

# Healthy Living *and* Active Design

A SCORECARD FOR COMPREHENSIVE PLANS



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*Report design and layout by Lee Ann Walling*

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"In 1970, just one in eight American adults was obese (with a body mass index of 30 or higher). Today, it is one in three adults. Health problems have become a drag on economies and the futures of individuals, families, communities, and nations.

"In the face of these health challenges, the design of our built environment has become a key element in combating the risk factors for chronic disease. Health does not stop or start at the doctor's office—it begins in homes, workplaces, schools, and communities. Evidence shows that where we live and work has strong links to health."

- From the *Building Healthy Places Toolkit*, 2015, Urban Land Institute



*Fresh produce at Wilmington's Cool Spring Farmer's Market*

*Photo by Delaware Department of Agriculture*

# Planning to keep us healthy and active

## *The state of obesity in Delaware*

Delaware has the 17th highest adult obesity rate in the nation, according to [The State of Obesity: Better Policies for a Healthier America](#).

The adult obesity rate is 30.7%, up from 17.1% in 2000. Among high school students, the obesity rate is 14.2% for a 9th-place ranking among states. The state also ranks 10th in hypertension, an obesity-related health issue, and 15th in diabetes.

Delaware ranks 16th for physical inactivity, with 24.9% of survey respondents saying they did not engage in any physical activity or exercise during the previous 30 days other than doing their jobs.

According to the [methodology](#) used in this report, adults with a Body Mass Index (BMI) of 30 or higher are considered obese. Children with a BMI at or above the 95th percentile for children of the same age and sex are considered obese.



The “built environment” includes the physical aspects of where we live and work — homes, streets, parks, office buildings and shopping centers. The planning of that built environment has a significant impact on our health and level of physical activity.

If the streets are wide and busy with limited crosswalks and no sidewalks, it is difficult to walk anywhere. If there is nowhere nearby to buy fresh produce, it is harder to eat healthily. If parks are not within walking or biking distance, or are in poor or dangerous condition, we won’t be motivated to use them for exercise.

In Delaware, all local governments (municipal and county) are required to plan for where and how they will grow. The comprehensive plans they develop as part of this requirement must be updated regularly. While there are specific elements that must be included in those plans — water and wastewater, transportation, environmental features, housing and economic development — there is no explicit requirement to consider how a plan will affect the health of residents living within that town or county.

Nemours contracted with Cedar Creek Sustainable Planning Services of Delaware to develop the *Healthy Living and Active Design Scorecard*, which includes 50 measures of a comprehensive plan’s focus on issues related to the health of its citizens. Those focus areas include:

- A. Overall plan, vision and strategy
- B. Healthy Living
  - How we move around
  - How we eat and drink
  - How we play and get our exercise
  - How we get and stay well
- C. Active Design - How we plan and build

The methodology that will be used to score a comprehensive plan is explained on page 4. While a comprehensive plan in Delaware has the force of law, the aspirations and goals of plans often are not fully implemented.

The team also developed 29 implementation measures to help gauge whether a local government is incorporating the plan measures into its implementation action plan, zoning code, ordinances, and budget priorities.

**Nemours Children’s Health System**

**Cedar Creek**   
Sustainable Planning Services

*This scorecard is made possible with Partnerships to Improve Community Health funding from the Centers for Disease Control and Prevention. The views expressed do not necessarily reflect the official policies of the CDC or imply endorsement by the U.S. Government. Learn more about Partnerships to Improve Community Health at [www.cdc.gov/communityhealth](http://www.cdc.gov/communityhealth).*

# Project methodology

This scoring tool incorporates the Edwards and Haines plan evaluation framework (Edwards and Haines 2007)<sup>1</sup>. Each plan will be evaluated for:

- The presence or absence of a specified goal or policy;
- The specificity and action-orientation of policies; and
- The geographic and social comprehensiveness of each health-related goal.

Each question response will be rated a 0, 1, or 2 based upon the presence of the information and its comprehensiveness or specificity/action orientation (0 if it is absent from the plan; 1 if it is present but limited in scope; 2 if it is present, comprehensive, and specific).<sup>2</sup>

To help discern the difference between a rating of 1 or 2 in a specific category, the American Planning Association report suggests asking these questions:

- Are benchmarks/targets established to indicate success?
- Are there implementation mechanisms identified for this policy?

1 Edwards and Haines, "Evaluating Smart Growth: Implications for Small Communities." *Journal of Planning Education and Research*, Fall 2007, Vol. 27 No. 1, pp. 49-64.

2 Ricklin, A., et. al. 2012. "Healthy Planning: An Evaluation of Comprehensive and Sustainability Plans Addressing Public Health." Chicago: American Planning Association.

- Do the implementation mechanisms specifically address health?
- Are roles and responsibilities assigned to achieve this policy?
- Is there funding attached?
- Is there a timeline identified for achieving this policy?
- Does the plan identify a monitoring system for tracking success?

## Additional scoring information

The following guidance<sup>3</sup> can be used to further distinguish between a "1" and a "2":

### 1 = Weak statement

Assign a rating of "1" when the item is mentioned but:

- The policy will be hard to enforce because the statement is vague, unclear, or confusing.
- Statements are listed as goals, aspirations, suggestions, or recommendations.
- There are loopholes in the policy that weaken enforcement of the item.

- Words often used include: may, can, could, should, might, encourage, suggest, urge, some, partial, make an effort, and try.

### 2 = Meets or exceeds expectations

Assign a rating of "2" when the item is mentioned, and it is clear that the policy makers are committed to making the item happen because:

- The item is described using specific language (e.g., a concept followed by concrete plans or strategies for implementation).
- Strong language is used to indicate that action or regulation is required, including: shall, will, must, have to, insist, require, all, total, comply and enforce.
- A county or community is unable to enforce an item but the goal is clearly stated.

Note if there are multiple references in the plan to a particular element, and use the strongest instance to determine the score.

## Comprehensiveness and strength

The plan is scored both for comprehensiveness and strength. The *comprehensiveness* score is the sum of all elements scored with a 1 or a 2. The *strength* score is the sum of all scores.

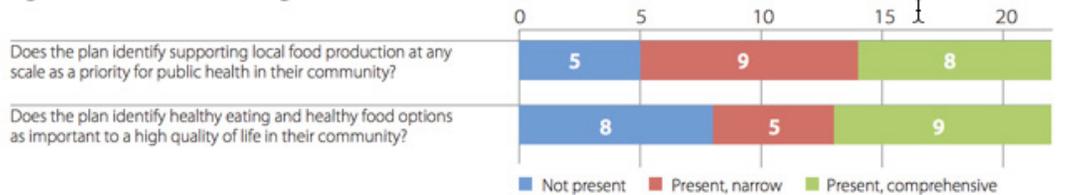
**Example:** Four elements receive a 2, two elements receive a 1, and two elements receive a 0.

The *comprehensiveness* score is 6.

The *strength* score is 10.

3 This guidance is adapted from [Yale Rudd Center WellSAT: Wellness School Assessment Tool](#): An abbreviated version of the Comprehensive Coding System to Measure the Quality of School Wellness Policies, developed by the Robert Wood Johnson Foundation Healthy Eating Research Program.

