and Large Developments:**	The project does not take special measures to reduce energy and water use. Little or none of the project's construction waste is reused or recycled. Landscaping in the project is not designed to minimize the use of water.
		For Streetscapes:	Little or none of the project's construction waste is recycled. Landscaping in the project is not designed to minimize the use of water.
☐	**2** Points	**For Buildings and Large Developments:**	Buildings are designed to take advantage of the local climate, with some of the buildings in the development containing at least one significant green building feature such as solar panels, passive heating or cooling systems, green roofs or greywater reuse. At least 50 percent of construction waste is reused or recycled. Some landscaping elements in the project are designed to minimize the use of water.
		For Streetscapes:	The project incorporates street trees and landscaping that are appropriate to the local climate and are designed to maximize the efficiency of water use. Some construction waste is recycled.
☐	**3** Points	**For Buildings and Large Developments:**	Buildings in the project are considered "green" buildings under a certification system such as the LEED Green Building Rating System or Build it Green's GreenPoint Rated. At least 70 percent of construction waste is reused or recycled. All of the project's landscaping is designed to minimize the use of water. At least 5 percent of the materials used in the project are salvaged, refurbished or reused. Buildings are oriented to the sun to provide natural daylighting. Trees and shade structures provide shade for buildings and paved areas.
		For Streetscapes:	The project incorporates street trees and landscaping that provide shade, are appropriate to the local climate and are designed to maximize the efficiency of water use. Much of the project's construction waste is reused or recycled.
☐	**4** Points	**For Buildings and Large Developments:**	Buildings in the project achieve the highest level of recognition from a green building certification system. At least 90 percent of construction waste is reused or recycled. All of the project's landscaping is designed to minimize the use of water. At least 10 percent of the materials used in the project are salvaged, refurbished or reused. Buildings are oriented to the sun to provide natural daylighting. Trees and shade structures provide shade for buildings and paved areas.
		For Streetscapes:	The project incorporates street trees and landscaping that provide shade, are appropriate to the local climate and are designed to maximize the efficiency of water use. It incorporates methods for naturally detaining and filtering stormwater runoff, such as swales or rain gardens. Permeable surfaces are used wherever possible. In addition, the project incorporates recycled, reused or sustainable materials. Nearly all construction waste is reused or recycled.
☐	**Not Applicable**	**For Buildings, Large Developments and Streetscapes:**	This issue is not relevant to the project under consideration.

____ **Scoring Weight**

Choose a weight that reflects the importance of this issue to the community, or use the default weight of 1.
Use the same weight for all projects.

____ **Total Score** (Points × Scoring Weight)

____ **Total Possible** (4 × Scoring Weight, or 0 if Not Applicable)

7. Universal Access

Does the project provide access for all people, regardless of their level of mobility?			
☐	**1** Point	**For Buildings, Large Developments and Streetscapes:**	The project meets the minimum standards of the Americans with Disabilities Act (ADA) and State law for providing access to people with disabilities.
☐	**2** Points	**For Buildings, Large Developments and Streetscapes:**	The project exceeds some requirements for accessibility—for example, by providing separate access ramps that are wider than required.
☐	**3** Points	**For Buildings and Large Developments:**	The project exceeds accessibility requirements and incorporates some elements of universal design, such as stepless paths and accessible features that are not specifically marked but make the project accessible to all. Parking spaces for people with disabilities are located as close as possible to accessible building entrances.
		For Streetscapes:	The project exceeds accessibility requirements and incorporates some elements of universal design, such as stepless paths and accessible features that are not specifically marked but make the project accessible to all.
☐	**4** Points	**For Buildings and Large Developments:**	The project fully adheres to the principles of universal design, providing access for people of all levels of mobility throughout the site and building. Parking spaces for people with disabilities are located as close as possible to accessible building entrances.
		For Streetscapes:	The project incorporates universally accessible paths of travel along with special accessibility features such as beeping crosswalks, Braille signage, handrails where necessary, ample sidewalk widths and bus shelters that offer protection from the elements for wheelchair users. On-street parking spaces for people with disabilities are provided in locations where off-street spaces are not available.
☐	**Not Applicable**	**For Buildings, Large Developments and Streetscapes:**	This issue is not relevant to the project under consideration.

_____ **Scoring Weight**
Choose a weight that reflects the importance of this issue to the community, or use the default weight of 1.
Use the same weight for all projects.

