

## HEALTHY DEVELOPMENT CHECKLIST – Version 4.03

### Overview

The Healthy Development Checklist is a component of the San Francisco Indicator Project ([www.sfindicatorproject.org](http://www.sfindicatorproject.org)) and was designed to facilitate evaluation of common types of land use projects as well as land use plans against a comprehensive human health, social equity and sustainability objectives. This checklist, or prior versions, has been used to evaluate land use plans in San Francisco and elsewhere. The checklist is designed to facilitate application by planners, project sponsors, or community stakeholders.

Similar to the organization of the SFIP website, this development checklist includes criteria for diverse community health objectives organized under seven Elements. *Development criteria* represent actions that, if taken, help achieve improvements in community health objectives. In some cases, certain development criteria may be relevant to multiple health objectives; however, criteria are only listed once under the most directly related objective. The technical notes that follow provide local, state and national regulatory standards related to some particular development criteria.

### Using the Checklist

1. For each development criteria, users first assess whether the criteria is relevant to the project. For example, some criteria apply only to particular classes of projects (e.g. residential, commercial)
2. Next the user will evaluate whether the project meets the criteria. There are three responses.
  - **Yes, development criteria met** - A project meets development criterion and there is documentation to verify conformance.
  - **No, development criteria not met** - A project does not meet a development criterion. At this point, a project sponsor may consider modifications to the project so that achieves the criterion.
  - **Insufficient information to evaluate the project** - this is checked when the project does not provide sufficient information to evaluate the development criterion.
3. Third, the user lists documentation or information that verifies the project's conformance with the criteria. This information may be listed on the checklist or provided as supplemental supporting information.

### Caveats

Users of the Healthy Development Checklist should be aware of several limitations:

- The checklist is primarily geared towards assessing large-scale residential, commercial, or mixed-use residential development projects.
- Not all criteria may be applicable to all project types. For example, some criteria are applicable to a limited class of projects (e.g., schools, health facilities).
- The checklist does not include development criteria for all indicators in the SFIP.
- Use of the checklist is voluntary.

**For more information on the San Francisco Indicator Project, visit [www.sfindicatorproject.org](http://www.sfindicatorproject.org).**

#	Environment Criteria	Applicable Indicators	Relevant San Francisco Development Regulations	Definitions, explanations, and notes
<b>Objective En.1 Decrease consumption of energy and natural resources</b>				
En.1.a	If the project is a residential project (5+ units), does the project meet LEED Silver or an equivalent third-party certification standard OR If the project is a commercial or institutional project, does the project meet LEED Gold or an equivalent third-party certification standard?	En.1 - all	As of 2012 as specified in the Green Building Regulations in the 2010 San Francisco Building Code, Chapter 13C, all new large commercial construction and interiors and major alterations must meet LEED Gold. New High Rise Residential must meet LEED silver or 75 points in Green Point Rated (GPR). All other New Residential must achieve 75 points in GPR.	For information on LEED, see: <a href="http://www.usgbc.org">http://www.usgbc.org</a>
En.1.b	Does the project meet the standard of the San Francisco Green Building Regulations as specified in the 2010 San Francisco Building Code 13C?	En.1 - all	2010 San Francisco Building Code 13C combines all mandatory elements of the 2010 California Green Building Standards (CAL Green) and stricter local requirements.	
En.1.c	If the project is a residential project, does the project exceed California Title 24 2008 energy efficiency standards by 15%? OR If the project is a commercial project, does the project exceed California Title 24 2008 energy efficiency standards or generate 2% of energy on-site?	En.1.a En.1.b	All private commercial projects in San Francisco must comply with Title 24 and either generate 1% of energy on-site, OR purchase renewable power or achieve an additional 10% beyond Title 24 2008. There are no requirements for new high rise residential buildings. Single and multi-family units (< 5 units) Must achieve a 15% energy reduction compared to Title -24 2008.	
<b>Objective En.2 Restore, preserve and protect healthy natural habitats</b>				
En.2.a	Is the project located at a distance greater than 100 feet from existing shorelines of water bodies--seas, lakes, rivers, streams and tributaries--and wetlands?	En.2.a	The SF Bay Conservation and Development Commission (BCDC) regulates development within the 100-foot shoreline band. Permitted uses include open space; public recreation and access; waterfront commercial recreation uses; limited residential; and off-street parking related to these uses. The BCDC requires the maximum feasible public access as a condition of permit approval for new development within the 100-foot shoreline band. SF Planning Code Section SEC. 330.4.requires construction of any residential or commercial building, structure, or project as defined in Section 330.2 subject to coastal zone permit review.	
En.2.b	If the project develops or alters land deemed to be significant natural resource areas, does the project preserve or restore 20% of the development parcel area to a natural condition with regard to flora?	En.2.b	The SF General Plan Open Space Element Policy 2.13 provides information on preserving and protecting significant natural resource areas and defines criteria to be used to determine what constitutes a significant natural resource area worthy of protection.	