Figure 5. Food and Nutrition goals



This example from "Healthy Planning: An Evaluation of Comprehensive and Sustainability Plans Addressing Public Health" cited above, shows how 22 different plans scored in various health-related categories.

Blue=0; Red=1; Green=2.

COMPREHENSIVE PLAN MEASURE		Corresponding Implementation Measure
<b>A. Overall plan, vision and strategy</b>		
<b>P-1</b>	The plan explicitly recognizes the relationship of the built environment to obesity, chronic disease and public health in general. 0 Not mentioned 1 Mentioned in a general way, perhaps with some national or statewide statistics 2 Mentioned specifically in conjunction with data relevant to the jurisdiction	I-1
<b>P-2</b>	The plan demonstrates collaboration with public health officials, public health advocates, relevant institutions and stakeholder groups. 0 Not mentioned 1 Mentions receiving input from these groups via communication or attendance at planning meetings 2 Details sustained collaboration with these groups and incorporation of many of their recommendations	I-2
<b>P-3</b>	The plan addresses health inequities among populations within its jurisdiction. 0 Not mentioned 1 Generally addresses health disparities, vulnerable populations, and/or environmental justice concerns 2 Specifically, with mapping or other data, demonstrates areas with vulnerable populations and health disparities and the relationship to various land uses	I-3
<b>P-4</b>	The plan contains a stand-alone health chapter or element. 0 Not included 1 Includes a stand-alone chapter or element with broad statements and non-specific goals 2 Includes a stand-alone chapter or element with data specific to the jurisdiction, measurable goals, and metrics to gauge progress toward those goals	I-1
<b>P-5</b>	The plan refers to Health Impact Assessments (HIAs). 0 Not mentioned 1 Health Impact Assessments are mentioned in broad terms as a means of addressing the effects of a development, plan, code requirement or other land-use policy on public health. 2 The plan sets a specific goal for using HIAs to evaluate developments and/or other land-use plans and policies	I-4
<b>P-6</b>	The plan establishes a relationship between land use decisions and social cohesion/mental health. 0 Not mentioned 1 Mentioned in broad terms, without specific examples or directives 2 Cites specific examples of how planning for healthy and active living can directly affect social cohesion and mental health	I-1

## What is a Health Impact Assessment (HIA)?

A Health Impact Assessment brings together scientific data, health expertise and public input to identify the potential health effects of proposed new laws, regulations projects and programs. This input helps provide decision-makers with proactive opportunities to make land-use decisions that could prevent obesity, injury, asthma and diabetes.

HIAs are not required or even widely used in Delaware. Recognizing their potential value in comprehensive plans could lead to more systematic assessment of development projects, ordinances and zoning code changes for their impact on residents' health.



"The Steps of HIA" graphic retrieved from "HIA Process," The Pew Charitable Trusts website, <http://www.pewtrusts.org/en/projects/health-impact-project/health-impact-assessment/hia-process>

COMPREHENSIVE PLAN MEASURE		Subtotals	Corresponding implementation measure
<b>Subtotal for Section A—Comprehensiveness</b> <i>(add number of elements scored with a 1 or 2)</i>		<input type="text"/>	
<b>Subtotal for Section A—Strength</b> <i>(sum of all scores)</i>		<input type="text"/>	
<b>B. Healthy Living</b> How we move around			
<b>P-7</b>	The plan mentions reducing car dependency as a means of improving public health. 0 Not mentioned 1 The plan mentions the need to reduce car dependency or Vehicle Miles Traveled (VMT) and ties that need to improved public health 2 The plan sets a specific, public health-related policy goal of reducing car dependency or VMT through more compact and mixed land uses and improved access to bike routes, sidewalks and trails		1-5
<b>P-8</b>	The plan includes a goal or objective to increase the number of citizens who walk or bike to work and other daily activities. 0 Not included 1 Mentioned broadly as a goal 2 Plan includes a specific policy goal for increasing mode share for cycling, walking and transit, including specific objectives for collaboration with transportation agencies, advocacy groups and other stakeholder organizations (e.g., Metropolitan Planning Organizations—MPOs)		1-5
<b>P-9</b>	<b>Complete Streets:</b> The plan references “Complete Streets” principles. 0 Not mentioned 1 The plan mentions “Complete Streets” in broad or academic terms without specific goals 2 The plan lays out a specific policy goal to incorporate “Complete Streets” principles into the planning process, citing techniques such as traffic calming, streetscapes, sidewalks, bike routes, and well-marked crosswalks and signage		1-6
<b>P-10</b>	<b>Complete Streets:</b> The plan includes a bicycle/pedestrian plan. 0 Not mentioned 1 The plan includes a jurisdiction-wide plan for improving point-to-point mobility for bicyclists and pedestrians 2 The plan also includes targeted and detailed plans for improving bicycle/pedestrian access in specific communities throughout the jurisdiction in collaboration with the Department of Transportation (DOT) and local metropolitan planning organization (MPO)		1-6

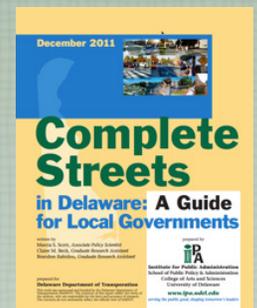
## What makes a street “complete”?



According to [Smart Growth America](#), complete streets are “streets for everyone. They are designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities.

“Complete Streets make it easy to cross the street, walk to shops, and bicycle to work. They allow buses to run on time and make it safe for people to walk to and from train stations.”

A [publication](#) from the University of Delaware’s Institute for Public Administration (IPA) details the history and progress of Complete Streets in Delaware, including implementation at state and local levels. Complete Streets concepts also were incorporated in IPA’s *Toolkit for a Healthy Delaware*.



[Click to view](#)