_____ **Total Score** (Points × Scoring Weight)

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8. Street Connectivity

Does the project improve street connectivity for vehicles, bicyclists and pedestrians?			

☐ **1** Point

For Large Developments: Only one or two arterial roads connect the project to surrounding areas. Within the project, most internal circulation is channeled onto one or two collector roads. Many streets do not include bicycle facilities or traffic calming measures that would facilitate use by pedestrians and bicyclists.

For Streetscapes: The project does not address existing deficiencies in the street's pedestrian and bicycle facilities.

☐ **2** Points

For Large Developments: The project connects some adjacent roads to its internal street network. Parts of the internal street network are connected to one another, with streets spaced no more than 500 feet apart on average. Most streets within the project are designed for vehicle speeds of 25 miles per hour or less, and every street is designed to accommodate pedestrians.

For Streetscapes: The project improves the street so that it better accommodates pedestrians or bicyclists.

☐ **3** Points

For Large Developments: The project connects most adjacent roads to its internal street network. Most parts of the internal street network are a highly connected grid, with streets spaced no more than 400 feet apart on average. All streets within the project are designed for vehicle speeds of 25 miles per hour or less, and every street is designed to accommodate pedestrians. The project includes striped bicycle lanes on all major streets or a separate bicycle path serving the same destinations.

For Streetscapes: The project improves the street so that it provides a safe, comfortable route for pedestrians as well as bicyclists, and so that on-street bicycle parking is provided.

☐ **4** Points

For Large Developments: The project connects all adjacent roads to its internal street network. The project also provides for future connections with adjacent properties. The internal street network is a highly connected grid, with streets spaced no more than 350 feet apart on average. Major thoroughfares are closely spaced so that each one requires fewer lanes. All streets within the project are designed for vehicle speeds of 25 miles per hour or less, and every street is designed to accommodate pedestrians. The project includes striped bicycle lanes on all major streets or a separate bicycle path serving the same destinations.

For Streetscapes: The project emphasizes improvements that benefit pedestrians and bicyclists. Traffic lanes are narrowed or removed to provide space for striped bicycle lanes or wider sidewalks. On-street bicycle parking is provided in many locations along the street.

☐ **Not Applicable**

For Buildings: This issue does not apply to buildings.

For Large Developments and Streetscapes: This issue is not relevant to the project under consideration.

_____ **Scoring Weight**

Choose a weight that reflects the importance of this issue to the community, or use the default weight of 1. Use the same weight for all projects.

_____ **Total Score** (Points × Scoring Weight)

_____ **Total Possible** (4 × Scoring Weight, or 0 if Not Applicable)

9. Pedestrian Realm

			Does the project provide adequate sidewalks, pedestrian-friendly streetscapes and a safe environment for pedestrians?
☐	**1** Point	**For Large Developments and Streetscapes:**	Few or no sidewalks are provided in the project.
☐	**2** Points	**For Large Developments and Streetscapes:**	Every street in the project has a sidewalk on both sides, with a width of at least 5 feet for an unobstructed throughway zone and a planted area between the throughway zone and curb on major streets. The project improves the streetscape by providing some street trees or a landscaped center median.
☐	**3** Points	**For Large Developments and Streetscapes:**	Every street in the project has a sidewalk on both sides, with a width of at least 10 feet on major streets. The throughway zone has a smooth surface and is free of obstructions. Pedestrian safety is improved by providing high-visibility crosswalks with curb bulbouts to reduce crossing distances. In addition, sidewalks are well lit at night. Pedestrian-activated signals include buttons that can be used by people with disabilities. Closely spaced street trees with a broad, leafy canopy provide shade for pedestrians on all streets.
☐	**4** Points	**For Large Developments and Streetscapes:**	Pedestrians are treated as a priority in the project. Every street in the project has a sidewalk on both sides, with a width of at least 12 feet on major streets; or, rather than providing sidewalks, some streets are designed so that pedestrians can safely and comfortably share the entire road with slow-moving vehicle traffic. The throughway zone on sidewalks has a smooth surface and is free of obstructions. Sidewalks are well lit at night. Pedestrian-activated signals include buttons that can be used by people with disabilities. Closely spaced street trees with a broad, leafy canopy provide shade for pedestrians on all streets. Additional pedestrian safety measures are included in the project, such as refuge islands in the street median at crosswalks. Attractive, pedestrian-oriented street furniture, such as benches and trash cans, is also provided.
☐	**Not Applicable**	**For Buildings:**	This issue does not apply to buildings.
		For Large Developments and Streetscapes:	This issue is not relevant to the project under consideration.