#	Environment Criteria	Applicable Indicators	Relevant San Francisco Development Regulations	Definitions, explanations, and notes
En.2.c	Does the project meet or achieve a standard of 10 acres of publicly accessible open space per 1,000 population in the planning area?	En.2.b	The SF General Plan Open Space Element Policy 2.2 prohibits proposals for nonrecreational uses in public parks and playgrounds and gives priority to open space land use designation when public land becomes surplus.	
En.2.d	Does the project provide a continuous row of appropriately spaced trees at all streets adjacent to the project?	En.2.c	SF Planning Code Section 143 requires street [trees] to be installed by the owner or developer in the case of construction of a new building, relocation of a building, or addition of gross floor area equal to 20% or change of 20% or more of the occupied floor area of an existing building to another use. The street trees installed shall be a minimum of one 24-inch box tree for each 20 feet of frontage of the property along each street or alley, with any remaining fraction of 10 feet or more of frontage requiring an additional tree.	
En.2.e	Does the project use porous pavement materials on drives, sidewalks, parking lots and plazas? AND apply the "SFPUC Storm water Design Guidelines"?	En.2.d	See the SFPUC Storm water Design Guidelines ( <a href="http://sfwater.org/Files/FactSheets/DRAFTStormwaterDesignGuidelines.pdf">http://sfwater.org/Files/FactSheets/DRAFTStormwaterDesignGuidelines.pdf</a> ). Storm water Control Plan also required by San Francisco Building Code, Chapter 13C. The Board of Supervisors passed the Permeable Sidewalk Landscaping Permit in 2006. The ordinance created a method by which individual property owners can increase the green space around their homes by allowing garden installations in sidewalk areas.	
En.2.f	For all projects, does building design for the project avoid causing ground level wind currents greater than 7 mph in public open space and plazas?		San Francisco Planning Code, Section 148 requires buildings and additions to existing buildings in C-3 District to be shaped, or other wind-baffling measures adopted. Developments shall not cause ground-level wind currents to exceed 11 m.p.h. equivalent wind speed in areas of substantial pedestrian use and seven m.p.h. equivalent wind speed in public seating areas. When preexisting ambient wind speeds exceed the comfort level, or when a proposed building or addition may cause ambient wind speeds to exceed the comfort level, the building shall be designed to reduce the ambient wind speeds to meet the requirements.	