COMPREHENSIVE PLAN MEASURE		Corresponding implementation measure
<b>P-11</b>	<p><b>Complete Streets:</b> The plan includes traffic calming goals and measures.</p> <ul style="list-style-type: none"> <li>0 Not mentioned</li> <li>1 The plan mentions the need for traffic calming measures (such as roundabouts, center islands and raised medians, street narrowing, raised intersections, short block lengths, speed bumps or humps, rumble strips and chicanes)</li> <li>2 The plan details efforts to work with the DOT and local MPO to assess the need for and plan, design and fund traffic calming measures</li> </ul>	<ul style="list-style-type: none"> <li>1-6</li> <li>1-7</li> </ul>
<b>P-12</b>	<p><b>Complete Streets:</b> The plan includes references to measures that improve pedestrian mobility and safety.</p> <ul style="list-style-type: none"> <li>0 Not mentioned</li> <li>1 The plan mentions the need for sidewalks or wider sidewalks, accessible pedestrian signals, frequent and safe crosswalks</li> <li>2 The plan details efforts to work with the DOT and local MPO to assess the need for and plan, design and fund improved pedestrian facilities</li> </ul>	<ul style="list-style-type: none"> <li>1-6</li> </ul>
<b>P-13</b>	<p><b>Complete Streets:</b> The plan requires developers to provide bicycle, pedestrian and wheelchair access in new communities.</p> <ul style="list-style-type: none"> <li>0 Not mentioned</li> <li>1 The plan makes a general statement about the need to provide such access</li> <li>2 The plan mentions a specific policy and/or recommended requirements for such access – including but not limited to sidewalks, bicycle/pedestrian trails, bicycle lanes, bicycle racks, pedestrian crosswalks, and curb cuts</li> </ul>	<ul style="list-style-type: none"> <li>1-8</li> </ul>
<b>P-14</b>	<p>The plan seeks the development or extension of off-road greenways and trails for biking and walking.</p> <ul style="list-style-type: none"> <li>0 Not mentioned</li> <li>1 Mentioned broadly as a goal without specific deliverables or metrics</li> <li>2 The plan includes specific goals in terms of the creation or extension of off-road trails and greenways (e.g., lane-miles, facilities, timeline, budget, map)</li> </ul>	<ul style="list-style-type: none"> <li>1-9</li> </ul>
<b>P-15</b>	<p>The plan recommends reduced parking requirements for developments located near transit stops and/or with bicycle, pedestrian and wheelchair access.</p> <ul style="list-style-type: none"> <li>0 Not mentioned</li> <li>1 The plan makes a general statement about parking requirements and the relationship to access for transit users, pedestrians, bicyclists and people with physical disabilities</li> <li>2 The plan's objectives include a recommended policy regarding parking standards, such as reduced parking requirements, on-street parking and/or shared parking in developments located near transit stops and/or with access for pedestrians, bicyclists, and people with physical disabilities.</li> </ul>	<ul style="list-style-type: none"> <li>1-10</li> </ul>

## Aging in community

Even if they would like to remain active, many seniors find themselves homebound because of a lack of mobility. They would like to grow older in the community in which they live, but it is difficult to get out to grocery stores, church, parks and other important destinations.

This problem will become more acute as the percentage of Delaware residents 65 and older continues to grow — from 7% in 2010 to about 23% in 2030, according to a 2014 University of Delaware [policy brief](#).

Without reliable, accessible and affordable transportation, seniors are at risk of increased social isolation, decreased volunteer and economic opportunities and overall poor health, that policy brief reports.

Increasingly, seniors are choosing to live in rural areas, which further limit their transportation options. When planning how and where to grow, local governments should be aware of best practices that make communities with compact design, walkability, services and other amenities more attractive to older Delawareans.



COMPREHENSIVE PLAN MEASURE		Corresponding implementation measure
<b>P-16</b>	The plan identifies access to health care and mobility as issues of special concern to aging populations. 0 Not mentioned 1 Mentioned in general terms, but without specific data, goals or metrics 2 The plan cites local statistics and mentions a specific policy goal relating to the mobility of aging populations and their access to health care	I-3
<b>P-17</b>	The plan identifies access to health care and mobility as issues of special concern to disadvantaged populations. 0 Not mentioned 1 Mentioned in general terms, but without specific data, goals or metrics 2 The plan cites local statistics and mentions a specific policy goal relating to the mobility of disadvantaged populations and their access to health care	I-3
<b>P-18</b>	The plan supports “Safe Routes to School” for children or other mechanisms that support children walking or riding bikes to schools, including locating schools closer to residential areas. 0 Not mentioned 1 The plan supports development that enables children to walk or ride their bicycles to school 2 The plan states policy goals that include working with school districts, and public safety, transportation and education agencies to increase the number of children who walk or ride bicycles to school	I-11
<b>P-19</b>	The plan supports the co-location of community services in school buildings. 0 Not mentioned 1 The plan broadly mentions the benefits of co-locating community services—such as senior centers, public libraries, wellness centers, and public meeting space—in existing or new school buildings 2 The plan proactively establishes a goal of working with relevant state agencies and local school districts to co-locate community services in existing or new school buildings	I-12
<b>How we eat and drink</b>		
<b>P-20</b>	The plan supports the preservation of existing working farms. 0 Not mentioned 1 The plan generally expresses support for the preservation of farmland and the viability of agriculture as preferable to its development as low-density sprawl 2 The plan sets specific policy goals for the preservation of working farms; examples include right-to-farm and transfer of development rights (TDR) ordinances; agribusiness zoning that allows a range of agricultural businesses by right; required buffers between agricultural operations and residential development; appropriate rural zoning (one unit per at least 5 acres); a purchase of development rights program; and objectives for acreage preservation	I-13

## Safe Routes to School



While most parents and, especially, grandparents can remember walking or riding a bike to school, it doesn't seem that safe or convenient today. Consider these statistics from [SafeRoutesInfo.org](http://SafeRoutesInfo.org):

- In 1969, 48% of children 5 to 14 years of age usually walked or bicycled to school
- In 2009, 13% of children 5 to 14 years of age usually walked or bicycled to school
- Land-use patterns and school-siting formulas are making it difficult and unsafe for students to walk or bicycle to school even if a school is relatively close to their homes.

Safe Routes to School programs makes it safe, convenient and fun for children to walk or bicycle to school. Elementary and middle schools can receive funding through Delaware's own [program](#). It takes a coalition of parents, community groups, school and local government representatives, police or other local organizations and individuals to get a program started.

*“The Decline of Walking and Bicycling” statistics retrieved from “Introduction to Safe Routes to School,” <http://guide.saferoutesinfo.org/introduction/index.cfm>*

COMPREHENSIVE PLAN MEASURE		Corresponding implementation measure
<b>P-21</b>	<p>The plan supports the preservation or development of “urban” or specialty farms, which grow products such as vegetables, herbs, honey, eggs, flowers and plants for local distribution and sale (in addition to or instead of commodity crops such as corn and soybeans).</p> <p>0 Not mentioned</p> <p>1 The plan notes the value of local food and plant production in broad terms, without specific policies or goals</p> <p>2 The plan sets specific policies, goals and/or objectives intended to encourage more local food and plant production</p>	I-14
<b>P-22</b>	<p>The plan cites the need to increase access to healthy food, especially in low-income communities where “food deserts” may exist.</p> <p>0 Not mentioned</p> <p>1 This need is mentioned in general terms, with no specific policy goals or actions</p> <p>2 The plan cites specific geographic areas of need, including an assessment of “food deserts,” and establishes policies for providing these locations with more healthy food options</p>	I-15
<b>P-23</b>	<p>The plan supports the creation and sustainability of community gardens.</p> <p>0 Not mentioned</p> <p>1 Mentioned in aspirational terms without specific policy goals or actions</p> <p>2 The plan takes specific steps to support the creation and success of community gardens, including numerical goals and suggested actions such as allowing them by right in most zoning categories, allowing them in parks and vacant lots and on surplus lands, providing mini-grants, and formally collaborating with Cooperative Extension and other organizations</p>	I-15 I-16
<b>P-24</b>	<p>The plan addresses the creation and sustainability of farmer’s markets.</p> <p>0 Not mentioned</p> <p>1 Mentioned in aspirational terms without specific policy goals or actions</p> <p>2 The plan takes specific steps to support the creation and success of farmer’s markets, including numerical goals and suggested actions such as allowing them by right in most zoning categories, allowing them in parks and vacant lots and on surplus lands, providing mini-grants, and formally collaborating with Cooperative Extension and other organizations</p>	I-15 I-17
<b>P-25</b>	<p>The plan includes an objective to increase the number of full-service grocery stores in underserved areas.</p> <p>0 Not mentioned</p> <p>1 Mentioned as an aspirational or broad goal, but without local data or specific objectives</p> <p>2 The plan includes data to identify areas not served by supermarkets and establishes strategies for increasing their number</p>	I-15

## What is a “food desert”?

A “food desert” is a community, particularly lower-income neighborhoods, where residents have low (or limited) access to affordable, quality, and nutritious food, according to the US Department of Agriculture.