_____ **Scoring Weight**
Choose a weight that reflects the importance of this issue to the community, or use the default weight of 1.
Use the same weight for all projects.

_____ **Total Score** (Points × Scoring Weight)

_____ **Total Possible** (4 × Scoring Weight, or 0 if Not Applicable)

10. Transit Access

Will the project contribute to increased use of existing or planned public transit?			

☐	**1** Point	**For Buildings and Large Developments:**	There is no nearby public transit service, or headways between buses or trains on the same route are longer than 30 minutes.
		For Streetscapes:	The project does not include any improvements that would encourage increased use of public transit.
☐	**2** Points	**For Buildings:**	The project is within a comfortable ¼-mile walk of a transit corridor, or a transit stop that serves at least two different routes, with headways no longer than 30 minutes between buses or trains on the same route.
		For Large Developments:	Most of the project is within a comfortable ¼-mile walk of a transit corridor, or a transit stop that serves at least two different routes, with headways no longer than 30 minutes between buses or trains on the same route. Transit stops include at least one passenger amenity such as benches, passenger shelters or posted timetables.
		For Streetscapes:	The project adds at least one new amenity at transit stops, such as benches, passenger shelters or posted timetables.
☐	**3** Points	**For Buildings:**	The project is within a comfortable ¼-mile walk of a transit corridor, or a transit stop that serves at least two different routes, with headways no longer than 15 minutes between buses or trains on the same route.
		For Large Developments:	Nearly all of the project is within a comfortable ¼-mile walk of a transit corridor, or a transit stop that serves at least two different routes, with headways no longer than 15 minutes between buses or trains on the same route. Transit stops include multiple passenger amenities such as benches, passenger shelters or posted timetables.
		For Streetscapes:	The project adds multiple passenger amenities at transit stops, such as benches, passenger shelters or posted timetables.
☐	**4** Points	**For Buildings:**	The project is within a comfortable ¼-mile walk of a transit corridor, or a transit stop that serves at least two different routes, with headways no longer than 10 minutes between buses or trains on the same route.
		For Large Developments:	Nearly all of the project is within a comfortable ¼-mile walk of a transit corridor, or a transit stop that serves at least two different routes, with headways no longer than 10 minutes between buses or trains on the same route. The project adds exceptionally high-quality passenger amenities at transit stops, such as artist-designed benches or real-time displays of expected arrival times. Features such as bus bulbouts are included to improve the efficiency of transit service.
		For Streetscapes:	The project adds exceptionally high-quality passenger amenities at transit stops, such as artist-designed benches or real-time displays of expected arrival times. Features such as bus bulbouts and queue jump lanes are included to improve the efficiency of transit service.
☐	**Not Applicable**	**For Buildings, Large Developments and Streetscapes:**	This issue is not relevant to the project under consideration.

____ **Scoring Weight**

Choose a weight that reflects the importance of this issue to the community, or use the default weight of 1.
Use the same weight for all projects.

____ **Total Score** (Points × Scoring Weight)

____ **Total Possible** (4 × Scoring Weight, or 0 if Not Applicable)

11. Access to Public and Civic Space

Does the project provide easy pedestrian and bicycle access to parks and civic buildings?			
☐	**1** Point	**For Buildings and Large Developments:**	Some parts of the project are located more than 1 mile from a park or civic building.
		For Streetscapes:	The project does not take any steps to improve pedestrian or bicycle access to parks or civic buildings.
☐	**2** Points	**For Buildings and Large Developments:**	All parts of the project are within a comfortable 1-mile walk to a park, or a civic building such as a library or school.
		For Streetscapes:	The project includes some pedestrian and bicycle improvements to at least 1,000 linear feet of a street that is adjacent to a park or civic building.
☐	**3** Points	**For Buildings and Large Developments:**	All parts of the project are within a comfortable ½-mile walk to a park, as well as a civic building such as a library or school.
		For Streetscapes:	The project includes significant pedestrian and bicycle improvements to at least 1,500 linear feet of a street that is adjacent to a park or civic building.
☐	**4** Points	**For Buildings and Large Developments:**	All parts of the project are within a comfortable ¼-mile walk to a park, or a ½-mile walk to multiple parks. In addition, all parts of the project are within a comfortable ½-mile walk to a civic building such as a library or school.
		For Streetscapes:	The project includes major pedestrian and bicycle improvements to at least 2,000 linear feet of a street that is adjacent to a park or civic building. Any significant obstacles to pedestrian connectivity, such as dead-end streets, are mitigated by providing new off-street pedestrian and bicycle paths.
☐	**Not Applicable**	**For Buildings, Large Developments and Streetscapes:**	This issue is not relevant to the project under consideration.