#	Environment Criteria	Applicable Indicators	Relevant San Francisco Development Regulations	Definitions, explanations, and notes
En.2.g	For all projects, does building design for the project avoid new shadows on public open space and plazas?		San Francisco Planning Code, Section 147 requires new buildings and additions to existing buildings in specified districts where the building height exceeds 50 feet to be shaped to reduce substantial shadow impacts on public plazas and other publicly accessible spaces other than those protected under Section 295	
En.2.h	Does the project use roofing materials having a Solar Reflectance Index (SRI) equal to or greater than 78 on a low-sloped roof or 29 on a steep-sloped roof for a minimum of 75% of the roof surface OR Install a vegetated roof for at least 50% of the roof area OR Install high albedo and vegetated roof surfaces that, in combination, meet the following criteria that meet SS Credit 7.2: Heat Island Effect: Roof?			
<b>Objective En.3 Mitigate industrial contamination</b>				
En.3.a	Does the project remediate environmental contamination at an environmentally compromised and underutilized development site (e.g. a Brownfield site).	En.3.a En.3.b	The San Francisco Health Code requires soil analysis for a specified list of inorganic and organic chemicals at construction sites where: 1) at least 50 cubic yards of soil are disturbed; 2) there is construction on the Bay side of the historic high-tide line; or 3) there is reason to believe that hazardous waste may be present. If the soil sample and analysis report indicates there is hazardous waste present, the applicant is required to create a site mitigation report and complete all site mitigation measures to ensure all significant environmental and health risk caused by the hazardous waste are mitigated.	
<b>Objective En.4 Prevent air pollution exposure and the degradation of ambient air quality</b>				
En.4.a	If the project is residential, school, or child-care, does the project avoid locating a sensitive uses in a location where the annual average fine particulate level is greater than 10 ug/m3, where the annual average nitrogen dioxide level is greater than 30 ppb or where the peak hourly nitrogen dioxide level is greater than 100 ppb and where carbon monoxide levels are greater than 8 ppm for eight hours or 12 ppm for one hour?	En.4.a	According to Article 38 of the San Francisco's Health Code, if mitigation for air pollution is required based on air quality assessment, a performance requirement is provided for the developer to achieve an 80% reduction of outdoor fine particulate matter levels indoors through a design mitigation and/or ventilation filtration system.	The California Ambient Air Quality Standards (CAAQS) are for carbon monoxide, particulate matter and annual average nitrogen dioxide. EPA National Ambient Air Quality Standards (NAAQS) are for peak hourly nitrogen dioxide.
En.4.b	Does the project avoid contributing net air pollution emissions to areas where the annual average fine particulate level is greater than 10 ug /m3, where the annual average nitrogen dioxide level is greater than 30 ppb or where the peak hourly nitrogen dioxide level is greater than 100 ppb and where carbon monoxide levels are greater than 8 ppm for eight hours or 12 ppm for one hour ?	En.4.a		The California Ambient Air Quality Standards (CAAQS) are for carbon monoxide, particulate matter and annual average nitrogen dioxide. EPA National Ambient Air Quality Standards (NAAQS) are for peak hourly nitrogen dioxide.

#	Environment Criteria	Applicable Indicators	Relevant San Francisco Development Regulations	Definitions, explanations, and notes
En.4.c	Does the project avoid locating new sensitive uses, including schools, park and playgrounds, day care centers, nursing homes, hospitals, and residence in close proximity to a major industrial stationary source of air pollution as defined by the CARB Air Quality Land Use Handbook?	En.4.b	SF Planning Code 210.5 and 210.6 specify permitted light and heavy industrial uses and have certain requirements as to enclosure, screening and minimum distance from residential districts.	California Air Resource Board (CARB) Air Quality and Land Use Handbook for planners to avoid siting sensitive land uses in close proximity to stationary and mobile sources of air pollution - which include Freeways and High-Traffic Roads, Distribution Centers, Rail Yards, Ports, Refineries, Chrome Platers, Dry Cleaners Using Perchloro-ethylene Gasoline Dispensing Facilities, CARB defined sensitive land uses to include schools, park and playgrounds, day care centers, nursing homes, hospitals, and residences.
<b>Objective En.5 Prevent noise exposure and the degradation of the noise environment</b>				
En.5.a	Does the project avoid locating in a location with ambient noise levels >60 dBA Ldn?	En.5.a	The San Francisco General Plan policy 11.1 discourage new uses in areas in which the noise level exceeds the noise compatibility guidelines for that use. The Land Use Compatibility Chart for community noise in San Francisco can be found at <a href="http://www.sf-planning.org/ftp/general_plan/16_Environmental_Protection.htm">http://www.sf-planning.org/ftp/general_plan/16_Environmental_Protection.htm</a>	The noise-land use compatibility guidance is in the Environmental Protection Section of the General Plan: <a href="http://www.sfgov.org/site/planning_index.asp?id=41417">http://www.sfgov.org/site/planning_index.asp?id=41417</a>
En.5.b	Does the project avoid contributing net new noise emissions in a location with ambient noise levels >60 dBA Ldn?	En.5.a	The General Plan for San Francisco identifies noise as a serious environmental pollutant that must be managed and mitigated through the planning and development process.	Both EPA's Levels of Environmental Noise Requisite to Protect Public Health and Welfare (1974) and WHO's Guidelines for Community Noise (1999) suggest that, to protect health and welfare, ambient noise levels should be lower than 55 dBA in residential areas or areas where people spend time outdoors.
En.5.c	Do plans for the project demonstrate compliance with both interior and exterior noise standards San Francisco Police Code Section 2909 (a-d), California Title 24 Section 1207 and California Green Building Regulations Title 24 Part 11?	En.5.a	San Francisco Police Code Section 2909 (a-d) regulates exterior and interior noise levels and mitigate excessive noise levels with the goal to maintain noise levels in areas with existing healthful and acceptable levels of noise and to reduce noise levels, through all practicable means, in those areas of San Francisco where noise levels are above acceptable levels as defined by the World Health Organization's Guidelines on Community Noise.	Should also be consistent with Title 24, Part 2, Volume 1, Section 1207 of the California Building Code and the Acoustical Controls in the California Green Building Regulations Title 24 Part 11.

