



built environment policy blueprint

Fall 2010





Our Mission

LiveWell Colorado strives to inspire and advance policy, environmental and lifestyle changes that promote health through the prevention and reduction of obesity.

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Introduction and Report Overview

About LiveWell Colorado

LiveWell Colorado is a nonprofit organization committed to reducing obesity in Colorado by promoting healthy eating and active living. In addition to educating and inspiring people to make healthy choices, LiveWell Colorado focuses on policy, environmental and lifestyle changes that remove barriers and increase access to healthy behaviors. Working in partnership with obesity prevention initiatives across the state, LiveWell Colorado aims to provide every Coloradan with access to healthy foods and opportunities for physical activity in the places they live, work, learn and play. Initially established as a grant-making collaborative in 2007, LiveWell Colorado became a 501(c)(3) in 2009 with the support of its initial funders—The Colorado Health Foundation, Kaiser Permanente and the Kresge Foundation—and its partner the Colorado Department of Public Health and Environment. Tasked with leading the state’s obesity prevention efforts, LiveWell Colorado is implementing an aggressive five-year strategic plan that was developed with input from hundreds of experts and stakeholders. Priority goals are focused in the following areas:

- Funding community coalitions throughout the state focused on healthy eating and active living strategies
- Informing and advancing multi-sector policy efforts with key stakeholders at the local, state and national levels
- Leading social marketing initiatives that inspire a culture shift and motivate sustainable healthy behavior changes
- All efforts are grounded by the underlying goals of reducing health disparities, building synergy and reducing duplication of efforts among organizations, supporting promising practices and ensuring accountability through rigorous evaluation.

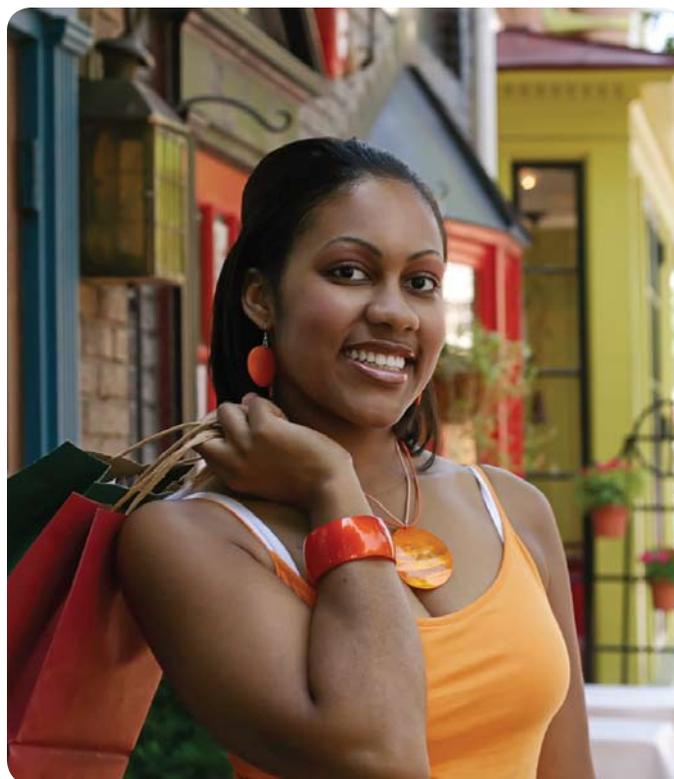
LiveWell Colorado promotes policy efforts that create healthy places—neighborhoods, schools, and worksites—essential to supporting healthy eating and physical activity behaviors. Recognizing the importance of “health in all policies,” LiveWell Colorado collaborates across sectors and is leading the development of a series of Policy Blueprints that assess current initiatives, recommend

Vision: All Coloradans enjoy a lifestyle that includes healthy eating and active living. The state’s tradition of health and wellness is fully embraced by its residents.

Mission: Inspire and advance policy, environmental and lifestyle changes that promote health through the prevention and reduction of obesity.

actionable strategies, and provide overall direction for statewide efforts regarding specific policy topics. For more information on LiveWell Colorado, please visit our website www.livewellcolorado.org.

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Why a Policy Blueprint on the Built Environment?

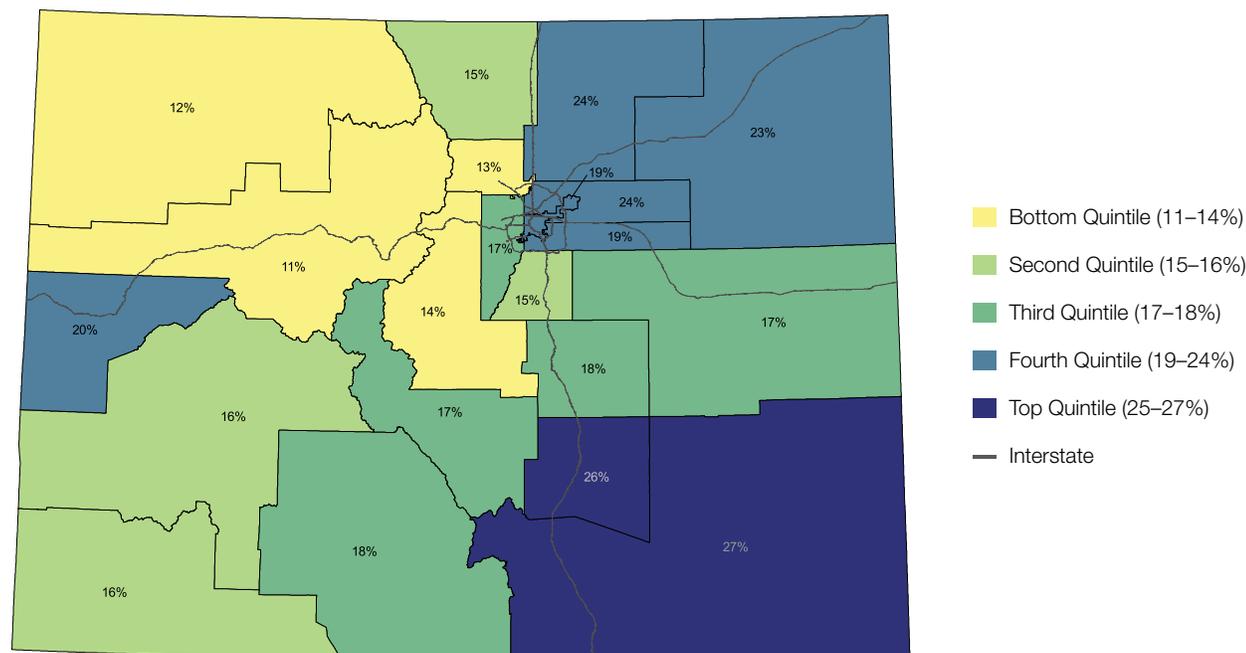
The phrase “built environment” refers to the human-made surroundings that provide the setting for human activity ranging in scale from personal shelter to neighborhoods to larger-scale civic surroundings. Parks, libraries, urban gardens, and even streets are examples of what is built that defines communities, and ultimately provides the backdrop for choices people make that impact their health—either directly or indirectly. The term built environment is widely used to describe the interdisciplinary field of study that addresses the design, construction, management and use of these man-made surroundings and their relationship to the human activities that take place within them over time.

This Blueprint will initiate a process examining how the built environment may be affecting health outcomes throughout Colorado, and what communities are doing to increase opportunities for healthy eating and active living. Policies guiding the built environment support LiveWell Colorado’s mission to “inspire and advance policy, environmental, and lifestyle changes that promote health through the reduction of obesity” by advancing proactive building changes and solutions throughout Colorado.

The history of built environment impacts on lifestyle and health came as early as 1996, when the U.S. Surgeon General released a landmark report, *Physical Activity and Health*, and concluded that a sedentary lifestyle is a primary factor in more than 200,000 deaths each year—equivalent to about 25 percent of all deaths from chronic disease and 10 percent of all deaths in the United States. Cardiovascular disease, diabetes, hypertension, obesity, osteoporosis and some cancers are linked to a sedentary lifestyle, making physical inactivity second only to smoking as a lifestyle risk factor for disease and premature death.

The *Weight of the State: 2009 Report on Overweight and Obesity in Colorado* reflects the necessity for Coloradans to act expediently toward prevention. Currently, the adult prevalence of obesity is 19.1 percent in Colorado; since 1995 adult obesity in Colorado has nearly doubled¹. Startlingly, 25.8 percent of Colorado children between the ages of 2 and 14 are obese and overweight—that is one in four of our children². The trend of overweight and obesity in Colorado must be reversed through a collective, concerted effort at the state and local level. While no one factor

FIGURE 1 — Prevalence of Adult Obesity by 21 Health Statistics Regions, 2005–2007



How to use this Blueprint

can be completely to blame, addressing the built environment in a systemic way may have a dramatic effect on Colorado's overweight and obesity rates.

A proliferation of research, literature and newspaper headlines asking if the built environment affects health outcomes is surfacing. This year, the reports *F as in Fat*³ and *Dangerous by Design*⁴ published strong evidence linking sprawling communities with physical and mental health issues as well as traffic fatalities and chronic diseases. Public health researchers and their partners are addressing the fact that we have “engineered” movement and food production out of our daily lives to such a degree that our neighborhoods and communities are contributing to an obesity epidemic and chronic disease.

“In adopting policies and practices tailored to raising healthy children, local communities have an added opportunity to achieve health equity—put simply, the fair distribution of health resources among all population groups, regardless of their social standing. Poverty, poor housing, racial segregation, lack of access to quality education, and limited access to health care contribute to the uneven well-being of some groups of people, especially those living in historically disadvantaged communities. If local officials observe, for example, that many children in certain neighborhoods do not engage in sufficient physical activity or consume too few fruits and vegetables, they should examine the equity of access to recreation opportunities and grocery stores in those areas. These officials may then find themselves uniquely positioned to catalyze, support, or lead collaborations in the community and engage diverse constituent groups in efforts to improve the places where children live and play.”(IM pg.2)⁵

This Blueprint will provide information for diverse audiences, possessing varying levels of experience and understanding, in support of efforts related to land use and community planning for, and/or redevelopment of, Colorado's built environment. The Blueprint will examine long-term impacts and overall strategies to specific, hands-on approaches, processes, and models.

- **Community leaders, elected officials and public policy makers** will find the Blueprint helpful in recognizing and framing their opportunities, issues and clarifying the agenda for long-term development initiatives. The “7 P's” (see *Appendix E*) provide a key to unlocking a community's potential, and identifies a framework that can be used to support the land use planning process and steps for implementation.
- **Administrative professionals and technicians** responsible for managing planning processes will find the information in *What We Learned* to be particularly useful in tailoring their particular planning goals and enabling citizen support through meaningful public engagement.
- **Public Health professionals and related health/obesity advocates** will find the Blueprint informative in identifying and championing built environment decisions that will lead to healthy eating and active living outcomes. Community health organizations can have a profound impact on policies and the planning processes that address health related outcomes.
- **Professional planners and technicians** will find the context sensitive structure—rural, suburban, urban and resort—in the section *Built Environment Policy Recommendations*, to be a useful and succinct presentation of prioritized built environment policy recommendations.
- **Economic drivers** in the community, including land developers and builders, those who manage the entitlement process and build what plans and procedures have laid out, will find useful strategies for creating projects that build community and neighborhood value in the section *Emerging Themes*. Local chambers of commerce, economic development agencies and professionals are also partners with a vested interest in the health of a community, and play a critical role in shaping healthy community design.
- **Community stakeholders** will utilize the Blueprint as a tool to understand the planning process that impacts their communities and the ways in which they can proactively advocate for healthy eating and active living neighborhoods.

1 2009 *Weight of the State: Report on Overweight and Obesity in Colorado*. Colorado Department of Public Health and Environments

2 Colorado Department of Public Health and Environment's Child Health Survey, 2007

3 *F as in Fat* Trust for America's Future and Robert Wood Johnson Foundation

4 *Dangerous by Design: Solving the Epidemic of Preventable Pedestrian Death*, Transportation for America and the Surface Transportation Policy Partnership 2009

5 Local Government Actions to Prevent Childhood Obesity. Institute of Medicine (IM)of the National Academies Report Brief September 2009

Addressing an Epidemic

The epidemic of overweight and obesity in the United States is arguably one of the most preventable. *Healthy People 2010*⁶ published by the Office of Disease and Health Promotion within the U.S. Department of Health and Human Services affirmed the importance of decreasing the prevalence of overweight and obesity through increasing physical activity and access to healthy affordable foods. Furthermore, by acknowledging there are multiple factors that create barriers to physical activity—lack of sidewalks, streetlights, and parks, interconnectivity of streets, high speed traffic and automobile focused transport—it is clear that addressing the built environment is a large piece of the puzzle.