_____ **Scoring Weight**

Choose a weight that reflects the importance of this issue to the community, or use the default weight of 1.
Use the same weight for all projects.

_____ **Total Score** (Points × Scoring Weight)

_____ **Total Possible** (4 × Scoring Weight, or 0 if Not Applicable)

12. Plazas and Seating

☐	**1** Point	**For Buildings, Large Developments and Streetscapes:**	The project does not create new plazas, seating areas or other spaces that are available for public use.
☐	**2** Points	**For Buildings, Large Developments and Streetscapes:**	The project creates at least one public plaza or seating area that adequately meets the needs of its expected users.
☐	**3** Points	**For Buildings, Large Developments and Streetscapes:**	The project creates at least one public plaza or seating area that includes special design features such as public art, high-quality furniture and attractive paving. Lighting illuminates pathways and seating areas.
☐	**4** Points	**For Buildings, Large Developments and Streetscapes:**	The project creates at least one public plaza or seating area that includes special design features such as public art, high-quality furniture and attractive paving. The plaza is carefully integrated with the buildings that surround it. If it is adjacent to a public street, it is oriented towards the sidewalk and includes clear physical connections to the sidewalk. Lighting illuminates pathways and seating areas.
☐	**Not Applicable**	**For Buildings, Large Developments and Streetscapes:**	This issue is not relevant to the project under consideration.

Will the project create plazas, seating areas or other spaces that are available for public use?

_____ **Scoring Weight**

Choose a weight that reflects the importance of this issue to the community, or use the default weight of 1.
Use the same weight for all projects.

_____ **Total Score** (Points × Scoring Weight)

_____ **Total Possible** (4 × Scoring Weight, or 0 if Not Applicable)

13. Vehicle and Bicycle Parking

Is parking designed and located to maintain safe, pedestrian-friendly streets and to meet the needs of bicyclists?

☐ **1** Point	**For Buildings and Large Developments:**	The project's off-street vehicle parking is designed in a way that does not support the pedestrian realm. Surface parking is provided in front of buildings, and there is no landscaping buffer on street-facing edges of surface parking lots. Numerous driveways create gaps in the sidewalk. Little or no bicycle parking is provided.
	For Streetscapes:	No on-street vehicle or bicycle parking is provided.
☐ **2** Points	**For Buildings and Large Developments:**	Most vehicle parking spaces are located to the side or rear of buildings. Driveways and curb cuts are minimized. A small landscaping buffer is provided on street-facing edges of the parking lot. Bicycle parking is provided, but it is not located near building entrances.
	For Streetscapes:	On-street vehicle parking creates a buffer between pedestrians and vehicle traffic. Limited on-street bicycle parking is available.
☐ **3** Points	**For Buildings and Large Developments:**	There are no vehicle parking spaces between the building and the sidewalk, and most parking is located behind buildings. Driveways and curb cuts are minimized, and the sidewalk's paving treatment continues across the driveway. Parking garages are designed to have a façade with human-scale features and horizontal divisions between floors, similar to occupied buildings. If individual garages are provided for residential units, most garages are accessed from an alley. A landscaping buffer provides a variety of plants with different heights and textures on street-facing edges of surface parking lots. Bicycle parking is provided near building entrances, using racks that can support the bicycle's frame at two points.
	For Streetscapes:	On-street vehicle parking creates a buffer between pedestrians and vehicle traffic. Landscaped bulbouts or other planted areas are incorporated into the on-street parking. On-street bicycle parking is provided near most building entrances, using racks that can support the bicycle's frame at two points.
☐ **4** Points	**For Buildings and Large Developments:**	Aside from signage and entry driveways, all surface parking lots for vehicles are located behind buildings. Driveways and curb cuts are minimized, and the sidewalk's paving treatment continues across the driveway. Parking garages are designed to have the same appearance as a normal building and are wrapped with retail storefronts, offices or residential units. If individual garages are provided for residential units, all garages are accessed from an alley. A landscaping buffer provides a variety of plants with different heights and textures on street-facing edges of surface parking lots, and an attractive, partially-transparent fence or low wall further defines the edge of the lot. Bicycle parking is provided near building entrances, using racks that can support the frame at two points. Some or all of the bicycle parking spaces are secured in limited-access garages or storage areas.
	For Streetscapes:	On-street vehicle parking creates a buffer between pedestrians and vehicle traffic. Landscaped bulbouts or other planted areas are incorporated into the on-street parking. An innovative strategy such as back-in angled parking is used to minimize conflicts between different modes of travel. On-street bicycle parking is provided near almost all building entrances, using racks that can support the bicycle's frame at two points.
☐ **Not Applicable**	**For Buildings, Large Developments and Streetscapes:**	This issue is not relevant to the project under consideration.