#	Transportation Criteria	Applicable Indicators	Relevant San Francisco Development Regulations	Definitions, explanations, and notes
<b>Objective T.1 Create a resource-efficient, equitable transportation system</b>				
T.1.a	<p>If the project is either a residential, commercial and/or institutional project, does the project provide at least 4 of the following transportation demand management strategies?</p> <ul style="list-style-type: none"> <li>§ Carpool matching programs</li> <li>§ Car sharing services/parking spots</li> <li>§ Dedicated employee or resident transportation coordinator</li> <li>§ Financial incentives for walkers and bicyclists</li> <li>§ Free or reduced cost transit passes</li> <li>§ Guaranteed ride home program</li> <li>§ Preferential carpool/vanpool parking</li> <li>§ Provision of bus schedules, bike maps, other transportation alternative resources</li> <li>§ Secure bike parking</li> <li>§ Showers/changing facilities for employees</li> <li>§ Shuttle service (in areas not well-served by public transit)</li> <li>§ Telecommuting</li> <li>§ Another transportation demand management strategy</li> </ul>		<p>SF Planning Code Sections 155.1, 155.2, 155.4, and 155.5 require bicycle parking in city-owned and leased buildings; city-owned and privately-owned parking garages; commercial buildings; and residential uses. The number of spaces required by building size and type of use are detailed in the SF Planning Code. SF Planning Code Section 155.3 requires shower facilities and lockers in new commercial and industrial buildings and existing buildings undergoing major renovations (with existing costs at least \$1,000,000); the required number of showers and lockers varies by building size and type of use. SF Planning Code Section 166 requires car share parking spaces in newly constructed residential buildings or buildings being converted to residential uses that provide parking when they include 50 or more residential units (50 - 200 units = 1 space; 201 or more units = 1 space + 1 space for every 200 dwelling units over 200).</p>	
T.1.b	<p>If the project is either a residential, commercial and/or institutional project, is the project within 1/2 mile of regional transit station (e.g., BART, Cal Train) OR does the project include dedicated shuttle trips to regional transit, with timing and frequency based on estimates of area demand? AND is the project within 1/4 mile of a local transit stop?</p>	<p>T.1.d T.1.e T.1.f</p>		
T.1.c	<p>If the project is either a residential, commercial, and/or institutional project, is the project within 1/4 mile of a major public transit street (with boardings/alightings exceeding 12,000/day)?</p>	<p>T.1.f</p>		<p>Major public transit street defined as streets with the highest daily boardings and alightings, as analyzed for the Walk First Project. For more information, see: <a href="http://www.thehdm.org/indicators/view/58">http://www.thehdm.org/indicators/view/58</a></p>
T.1.d	<p>If a transportation element of a land use plan, does it provide adequate light, shelter and space to sit at all bus stops, with enhanced amenities at key stops?</p>			
T.1.e	<p>If the project is either a residential, commercial and/or institutional project within immediate sightline/walking distance of a surface transit stop, does the project provide sheltered, well-lit, publicly displayed real-time bus arrival information at regular intervals (e.g., Next-Bus) and/or stay open to the public for extended hours (e.g., cafes, bookstores, bars, institutional building lobbies)?</p>			