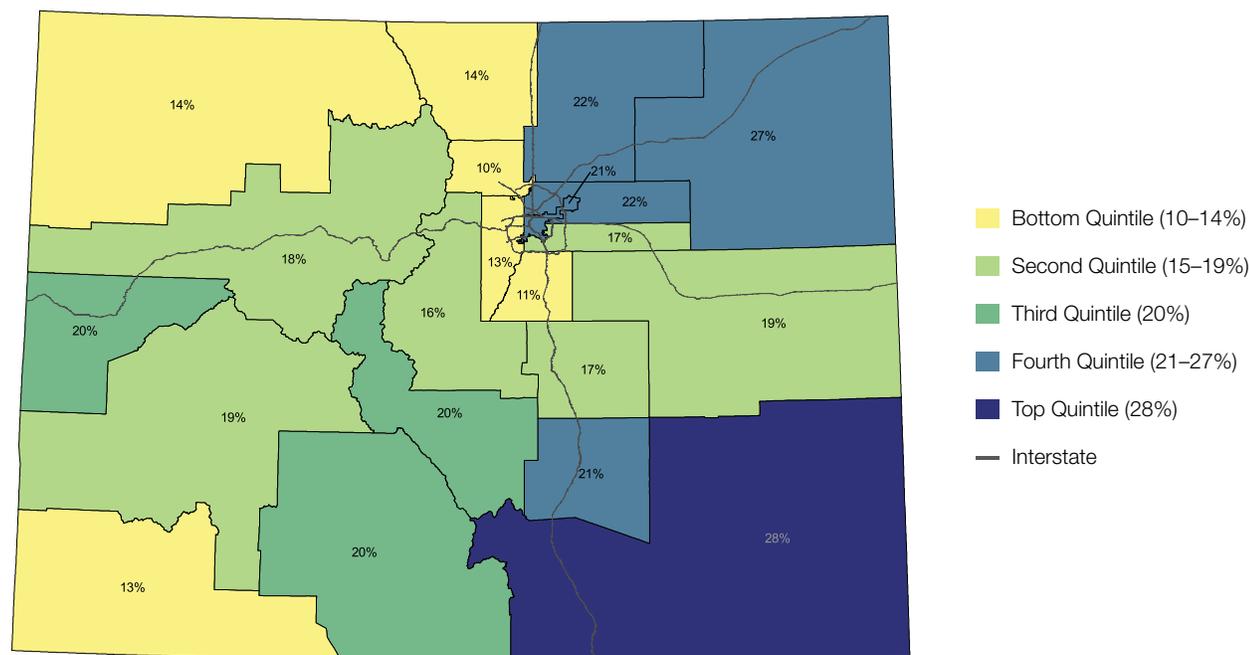
One of LiveWell Colorado’s primary objectives is to provide more opportunities for active living and healthy eating through improvements to the built environment. Neighborhood design, land use mix, walkability, bicycling infrastructure, and parks and open space, all significantly influence quality of life, and support local governments decision making toward evidence-based policies and practices that reinforce healthy built environments.

Active Living

Physical activity is strongly associated with several measures of good physical and mental health. Individuals who are physically active have lower rates of heart disease, high blood pressure, stroke, type 2 diabetes, colon and breast cancers, and depression than individuals who are inactive.⁷ Despite these well-documented health benefits, many individuals do not currently achieve recommended levels of physical activity. In Colorado, 29.1 percent of adults and 53 percent of adolescents are not sufficiently active.^{8,9} Physical inactivity is responsible for nearly 1 out of every 10 deaths in the United States and is also a key driver of rising obesity rates.¹⁰

The research focusing on the links between physical activity levels and the built environment is a rapidly emerging field. There is a strong association between aspects of the built environment and physical activity.¹¹ Public transportation, places to walk and bike, parks and recreations centers, a sense of safety and a positive perception of “place” all contribute to increased physical activity.

FIGURE 2 — Prevalence of Adult Physical Inactivity by 21 Health Statistics Regions, 2005–2007



Healthy Eating

The built environment and food systems are closely linked, with an individual's choice concerning their food consumption based on what is most immediately available in their neighborhoods. Built environment policy—including location and density— influences these decisions. It is important that planners take into account easier access to retail grocery stores, locally owned corner stores, farm stands and farmers' markets, community gardens and other urban agriculture projects. Nationally, research and assessments have examined linkages between limited access to

nutritious food and proximity to healthy options, and the purchase of fresh fruits and vegetables.

One such study, conducted by researchers at the University at Buffalo, tested the association between the food environment, the built environment and women's body mass index (BMI). They found that women with homes closer to a supermarket, relative to a convenience store, had lower BMIs, and that the greater the number of restaurants within a five minute walk of a woman's home, the higher her BMI.¹²



6 Office of Disease and Health Promotion and the U.S. Department of Health and Human Services

7 Physical Activity Guidelines Advisory Committee Report: <http://www.health.gov/paguidelines/Report/pdf/CommitteeReport.pdf>

8 CDC State Indicator Report on Physical Activity 2010: http://www.cdc.gov/physicalactivity/downloads/PA_State_Indicator_Report_2010.pdf

9 2009 Healthy Kids Colorado Survey

10 Danaei, et al, Public Library of Science, Medicine. 2009

11 *Strategies for Enhancing the Built Environment to Support Healthy Eating and Active Living*, Convergence Partnership, 2008.

12 *Food Environment, Built Environment and Women's BMI: Evidence from Erie County*, New York Journal of Planning Education and Research June 2010

State of the State: The Built Environment in Colorado

Policy can profoundly affect not only the physical attributes of neighborhoods and communities, but also the people who live and work there. Similar to many states, Colorado currently faces a harsh economic position and difficult decisions ahead. Prioritizing policy-oriented strategies for land use, active transportation and development have the potential for longer-term economic impacts. This Blueprint seeks to align strategic partnerships that can assist in the promotion of visioning, policy, procedures, and projects with Colorado's unique communities in mind.

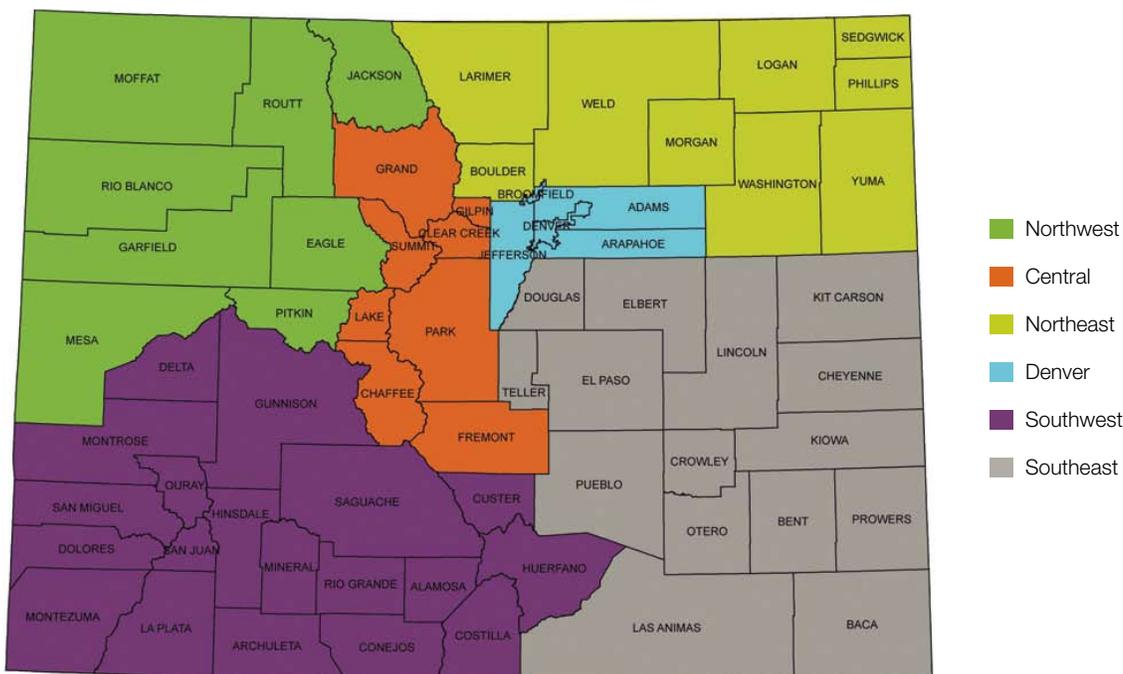
How Information Was Collected

Information for the Blueprint was collected through several sources. Key informant interviews provided two of the sources (national, state and local participants), and a series of 22 public forums with well over 250 participants representing multi-sector perspectives (see *Appendix B*). The forums were held in a variety of locations statewide, from rural, suburban, urban and resort community contexts, to gain an understanding of how communities are removing barriers and increasing healthy and active lifestyles.

These valuable, interactive sessions identified the communities' built environment priorities as well as their opportunities to work together in more strategic, integrated and collaborative ways.

In addition to the community forums, two non-scientific, web-based surveys were developed and virally distributed across the state with one of those targeted at community residents and the other targeted at agency and/or municipality representatives (see *Appendix C*). The community survey asked questions related to built environment efforts in the areas of community outreach, education, public health and environment, and asked specific information regarding their neighborhood and daily routines. The agency survey was directed toward land use and transportation planners, government officials and other practitioners employed in professional fields actively involved in policy development, planning, and implementation of the built environment. For this audience, the questions covered land use, transportation and development. An important note is that both audiences were asked to identify the region of the state they resided in, in order to establish regional response trends (see figure 3). Although the results of the survey are a convenience sample, they are a helpful representation of community trends and ideas.

FIGURE 3 — Regional Segmentation of Colorado



increase in commuting. Suburbs often offer a lower cost for housing and some communities have a greater opportunity for walking and access to recreation.

The **urban community** defined by the U.S. Census includes those areas classified as being urbanized (having a population density of at least 1,000 persons per square mile and a total population of at least 50,000) as well as cities, villages, boroughs, towns and other designated census areas having 2,500 or more persons. Urban areas in Colorado boast extensive transit opportunities in many cities including light rail, bus rapid transit, regional express bus and local bus services. Multimodal transportation focus has risen to a higher level of importance with initiatives related to Complete Streets and Living Streets policies statewide.

Community Forums and Survey Responses

Areas of Interest and Opportunities

Communities across Colorado are seeking the potential of future growth and development. The residents and community leaders—from urban to suburban to rural—are struggling to position themselves for the best possible economic, social, environmental, and public health outcomes while the downturn in the economy exists. The survey results and forums revealed that those looking to shave budgets, create jobs, grow food and do their best to compete in the climate of economic hardship, need tools that can help reshape their communities.

Urban and suburban communities are working diligently in support of active transportation opportunities to make it easier to walk and bicycle, and are examining many new options and partnerships. More than ever, tightening budgets are unable to keep the pace with rising infrastructure costs. The slow growth of the economy is a challenge for communities working to invest in improved facilities for biking and walking for everyday utilitarian trips. While there is a strong desire to develop, or augment, networks of trails that provide cyclists and pedestrians opportunities to circumvent busy thoroughfares and connect to everyday amenities such as schools, grocery stores, other neighborhoods and entertainment—there are severely limited resources.

The main streets and original town centers in rural and small towns are often significant areas for transportation and development concerns. U.S. Highway truck routes that direct through traffic on the main streets in many Colorado towns has threatened the pedestrian experience. Pedestrian traffic, on the other hand, has been shown to perk up the economic feasibility of main streets in other struggling areas.

Rural communities throughout the state are employing traffic-calming measures and looking to the bicycle and pedestrian guidelines adopted by the Colorado Department of Transportation to implement models that create a balance between automobile and pedestrian needs. Resort communities also stressed bike lanes could help reduce the vehicular traffic load on their major routes and main streets. With the majority of these streets designated as state highways, many would need to be redesigned to accommodate the multi modal strategy that Colorado Department of Transportation has adopted in its bicycle and pedestrian guidelines.

Many rural and resort communities are especially concerned with traffic congestion, population loss and/or fluctuation, and affordable housing. Tourists and part-time residents impact the frequency of infrastructure maintenance, add to traffic congestion and strain already burdened public safety resources. While these communities have envisioned a myriad of options for traffic calming and development and revitalization strategies, all of them are struggling with implementation. Not only is funding difficult to secure, but the procedures, policies, and design of the projects aren't always in alignment with the values of the community.

Communities seek to create built environments that support physical activity and improved access to healthy foods for children. Several communities are working with schools to create or enhance physical education options and to institute breakfast and lunch programs which provide for children who otherwise fail to meet the basic nutritional and daily physical activity guidelines.¹³ Promoting healthy, active living and demonstrating positive behaviors early on, has the potential to carry throughout a lifetime.

¹³ The U.S. Department of Health and Human Services. *Physical Activity Guidelines*. Children and adolescents should do 60 minutes (1 hour) or more of physical activity daily. Adults should do 30 minutes or more of physical activity daily.

Barriers and Challenges

Frequently, the challenges met by one community were shared concerns that echoed across state. The following question was posed: “Who is not here that you feel would help the success of your community’s built environment goals?” Frequent responses to the question pointed to local, state and federal departments of transportation. In addition, other potential partners most requested were county commissioners or city council members, school districts, hospitals, affordable housing advocates and economic development or business community members.

Urban and suburban communities in Colorado are beginning to link the size, influence and quality of streets to quality of life for residents. Engaging communities at the highest levels of transportation priorities is one of the most influential places to begin. Suburban communities face great challenges with streets that were originally designed to move cars as quickly and efficiently as possible, which may have precluded choices for other modes of transportation.

Transportation concerns were often a theme that was met with frustration in rural communities. There continues to be unease that while the Colorado Department of Transportation has adopted guidelines and procedures supporting bicyclists and pedestrians, the philosophy behind multimodal roads is not yet collectively shared to support the building of the infrastructure—nor is there a solid local policy or procedural base to embrace this initiative. Communities report on a disconnection and lack of well-defined collaboration and communication between state and local transportation agencies. There is a clear need for more direct guidance around multimodal benefits, design and process at local levels, and procedural clarification to assist public works departments, transportation planners, and engineers to interpret the new statewide guidelines and procedures in a meaningful way.

Resort communities reported the need to create partnerships with the recreation industry and ski resort owners and related entities when addressing community values and goals. As a large number of participants in the survey and forums expressed

concern about traffic from tourists, strains on resources and the lack of affordable housing, a partnership with industry leaders may be a promising strategy. While understanding the demand in Colorado for recreation, the need for thoughtful, environmentally balanced solutions is a matter of strong interest across the state.

Fundamentally, land use, active transportation and development issues are only going to be addressed through implementation of locally calibrated policies and procedures. If a community’s values (philosophy) are blocked by a policy, code, or procedure then they must be revisited. Frequently, outdated rules and regulations meant to prevent harmful outcomes are no longer relevant due to new technology or building innovation.

