The Smart Growth Scorecard is a tool that will be included in the Smart Growth Design Guidelines. It will help local jurisdictions and community organizations determine whether a project incorporates the most fundamental principles of smart growth. It will also help SANDAG evaluate projects in the context of the Smart Growth Incentive Program.

### Sample Scoring Criteria

<table>
<thead>
<tr>
<th>Rating</th>
<th>Description</th>
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</thead>
<tbody>
<tr>
<td><strong>Poor</strong></td>
<td>For buildings: Buildings are oriented away from the main street frontage and provide no pedestrian access from the street front. Buildings have an irregular street frontage, and multiple curb cuts for vehicle entrances occur within 200 feet of one another. If existing development typically follows a build-to line, buildings are not built to this line. If existing development has minimal setbacks, new buildings have much larger setbacks. Building frontages are dominated by parking or vehicle entrances and provide no pedestrian-friendly streetscape features. For large developments: Buildings are set back more than 100 feet from the road, and/or new buildings on the same street have significantly different build-to or setback lines. Building frontages are dominated by parking, with no provisions for landscaped buffers. Vehicle entrances take up most of the building frontages. Service vehicle entrances or loading docks front onto the main street.</td>
</tr>
<tr>
<td><strong>Good</strong></td>
<td>For buildings: Buildings are oriented towards the main street frontage, provide good pedestrian access from the street front and include provisions for the disabled at building entrances. Buildings follow the street line, and curb cuts for vehicle entrances are held to a minimum. Buildings follow existing setback/build-to lines. For large developments: The 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. The plan includes provisions for access for the disabled at building entrances.</td>
</tr>
<tr>
<td><strong>Excellent</strong></td>
<td>For buildings: Pedestrian access is prominent on building frontages. Buildings restore intended build-to or setback lines and provide landscape buffers where the building must unavoidably set back from the road. All building entrances include provisions for the disabled and all paths to the entrance are fully accessible to all. Vehicle entrances are located behind or on the sides of buildings. For large developments: Efforts are made to retain the human scale of the street by maintaining build-to lines that create a comfortable pedestrian environment; locating vehicle entrances, parking lots and loading docks behind buildings; and minimizing curb cuts by sharing driveway access between adjacent buildings. All building entrances include provisions for the disabled, and all paths to entrances are fully accessible to all. The plan intentionally includes pedestrian-friendly streetscapes.</td>
</tr>
</tbody>
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