Food deserts are not a mirage in Delaware. A recent [University of Delaware study](#) determined that 61% of the 215 census tracts in Delaware, lack a grocery store. An additional 56 census tracts (or approximately 27% of the population) have only one grocery store in the region.

In New Castle County alone, 89 census tracts do not have a grocery store within the area, and in Sussex County an additional 34 census tracts do not have a grocery store.

Farmer’s markets are growing in Delaware, and more of them are accepting SNAP through EBT technology.

Successful community gardens are sprouting in locations such as Wilmington’s Rodney Reservoir. The Food Bank of Delaware is able to provide Community Supported Agriculture (CSA) produce to families receiving food assistance, and the Food Bank’s Backpack Program provides nutritious foods to schoolchildren on weekends and holidays.



COMPREHENSIVE PLAN MEASURE		Corresponding implementation measure
<b>P-26</b>	The plan supports businesses that provide healthier food and drink options, especially in documented underserved areas. 0 Not mentioned 1 The plan makes aspirational or general statements about providing healthier food and drink options for its citizens 2 The plan recommends specific actions that would promote healthier and more diverse alternatives to convenience and fast foods– especially in areas where these options are underrepresented	I-15
<b>P-27</b>	The plan addresses access to drinking water and/or promotes installation of water fountains. 0 Not mentioned 1 The plan generally mentions or alludes to the value of available drinking water to its citizens 2 The plan sets policy goals for making safe drinking water available to its citizens through recommended actions such as requiring installation of public water fountains in parks, public spaces, and commercial areas where the public is present	I-18
<b>How we play and get our exercise</b>		
<b>P-28</b>	The plan sets goals for access to open space, parks and recreational facilities. 0 Not mentioned 1 The plan makes aspirational or general statements about the need to improve access to open space, parks and recreational facilities 2 The plan uses data to identify where additional open space, parks and recreational facilities are needed and sets definite goals to improve access	I-19
<b>P-29</b>	The plan refers to the latest Statewide Comprehensive Outdoor Recreation Plan (SCORP). 0 Not mentioned 1 Mentioned in broad terms, without applying specific data and findings 2 The plan uses SCORP data to define and target recreational needs and set goals and objectives	I-19
<b>P-30</b>	The plan establishes a high level of service for parks – for factors such as lighting, cleanliness, safety. 0 Not mentioned 1 The plan mentions the importance of making parks and recreational areas attractive and safe 2 The plan sets standards for a high level of service within parks and recreational facilities and establishes metrics for tracking it	I-19

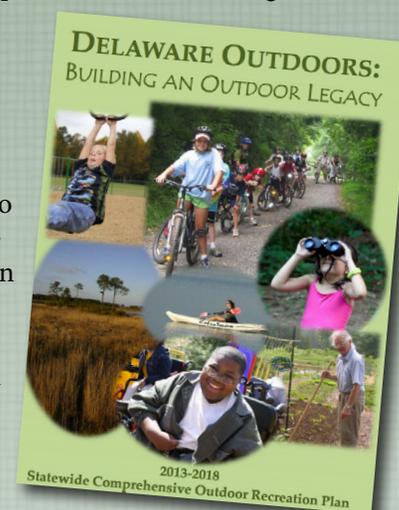
## What is SCORP?

*Delaware Outdoors: Building an Outdoor Legacy*, [Delaware's Statewide Comprehensive Outdoor Recreation Plan \(SCORP\)](#), is a planning and policy document that identifies needs in outdoor recreation throughout the state of Delaware.

Identification of these needs guides the investment of funding for outdoor recreation, specifically in the distribution of Land and Water Conservation Funds (LWCF) and Delaware Trust Funds, as well as other public and private funds. The National Park Service requires states to develop a SCORP every five years, to remain eligible for federal funds.

The SCORP segments Delaware into five regions. The top priority in every one of those regions, identified as a result of survey responses, is more walking and jogging trails.

The most recent report (2013) also makes the connection between outdoor recreation and healthy lifestyles.

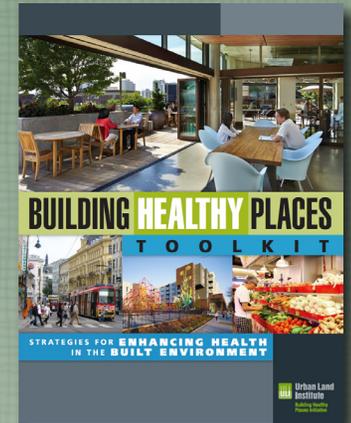


[Click to view](#)

COMPREHENSIVE PLAN MEASURE		Corresponding implementation measure
<b>P-31</b>	The plan establishes standards for developer-provided open space within developments. 0 Not mentioned 1 The plan cites the need for functional, usable open space within residential developments 2 The plan sets clear guidelines for how open space is to be designed for and used by the community	I-20
<b>P-32</b>	The plan identifies geographic areas with the greatest need for more physical activity. 0 Not mentioned 1 The plan cites, in general terms, communities or areas that do not have sufficient opportunity for physical activity 2 The plan establishes a standard for physical activity and identifies and maps areas where that standard is not met, along with specific goals and policy objectives for improvement	I-19
<b>How we get and stay well</b>		
<b>P-33</b>	The plan includes data on the number of health and human service outlets available to populations in need in the jurisdiction. 0 Not mentioned 1 General health care data nonspecific to communities within the jurisdiction is included 2 The plan includes maps and/or data that clearly identify where there is a gap in access to health care	I-3
<b>P-34</b>	The plan includes policies to work with relevant state agencies to improve access of all citizens to health care and wellness services. 0 Not mentioned 1 The plan generally mentions potential partners and/or broad goals relative to improving access to health care and wellness services 2 The plan clearly identifies specific partners and a planned collaboration and goals to improve access to health care and wellness services	I-3
<b>P-35</b>	The plan supports policies that enable aging in place. 0 Not mentioned 1 The plan generally mentions the need to maintain mobility and access to services as citizens age, without including specific goals or measures 2 The plan includes specific goals, policies and/or measures to maintain older citizens' mobility and access to services	I-3
<b>Subtotal for Section B—Comprehensiveness</b> <i>(add number of elements scored with a 1 or a 2)</i>		<input type="text"/>
<b>Subtotal for Section B—Strength</b> <i>(sum of all scores)</i>		<input type="text"/>

## A "toolkit" for building healthy places

One of the sources for deriving this scorecard is the Urban Land Institute's "Building Healthy Places" toolkit, published in 2015. The reader-friendly document lays out 21 evidence-based recommendations for promoting health at the building or project level.



The recommendations are organized according to three categories: physical activity, healthy food and drinking water, and healthy environment and social well-being.