____ **Scoring Weight**

Choose a weight that reflects the importance of this issue to the community, or use the default weight of 1.
Use the same weight for all projects.

____ **Total Score** (Points × Scoring Weight)

____ **Total Possible** (4 × Scoring Weight, or 0 if Not Applicable)

14. Parking Demand Management

Does the project incorporate strategies to manage parking demand?			

☐ **1** Point

For Buildings and Large Developments: The project does not strive to reduce vehicle parking demand. It may include more vehicle parking spaces than the required minimum. There is no separate charge for parking.

For Streetscapes: On-street vehicle parking is free, or its cost is negligible.

☐ **2** Points

For Buildings and Large Developments: The project includes no more than the minimum required number of vehicle parking spaces.

For Streetscapes: On-street vehicle parking is paid, but parking fees do not reflect peak demand pricing strategies, such as charging higher rates during busy times of the day.

☐ **3** Points

For Buildings and Large Developments: The project includes no more than the minimum required number of vehicle parking spaces, and at least some parking is shared between several uses. Some parking costs are unbundled from purchase prices and lease rates in order to encourage the use of non-automobile modes of transportation.

For Streetscapes: On-street vehicle parking is paid. The project incorporates peak demand pricing strategies.

☐ **4** Points

For Buildings and Large Developments: The project is in a parking district that does not require any on-site vehicle parking, or it is an adaptive reuse of a building that does not include on-site parking. Alternatively, the project includes only the minimum required number of vehicle parking spaces and shares all of its parking between several uses. If there are times of the day or week when none of the on-site parking is needed, these spaces are made available to the public. Space is provided for car-sharing vehicles that are available to all members of the car-sharing service. All parking costs are unbundled from purchase prices and lease rates.

For Streetscapes: The project incorporates peak demand pricing strategies. Advanced technology is used to monitor the availability of on-street parking spaces.

☐ **Not Applicable**

For Buildings, Large Developments and Streetscapes: This issue is not relevant to the project under consideration.

_____ **Scoring Weight**

Choose a weight that reflects the importance of this issue to the community, or use the default weight of 1.
Use the same weight for all projects.

_____ **Total Score** (Points × Scoring Weight)

_____ **Total Possible** (4 × Scoring Weight, or 0 if Not Applicable)

Final Project Score

This project has been evaluated using the Smart Growth Scorecard, a flexible tool created by SANDAG to evaluate proposed development projects and streetscape improvements. While the criteria in this Scorecard are based on SANDAG's *Designing for Smart Growth*, your local jurisdiction may have modified the Scorecard to reflect its own priorities for future development.

Project Name: _____

Project Location: _____

Total Score	Total Possible	Question
		1. Does the project contribute to a diverse mix of well-integrated land uses?
		2. Is the proposed project near everyday destinations, such as grocery stores, restaurants and schools?
		3. Does the project establish a consistent built edge on the street to facilitate pedestrian use?
		4. Do the proposed buildings present visually interesting street frontages?
		5. Does the project respect the site's original topography, natural features and existing buildings?
		6. Does the project use sustainable design solutions for its construction and operation?
		7. Does the project provide access for all people, regardless of their level of mobility?
		8. Does the project improve street connectivity for vehicles, bicyclists and pedestrians?
		9. Does the project provide adequate sidewalks, pedestrian-friendly streetscapes and a safe environment for pedestrians?
		10. Will the project contribute to increased use of existing or planned public transit?
		11. Does the project provide easy pedestrian and bicycle access to parks and civic buildings?
		12. Will the project create plazas, seating areas or other spaces that are available for public use?
		13. Is parking designed and located to maintain safe, pedestrian-friendly streets and to meet the needs of bicyclists?
		14. Does the project incorporate strategies to manage parking demand?

$$\boxed{} \div \boxed{} \times 100 = \boxed{} \%$$

Combined Total Score   **Combined Total Possible**   **Final Score**