Key Informant Interviews

National and international experts (see *Appendix E*) were consulted for guidance, research paths, and processes for built environment policy recommendations to promote healthy eating and active living. Common themes that emerged from these discussions centered on engaging, educating and training more policy makers about the connections between health and the built environment. While there are many emerging champions for this cause, it is important to continue to reach out to new partners throughout the state of Colorado.

Experts also stressed that community involvement is key to garnering long lasting support and advancement of policy, projects and strategic planning efforts. Utilizing schools, faith-based organizations and other community outreach organizations can maximize community awareness and participation. Also, creating community activities which bring together groups with diverse perspectives such as youth organizations and older adults assists in identifying opportunities that may not surface otherwise.

Additionally, health experts stressed the importance of data collection in supporting planning initiatives. The use of healthy community development measurement tools to promote sustainable community design is a strategy still being refined by public health administrators for use by land use and transportation planners.

The data gathered by most health impact assessments (see *Appendix D*) is valuable, but community leaders should be aware that these tools are at an early stage of development and use.

Overall, when health experts were asked how to address the social disparities in the built environment, respondents recognized their own struggles. It was universally acknowledged that we all must work diligently to bring diverse representation, input and influence on the design and use of our communities given the inequities that exist. Advocates must listen to, collaborate with, and empower community representation within groups that bear a disproportionate burden.

Metropolitan Forums

A series of broader-based forums was held with the Healthy Eating Active Living Policy Coalition (HEAL), American Institute of Architects—Urban Design Committee (AIA), American Planning Association (APA), the Denver Regional Council of Governments (DRCOG) and Housing Colorado’s—Housing Advocacy Council (HC). These organizations house rich networks of professionals and statewide agencies in Colorado and nationwide; and each, in diverging ways, engage in local, state and federal policy actions that include addressing the built environment.

It was noted throughout these forums that partnerships, and integrated coordination within the organizations in attendance, could be an effective solution for building support for the promotion of healthy eating and active living policies and initiatives within the realm of the built environment. Several metropolitan forums also noted that more coordination is necessary with state and regional government, as well as between city and county governments. The coordination within the hierarchy of governments is essential for efficacy and for the reduction of resource competition and the resulting unintended consequences.

Building partnerships, training opportunities and workshops are vital components to further the knowledge and importance of the built environment throughout these professional organizations. Many of these organizations are moving forward with innovative

research, health-impact assessment tools, food policy and legislation, housing advocacy and livable community planning. The organizations participating in the forums stressed the importance of reaching out often to partner, share thoughts, and continue to grow the leadership and grassroots advocates that support and promote healthy, active community environments.

National Built Environment Research

Utilizing national obesity research and planning approaches specifically from the Centers for Disease Control (CDC) *Community Strategies and Measurements to Prevent Obesity in the United States*¹⁴ and the Institute of Medicine (IOM) report brief on *Local Government Actions to Prevent Childhood Obesity*¹⁵ are referenced here as beneficial to obesity prevention in Colorado’s adults and children.

There are specific strategies from the CDC’s Community Strategy report that can be employed directly in the built environment categories of land use, active transportation and development. The report is comprehensively organized into strategies and measurements which can be used in the planning process. The information summary recommended from the CDC Community Strategy report can be found on the LiveWell Colorado website under the Community Planning section in Partners in Action. The Institute of Medicine report brief *Local Government Actions to Prevent Childhood Obesity* gives local governments another set of recommendations for specific action steps which highlight twelve steps vetted to have the most impact for government officials to consider in planning, implementing and refining childhood obesity prevention efforts. The committee’s recommendations are directed from the jurisdiction of local governments and those which have the greatest potential to promote healthy eating and adequate physical activity. The full set of twelve recommendations can be found on the LiveWell Colorado website under the Community Planning section in Partners in Action.

¹⁴ *Recommended Community Strategies and Measurements to Prevent Obesity in the United States*. Recommendations and Reports. 24 July 2009. MMWR 2009;58(RR07);1-26. Centers for Disease Control and Prevention.

¹⁵ *Local Government Actions to Prevent Childhood Obesity*. Institute Of Medicine of the National Academies. Report Brief. September 2009.

Built Environment Policy Recommendations

Classification and Prioritization Criteria

The built environment policy recommendations follow the three primary built environment classifications of **land use, active transportation and development**. Within each of the three subsections of the built environment, the four geographical contexts used to analyze the collected information—**rural, resort, suburban, and urban**—served as an overlay to identify policy recommendations specific to the unique needs of that designation.

For the purpose of this Blueprint, “policy” is defined very broadly. A policy can be legislative, regulatory or simply visionary (i.e., an internal policy that guides an organization’s actions), and can be made at any level of neighborhood, local, county, state, and federal government. While policy defines and drives philosophy or vision, procedures or projects implement that policy.

Policy recommendations were identified utilizing community and metropolitan forum discussion notes and the results from the statewide survey. Recommendations within each contextual category were then evaluated by criteria (see figure 5) to prioritize and rank the policy recommendations. These criteria were identified as being

the most relevant to support sustainable, healthy, active community environments resulting in the reduction of overweight- and obesity-related issues contributing to chronic disease.

LAND USE

Land use is an issue that necessitates communities to investigate far in advance of actual development. It is critical that community stakeholders consider the nuances of land use including the following:

- How will the land be used?
- Will the land use be a mix of residential, commercial and businesses?
- Will it be compact or dispersed?
- What choices will be made to preserve the natural landscape?
- Will the land be used for food production?
- What are the economic development and growth provisions?
- How will the community provide land for public amenities, neighborhood parks and recreational opportunities for residents and visitors?

FIGURE 5 — Policy Prioritization Matrix

Criteria (in no particular order)	PRIORITY RATING				
	Low 1	2	3	4	High 5
Evidence-informed					
Reduces Health Disparities					
Partnerships Presently in Place					
Politically Feasible					
Cost to Implement					
Health Outcomes: Increases Physical Activity					
Health Outcomes: Increases in Access to Healthy Foods					
Ease of Policy Implementation					
Potential Impact on Affordability					
Potential Impact on Community and Capacity Building					
Potential to Increase Community Leadership					
TOTAL POINTS EARNED (60 Possible Points)					

Urban planning research shows that land-use organization—the way streets are designed and built, the distance between destinations people travel to, and the mix of homes and stores—is linked to many disparities and community health outcomes. The way communities plan land use influences a variety of community contexts, including whether people must drive to access healthier food options and places that encourage physical activity such as walking and bicycling to access services.

Emerging Themes

An important aspect of land use is the enhancement of communities with open space, parks and recreational facilities. Creating access to places and environments conducive to physical activity as well as increasing individuals' awareness of these resources may increase rates of physical activity.¹⁶ Many urban and suburban communities in Colorado utilize master planning tools to acquire and manage open spaces within. Communities are also combining informational outreach, such as an enhanced access to places, for the promotion of physical activity.¹⁷ Additionally, many communities are creating connected networks of trails and greenways.

Colorado's rural communities have many land uses that were once used by mining companies or small industry that have collapsed or been abandoned. Obsolete land uses, such as these, need to be reinvented to become community gardens, playgrounds, recreation or other amenities. Partnerships for youth and senior groups with Great Outdoors Colorado could help envision some new places to gather in the community.

Resort communities are still evaluating how the housing market has affected the second home condominiums and housing market. With so many dormant communities the real impact may not be immediately clear. Resort communities are also struggling to find the balance between workforce housing prices and the high market value of homes in the immediate resort areas.

Food and Land Use

As previously covered, production and access to food is a major part of a healthy built environment. Every context in Colorado is working toward implementing some manner of food production. Rural communities have school gardens, fresh farmers' markets and along with their own private gardens, are continuing a rich culture of growing food. Urban and suburban gardens are emerging all over the state. Organizations such as Denver Urban Gardens, The Gardens on Spring Creek in Fort Collins and several other organizations that donate seeds, hold gardening courses and teach cooking classes have all increased the interest and ease of communities learning to provide for one another. Many communities are also exploring animal husbandry in the form of allowing chickens and goats to be raised in residential areas for private use. Increased public awareness through multimedia coverage, in addition to other activity such as the publication of LiveWell Colorado's Food Policy Blueprint and recent state legislation creating the Colorado Food Systems Advisory Council, is drawing statewide attention to food access, nutrition and obesity.



¹⁶ CDC's Guide to Strategies for Increasing Physical Activity in the Community: <http://www.eatsmartmovemorenc.com/TheEvidence/Texts/StratsforIncPAintheCommunity.pdf>

¹⁷ CDC's Guide to Strategies for Increasing Physical Activity in the Community: <http://www.eatsmartmovemorenc.com/TheEvidence/Texts/StratsforIncPAintheCommunity.pdf>

¹⁸ *Putting Smart Growth Policies to Work for Rural Communities*, Smart Growth America 2010

Rural Land Use Policy

The recently published report *Putting Smart Growth Policies to Work for Rural Communities* put forth three goals:

1. **Support the rural landscape** by creating an economic climate that enhances the viability of working lands and conserves natural lands;
2. **Help existing places thrive** by taking care of assets and investments such as downtowns, main streets, existing infrastructure, and places that the community values; and
3. **Create great new places** by building vibrant, enduring neighborhoods and communities that people, especially young people, don't want to leave.¹⁸

Colorado's rural communities can benefit from utilizing this framework as a foundation to encourage neighborhood design and development that promotes both physical activity and access to healthy food. There are significant opportunities to partner with the Bureau of Land Management, American Planning Association of Colorado and area Regional Council of Governments (creating a council if one does not exist) on policies to garner support for these goals.

Recommendations

- Land use planning is not required in many local areas; facilitation of training or workshops that can begin a visioning process for communities is important to understand the need for long-term planning. The downturn in the economy is a good time to lay plans for the future.
- Preserve open space for views, recreation and future food production.
- Plan development in areas that are connected to existing neighborhoods, sustainable and infill areas of priority first.
- Create a master plan for parks and recreation that is accessible to all ages and abilities, and when possible, will include the provision for locating school sites and joint use agreements between schools and local government.
- Support for the preservation of agricultural land.

- Provide community garden opportunities that are a venue of recreation and social interaction. Modifying codes, as necessary, to allow the purchase of vacant lots and then make those lots available as community gardens for nearby residents; and for new developments, require space be set aside for community gardens.

Resort Land Use Policy

Resort communities are primarily residential neighborhoods that form the basic building blocks for development of a community and are typically the most common land use. Providing a range of housing types to accommodate a broad range of family sizes and incomes is a strategic component of land use planning. By encouraging a mix of housing types, development will naturally allow for diversity within the population, creating a mix of generations and income groups.

Some resort communities were compactly built around a historic main street, while others have sprawled out into the adjacent landscape. Several factors are working in concert to make building in resort communities extremely difficult to classify. Rural areas near many affluent resort communities house the majority of the local workforce, and these more distant areas can be challenging for local or county governments to provide ample transportation options, school choices, access to healthy food and other simple amenities. In addition, the population of a resort community is variable and difficult to quantify on a consistent basis.

Recommendations

- Review current affordable housing stock location and type, and establish guidelines to accommodate more integration of the local workforce as residents within the community.
- Encourage a mix of uses near neighborhoods that are built into the "fabric" of the community that enable walking and bicycling as a choice.
- Provide enhanced street design that includes pedestrian-sensitive design—improvements in transit stop design, street furniture placement, building frontage, sidewalk width and landscaping should all be incorporated into community guidelines.

- Provide community garden and other small scale farming opportunities that are a venue of recreation and social interaction. Modifying codes, as necessary, to allow the purchase of vacant lots and then make those lots available as community gardens for nearby residents; and for new developments, require space be set aside for community gardens. Optimize non-potable water sources to sustain small scale farming

Suburban Land Use Policy

The suburban communities in Colorado lie at the edges of some of the most vibrant metropolitan cities. These communities offer a variety of housing, shopping and employment opportunities. However, some communities have difficulty accessing services because they are dispersed and are not reachable without a car. This can be difficult for populations that need assistance accessing basic needs. Families can become isolated if they do not have their own transportation, are young and cannot drive, or elderly and are no longer able to drive. Access becomes a critical barrier if transit options are not reliable or available to schools, grocery stores, employment, medical services and other social services.

Some suburban communities may need to re-calibrate outdated zoning codes into a model that supports a better mix of uses and promotes a renewed healthy active community lifestyle. Multimodal street designs, sidewalk improvements and connections, and commercial and retail building locations built closer to the street make pedestrians and cyclists feel safer.

Recommendations

- Refine and evolve zoning and codes to place an emphasis on building near existing infrastructure, transit opportunities and enable mixed land uses for development that enhances the entire community while building on the current assets of the area.
- Encourage a mix of uses near neighborhoods that are built into the “fabric” of the community to allow for walking and bicycling as choices.

- Provide enhanced street design that includes pedestrian-sensitive design. Improvements in transit stop design, street furniture placement, building frontage, sidewalk width and landscaping should all be incorporated into the guidelines.
- Locate parks and recreational amenities within a 5- or 10-minute walk from every residential neighborhood; and incorporate trails, sidewalks and pedestrian wayfinding so that universal accessibility is addressed. Design parks and greenways to be multi-purpose and accessible to people of all ages, abilities and interests.
- Use greenspace to shape suburban development patterns into opportunities for public gatherings, active and passive recreation, and seasonal events. Construct parks and greenways concurrently with new development; and, when possible, locate new parks adjacent to public schools and ensure each school is safely connected to the community.
- Provide community garden opportunities that are a venue of recreation and social interaction. Modifying codes, as necessary, to allow the purchase of vacant lots and then make those lots available as community gardens for nearby residents; and for new developments, require space be set aside for community gardens.