#	Transportation Criteria	Applicable Indicators	Relevant San Francisco Development Regulations	Definitions, explanations, and notes
T.1.f	<p>If the project is either a residential, commercial, and/or institutional project, does the project subsidize discounted public transit passes for households with incomes &lt;200% of the Federal poverty level (e.g., if transit passes are included in homeowners associations fees, they are provided at a reduced cost)? OR</p> <p>Is the project within ½ mile of a location selling Muni Lifeline Fast Passes (discounted MUNI monthly fast passes for San Francisco Residents with incomes at or below 200% of the Federal poverty level)?</p>	T.1.e		
<b>Objective T.2 Ensure the safety of the transportation system</b>				
T.2.a	<p>If a transportation element of a land use plan, does it include bicycle lanes and/or paths linked to the city's existing bicycle network? AND Does it incorporate at least 3 interventions from the following list?</p> <ul style="list-style-type: none"> <li>§ Bicycle lanes at least 5 feet wide</li> <li>§ Bicycle lane signs</li> <li>§ Dashed intersection bicycle lanes</li> <li>§ Double-striped bicycle lanes (striped on each side)</li> <li>§ Driveway cuts are prohibited or kept to a minimum of 4 or fewer per street segment</li> <li>§ Left-turn bicycle lanes</li> <li>§ Shared traffic lanes with sharrows (or painted bike marking on pavement)</li> <li>§ Smooth roadway pavement surfaces</li> <li>§ Street lighting (adequate for bicyclists)</li> <li>§ Street trees (traffic calming, improve bicycle environment)</li> </ul>	T.2.a T.2.c		<p>These interventions are informed by the Bicycle Environmental Quality Index, developed by SFDPH. For more information, see: <a href="http://www.sfphes.org/HIA_Tools_BE_QI.htm">http://www.sfphes.org/HIA_Tools_BE_QI.htm</a></p>
T.2.b	<p>If a residential, commercial, and/or institutional project, is the project within 4 blocks of bicycle lanes and/or paths linked to the city's existing bicycle network? AND Does it incorporate at least 1 intervention from the following list?</p> <ul style="list-style-type: none"> <li>§ Driveway cuts are prohibited or kept to a minimum of 4 or fewer per street segment</li> <li>§ Street lighting (adequate for bicyclists)</li> <li>§ Street trees (traffic calming, improve bicycle environment)</li> </ul>	T.2.a T.2.c		<p>These interventions are informed by the Bicycle Environmental Quality Index, developed by SFDPH. For more information, see: <a href="http://www.sfphes.org/HIA_Tools_BE_QI.htm">http://www.sfphes.org/HIA_Tools_BE_QI.htm</a></p>