The toolkit also tackles additional areas that this scorecard did not pursue, such as the indoor air and lighting quality of buildings, noise pollution, and the design of interior staircases. But this scorecard does reflect



the ULI toolkit's recommendations for mixed uses, pedestrian orientation, high-quality recreational spaces, and access to healthy foods.

*Indoor stairways should be attractive and visible, not tucked away in a corner.*

## COMPREHENSIVE PLAN MEASURE

Corresponding  
implementation  
measure

### C. Active Design How we plan and build

<p><b>P-36</b></p>	<p>The plan supports walkable, mixed-use development.</p> <ul style="list-style-type: none"> <li>0 Not mentioned</li> <li>1 Mixed-use development is mentioned in aspirational terms, but without specific policy goals</li> <li>2 The plan specifically promotes mixed-use development by recommending actions that make it attractive to pursue – for example, incentives such as density bonuses and location-efficient mortgages, by-right development categories and collaboration with transportation agencies</li> </ul>	<p>I-22 I-23</p>
<p><b>P-37</b></p>	<p>The plan identifies the need to plan and build connected street networks in mixed-use areas that are pedestrian-friendly.</p> <ul style="list-style-type: none"> <li>0 Not mentioned</li> <li>1 Mentioned in general terms as important but without specific policy goals</li> <li>2 The plan specifically sets policy goals for well-connected street networks built to a human scale with one or more of the following features: <ul style="list-style-type: none"> <li>• Design appropriate block lengths that promote safe walking</li> <li>• Place principal functional building entries on front façades that face a public space, such as a street, park or plaza</li> <li>• Place building entries at frequent intervals along streets and sidewalks</li> <li>• Include ground-floor retail in nonresidential and mixed-use projects</li> <li>• Install clear glass façades for ground-level retail, service, or trade uses</li> <li>• Limit blank walls along building façades</li> <li>• Keep ground-level retail, service, and trade windows visible and unshuttered at night</li> <li>• Establish covenants, conditions, and restrictions, or other deed restrictions, to ensure the maintenance of visible/unshuttered windows along ground-level retail, service or trade uses in perpetuity</li> <li>• Build elevated finished floors for ground-floor residential units</li> <li>• Minimize exposure to parking lots</li> <li>• Minimize exposure to active driveways</li> <li>• Require wider sidewalks in mixed-use areas</li> <li>• Eliminate or reduce building setbacks to create a sense of enclosure for pedestrians</li> <li>• Require active uses at ground floor</li> <li>• Require a building-height to street-width ratio that maintains a walkable/streetscape</li> <li>• Require buildings to be oriented to face the street or civic spaces</li> </ul> </li> </ul>	<p>I-21</p>

## Your neighborhood's "Walk Score"

Is your neighborhood a safe and friendly place to walk and bike? Is public transit readily available? Find out by plugging your address into the website [www.walkscore.com](http://www.walkscore.com).

The city of Wilmington overall has a score of **72 out of 100** and is rated to have good public transit and be "somewhat bikeable." Its most walkable neighborhoods are downtown, Quaker Hill and West Center City.

East Main Street in Newark has a high walk score of 82, meaning that most errands can be accomplished on foot. Other suburban and rural areas in Delaware have walk scores in the 20s; almost all errands require the use of a vehicle.

The University of Delaware's Institute for Public Administration has produced a [walkability assessment tool](#) that municipalities can use to help gauge how walkable their communities are. In November 2015, IPA was updating the tool.



East Main Street in Newark, Delaware, has a high walk score of 82.

COMPREHENSIVE PLAN MEASURE		Corresponding implementation measure
<b>P-38</b>	<p><b>Compact development:</b> The plan promotes compact development to promote livability, walkability and transportation efficiency.</p> <p>0 Not mentioned</p> <p>1 Compact development (higher density) is mentioned in general terms but without specific policy goals or discussion of appropriate density</p> <p>2 The plan sets specific goals and locations for appropriately promoting compact development, such as increased density for mixed-use development where infrastructure is in place and/or transfer of development rights with designated receiving areas</p>	I-22 I-23
<b>P-39</b>	<p><b>Compact development:</b> The plan addresses transit-oriented design.</p> <p>0 Not mentioned</p> <p>1 Mentioned in aspirational or broad terms without specific goals or locations identified</p> <p>2 Details appropriate locations and standards for transit-oriented design in collaboration with the DOT and/or provides incentives such as density bonuses for development in these locations</p>	I-22 I-23
<b>P-40</b>	<p><b>Compact development:</b> The plan supports Traditional Neighborhood Development, or village-style development.</p> <p>0 Not mentioned</p> <p>1 Mentioned in aspirational or broad terms without specific goals or locations</p> <p>2 The plan recommends identifying ideal locations, setting standards for TND or village-style development and/or providing incentives such as density bonuses for development in these locations</p>	I-22 I-23
<b>P-41</b>	<p><b>Compact development:</b> The plan supports infill and redevelopment of greyfields in areas already served by public infrastructure.</p> <p>0 Not mentioned</p> <p>1 Mentioned aspirationally as a general goal, without specifics</p> <p>2 The plan sets specific goals for infill and redevelopment of grayfields – for example, inventorying targeted areas and providing incentives for their development or redevelopment</p>	I-22 I-23
<b>P-42</b>	<p><b>Compact development:</b> The plan supports repurposing, adaptation and reuse of older buildings rather than demolition and new construction on greenfields.</p> <p>0 Not mentioned</p> <p>1 Mentioned aspirationally as a general goal, without specifics</p> <p>2 The plan sets specific goals for repurposing, adaptation and reuse of older buildings, including identifying targeted areas for these efforts</p>	I-22 I-23

## What is a greyfield?

“Greyfields” describe economically obsolescent, outdated, or underutilized lands such as older retail malls or strip centers that no longer attract adequate investment or tenants.

Unlike brownfields, which are or are perceived to be environmentally contaminated, greyfields usually are not. Both often contain older types of infrastructure that may need to be replaced. Also, both greyfields and brownfields tend to be underutilized.

The properties may be better suited for mixed-use development that incorporates a blend of housing, retail, office, services, and public space. Proximity to public transit can reduce automobile use. Redeveloping the property brings people, jobs and tax revenues to a once blighted area.

Delaware’s most prominent greyfield was Merchants Square Mall in east Wilmington, built in 1950. It sat vacant with a massive empty parking lot for years until redevelopment efforts began in 2009. It now features a Food Lion grocery store in an area once considered a “food desert,” but still struggles with vacant space.