Urban Land Use Policy

City building is a craft that requires every profession involved to communicate in a seamless fashion. Recently, Denver adopted a zoning code called Form Based Code (FBC). Form-based codes foster predictable built results and a high-quality public realm by using physical form (rather than separation of uses) as the organizing principle for the code and is an alternative to conventional zoning. This type of land use code is visually rich and considers the contextual relationships of buildings and blocks. Those considerations allow for a greater mix of land uses, a variety of building types, and street designs that are sensitive to pedestrian activity, transit and landscape.

¹⁹ City of Denver. www.denvergov.org. Accessed August 2010.

As Colorado's urbanized areas struggle with transportation demand, aging infrastructure, and rising costs to expand and maintain, the new FBC will help to repopulate neighborhoods and infill vacant properties with historic building types restricted by the former zoning code. The Denver metropolitan region's population is currently 2.8 million and is expected to exceed 3.8 million by 2030.¹⁹ How and where things are built is important to support healthy eating and active living goals.

While Denver is a significant western city in the United States, several mid-sized cities in Colorado are also creatively re-thinking old models and urban designs. Pueblo has revitalized its riverfront downtown to include enhanced walkable paths and retail frontage for visitors and passersby. Creative land use strategies married with economic development and downtown historic preservation in towns like Fort Collins also enable urban farming, and community outreach gardens.

Recommendations

- Review current land use policies and procedures to identify new opportunities that enable infill development in and adjacent to existing neighborhoods. Review affordable housing stock and make recommendations for locations with access to transit.
 - Create flexible land use types that enable buildings to accommodate several different uses.
 - Support utilization of vacant lots and make them available as community gardens or recreational amenities (i.e., basketball courts, walking circuits, etc.) for nearby residents. When appropriate, require space set aside for community gardens or other small scale farming projects in new developments.²⁰
 - Provide enhanced street design that includes pedestrian-sensitive design. Improvements in transit stop design, street furniture placement, building frontage, sidewalk width and landscaping should all be incorporated into the guidelines.
- Locate parks and recreational amenities within a 5- or 10-minute walk from every residential neighborhood; and incorporate trails, sidewalks and pedestrian wayfinding so that universal accessibility is addressed. Design parks and greenways to be multi-purpose and accessible to people of all ages, abilities and interests.

ACTIVE TRANSPORTATION

The relationship between urban development and active modes of travel, including walking, running, and bicycling has become a heavily investigated subject within the past 15 years. Researchers have identified “**5 D's**” that are key to analyzing the relationship between urban design and travel patterns: **density, destination, distance** (to transit), **diversity** and **design**.²¹

While the guarantees are difficult to quantify, observation of current market trends confirm that walkable neighborhoods, transit-oriented development and access to a trails system are at the forefront of buyers' decisions in a difficult economic climate.²² Multimodal choices allow people new opportunities to explore transportation options. A commute to work may be on a bus or rail route, but a car may be necessary to get children to gymnastics practice. Bicycling might be a great option to get to the grocery store, either for groceries or as an option for employees who want to bike to work, but light rail might be an easier option when going out to the ball game. Regardless of the destination, an important component of successful transportation systems is choice.

Emerging Themes

Street design and location greatly affect where homes and retail locate. Likewise, growth patterns create demand for additional roadways and/or transit. Therefore, it is essential that the two are mutually linked. By integrating land use and transportation-planning efforts, development can offer a higher quality and healthier lifestyle. The importance of linking land-use planning with transportation planning has become a national priority. Transportation and planning agencies in Colorado have made this connection and are working to encourage mixed-use development patterns near existing transit and transportation infrastructure.

²⁰ The Food Policy Blueprint. LiveWell Colorado 2010.

²¹ The five “Ds” were coined by Robert Cervero and Kara Kockelman.

²² *Putting Smart Growth to work in Rural Communities* Smart Growth Network and the International City/ County Management Association 2010

Rural and Resort Active Transportation Policy

In rural settings the impact of the built environment on pedestrian behavior may depend on the purpose of the trip, whether for utilitarian or recreational purposes. Several recreation trails are beginning to have links into small downtowns and into other neighborhood subdivision providing more utilitarian opportunities. Rural town centers traditionally are connected to interstate routes, and given the unique context of small towns throughout the state, their current needs and opportunities will differ.

Resort communities often face issues that can fundamentally impact transportation policy and planning. Throughout the year, weekends in Colorado are notorious for trips into the mountain communities. Most of these small towns are working to become better equipped for the large number of people that double and triple their populations throughout the ebbs and flows of recreational activities that follow the seasons. More communities are exploring multimodal transportation options. Traffic congestion is one historic issue, but pedestrian safety, air quality and costly infrastructure maintenance are significant concerns as resort communities look for solutions. Throughout the focus group meetings, rail opportunities were often mentioned to help all three of those significant concerns.

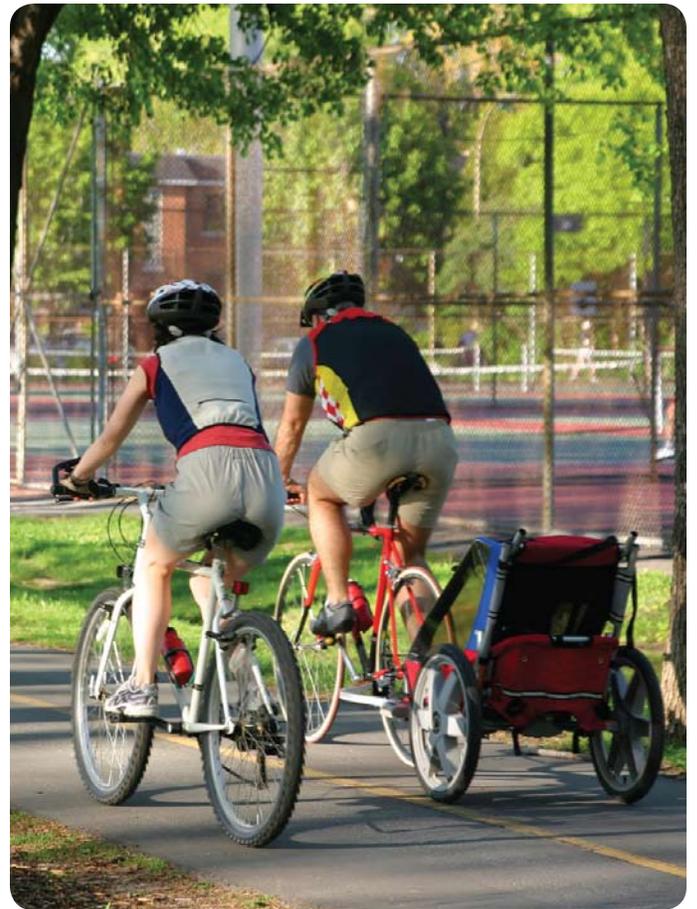
Recommendations

- Long range transportation strategies are critical to rural regions. Strong partnerships between city and county elected officials are necessary to rejuvenate main streets, ensure efficient delivery of resources (oil, mining and food) and reduce traffic congestion.
- Facilitate greater collaboration between environmental and public health agencies, Metropolitan Planning Organizations, Regional Councils of Government, and state and local transportation agencies.
- Support Safe Routes to School initiatives in rural and resort communities. Further investigate the ability to locally calibrate grant opportunities, especially in communities that do not have full-time planning and/or transportation staff or grant writers available.

- Increase bicycling and walking facilities to include connections that can be used during the winter months for cross-country skiing, snowshoeing and cycling.

Urban and Suburban Active Transportation Policy

In urban and suburban communities, the connection between the built environment and pedestrian behavior may be more a matter of residential location choice than of travel choice. Some subdivisions offer attractive school choices, affordable housing opportunities or recreation amenities that families seek out. The trade-off to any of those factors is possibly a longer commute to work, children that must be bused to school, and less direct access to basic needs and services such as the grocery store. More often than not, suburban communities and outlying urban areas demand at least one automobile per household.



Safe Routes to School funding was a strong topic for urban and suburban school district communities as it has helped many Colorado communities design, build, or complete infrastructure that enable students more opportunities for physical activity. Other communities that lack necessary human resources feel left out of this kind of valuable grant opportunity. While Colorado school districts consider charging children “bus fare” to offset chronic budget shortfalls, it is more important than ever that communities begin to ask questions about where and why their schools are built to ensure that they are located close to existing neighborhoods and have safe sidewalk connects. This is a critical time to reconsider policies and practices that shift the paradigm to a built environment that promotes improved school location sites, ample infrastructure for safe walking and bicycling, and daily options for increased physical activity.

Recommendations

- Develop collaborations between regional and state efforts to promote linkages between local land use, transportation planning and development.
- Establish an education model to disseminate Colorado Department of Transportation’s newly adopted pedestrian and bicycle guidelines and procedures to establish a common vision among regional planning organizations and local departments, and communicate the vision to community members.
- Provide information on successful tools and strategies for integration of land use and transportation planning. Additionally, provide training at the regional and local levels on these tools if necessary.
- Revisit street design guidelines to ensure policies are designed to “move people” instead of merely “moving cars.” Examine streets with an emphasis on multimodal transportation and recommend possible “road diets” if necessary to incorporate bicycling and transit opportunities.

DEVELOPMENT

Urban planning research shows that “urban form”—the way that streets are laid out, the distance between destinations, the mix of homes and stores—is linked to many long-term community health outcomes. Planning for a cohesive community that is proactive toward development can help create sustainable (long-lasting) neighborhoods that build upon the local traditions of each region. Fulfilling the goals defined in comprehensive plans, policies and procedures, while aligning with community support, will create a positive, sustained impact on health.

Comprehensive planning, that includes a mix of uses, allows developers to maximize privately owned land. It also helps to predict, with some measure of accuracy, investment success. While good land use planning and transportation practices help developers with new “greenfield” development, most communities in Colorado have a good stock of historic and vacant buildings ripe for redevelopment. Redevelopment and building revitalization can be a remarkably sustainable investment for developers and communities alike. Economic benefits for improving town centers in decline have shown to stimulate urban streets and neighborhood centers, suburban historic downtowns and main streets in rural communities.

Emerging Themes

Public and private development has declined significantly in Colorado over the last several years. While the economy is in a state of flux, it is important to remain stewards of our communities. Preparing for the future is always necessary, and during this downturn policy planning is a timely activity. Several of Colorado’s suburban and rural communities have begun extensive review of their comprehensive plans. It is a chance to incorporate healthy eating and active-living principles into land use, transportation and development plans. For example, based on research and the information collected from this process, many communities in Colorado have zoning codes that restrict retail and commercial

within residential neighborhoods. Additionally, civic and cultural services (i.e., post office, library, etc.) are dispersed throughout the community, not centrally located. These policies can be redrafted to allow for mixed use in neighborhoods, and prioritization of clustered civic uses and amenities to support safer and realistic pedestrian and bicycling activities.

Development codes should also take further stock into housing types and affordable housing models that can fill many of the present gaps in rural and resort communities. Many rural policies have outdated definitions of agricultural lands and rural housing that reinforce fragmentation of land uses. These isolated agricultural uses limit opportunities to assemble large tracts of land for local food production. Metropolitan growth boundaries are in a similar state of “value engineering” and the land values are trumping the boundary’s original intentions to manage growth. Reviewing these policies now will identify gaps that should be addressed prior to future development growth.

Rural and Resort Development Policy

Development pressures in rural and resort communities are commonly tied to the sales tax structure within Colorado. Sales tax revenue support local agencies while property taxes are primarily allocated to the state. This sales-tax-based system creates an extremely competitive and potentially unstable source of local funds.

Revitalization of existing buildings along traditional main streets is an excellent way to preserve the character of historic communities while seeking funding from the state and federal government.

Incentivizing the reuse of buildings can strengthen a small town’s identity, create the opportunity for community events and bolster economic development. Reuse of existing buildings in both rural and resort communities was also an important topic of sustainability.

Recommendations

- Incentivize affordable housing in new developments; these incentives could include:
 - Fast-tracked permitting processes
 - Reduced or waived permitting fees
 - Density bonuses/increased density permits
 - Reduced or waived parking permits
 - In the case of an oversized lot, allow the owner to subdivide to provide a deed-restricted affordable unit.
- Utilization of the Historic Preservation Tax Credits program as a means to preserve historically significant residential properties within communities.
- Employ the Main Street Four Point Approach²³ and other building revitalization policies that invest in existing buildings and resources within communities.

Urban and Suburban Development Policy

Suburban development is marked by the separation of land uses and the availability of the automobile. Developments commonly consist of acres of shopping, residential opportunities and office parks that are not connected to each other. Unfortunately, in many cases it is necessary to drive or be driven.

Urban communities understand that increasing water supply needs, and rising costs for sewer and infrastructure installation and maintenance is tied to every development decision. Redevelopment in city centers is more important than ever to reduce growth and sprawl outside the existing infrastructure.

²³ The National Trust for Historic Preservation, Main Streets Initiative. <http://www.preservationnation.org/main-street/about-main-street/>. Accessed August 2010.

²⁴ RideArrangers is a carpooling service managed by the Denver Regional Council of Governments (DRCOG). <http://www3.drcog.org/RideArrangers/>.

²⁵ Location Efficient Mortgages (LEMs) allow urban homeowners to increase borrowing capacity due to close proximity to public transit and neighborhood walkability.

This reduces the need for a car or multiple cars in households and thereby the expense of car ownership. LEMs support homeownership in urban and suburban areas that are densely populated and are well served by public transit and other services.