#	Transportation Criteria	Applicable Indicators	Relevant San Francisco Development Regulations	Definitions, explanations, and notes
T.2.c	<p>If a transportation element of a land use plan, does it incorporate at least 6 pedestrian environmental quality improvements from the following list? OR Does the project maintain or achieve a one grade level improvement in the Pedestrian Environmental Quality Index score (in the acceptable range)?</p> <ul style="list-style-type: none"> <li>§ Pedestrian-oriented building access</li> <li>§ Pedestrian scale design on building frontages</li> <li>§ Pedestrian scale lighting on private buildings and/or on public streets</li> <li>§ Pedestrian specific building entrances</li> <li>§ Public art in streetscape</li> <li>§ Public seating in streetscape</li> <li>§ Restaurants, retail uses and historical sites located in/near plan area, approximately one destination per block</li> <li>§ Legible and safe routes to schools or other key pedestrian destinations specifically designed, including routes to senior facilities, health care, grocery stores, and public transit stops/stations</li> <li>§ Sidewalk curb cuts for pedestrians at intersections and other pedestrian street crossings</li> <li>§ Sidewalks free of impediments (so that people may walk and push baby strollers, etc. safely) <ul style="list-style-type: none"> <li>§ Sidewalks that are at least 5 feet wide and at least 8 feet wide when there is not a sidewalk buffer along arterial streets</li> </ul> </li> <li>§ Sidewalks with a continuous curb with appropriately placed curb cuts for people with disabilities (an exception being pedestrian-oriented, Woonerf streets) <ul style="list-style-type: none"> <li>§ Street trees, planters, and gardens included in streetscape</li> </ul> </li> <li>§ Street cleaning addressed in plans - including trash can locations, graffiti removal where applicable</li> <li>§ Signage for pedestrians, specific to the neighborhood/street - potentially including area maps</li> </ul>	T.1.c T.2.a T.2.b T.2.d		For more information on SFDPHs Pedestrian Environmental Quality Index, see: <a href="http://www.sfpbes.org/HIA_Tools_PE_QI.htm">http://www.sfpbes.org/HIA_Tools_PE_QI.htm</a>
T.2.d	<p>If a residential, commercial and/or institutional project, does it incorporate at least 5 pedestrian environmental quality improvements if in an area without existing street/sidewalk infrastructure, OR at least 3 pedestrian environmental quality improvements if in an area without existing street/sidewalk infrastructure. from the following list?</p> <ul style="list-style-type: none"> <li>§ Pedestrian-oriented building access</li> <li>§ Pedestrian scale design on building frontages</li> <li>§ Pedestrian scale lighting on private buildings and/or on public streets</li> <li>§ Pedestrian specific building entrances</li> <li>§ Public art in streetscape</li> <li>§ Public seating in streetscape</li> </ul>	T.1.c T.2.a T.2.b		

#	Transportation Criteria	Applicable Indicators	Relevant San Francisco Development Regulations	Definitions, explanations, and notes
	<ul style="list-style-type: none"> <li>§ Sidewalk curb cuts for pedestrians at intersections and other pedestrian street crossings</li> <li>§ Sidewalks free of impediments (so that people may walk and push baby strollers, etc. safely)               <ul style="list-style-type: none"> <li>§ Sidewalks that are at least 5 feet wide and at least 8 feet wide when there is not a sidewalk buffer along arterial streets</li> </ul> </li> <li>§ Sidewalks with a continuous curb with appropriately placed curb cuts for people with disabilities (an exception being pedestrian-oriented, Woonerf streets)               <ul style="list-style-type: none"> <li>§ Street trees, planters, and gardens included in streetscape</li> <li>§ Street cleaning addressed in project - including trash can locations, graffiti removal where applicable</li> </ul> </li> </ul>			
T.2.e	If the project is a commercial, residential, institutional or industrial project located within 500 feet of a high-injury corridor, does it construct or financially contribute to pedestrian safety countermeasures from the list below.	T.2.a		
T.2.f	<p>If a transportation element of a land use plan, does it include at least 8 of the following pedestrian safety countermeasures targeted to high-injury intersections, corridors and/or areas?</p> <ul style="list-style-type: none"> <li>§ Accessible Pedestrian Signals</li> <li>§ Advance limit/yield lines at marked crosswalks</li> <li>§ Bollards (short vertical posts)</li> <li>§ Corner bulb-outs</li> <li>§ Crosswalks that are signalized and marked (preferably with a pedestrian countdown signal - especially when more than 2 lanes of traffic)               <ul style="list-style-type: none"> <li>§ Driveway cuts are prohibited or kept to a minimum of 4 or fewer per street segment</li> <li>§ Channelization islands (raised island that forces traffic in a particular direction, such as right-turn-only)</li> </ul> </li> <li>§ Chicanes (curb bulges or planters on alternating sides, forcing motorists to slow down)               <ul style="list-style-type: none"> <li>§ Chokers (raised islands in a parking zone that narrow a roadway).</li> </ul> </li> <li>§ Curb extensions, planters, or centerline traffic islands that narrow traffic lanes               <ul style="list-style-type: none"> <li>§ Curb ramps</li> <li>§ Flashing beacons</li> <li>§ Gateway treatments</li> <li>§ High-Intensity Activated Crosswalk (HAWK) Signals</li> </ul> </li> <li>§ Horizontal shifts (a lane centerline that curves or shifts)               <ul style="list-style-type: none"> <li>§ Leading pedestrian intervals</li> <li>§ Lighting to increase pedestrian visibility</li> </ul> </li> </ul>	T.2.a		