COMPREHENSIVE PLAN MEASURE		Corresponding implementation measure
<b>P-43</b>	<p><b>Compact development:</b> The plan supports connectivity between developments.</p> <ul style="list-style-type: none"> <li>0 Not mentioned</li> <li>1 Connectivity between residential and neighborhood-style commercial development is encouraged to promote walking and bicycling and discourage vehicle use</li> <li>2 Connectivity between residential and neighborhood-style commercial development is required</li> </ul>	I-24
<b>P-44</b>	<p><b>Compact development:</b> The plan supports accessory dwelling units in appropriate locations to create affordable options in existing communities and foster social cohesion for older citizens, young people just starting out, and others who can't afford or don't want to live in a single-family dwelling.</p> <ul style="list-style-type: none"> <li>0 Not mentioned</li> <li>1 Mentioned in aspirational or broad terms as a goal, without specifics</li> <li>2 The plan sets specific policies, goals and/or standards for permitting accessory dwelling units in appropriate locations</li> </ul>	I-25
<b>P-45</b>	<p>The plan promotes "third places" and public spaces.</p> <ul style="list-style-type: none"> <li>0 Not mentioned</li> <li>1 Generally recognizes the value of places for people to congregate besides work and home</li> <li>2 The plan sets specific goals for the creation of public spaces and so-called "third places" – such as walkable main streets, coffee houses, plazas, promenades, play fountains, outdoor cafes, pubs, bookstores and other public gathering spots with seating</li> </ul>	I-26
<b>P-46</b>	<p>The plan addresses the use of street trees for shade and to enhance walkability.</p> <ul style="list-style-type: none"> <li>0 Not mentioned</li> <li>1 The plan generally promotes the installation and maintenance of street trees in new and existing developments</li> <li>2 The plan recommends specific goals for street trees, including size, spacing and species</li> </ul>	I-27
<b>P-47</b>	<p>The plan supports the orientation of buildings to face the street or include windows that face the street (promoting "natural surveillance" and making walking safer).</p> <ul style="list-style-type: none"> <li>0 Not mentioned</li> <li>1 Mentioned aspirationally or in general terms, without specific guidelines or requirements</li> <li>2 The plan recommends specific guidelines or requirements for the orientation of buildings and placement of windows.</li> </ul>	I-21

## The value of "Third Places"

*"Life without community has produced, for many, a life style consisting mainly of a home-to-work-and-back-again shuttle. Social well-being and psychological health depend upon community. It is no coincidence that the 'helping professions' became a major industry in the United States as suburban planning helped destroy local public life and the community support it once lent."*

*- Urban sociologist Ray Oldenberg, author of "The Great Good Place"*

Our homes are our "first place," and work is our "second place." "Third places" are those informal gathering spaces that create a sense of community and social cohesion. Recreating those places that anchor our community life—they used to be the barber shop, the post office, the soda fountain—helps get us out of our cars and away from our televisions. A public plaza, a village green, an interactive fountain that children can play in, a coffee shop—all are examples of third places.

The [Project for Public Spaces](#) is a good resource for "third places."



COMPREHENSIVE PLAN MEASURE		Corresponding implementation measure
<b>P-48</b>	The plan supports recognized third-party standards for healthy building design and operations, such as Leadership in Energy and Environmental Design (LEED). 0 Not mentioned 1 Mentioned in encouraging, aspirational terms without specific goals or incentives 2 The plan suggests incentives for specific building rating systems that promote such healthy building measures as clean indoor air, active occupants, daylighting, and healthy food options.	I-28
<b>P-49</b>	The plan supports recognized third-party standards for sustainable, healthy mixed-use communities such as STAR Communities or LEED for Neighborhood Development. 0 Not mentioned 1 Mentioned in encouraging, aspirational terms without specific goals or incentives 2 The plan suggests incentives for specific community rating systems that promote healthy eating and active living such as walkability, bicycle facilities, connectivity, access to outdoor recreation, social cohesion, safety, healthy food access, and indoor air quality.	I-28
<b>P-50</b>	The plan supports intergovernmental coordination that ensures mobility and seamless access to services between jurisdictions. 0 Not mentioned 1 Mentioned in encouraging, aspirational terms without specific goals or incentives 2 The plan specifically mentions collaborative measures including Memoranda of Agreement with municipal and state entities	I-29
<b>Subtotal for Section C—Comprehensiveness</b> <i>(add number of elements scored with a 1 or 2)</i>		<input type="text"/>
<b>Subtotal for Section C—Strength</b> <i>(sum of all scores)</i>		<input type="text"/>
<b>Total for plan measures—Comprehensiveness</b>		<input type="text"/>
<b>Total for plan measures—Strength</b>		<input type="text"/>

## LEED for Neighborhood Development

Leadership in Energy and Environmental Design, or LEED, is a globally recognized standard for homes and buildings. LEED-certified homes, office buildings, schools and stores have to meet rigorous standards to water and energy savings, indoor air quality and occupant comfort, waste management, lighting and habitat protection.



LEED for Neighborhood Development is a relatively recent version of the rating system that looks at the whole context of a development,

including its location and surrounding uses. Its three rating categories are **Smart Location and Linkage; Neighborhood Pattern and Design; and Green Infrastructure and Buildings.**

LEED-ND has several credits that relate to healthy living and active design: Compact development; walkable design; bicycle facilities; proximity to work and shopping; access to recreation and public spaces; shaded streetscapes; and local food production.

To date, there are no LEED-ND projects in Delaware. But local governments could adapt some of the concepts in their zoning codes, and many of them are used in this scorecard. The Land Use Law Center at Pace Law School developed a [Technical Guidance Manual for Sustainable Neighborhoods](#) for local governments to use LEED-ND to evaluate their plans, goals and policies.

# Implementation of the scorecard

“In some ways, developing a plan is the easy part. The real challenge often comes in translating a plan’s vision, goals, policies and strategies into the day-to-day operations and actions of government.

“A plan’s alternative fate is to sit on a shelf unused.”

- from *“Implementing a Comprehensive Plan,”*  
*State of Minnesota*



In Delaware, a county or municipal comprehensive plan has the force of law but still must be implemented for its aspirations, goals and objectives to be realized on the ground. The main instrument of implementation is a local government’s zoning code, such as New Castle County’s Unified Development Code.

Other avenues to implementation include a local government’s budget in which it can allocate money and positions to provide technical assistance, tracking/ measurement and enforcement. Partnerships and memoranda of agreement with state agencies, governments of adjacent municipalities, metropolitan planning organizations, nonprofits and advocacy organizations also demonstrate a commitment to the comprehensive plan’s vision for healthy living and active design.

Resolutions or ordinances specifying policies, resources and enforcement also demonstrate intent and commitment beyond the comprehensive plan.

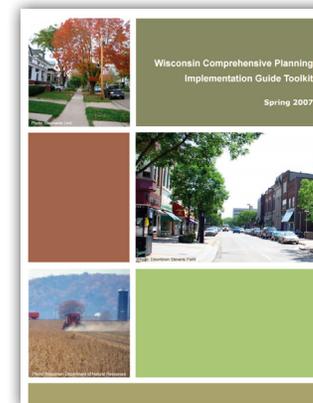
These measures track whether items in the *Healthy Living and Active Design Scorecard* are being implemented. Some measures refer to an implementation action plan, in which actions, resources, partnerships and policy changes are detailed; others refer to the actual implementing code and specific zoning requirements. Most comprehensive plans include an implementation section detailing a work plan for fulfilling plan

goals. An implementation plan for the components of the *Healthy Living and Active Design Scorecard* could be included in that section, or it could be a stand-alone document.

Not every one of the 50 comprehensive plan measures has a discrete implementation counterpart. Some implementation measures roll up to multiple comprehensive plan measures because they are interrelated, as in the “Complete Streets” and “Compact Design” categories. A few of the plan measures are covered by more than one implementation measure; this redundancy reinforces the importance of these concepts.