Recommendations

- Incentivize infill development to reduce common development barriers; these could include:
 - Fast-tracked permitting process
 - Reduced or waived permitting fees
 - Density bonus/increased density permits
 - Reduced or waived parking permits
 - Zoning waivers
- Enhance the built environment with open space and parks. Require that greenspace within developments encompasses a certain percentage of each project, and is centrally located to ensure visibility, accessibility and usage. These spaces can shape urban development patterns and create opportunities for public gatherings, active and passive recreation, and seasonal events.
- Coordinate commuter programs such as DRCOG’s “RideArrangers.”²⁴ Programs like these are administered through regional, state or local agencies to encourage people to reduce long commutes and live near the workplace or to carpool, if possible.
- Provide incentives for homebuyers to purchase homes within close proximity to public transportation.²⁵

Conclusion

It takes an enormous dedication of resources, time and expertise to lay the foundation for creating healthy, active communities. It requires local governments, community leaders and citizens to reevaluate approaches to everything from paving roads and building location for schools, to planning parks and installing streetlights. The choices that are being made today are going to be with us for decades. While the built environment is comprised of infrastructure, and the policies that guide that infrastructure, it is created for people. By continuing to thoughtfully address the places where we live, learn, work and play we can transform our environments into healthy places resulting in healthy people.



Appendix A: Glossary

Active Transportation Plan—While typical transportation plans are concerned with vehicle miles traveled, infrastructure for trains and automobiles and the future of local and regional transit, the Active Transportation Plan includes walking and bicycling among viable forms of transportation.

Agricultural Preservation—The Agricultural Preservation Restriction (APR) Program is a voluntary program that is intended to offer a nondevelopment alternative to farmers and other owners of “prime” and “state important” agricultural land who are faced with a decision regarding future use and disposition of their farms.

Agritourism—The promotion of agritourism gives tourists the opportunity to know where their food and resources come from. The opportunities are widespread and include picking fruits and vegetables, riding horses, tasting honey, learning about wine and cheesemaking, or shopping in farm gift shops and farm stands for local and regional produce or hand-crafted gifts. This idea is one alternative for improving the incomes and potential economic viability of small farms and rural communities. Some forms of agritourism enterprise are well developed in the United States, including fairs and festivals.

Bicycle Master Plan—This is a guide for making bicycle-related transportation decisions at the state and local level. The plan provides a long-term agenda for implementing a system of bicycling facilities. It can be a part of an overall Active Transportation Plan.

Bicycle Sharing—A program that can be utilized to provide alternative transportation to residents. Typically a fleet of bicycles is managed by either a non-profit or local government entity. There are several examples throughout the country, including Denver’s B-cycle bike share program. Some are free while others charge a small fee.

Body Mass Index—The relationship between weight and height that is associated with body fat and health risk. The equation is $BMI = \text{body weight in kilograms} / \text{height in meters squared}$.

Car Sharing—A program that can be utilized to provide alternative transportation to residents who choose not to own a car. Typically, a fleet of cars is managed by a nonprofit organization. There are several examples throughout the country that vary in payment options and fleet sizes.

Carpooling—Another way that people can reduce vehicle miles is to share rides with others. By reducing the number of single car trips that we take, we can take advantage of carpooling lanes on the highway typically called High-Occupancy Vehicle (HOV) lanes.

Complete Streets/Living Streets—A policy formalized by the Colorado Department of Transportation that validates a community’s intent to plan, design, and maintain streets so they are safe for all users of all ages and abilities. This policy directs transportation planners and engineers to consistently design and construct the right-of-way to accommodate all anticipated users, including pedestrians, bicyclists, public transportation users, motorists, and freight vehicles. Complete Streets have been adopted by 13 other states and several communities across the nation. Other communities have paid special attention to other users, such as equestrians and those using golf carts as well.

Comprehensive Plan—A comprehensive plan is a land use document that provides the framework and policy direction for land use decisions. The plans may contain the following chapters: land use, transportation, housing, capital facilities, utilities, shorelines, and rural (for counties). Chapters addressing economic development and parks and recreation also are included, if state funding is provided. Optional chapters may be included such as: health, active living, conservation, energy, recreation, and sub area plans where appropriate. Comprehensive plans identify where and how growth needs will be met. Adjacent jurisdictions are required to have plans that are consistent. These plans then provide the basis for many of the policies, regulation, and budget decisions that cities and counties will make.

Conservation Easements—For any land whose conservation is in the public interest, a conservation easement is a legal agreement between a landowner and a land trust or government agency that permanently limits uses of the land in order to protect its conservation values. This tool allows the landowner to continue to own and use the land and to sell it or pass it on to heirs. There are tax advantages to landowners for donating conservation easements, including both immediate property tax and inheritance tax benefits.

Ecotourism—This type of tourist experience draws ecologically minded people to engage in nature-related tourism on conservation lands while reducing the ecological footprint of their visit. Rural landowners can earn revenues from tourism including traditional recreational activities such as hunting, fishing and observing wildlife. The experience of a completely intact natural experience is an important draw that is characterized by a meaningful sense of place.

Form Based Code—Form-based codes foster predictable built results and a high-quality public realm by using physical form (rather than separation of uses) as the organizing principle for the code. These codes are adopted into city or county law as regulations, not mere guidelines. Form-based codes are an alternative to conventional zoning.

Growth Boundaries—An urban growth boundary circumscribes an entire urbanized area and is used by local governments as a guide to zoning and land use decisions. If the area affected by the boundary includes multiple jurisdictions a special urban planning agency may be created by the state or regional government to manage the boundary. In a rural context, the terms town boundary, village curtilage or village envelope may be used to apply the same constraining principles. Some jurisdictions refer to the area within an urban growth boundary as an urban growth area, or UGA. While the names are different, the concept is the same. Another term used is urban service area.

Health Impact Assessment—Health Impact Assessment (HIA) is used to evaluate objectively the potential health effects of a project or policy before it is built or implemented. HIA can provide recommendations to increase positive health outcomes and minimize adverse health outcomes. The HIA framework is used to bring potential public health impacts and considerations to the decision making process for plans, projects, and policies that fall outside of traditional public health arenas, such as transportation and land use.

Land Use—A generic term used to describe activities such as zoning and/or the control of real estate developments. Land use also describes how the land is used for example as residential, commercial, industrial or agricultural, etc. Land-use planning laws are implemented by local zoning and ordinances.

Liveable Communities—The Federal Transit Administration initiated the Livable Communities Initiative to strengthen the link between transit and communities. Transit facilities and services promote more livable communities that are customer-friendly, community-oriented and well-designed thanks to a planning and design process resulting from active community involvement.

Local Ordinances—Local ordinances are drafted and/or enforced by governing bodies of (sometimes) elected officials such as the city council, school boards, planning boards or zoning boards. Hearings before these boards on local business or controversies are usually open to the public. Decisions on local matters may be appealed, and if they involve a federal issue, may even be heard all the way to the Supreme Court.

Main Streets—Main Streets is the name of a community revitalization program begun by the National Trust for Historic Preservation in the late 1970s. The core of the Main Street philosophy is the preservation of the historic built environment by engaging in historic preservation. Main Street focuses on a holistic approach to revitalization based on the “4-point” approach of Design, Promotion, Economic Restructuring, and Organization. Originally targeting small, traditional downtowns, over the years the program expanded to include towns of various sizes and now even includes neighborhood districts in several large urban centers. A full list of Main Street Programs in the United States is available on the National Main Street Center website.

Metropolitan Planning Organization (MPO)—MPO is a federally-mandated and federally-funded transportation policy-making organization in the United States that is made up of representatives from local government and governmental transportation authorities.

Mixed-Use Development—Mixed Use Development is the practice of allowing more than one type of use in a building or set of buildings. In planning zone terms, this can mean some combination of residential, commercial, industrial, office, institutional, or other land uses.

Open Space—Real estate designated as office space is a parcel of land in a predominantly open and undeveloped condition that is suitable for any of the following: natural areas, habitat preservation, wetland or watershed, low-impact pedestrian activities and non-motorized activities, or wildlife corridors.

Overlay District—An overlay district is used to establish alternative land development requirements within a specific area of your community that requires special attention, such as an environmentally sensitive area or rapidly developing strip corridor. The overlay is usually superimposed over conventional zoning districts. It consists of a physical area that has its boundaries mapped with an accompanying written text that spells out requirements that are either added to, or in place of, those of the underlying regulations. Overlays are frequently used as stand-alone regulations to manage development in particular areas of a community.

Pedestrian Master Plan—A pedestrian master plan is a guide for making pedestrian-related transportation decisions at the state and local level. The plan provides a long-term agenda for implementing a system of pedestrian facilities. Complying with the Americans with Disabilities Act for sidewalks, crosswalks and other pedestrian-related design guidelines. It can be a part of an overall Active Transportation Plan.

Planned Unit Development—A planned unit development is a zoning designation for property developed at the same or slightly greater overall density than conventional development, sometimes with improvements clustered between open, common areas. Use may be residential, commercial, or industrial.

Policy—A policy can be legislative, a set of regulations, and typically is described as a deliberate plan of action to guide decisions and achieve rational outcome(s). The term is not normally used to denote what is actually done; this is normally referred to as procedure.

Purchase of Development Rights—A Purchase of Development Rights (PDR) has become a popular tool for protecting farmland and other resources from development. Under a Purchase of Development Rights program, a landowner voluntarily sells the development rights of a parcel of land to a public agency or to a charitable organization, such as a local land trust, local unit of government or state government. Development rights are comparable to other rights that come with a parcel of land such as mineral rights, water rights, or logging rights. When a landowner sells his or her development rights, the right to develop or subdivide that parcel of land is permanently relinquished. However, the landowner still retains all other rights and responsibilities associated with that land, i.e., the right to farm that property and to post it as private property, as well as paying property taxes. The landowner is compensated for the value of the development rights to the property.

Resort Community—The resort community is a significant destination for recreational activities plus amenities to make it a destination resort. This includes accommodations and other amenities adjacent to the activity (skiing, kayaking, rafting or climbing). Specifically, ski resorts may be self-contained and entirely devoted to ski tourism. Many of these communities have grown near a village or town that had a significant existence before the ski resort was built.

Rural Land Use—Rural population includes persons living in the open country or in towns of less than 2,500 people. It is subdivided in the rural farm population that comprises all rural residents living on farms, and the rural nonfarm population that includes the remaining rural population. Areas designated as rural can have population densities as high as 999 per square mile or as low as 1 person per square mile. (This definition is provided by the US Census Bureau.)

Rural Planning Unit—The Metropolitan Planning Organization and Rural Liaison Planning Unit coordinates planning efforts for Colorado's 15 Transportation Planning Regions (TPRs). There are 10 rural TPRs and 5 urban TPRs, also called Metropolitan Planning Organizations. The liaisons also coordinate efforts with planning, staffing each of Colorado Department of Transportation's Engineering Regions, discussing planning policy and ensuring consistency around the state.

Safe Routes to School—The Safe Routes to School program uses a variety of education, engineering and enforcement strategies that help make routes safer for children to walk and bicycle to school and employs encouragement strategies to entice more children to walk and bike. These programs have grown popular in recent years in response to problems created by an expanding built environment, a growing reliance on motor vehicles for student transportation and with the more recent development of federal and state funding of Safe Routes to School programs.

Sub-Area Plan—Neighborhood and sub-area plans are similar in that they establish specific goals for smaller focused areas. They are functional plans that are a step more detailed than the comprehensive plan. Although both plans focus on smaller land areas than the overall comprehensive plan, there are key differences between them. Neighborhood plans tend to focus on residential and some local commercial development that serves primarily the residents on the neighborhood. Sub-area plans may address somewhat larger geographic areas that include individual neighborhoods as they relate to contextual land uses and other surrounding districts.

Suburban—Suburban most typically refers to a predominantly residential area. The residential area may be the space around the metropolitan areas of a city, or separate residential communities within commuting distance of a city. Some suburbs have a degree of political autonomy, and most have lower population density than inner city neighborhoods. Modern suburbs grew in the 20th century as a result of improved road and rail transport and an increase in commuting.

Transfer of Development Rights—Local governments undertake transfer of development rights (TDR) programs to use the market to implement and pay for development density and location decisions. TDR programs allow landowners to sever development rights from properties in government-designated low-density areas, and sell them to purchasers who want to increase the density of development in areas that local governments have selected as higher-density areas. TDR programs appear to offer many advantages to local governments that want to control land use but also compensate landowners for restrictions on the development potential of their properties. TDR programs can be easier to implement than typical zoning programs; they make development more predictable and use the market to compensate landowners for lost property value. TDR programs are also more permanent than traditional zoning regulations.

Transit Oriented Development—A transit-oriented development (TOD) is a mixed-use residential or commercial area designed to maximize access to public transport, and often incorporates features to encourage transit ridership. A TOD neighborhood typically has a center with a train station, metro station, tram stop, or bus stop, surrounded by relatively high-density development with progressively lower-density development spreading outwards from the center. TODs generally are located within a radius of one-quarter to one-half mile from a transit stop, as this is considered to be an appropriate scale for pedestrians.

Urban—The urban category includes those areas classified as urbanized (having a population density of at least 1,000 persons per square mile and a total population of at least 50,000) as well as cities, villages, boroughs, towns and other designated census areas having 2,500 or more persons.

Value Taxation—The term “use value taxation” (often called current use value taxation or preferential assessment) is a voluntary approach that allows land to be assessed at its current use value (as agriculture or forest land for instance), rather than at its highest market value, which may include the value of the land based on its current use plus the underlying development rights that have not been exercised by the property owner.

Walkable Communities—Walkable communities are desirable places to live, work, learn, worship and play, and therefore a key component of smart growth. Their desirability comes from two factors. First, walkable communities locate within an easy and safe walk to goods (such as housing, offices, and retail) and services (such as transportation, schools, libraries) that a community resident or employee needs on a regular basis. Second, by definition, walkable communities make pedestrian activity possible, thus expanding transportation options and creating a streetscape that better serves a range of users—pedestrians, bicyclists, transit riders, and automobiles. To foster walkability, communities must mix land uses and build compactly, and ensure safe and inviting pedestrian corridors.