#	Transportation Criteria	Applicable Indicators	Relevant San Francisco Development Regulations	Definitions, explanations, and notes
	<ul style="list-style-type: none"> <li>§ Median islands (raised island in the road center) or pedestrian refuge islands</li> <li>§ Parking restrictions for on-street parking such as residential permit parking and at least ten feet in advance of the crosswalks to improve visibility where there are crosswalks without curb extensions</li> <li>§ Pavement treatments - special pavement textures (e.g. bricks) and markings, coloring or messages (e.g., "LOOK") to designate areas for pedestrians or cyclists <ul style="list-style-type: none"> <li>§ Pedestrian countdown signals</li> <li>§ Pedestrian detection to extend pedestrian crossing time</li> <li>§ Pedestrian scrambles</li> <li>§ Pedestrian warning signs</li> </ul> </li> <li>§ Perceptual design features (e.g. patterns painted into road surfaces that encourage drivers to reduce their speeds) <ul style="list-style-type: none"> <li>§ Protected left turns</li> <li>§ Raised crosswalks and intersections</li> </ul> </li> <li>§ Reductions in the number and width of traffic lanes (particularly on arterials) <ul style="list-style-type: none"> <li>§ Roundabouts (medium to large circles at intersections)</li> <li>§ Rumble or warning strips</li> </ul> </li> <li>§ Semi-diverters, partial closures (restricts entry/exit to/from neighborhood and limits traffic flow at intersections) <ul style="list-style-type: none"> <li>§ Signal timing to reduce traffic speeds</li> <li>§ Speed humps</li> <li>§ Automated speed limit enforcement</li> <li>§ Speed limits below 20 mph</li> <li>§ Speed radar display signs</li> <li>§ Speed tables</li> </ul> </li> <li>§ Street closures (closing off streets to through vehicle traffic at intersections or midblock)</li> <li>§ Street trees (create a sense of enclosure and improve the pedestrian environment)</li> <li>§ Tighter corner radii (a tighter radius forces drivers to reduce speed) <ul style="list-style-type: none"> <li>§ Traffic circles</li> </ul> </li> <li>§ Truck restrictions (particularly in residential areas or near pedestrian-oriented uses)</li> <li>§ Turn restrictions (to keep traffic on main traffic streets) or prohibitions</li> <li>§ Woonerfs ("shared streets" with mixed vehicle and pedestrian traffic, where motorists are required to drive at very low speeds)</li> </ul>			

#	Transportation Criteria	Applicable Indicators	Relevant San Francisco Development Regulations	Definitions, explanations, and notes
<b>Objective T.3 Reduce adverse environmental health impacts of the transportation system</b>				
T.3.a	If the project is either a residential, commercial and/or institutional project OR a transportation element of a land use plan, does it provide structured residential parking at a ratio less than or equal to one space for every two households for projects < 1/2 mile from regional mass transit stops including rail, ferry, or bus service OR a ratio less than or equal to three spaces for every four households for the rest of the city?	T.1.a T.1.b		
T.3.b	<p>If the project is either a residential, commercial and/or institutional project OR a transportation element of a land use plan, does it address parking through at least 1 of the following pricing strategies?</p> <ul style="list-style-type: none"> <li>§ On-street parking priced for a target utilization rate of 85%</li> <li>§ Variable rate parking pricing (e.g. it costs more per hour the longer you park)</li> <li>§ Coordinated off-street and on-street parking pricing (to increase utilization of off-street parking)</li> <li>§ Unbundled parking (charging for parking costs separate from residential/commercial property/rental costs, making parking costs transparent/optional instead of a hidden cost)</li> </ul> <p>Does the project meet or achieve a standard of 10 acres of publicly accessible open space per 1,000 population in the planning area?</p>	T.1.a T.1.b		
T.3.c	Does commercial or institutional development greater than 50,000 sq. ft. provide adequate on-site or designated on-street truck parking?			