The implementation section uses a 0, 1 methodology to identify the absence or presence of the action item related to the comprehensive plan measure. There are many available best management practices for the broad categories of complete streets, compact design and healthy living that it seemed arbitrary to attempt to distinguish between a 1 and a 2 as was done in the Scorecard. One strong, well-written and effectively implemented section of code can advance the goals of this Scorecard better than several weaker ones.

The implementation measures are distinguished by whether they refer to an implementation action plan (IAP) or to the adoption or modification of land use and development regulations (Code/regs) such as zoning and subdivision ordinances.



[Wisconsin’s plan implementation toolkit](#)

*An effective implementation plan is not a laundry list of bullet points tacked on to the end of a comprehensive plan. It converts the aspirational language of the comprehensive plan into doable action items with specific timelines and measures to track progress.*

<b>IMPLEMENTATION MEASURE</b>		IAP - Implementation Action Plan Code/Regs - Measures that include changes to zoning code, regulations	<b>Corresponding plan measure</b>
<b>D. Implementing a Plan of Action</b>			
<b>I-1 IAP</b>	An action plan is present that includes, at least in part, implementation of the Healthy Living and Active Design goals of the comprehensive plan and addresses the Scorecard's measures relating to Overall Plan, Vision and Strategy. 0 No implementation plan developed for Healthy Living and Active Design goals and measures 1 An implementation plan is developed for the Healthy Living and Active Design goals and measures — either separately or as part of the overall comprehensive plan implementation		P-1, P-4, P-6
<b>I-2 IAP</b>	The implementation action plan specifically demonstrates intergovernmental coordination and collaboration with public health officials, public health advocates, relevant institutions and stakeholder groups. 0 No implementation plan, or not included in implementation plan 1 Relevant stakeholders listed above are included in the preparation of the implementation plan		P-2
<b>I-3 IAP</b>	The implementation action plan includes specific measures for addressing health inequities among specific populations, such as those in high poverty areas, the elderly or the disabled. 0 No implementation plan, or not included in implementation plan 1 The implementation plan recommends a specific budget, staff, technical assistance and/or partnerships with relevant government agencies, institutions and other stakeholders to address health inequities		P-3, P-16 and P-17, P-33 through P-35
<b>I-4 IAP</b>	The implementation action plan directs the development of a Health Impact Assessment (HIA) process or protocol and specifies the type of developments or projects that would benefit from an HIA. 0 Not addressed in implementation plan or code 1 HIAs are addressed in the implementation plan and zoning/development code		P-5
<b>Subtotal for Section D</b>			<input type="text"/>
<b>E. Healthy Living</b>			
<b>How we move around</b>			
<b>I-5 IAP</b>	The implementation action plan details a policy for decreasing car dependency in partnership with the local Metropolitan Planning Organization (MPO), transportation agency and other potential stakeholders such as ride-share, bicycle and health advocacy organizations. 0 Not mentioned 1 Policy includes budget prioritization; implementing code changes; memoranda of agreement with government, institutional and nonprofit partners; tracking measures		P-7 P-8
<b>I-6 IAP</b>	The implementation action plan details a policy for achieving a “Complete Streets” approach to mobility and zoning. 0 Not mentioned 1 Policy includes budget prioritization; implementing code changes; memoranda of agreement with government, institutional and nonprofit partners; tracking measures		P-9 through P-12

<b>IMPLEMENTATION MEASURE</b>		IAP - Implementation Action Plan Code/Regs - Measures that include changes to zoning code, regulations	<b>Corresponding plan measure</b>
<b>I-7 Code/regs</b>	The land use and development regulations require traffic calming measures that slow traffic and enable safer non-motorized transportation. 0 Not mentioned 1 Regulations require traffic calming measures such as roundabouts, center islands and raised medians, street narrowing, short block lengths, raised intersections, speed bumps or humps, rumble strips and chicanes		P-11
<b>I-8 Code/regs</b>	Bicycle, pedestrian and wheelchair mobility are required in new mixed-use and commercial developments. 0 Not mentioned 1 Possible implementation mechanisms include sidewalks, bicycle/pedestrian trails, bicycle facilities, bicycle lanes, curb cuts to accommodate wheelchairs, pedestrian crosswalks		P-13
<b>I-9 IAP</b>	Implementation action plan details policies, resources and partnerships that will lead to the addition or extension of off-road greenways and trails for biking and walking. 0 Not mentioned 1 Action plan includes budget prioritization; implementing code changes; memoranda of agreement with government, institutional and nonprofit partners; tracking measures		P-14
<b>1-10 Code/regs</b>	The land use and development regulations allow for reduced parking requirements. 0 Not mentioned or prohibited 1 Reduced parking requirements, on-street parking and/or shared parking is permitted in developments located near transit stops and/or with access for pedestrians, bicyclists, and people with physical disabilities		P-15
<b>I-11 IAP</b>	The implementation action plan identifies specific objectives, resources, partners and tracking measures for increasing Safe Routes to Schools. 0 Not mentioned 1 The implementation action plan details actions that include collaborating with school districts and public safety, transportation and education agencies to increase the number of children who walk or ride bicycles to school		P-18
<b>I-12 IAP</b>	The implementation action plan identifies potential projects where co-location of community services could be achieved. 0 Not mentioned 1 Potential projects, community services and partners are identified		P-19
<b>E. Healthy Living</b> How we eat and drink			
<b>I-13 Code/regs</b>	Existing working farms are valued and preserved through specific implementation mechanisms. 0 Not mentioned 1 Implementation mechanisms could include a county preservation of development rights (PDR) program and transparent process that complement the state program; a working Transfer of Development Rights (TDR) program; an agribusiness zone that allows a range of agricultural-related businesses by right; a right-to-farm ordinance; required buffers between agricultural operations and residential development; and rural zoning density (one unit per at least 5 acres).		P-20

<b>IMPLEMENTATION MEASURE</b>		IAP - Implementation Action Plan Code/Regs - Measures that include changes to zoning code, regulations	<b>Corresponding plan measure</b>
<b>I-14 Code/regs</b>	Urban or specialty farms are allowed and encouraged through specific implementation mechanisms. These mechanisms are the same as in the working farms measure, in addition to access to technical assistance and business and financial incentives. 0 Not mentioned 1 Actions available in implementing code		P-21
<b>I-15 IAP</b>	The implementation action plan includes objectives for reducing the occurrence of “food deserts,” along with metrics to track progress. 0 Not mentioned 1 Objectives could include partnerships with organizations such as the state Department of Agriculture, Food Bank and Cooperative Extension; streamlining the development processes for potential full-service grocery stores; offering technical assistance to enable neighborhood stores to stock healthy food options; introducing farmers markets and community gardens to urban areas; expanding food assistance policies to include alternatives such as farmer’s markets; and using alternative land use and transportation planning approaches to effectively reduce access problems in the built environment		P-22 through P-26
<b>I-16 Code/regs</b>	The land use and development regulations enable community gardens. 0 Not mentioned or prohibited 1 Community gardens allowed by right in most zoning categories, allowed in parks, vacant lots and on surplus lands		P-23
<b>I-17 Code/regs</b>	The land use and development regulations enable farmer’s markets. 0 Not mentioned or prohibited 1 Farmer’s markets allowed by right in most zoning categories, allowed in parks, vacant lots and on surplus lands		P-24
<b>I-18 Code/regs</b>	The land use and development regulations require access to public drinking water where appropriate. 0 Not mentioned or prohibited 1 Public water fountains required in parks, public spaces and commercial areas where the public is present		P-27
<b>E. Healthy Living</b>			
<b>How we play and get our exercise</b>			
<b>I-19 IAP</b>	The implementation action plan includes specific objectives for improving and/or expanding open space, parks and recreational facilities where needed and providing resources for a high level of services for parks – for factors such as lighting, cleanliness, safety. 0 Not mentioned 1 The implementation action plan includes specific objectives and tracking measures relating to the provision and expansion of open space, parks and recreational facilities, as well as service levels in parks.		P-28 through P-30 P-32
<b>I-20 Code/regs</b>	The land use and development regulations set standards and requirements for developer-provided open space within developments. 0 Not mentioned 1 Regulations specify requirements, size and uses for developer-provided open space		P-31
<b>Subtotal for Section E</b>			<input type="text"/>