Walking School Bus—A walking school bus is a group of children walking to school with one or more adults. If that sounds simple, it is, and that’s part of the beauty of the walking school bus. Children walk to school along a structured route with meeting points, a timetable and a regularly rotated schedule of trained volunteers. A variation on the walking school bus is the bicycle train, in which adults supervise children riding their bikes to school. The flexibility of the walking school bus makes it appealing to communities of all sizes with varying needs.

Appendix B: List of Blueprint Participants and Key Informant Advisors

Organization Representation

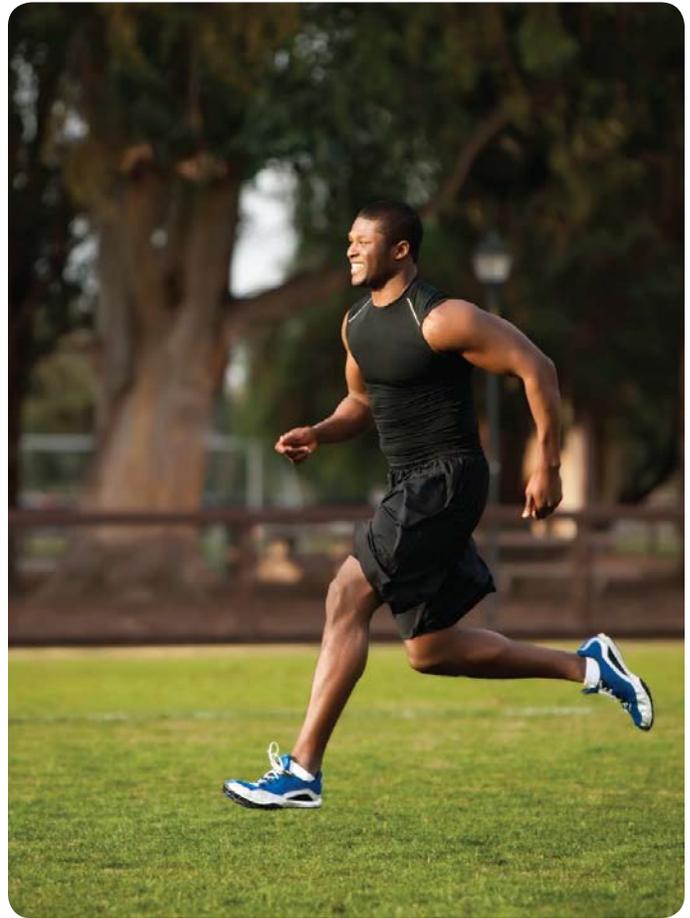
Adams School District	Denver Health & Hospital Authority	Mercy Regional Medical Center Durango
American Institute of Architects: Urban Design Committee	Denver Regional Council of Governments	North Routt County Representatives
American Planning Association, Colorado	Denver Urban Gardens	Our Future Summit
Bent County Representatives	Durango Wheel Club	Park Hill Thriving Communities
Bicycle Colorado	Four Corners Office for Resource Efficiency	Prowers County Planning Commission
CanDo—Poudre Valley Health Systems	Forest and Rangeland Ecosystem Science Center	Pueblo Active Community Environments
City of Aurora	Healthy Lifestyles La Plata	Pueblo City-County Public Health
City of Aurora Public Safety	High Plains Environmental Center	Pueblo West Metro District
City of Brighton	Horizon Communities	Red, White and Blue Fire Department
City of Broomfield	Housing Colorado! (Housing Advocacy Council)	Regional Institute for Health & Environmental Leadership (RIHEL)
City of Colorado Springs	Jefferson County Representatives	Saguache County Representatives
City of Commerce City	Kaiser Permanente	Senator Michael Bennet's Office (Representative)
City of Cortez	La Plata County Representatives	Snake River Planning
City of Denver	Live Well Westwood (Denver)	SOS Outreach
City of Durango	LiveWell Alamosa Valley Wide Health Systems	South West Community Foundation
City of Lone Tree	LiveWell Broomfield	Southwest Memorial Hospital
City of Longmont	LiveWell Chaffee County	Summit County Open Space and Trails
City of Loveland	LiveWell Colorado	Summit Prevention Alliance
City of Oak Creek (Mayor)	LiveWell Colorado Springs	Ten Mile Planning Commission
City of Steamboat Springs	LiveWell Loveland	The Colorado Health Foundation
City of Wheat Ridge	LiveWell Longmont	Town of Breckenridge
City of Windsor	LiveWell Montezuma County	Town of Fowler
Colorado Bureau of Land Management	LiveWell North West Colorado	Town of Frisco
Colorado Department of Public Health and Environments (COPAN)	LiveWell North West Aurora	Town of Ignacio
Colorado Department of Transportation	LiveWell Pueblo	Town of Silverthorne
Colorado Forestry Service	LiveWell Prowers County	Tri-County Health Department
Colorado Mountain College	LiveWell Summit County	University of Colorado Denver
Confluence Ministries	LiveWell Weld County	Westwood Community Members
	LiveWell West Denver	Yampa Valley Medical Center
	LiveWell Wheat Ridge	YMCA (Pueblo)
	Lower Blue Planning	

Metropolitan Forums:

- Denver Council of Regional Governments
- Colorado Chapter of the American Planning Association
- Colorado Chapter of the American Institute of Architects—
Urban Design Committee
- Healthy Eating and Active Living Coalition

Key Informant Interviews:

- **Sarah Harman**, Director of Advocacy Programs, Housing Colorado!;
www.housingcolorado.org
- **John Norquist**, President and CEO of the Congress for New Urban-
ism; www.cnu.org
- **Dr. Richard J. Jackson M.D.**, M.P.H., Professor and Chair,
Environmental Health Sciences, UCLA School of Public Health
- **Billie Giles-Corti, Professor**, Centre for the Built Environment and
Health, The University of Western Australia
- **Dr. Ross C. Brownson**, Professor, George Warren Brown School
of Social Work, Washington University in St. Louis
- **Dan Burden**, President and Founder of Walkable Communities;
www.walkable.org
- **Tim Carlin**, Executive Director, Boltage - K-8 Bicycling solutions
for kids; www.boltage.org



Appendix C: Community and Agency Survey Tools

Community Survey

PART ONE: Contact Information

Name: _____

Organization: _____

Address: _____

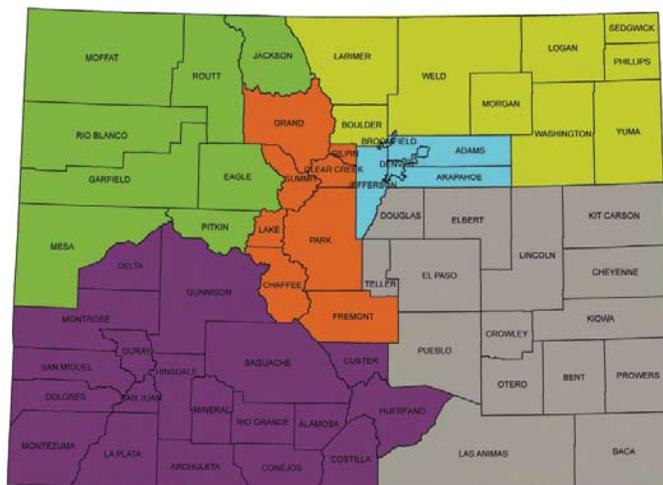
Phone: _____

Email: _____

Geographic Location

Please select the geographic area that you are representing from the map that we have provided.

- Northwest
- Central
- Northeast
- Denver
- Southwest
- Southeast



- Northwest
- Northeast
- Southwest
- Central
- Denver
- Southeast

PART TWO: Your Neighborhood

Land Use – Your Neighborhood

1. Do you know if your community has a Comprehensive Plan that affects your community? Yes No I'm not sure
If yes, did you participate in the process?

If no, do you know of other planning documents for your neighborhood? Which ones do you know about? (select all that apply):

- Overlay Zoning Districts
- Planned Unit Development Regulations
- Sub-Area Plans
- Bicycle Master Plan
- Pedestrian Master Plan
- Parks Master Plan
- Other

2. Do you know if your neighborhood allows developers to build residential units above retail stores or offices in the same building? (select all that apply):

- I don't know
- Yes, there are several of these buildings in my neighborhood
- No, there are no such buildings in my neighborhood

3. Do you have a private garden for growing food on your property?
 Yes No

4. Would you use your property as a garden to grow food for income to be sold at a local farmer's market or at your property?
 Yes No (If no, please go to Question 5)
How much land do you own?

5. Do you participate in a community garden or greenhouse in your area?
 Yes No
If yes, where?

6. Do you participate or support any neighborhood activities that promote access to fresh food or support community gardening?
 Yes No
If yes, what is the name of the organization you support?

7. Do you know if your local school participates in a program called "Safe Routes to School"? Yes No I'm not sure

8. What kind of school does your child attend? (select all that apply):

- Public
- Private
- Magnet
- Charter
- I do not have a child attending school

9. What are the most common types of buildings in your area?

(Next to each lettered answer, mark the top three types by ranking them 1—Mostly; 2—Some; and 3—A few.)

- _____ Residential
- _____ Commercial (shopping and entertainment)
- _____ Office
- _____ Industrial _____ Heavy _____ Light
- _____ Institutional
- _____ Small Farm
- _____ Commercial Farm

10. What are the top three reasons you live in your neighborhood?

(please select three of the following)

- Safe
- Comfortable
- Convenient
- Somewhat close to work
- Easy to access transit (bus or light rail)
- Affordable because I rent
- Close to activities that I enjoy
- I wanted a lot of land
- To be near other people and entertainment
- Affordable because I own my home
- Walkable/Bikeable
- Near Parks and Recreation
- Other:

11. Do you have a Regional or Metropolitan hospital near, within five (5) miles of the center of your largest town? Yes No

If the previous answer is "No," what is the distance?

- 5 miles
- 10–20 miles
- 20–30 miles
- 30-plus miles

12. How would you describe the medical clinic access available outside of the hospital?

- Adequate – Several types of clinics and options
- Average – sufficient services available
- Inadequate

If you chose "inadequate," please describe why you've chosen this response:

13. How would you describe the mix of uses in your area? Specifically, getting to the grocery store or obtaining basic needs from residential areas.

- I can walk or bike; I do not need the use of a car
- I can drive or bike to one destination and access most needs from that place
- I have to drive to each destination separately

14. How many parks and/or recreation centers are near your home?

(within 1 mile)

- None
- Few
- Some, with different activities
- Some, just grassy lawns
- All activities (sports fields, grassy lawns and water)

15. How often do you get outside to exercise?

- Every day
- A few times a week
- On weekends
- Rarely

16. Do you have connections to trails or safe sidewalks near your home or work? Yes No

If yes, do you use them for more than just recreation?

17. Is your area currently investing in the local farms to preserve working lands? Yes No

If yes, how?

18. Do you participate in your local and state elections? Yes No

Active Transportation—Getting Around

1. Do you have access to physical activities that you need or want to participate in without the use of a personal vehicle?
 None
 Few
 Some
 All
2. What other ways do you get around to physical activities? (select all that apply)
 Walk
 Bicycle
 Bus
 Light Rail
 Car Share
 Bike Share
 Carpooling
3. Does your child walk or bike to school? Yes No
(If you do not have children please go to Question 5)
4. Do you use carpooling to take your children to school or to recreational activities? Yes No
5. I would live closer to work if:
 I could afford the housing
 My children could go to a better school
 I already live very close to my employment (less than 5 miles)
 Other
6. How easy is it for you to get around to activities that you enjoy?
 Easy
 Somewhat easy
 Difficult
7. I drive _____ miles to work.
My commute is usually _____ hours/minutes long.
8. I take transit _____ miles to work.
My commute is usually _____ hours/minutes long.

Development—Healthy Active Living

1. Have you ever heard of a Health Impact Assessment?
 Yes No
If yes, when and how did you hear about it?

2. Rate your health. I think my health is:
 Good
 Not overweight according to height*
 Could be better
 On some medications for physical problems
 My doctor is concerned and suggests ways I should change my lifestyle
3. Rate your children's health (if you do not have children, skip to Question 4):
 I think my child's health is:
 Good
 Not overweight according to height
 Could be better
 On some medications for physical problems
 My doctor is concerned and suggests ways we should change our lifestyle
4. Do you think that you have good access to healthcare?
 Very Good
 Somewhat Good
 Could be better
 Rarely
 Never, only the Emergency Room
5. One thing that would make enjoyable physical activity easier for me in my daily life would be:
 A partner to exercise with
 Better access to parks/ recreation facilities
 More connections to work or shopping from bike and walking trails.
 A safe sidewalk
 A safe neighborhood
 Other:

6. I can walk or bike to: (select all those that apply)

- Work
- Shopping (clothing items)
- School
- Restaurants (dining)
- Indoor Entertainment (e.g., movies or bowling)
- Grocery Store
- Farmer's Market
- Coffee Shop
- Medical Clinic
- Park or Play Areas
- University or college
- Bus Stop
- Light Rail stop

Is there anything else you would like to share with us your thoughts regarding the built environment?

In your opinion, do you feel it is a priority to promote healthier options or activities to your community?



Agency Survey

PART ONE: Contact Information

Name: _____

Organization: _____

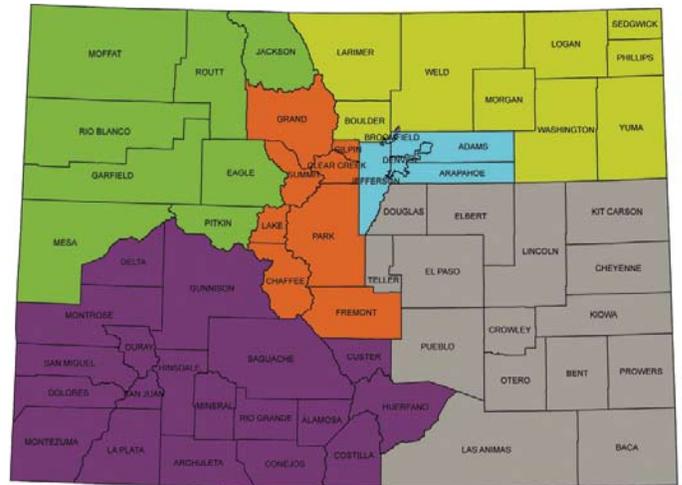
Address: _____

Phone: _____

Email: _____

Geographic Location

Please select the geographic area that you are representing from the map that we have provided.



- Northwest
- Northeast
- Southwest
- Central
- Denver
- Southeast

PART TWO: Your Neighborhood

Land Use

1. Is there a Comprehensive Plan for the community?
 - Yes No

2. Please select as many of the following regulatory documents that are currently used.
 - Form Based Code
 - Sub-Area Plans
 - Transit Oriented Development
 - Planned Unit Development
 - Growth Boundaries
 - Overlay Districts or Zones
 - Transfer of Development Rights
 - Purchase of Development Rights
 - None of the Above
 - Don't Know
 - Other

3. Are there priority setting criteria for Open Space acquisitions? (Select all that apply)
 - None
 - Acreage
 - Critical nature of Property
 - Habitat
 - Location
 - Connectivity
 - Agricultural Preservation
 - Other

4. Is the community part of a Metropolitan Planning Organization or Rural Planning Unit?
 - Yes No I don't know
 - Other: _____

5. Are there design guidelines available that specifically address location and access to schools in old and new neighborhoods?
 - Yes No I don't know
 - Not Applicable

6. Does the current adopted zoning permit neighborhood grocers or corner stores to exist in residentially zoned areas?
 - Yes No I'm not sure

7. How would you describe the arrangement of government/civic services near the community center (i.e., the proximity of the local post office, library, DMV, health and human services, etc.)?
 - Concentrated
 - Somewhat concentrated
 - Dispersed
 - None

8. Are you aware if the community has ever used a health impact assessment?
 - Yes No I'm not sure
 - If "Yes," when and where was it used?

9. Does the current zoning allow for community gardens or public greenhouses?

- Yes No I'm not sure

10. How would you describe the mix of uses in the community you serve?

- Restaurants
- Housing types
- Grocery shopping
- Entertainment
- Dry cleaners
- Recreation centers
- Parks or open space
- Pharmacy
- Medical clinics
- Civic uses

11. Is there a parks or open space master plan for the community?

- Yes No I'm not sure

If "Yes," when was it adopted?

Active Transportation

12. Does the community have an Active or Strategic Transportation Plan?

- Yes No I'm not sure

If "Yes," does that plan include walking or bicycling guidelines?

Has the plan been adopted?

13. Are community schools participating in a Safe Routes to School initiative?

- All
- Most
- Some
- None
- I don't know

14. Are there any of the following design guidelines that address policies to encourage physical activity? (Select all that apply)

- Walkable communities
- Liveable communities
- Transit-Oriented Development
- Other

15. Is there a bicycle master plan or pedestrian master plan for the community?

- Yes No I'm not sure

If "Yes," which master plans are adopted?

16. Are there policies in place that connect underserved populations to transit options?

- Yes No I'm not sure

If "Yes," please explain:

17. Are there connections to a network of trails and greenways in your community?

- Yes No I'm not sure

18. Please indicate the primary users of any trails and greenways in your community:

- Commuters
- Recreation
- I don't know
- Other

19. Are there significant freight facilities in your community (Check all that apply)

- None
- Airport
- Heavy rail
- Commuter rail
- Distribution centers for semi trucks
- Other

20. Are you aware of plans to utilize existing rail for commuter or light rail lines?

- Yes No I'm not sure Not Applicable

21. Are you aware of current plans or future plans to utilize freight rail for shipping services that might relieve traffic congestion?

- Yes No I'm not sure

If "Yes," please explain:

22. Do you work with other governmental or community partners to reach your transportation goals?

- Yes No

If "yes," please tell us the three main partners you have

23. How formal is the relationship with most of your partners?

- We have no formal relationship but work in support of the same goals.
- We have no formal relationship but co-sponsor events and activities
- We have a formal agreement for specific projects
- We are formal partners
- Other:

Development

24. Are there planning initiatives currently in place that preserve working lands for agriculture?

- Yes No I'm not sure

If "Yes," what steps are you taking?

25. Is your community applying for grant programs that enhance physically active environments in the community?

- Yes No

If "Yes," please list the grants you have applied for (even if they were not awarded)

26. Which incentives are employed for developers to have a streamlined permitting process?

- Mixed-use development
- Transit-oriented development
- LEED-accredited development
- None
- I don't know
- Other:



Appendix D: Community Outreach Resources

Active Living by Design (www.activelivingbydesign.org) is a national program sponsored by the Robert Wood Johnson Foundation and the University of North Carolina at Chapel Hill School of Public Health. The website contains useful statistics and case studies on efforts to promote physical activity via environmental changes.

Active Living Research (www.activelivingresearch.org) is national program sponsored by the Robert Wood Johnson Foundation that supports research to examine how environments and policies influence active living for children and their families. The website includes an online research database and policy-related case studies.

American Planning Association (www.planning.org) APA is an independent, not-for-profit educational organization that provides leadership in the development of vital communities. We measure our success by the successes of our members and the communities they serve.

The **Centers for Disease Control**, Designing and Building Healthy Places (www.cdc.gov/healthyplaces/) provides an overview of Healthy Community Design and key health issues related to land use, as well as fact sheets and many other publications and online resources.

Congress for New Urbanism (www.cnu.org/resources) is the leading organization promoting walkable, mixed-use neighborhood development, sustainable communities and healthier living conditions. For nearly twenty years, CNU members have used the principles in CNU's Charter to promote the hallmarks of New Urbanism, including:

- Livable streets arranged in compact, walkable blocks.
- A range of housing choices to serve people of diverse ages and income levels.
- Schools, stores and other nearby destinations reachable by walking, bicycling or transit service.
- An affirming, human-scaled public realm where appropriately designed buildings define and enliven streets and other public spaces.

The **Community Food Security Coalition** (www.foodsecurity.org) provides information on food systems, assessing food security, and protecting local produce suppliers.

Design for Health (www.designforhealth.net) is a collaboration between the University of Minnesota and Blue Cross and Blue Shield of Minnesota aiming to connect local governments with new research into the health influences of built environments. The website includes a technical assistance library, fact sheets, and case studies.

The **Environmental Protection Agency** (www.epa.gov and www.epa.gov/smartgrowth) has many resources on air, water, transportation, smart growth, brownfields, etc.)

Leadership for Healthy Communities

(www.leadershipforhealthycommunities.org) is a national program designed to support local and state government leaders nationwide in their efforts to reduce childhood obesity through public policies that promote active living, healthy eating and access to healthy foods. It focuses, in particular, on policy efforts that can improve nutrition and increase physical activity among children at high risk for obesity.

The **National Association of City and County Health Officials** (www.naccho.org/topics/hpdp/Land_Use_Planning.cfm) NACCHO has a "Community Design and Land Use Program" web portal, which includes fact sheets, profiles, a flowchart for collaboration between planners and health departments, a planning/health jargon glossary, and other resources.

The National Center for Safe Routes to School

(www.saferoutesinfo.org) assists communities in enabling and encouraging children to safely walk and bike to school. The Center strives to equip Safe Routes to School programs with the knowledge and technical information to implement safe and successful strategies. In the process, programs are working to reduce traffic congestion and improve health and the environment, making communities more livable for everyone.

The **National Charrette Institute** (www.charretteinstitute.org) NCI is a nonprofit educational institution. That helps people build community capacity for collaboration to create healthy community plans. They offer programs that teach professionals and community leaders the art and science of the NCI Charrette System™, a holistic, collaborative planning process that harnesses the talents and energies of all interested parties to create and support a feasible plan.

Photovoice (https://info.kp.org/communitybenefit/html/our_stories/global/our_stories_4.html) Photovoice empowers individuals and communities to improve their social and economic situation through photography and digital media by working with participants so that they can develop the skills to create images as a tool for change related to the built environment. Photovoice works with a broad methodology, tailoring each project to the needs of the specific community. It is a methodology that builds on the power and potential of photography as a flexible and empowering tool that is at the same time accessible, therapeutic, influential and communicative.



I watched as young, disabled, African American man made his way down this dirt path along Quebec. Does someone care enough to provide safe, wide sidewalks for all of Park Hill's residents?

Policy Link (www.policylink.org) is a national research and action institute advancing economic and social equity by “Lifting Up What Works®”—a way of focusing attention on how people are working successfully to use local, state, and federal policy to create conditions that benefit everyone, especially people in low-income communities and communities of color.

The **Public Health Law & Policy Planning for Healthy Places** (www.healthyplanning.org) has a variety of resources and toolkits that highlight the relationship between the built environment and public health, and provide practical “how to” guidelines to help health advocates participate in land use and economic development processes.

Rocky Mountain Land Use Institute

(www.law.du.edu/index.php/rmlui/programs/sustainable-community-development-code) Sustainable Community Development Code includes innovative code guidelines for Healthy Food Systems, Parking, and Complete Streets. Additional codes are also under development.

The **San Francisco Department of Public Health** (www.TheHDMT.org) has developed a Healthy Development Measurement Tool which contains resources for health impact assessments and includes a set of health-related planning goals, backed by rationales from academic literature and connected to a range of standards for implementation.

Smart Growth (Smart Growth America) www.smartgrowth.org In communities across the nation, there is a growing concern that current development patterns—dominated by what some call “sprawl”—are no longer in the long-term interest of our cities, existing suburbs, small towns, rural communities, or wilderness areas. Though supportive of growth, communities are questioning the economic costs of abandoning infrastructure in the city, only to rebuild it further out. Spurring the smart growth movement are demographic shifts, a strong environmental ethic, increased fiscal concerns, and more nuanced views of growth. The result is both a new demand and a new opportunity for smart growth.

The features that distinguish smart growth in a community vary from place to place. In general, smart growth invests time, attention, and resources in restoring community and vitality to center cities and older suburbs. New smart growth is more town-centered, is transit and pedestrian oriented, and has a greater mix of housing, commercial and retail uses. It also preserves open space and many other environmental amenities.

Transportation for America (<http://t4america.org/>) is a growing, national coalition committed to creating a new national transportation program that will take America into the 21st Century by building a modernized infrastructure and healthy communities where people can live, work and play.

The **Walkable and Livable Communities Institute, Inc.**

(www.walklive.org) The Walkable and Livable Communities Institute is a nonprofit center based in Port Townsend, Washington. Our mission is to make cities and towns throughout the world walkable, bicycle and transit friendly, livable, sustainable, socially engaging and welcoming places by improving their built form. It is challenging to have good health when our environments do not support us. We all deserve to live in a place that supports our health and well-being. Yet, too many towns and cities have been turned into drive-thru's rather than destinations. Because of this, they are struggling economically and socially. By providing safe, comfortable, convenient transportation choices, integration of transportation with land use planning, and thoughtful design, we can encourage physical fitness, social interaction, and ultimately create places that enhance the quality of life for all.

The **U.S. Green Building Council** has published a report, "Understanding the Relationship Between Public Health and the Built Environment" (www.usgbc.org/ShowFile.aspx?DocumentID=1480), which compiles extensive research on the health impacts of various land use patterns and transportation designs.

Essential Smart Growth Fixes for Urban and Suburban Zoning

Codes (http://www.epa.gov/smartgrowth/essential_fixes.htm). The document explores 11 "Essential Fixes"; addressing the most common barriers local governments face in implementing smart growth. Topics include mixing land uses, fixing parking requirements, modernizing street standards, managing stormwater, and adopting smart annexation policies, among others. Each Essential Fix describes the problem or barrier and the actions that the community could take to overcome that barrier. These actions are organized as modest adjustments, major modifications, or wholesale changes to give communities options based on their political will, financial resources, and organizational capacity. Communities can apply parts of fixes or multiple fixes or entirely overhaul their codes.

Growing Smarter, Living Healthier: A Guide to Smart Growth and Active Aging

(<http://www.epa.gov/aging/bhc/guide/index.html>). This guidebook is intended for older adults who are interested in how our communities work and how we might help them become more 'age-friendly.' This guide addresses the basic principles of neighborhood and town design, and is intended to help one understand why community design matters, and how becoming involved in your community's decisions about growth can make it a better place in which to grow old.

Leadership for Healthy Communities: Action Strategies Toolkit

(<http://www.rwjf.org/childhoodobesity/product.jsp?id=42514&c=EMC-ADV>). This Toolkit was created to help provide guidance on the best approaches policy-makers can use to make their states, communities and schools healthier places to live. The toolkit offers practical examples of policy approaches and resources covering a wide range of issues, including increasing access to parks and recreation centers, improving safety for bicyclists and pedestrians, offering healthier foods in schools, and attracting grocery stores that provide healthy, affordable foods to lower-income communities.

Local Government Actions to Prevent Childhood Obesity, Report Brief, September 2009

(<http://www.iom.edu/Object.File/Master/72/800/local%20govts%20obesity%20report%20brief%20FINAL%20for%20web.pdf>). The Institute of Medicine (IOM) released this report to serve as a practical guide for government officials at the city, town, township or county level who want to take action to address healthy eating and active living. This report recommends 58 action steps organized under 15 broad strategies. In addition, the IOM Committee also highlighted 12 of the most promising strategies across the report.