<b>IMPLEMENTATION MEASURE</b>	IAP - Implementation Action Plan Code/Regs - Measures that include changes to zoning code, regulations	<b>Corresponding plan measure</b>
<b>F. Active Design</b> How we plan and build		
<b>I-21</b> <b>Code/regs</b>	<p>Site design standards promote walkability and connectivity.</p> <p>0 Not mentioned or prohibited</p> <p>1 The land use and development regulations contains examples of the following types of requirements for mixed-use developments :</p> <ul style="list-style-type: none"> <li>• Design appropriate block lengths that promote safe walking</li> <li>• Place principal functional building entries on front façades that face a public space, such as a street, park or plaza</li> <li>• Place building entries at frequent intervals along streets and sidewalks</li> <li>• Include ground-floor retail in nonresidential and mixed-use projects</li> <li>• Install clear glass façades for ground-level retail, service, or trade uses.</li> <li>• Limit blank walls along building façades</li> <li>• Keep ground-level retail, service, and trade windows visible and unshuttered at night</li> <li>• Establish covenants, conditions, and restrictions, or other deed restrictions, to ensure the maintenance of visible/unshuttered windows along ground-level retail, service or trade uses in perpetuity</li> <li>• Build elevated finished floors for ground-floor residential units</li> <li>• Minimize exposure to parking lots</li> <li>• Minimize exposure to active driveways</li> <li>• Require wider sidewalks in mixed-use areas</li> <li>• Eliminate or reduce building setbacks to create a sense of enclosure for pedestrians</li> <li>• Require active uses at ground floor</li> <li>• Require a building-height to street-width ratio that maintains a walkable streetscape</li> <li>• Require buildings to be oriented to face the street or civic space</li> </ul>	P-37 P-47
<b>I-22</b> <b>Code/regs</b>	<p>Zones, overlays or floating zones that promote compact development, mixed use and multi-modal transportation are present in the implementing code.</p> <p>0 Not mentioned or prohibited</p> <p>1 These could include:</p> <ul style="list-style-type: none"> <li>• Traditional Neighborhood Development (TND)</li> <li>• Village or urban village</li> <li>• Transit-Oriented Development (TOD)</li> <li>• Overlays that address the intersection of older neighborhoods with commercial uses</li> <li>• Overlays that address the repurposing of “greyfields”: e.g., underused or abandoned aging commercial development</li> <li>• Mixed-Use or Live-Work Center</li> </ul>	P-36 P-38 through P-42
<b>I-23</b> <b>Code/regs</b>	<p>Such zones, overlays or floating zones that promote compact development, mixed-use and multi-modal transportation include incentives to encourage their use.</p> <p>0 Not mentioned or prohibited</p> <p>1 Incentives could include “by-right” approvals, expedited review, density bonuses, reduced street width requirements, reduced parking requirements, reduced fees or taxes</p>	P-36 P-38 through P-42

<b>IMPLEMENTATION MEASURE</b>		IAP - Implementation Action Plan Code/Regs - Measures that include changes to zoning code, regulations	<b>Corresponding plan measure</b>
<b>I-24</b> <b>Code/regs</b>	The land use and development regulations require connectivity between developments. 0 Not mentioned or prohibited 1 Connectivity is required between mixed-used developments and residential areas via streets, sidewalks and/or trails		P-43
<b>I-25</b> <b>Code/regs</b>	The land use and development regulations permit accessory dwelling units in appropriate locations to create affordable housing options within existing communities. 0 Not mentioned or expressly prohibited 1 Permitted by right in designated areas		P-44
<b>I-26</b> <b>Code/regs</b>	The land use and development regulations set requirements for “third places” or other civic spaces. (see sidebar on page 14). 0 Not mentioned or prohibited 1 Regulations allow for flexible community use of civic spaces (farmer’s markets, festivals, outdoor classes, small concessions (e.g., healthy food and drink vendors)		P-45
<b>I-27</b> <b>Code/regs</b>	Street trees are required in new developments. 0 Not mentioned or prohibited 1 Standards provided for spacing, size, species in the implementing code		P-46
<b>I-28</b> <b>Code/regs</b>	The land use and development regulations provide approval and/or financial incentives for use of third-party standards for sustainable, healthy mixed-use communities such as Leadership for Energy and Environmental Design (LEED for Building Design and Construction, LEED for Neighborhood Development), National Green Building Standard, or STAR Communities (Sustainability Tools for Assessing and Rating Communities). 0 Not mentioned 1 Approvals and incentives are included in implementing code or associated ordinance		P-48 P-49
<b>I-29</b> <b>IAP</b>	The local government pursues intergovernmental agreements that ensure mobility and seamless access to services between jurisdictions. 0 Not mentioned 1 Evidence exists of collaborative measures including memoranda of agreement with municipal and state entities such as transportation and public health agencies		P-50
<b>Subtotal for Section F</b>		<input type="text"/>	
<b>Total for implementation measures</b>		<input type="text"/>	

# Project sources

[Access to Healthy Foods in the Built Environment](#), July 2015, Institute for Public Administration, University of Delaware

[Building Healthy Places Toolkit](#), 2015, The Urban Land Institute

[Complete Streets: Best Policy and Implementation Practices, \(excerpt\)](#) Planning Advisory Service Report 559, 2010, American Planning Association

[Healthy Planning, An Evaluation of Comprehensive and Sustainability Plans Addressing Public Health](#), 2012, American Planning Association

[Healthy Communities: The Comprehensive Plan Assessment Tool](#), 2010, Institute for Public Administration, University of Delaware

[Integrating Planning and Public Health](#), Planning Advisory Service Report 539/540, 2006, American Planning Association

[LEED Reference Guide for Neighborhood Development](#), 2009 Edition, The US Green Building Council

[Local Leaders: Healthier Communities Through Design](#), 2012, American Institute of Architects

[Neighborhood Development Floating Zone](#), 2012, US Green Building Council and Pace Land Use Law Center

[Sustaining Places: The Role of the Comprehensive Plan](#), Planning Advisory Service Report 567, 2012, American Planning Association

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