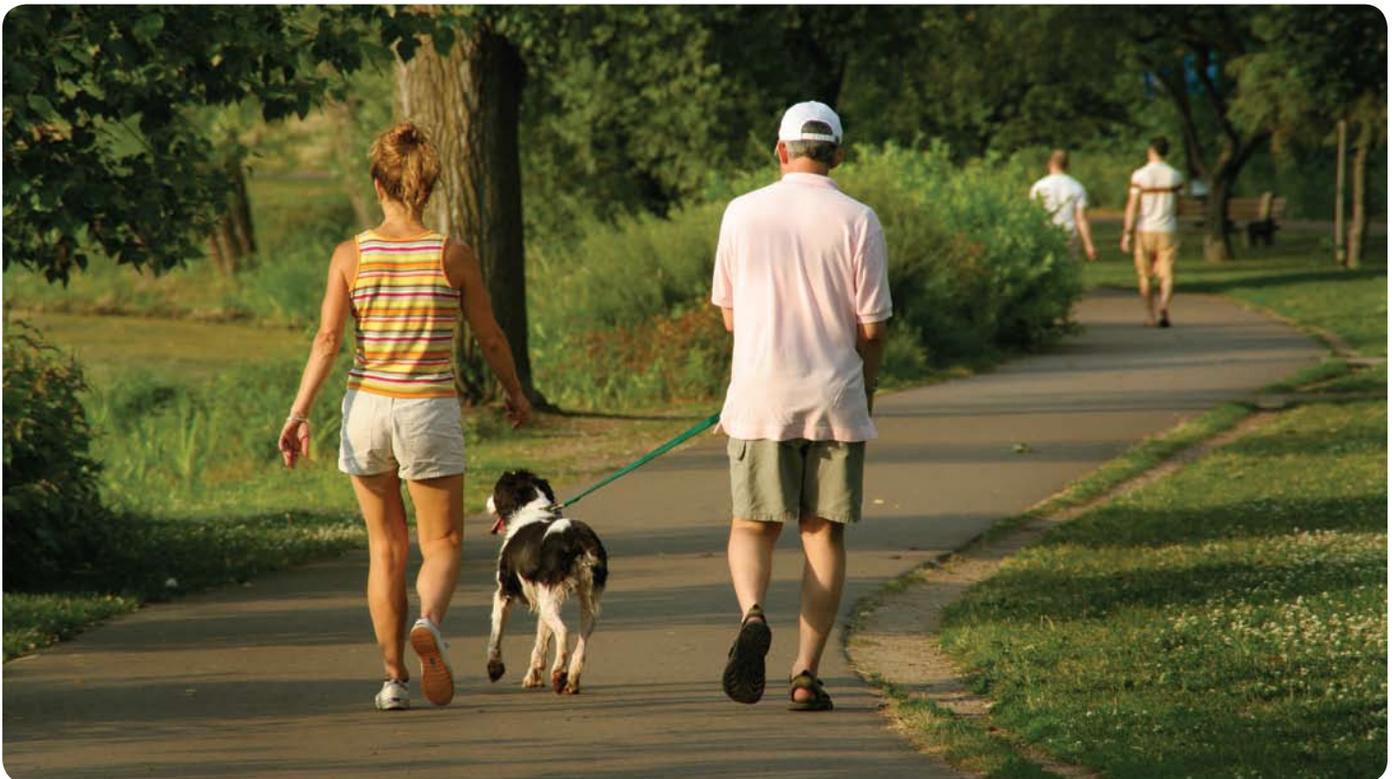
Putting Smart Growth to Work in Rural Communities

(http://icma.org/en/icma/knowledge_network/documents/kn/Document/301483/Putting_Smart_Growth_to_Work_in_Rural_Communities). Many rural communities are facing challenges, including rapid growth at metropolitan edges, declining rural populations, and loss of working lands. This report focuses on smart growth strategies that can help guide growth in rural areas while protecting natural and working lands and preserving the rural character of existing communities. These strategies are based around three central goals: 1) support the rural landscape by creating an economic climate that enhances the viability of working lands and conserves natural lands; 2) help existing places to thrive by taking care of assets and investments such as downtowns, Main Streets, existing infrastructure, and places that the community values; and 3) create great new places by building vibrant, enduring neighborhoods and communities that people, especially young people, don't want to leave.

Recommended Community Strategies and Measurements to Prevent Obesity in the United States – an MMWR report (www.cdc.gov/mmwr/preview/mmwrhtml/rr5807a1.htm). The report contains 24 recommended obesity prevention strategies focusing on environmental and policy level change initiatives that can be implemented by local governments and school districts.

The Implementation and Measurement Guide (http://www.cdc.gov/obesity/downloads/community_strategies_guide.pdf). The guide includes measurement data protocols, a listing of useful resources, and examples of communities that successfully implemented each obesity prevention strategy.

School Bicycling and Walking Policies: Addressing Policies that Hinder and Implementing Policies that Help (www.saferoutesinfo.org/resources/program-development_tip-sheets.cfm). To help encourage more walking and bicycling, the Safe Routes to School National Partnership and the National Center for Safe Routes to School have released this jointly-developed resource. This tip sheet was developed in response to numerous requests from across the country. Congress for New Urbanism.



Appendix E: The Seven P's—A Framework for Moving Forward

In order to successfully design and build healthy, walkable and bikeable communities, practitioners think and operate on many different levels. Agencies within local, regional, and state government each deliver diverse skills and knowledge when planning communities, and play different roles. The community itself is a critical component to success, and how each entity interacts to make decisions and implement plans is important to consider. A framework to help organize processes and roles is the 7 P's:

1. Power
2. Philosophy
3. Policy
4. Procedure
5. Projects
6. Partnerships
7. Promotion



Each element of this framework builds off of each P, and each P is necessary to ensure greater success.

The first P is concerned with the power structure within a community. Who are the decision makers? Where is the funding coming from? Which partners are necessary for success? Knowing who holds the financial and decision making authority in your community is an invaluable asset.

The second P refers to a community's philosophy, or collective vision in seeking to design, build, grow, and thrive. A manifestation of a community's philosophy is commonly found in a Comprehensive Land Use Plan. This idea implies that when that plan was written, it took into account the collective wisdom and aspirations of the community, and how it seeks to move into the future with respect to land use, transportation, parks and open space, development, tourism, and economic development. That vision, or philosophy, should be revisited frequently and needs to be flexible enough to allow for modification as a community achieves its goals and strategies.

The third P relates to policy, which refers to how a local government agency responds to the philosophy set forth in the Comprehensive Plan with rules to mandate certain outcomes in the built environment. A Land Development Code specifies where and how land uses will be situated in a community, and should be reflective of the community's philosophy about those needs.



The fourth P relates to procedure, and this idea relates to how a community is able to act upon the policies and regulations set forth in its codes and plans. For example, the transportation planners or Public Works Department may use very specific street cross sections, and give these guidelines to a developer when he or she is designing and building a neighborhood or commercial area. Those cross sections should be based upon policies set forth in the Transportation Plan, which takes its cues from the Comprehensive Plan. Such a waterfall effect is often complicated for those who work outside of local government, but contains essential components of community development and should be reflective of a community's values with regard to how it seeks to grow and thrive.

The fifth P refers to projects, and pulls the more conceptual ideas of philosophy, policy and procedure into the realm of reality. It is also a literal example of how these ideas come together on the ground. A newly built walking trail should be the representation of each of the above three elements. A redeveloped historic district or main street reflects the collective efforts of these elements coming together to produce the desired effect a community seeks. A street will reflect whether the community values a quality environment for all modes of transportation through its design and construction. A project reflects the strength or weakness of philosophies, policies and procedures.

The sixth P relates to partnerships within a community that reinforce the above five concepts. A community that doesn't reach out is lacking an essential ingredient for success. If a local government has strong ties to community-based organizations, foundations, the private sector, and connections beyond its boundaries, it has heightened awareness and greater access to resources. Resources can mean grant opportunities, model codes and policies, anecdotal data around testing ideas and concepts, and people who can help navigate through new territory in the built environment.

The seventh P reinforces the idea of promotion. When a community addresses each of the above P's to envision, regulate, design, and build certain elements, it is then important to encourage individuals to incorporate those elements into their everyday lives. If a new walking trail is built, the intention should be that people know it is there, and use it regularly. If a street is designed to accommodate pedestrians, bicyclists, vehicles in all states of movement and types, it is important to get the word out to pedestrians, cyclists, and drivers who will use those improvements and should feel safe doing so.



Appendix F: Planning Document Descriptions²⁶

What type of plan is best suited to which goals?

There are a variety of plans that a community might employ depending on the outcomes they are addressing. Each plan is dependent on what it is designed to achieve, how long they take to complete and how large of a geographic area they cover. Strategic, long-range plans, and smaller, more detailed plans that are produced from them should always respond and build upon one another.

It should also be noted that land use and transportation planning works most efficiently with a multidisciplinary team that engages urban designers, architects, landscape architects, transportation planners, engineers, economists, policy experts, environmental scientists, housing advocates, and community members. The type of plan being considered will require different types of expertise in various disciplines. Below is a list and definitions of the most used plan types in Colorado to help identify the one best suited to a community's particular planning or development needs.

Long-Range Integrated Plans are considered visioning documents: long-range integrated plans that cover large areas of land and focus on a number of different elements. These plans typically address environmental, transportation, land use and economic development concerns. Because these plans can take up to a year or more to complete, they usually look far into the future. Typical updates will happen every five to ten years. While these plans do not offer details for specific projects, they will address the community's values and philosophy, and bring an overall understanding to the most important issues in the region. (See Plan Type Matrix 2.)

Comprehensive Plans or Master Plans are long-range statements (i.e., looking ahead 20–25 years) of what the community values, its vision is for the future and what actions will be required to implement that vision statement. These types of long-range plans become a tangible representation of that vision statement for the entire geographic area is addressed. Either type of plan

is typically a large-scale plan addressing the entire geographic area (i.e., city-wide, county-wide or possibly regional with three or more counties represented). Either of these plans could also encompass all of the following elements, including land use, housing, transportation, environmental resources and constraints, community facilities, utilities, economic development, historic resources and capital improvements. Typically, the components of these plans are tied to existing funding for public investments.

Regional and Corridor Vision Plans are different, more specific types of long-range integrated plans. The Interstate 25 Corridor Plan is an example of a plan that the Colorado Department of Transportation and several communities along the interstate came together to complete in 2001. This type of plan takes a deliberately broad view of a region or corridor to examine issues that extend beyond the city or municipal level in their implications, such as potential environmental impacts, regional transportation or regional economic systems.



²⁶ The descriptions of each plan type come from a variety of planning resources.

1. A variety of city and county plans from around Colorado. 2. The American Planning Association; www.planning.org. Accessed August 2010.

Sub-Area, Neighborhood Plans and Downtown Area Plans are complementary to long-range plans, but address a much smaller geographic scale. They have a shorter timeframe, but offer detailed maps, transportation plans and configurations and incorporate specific projects. Targeted locations for housing, retail and other uses are laid out in detail and can also be used to create design specifications. These plans tend to focus on highly specific aspects of the community or special districts that anticipate growth. Economic development and transportation planning are often essential in developing a phased and sometimes budgeted implementation plan.

Special District Plans and Development Area Plans are written with a specific focus. A plan might address housing or the feasibility of a transit station area. This type of plan also includes plans for individual development projects, whether they are for a

single site or a group of sites, single or mixed-use. These plans are also highly graphic and produce a vision for an area that may be targeted for funding in the near term or for the investment that is sought. These designs define the physical form of the project site in a manner consistent with the community’s overall vision and planning process (see Comprehensive Plan and Vision).

Design and Sustainable Practice Guidelines are detailed manuals that help to further express or specifically define a community’s vision for streetscapes, architecture, community places (parks, civic structures and institutions) and sustainable practices. When a developer or builder prepares plans with a designer or engineer, these types of guidelines can give a project the continuity a community is seeking. Guidelines can address pedestrian universal design, multimodal, or Complete Streets designs, Main Streets improvements, historic revitalization, and landscape standards.

FIGURE 6 — Types of Plans

CONTEXT	REGIONAL	DISTRICT/CORRIDOR	BLOCK/STREET
Most Used Plan Types	Metro/City/Town	Center/Neighborhood	Building
Long-Range (Visioning) Integrated Plans	Comprehensive Plan		
	Master Plan	Master Plan	
		Sub-Area Plan	Special Area Plan
		Downtown Plan	Downtown Area Plan
			Neighborhood Plan
			Main Streets
Most Detailed Streetscape and Pedestrian Environment Guidelines			Complete Streets

Appendix G: Publications, Research References and Articles of Note

Publications

Weight of the State

<http://www.cdph.state.co.us/hs/>

2009 Report on Overweight and Obesity in Colorado

Understanding the Relationship between Health and the Built Environment

<http://www.cnu.org/node/559>

2009 A Report Prepared for the LEED-ND Core Committee

Active Design Guidelines: Promoting Physical Activity and Health in Design

http://www.nyc.gov/html/ddc/html/design/active_design.shtml

2010 New York City

Food Policy Blueprint

<http://www.livewellcolorado.org/resources/policy-blueprints>

2010 LiveWell Colorado

F as in Fat: How Obesity Threatens America's Future

<http://healthyamericans.org/reports/obesity2010/Obesity2010Report.pdf>

Published by the Trust for America's Health and the Robert Wood

Johnson Foundation

CDC State Indicator Report on Physical Activity 2010

http://www.cdc.gov/physicalactivity/downloads/PA_State_Indicator_Report_2010.pdf

Local Government Actions to Prevent Childhood Obesity

<http://www.iom.edu/obesitylocalgov>

Institute of medicine of the National Academies. September 2009

Recommended Community Strategies and Measurements To Prevent Obesity In The United States

<http://www.cdc.gov/mmwr/preview/mmwrhtml/rr5807a1.htm>

Centers for Disease Control and Prevention. Recommendations and Reports. 24 July 2009.

Articles

Science Daily

Public Transit Systems Contribute to Weight Loss and Improved Health, Study Finds

<http://www.sciencedaily.com/releases/2010/06/100628203756.htm>



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