#	Community Criteria	Applicable Indicators	Relevant San Francisco Development Regulations	Definitions, explanations, and notes
<b>Relationship to Other Elements</b>				
See related public realm criteria for design of public outdoor spaces, parks, recreational centers, community facilities, public schools, libraries, and cultural venues. See transportation criteria for pedestrian environments and pedestrian safety. See housing criteria for inclusionary and affordable housing. See economy criteria for local hiring and job development training.				
<b>Objective C.1 Promote socially cohesive neighborhoods, free of crime and violence</b>				
C.1.a	Is the project within 1/2 mile of a public facility for community events and functions?	C.1.d, PR.3.b		
C.1.b	If the project is a commercial uses and in an area with a high density of off-sale alcohol outlets, does it disallow future off-sale alcohol outlets?	C.1.e	Off-sale alcohol licenses will not be granted by the California Alcohol & Beverage Control in areas with "undue concentration" of off-sale alcohol outlets ("Undue concentration" is defined as 1) police districts where the number of reported crimes is 20% or greater than the city average and 2) census tracts where the ratio of off-sale alcohol licenses per population is greater than the county wide ratio).	
<b>Objective C.2 Increase participation in social decision-making processes</b>				
C.2.a	If the project is either a residential, commercial, institutional or industrial project, does the project include a community benefits agreement or a community-directed impact fee through which the existing community will receive financial or infrastructure benefits from new development? (See <u>Public Realm criteria</u> )			
C.2.b	If the project is either a residential, commercial, or institutional project over 10,000 square feet, does the project develop a publicly accessible meeting room that may be used for meetings, events, public service, or social functions?	C.1.d		
<b>Objective C.3 Assure equitable and democratic participation throughout the planning process</b>				
C.3.a	Did planning for the project include a community oversight or advisory process with representative community involvement?  <i>Minimum criteria for meaningful community participation in such a process would include: Representative participation from project area residents and business owners; accessibility to low literacy and non-English language populations impacted by the project, disability access, transparent and complete information about the project design, and opportunities to influence project design. Providing childcare, food, transportation for participants may also support resident participation.</i>			

#	Public Realm Criteria	Applicable Indicators	Relevant San Francisco Development Regulations	Definitions, explanations, and notes
<b>Applicable to all Public Infrastructure Objectives</b>				
PR.0.a	<p>If the project is either a residential, commercial, or institutional project, does the project include a negotiated community benefits agreement or a community directed development impact fee to support the construction, maintenance, or programming at one or more of the following types of public infrastructure:</p> <ul style="list-style-type: none"> <li>§ Child care and/or public educational facilities</li> <li>§ Community meeting, multi-use and/or public recreational facilities</li> <li>§ Public park, public plaza, and/or community garden</li> <li>§ Library</li> <li>§ Health care facility</li> </ul>	Ed.1 Ed.2 PR.1.c PR.2 PR.3		SB 50, State Ed Code Sec. 17620-26. Developers must pay \$2.24 per square foot for all residential units and \$0.09 to \$0.27 per square foot for all non-residential spaces, depending upon zoning classification.
<b>Objective PR.1 Assure spaces for libraries, performing arts, theatre, museums, concerts, and festivals for personal and educational fulfillment</b>				
PR.1.a	If the project is residential, is the project within 1/2 mile of public art or an art/cultural facility?	PR.1.a PR.1.d		
PR.1.b	If the project is residential, is the project located within 1 mile of a public library?	PR.1.c		
PR.1.c	If project is a new art/cultural facility, is it sited within 1/2 mile of existing or proposed regional transit stop?			
PR.1.d	If project is a new art/cultural facility, does it provide a discounted admission prices for children, seniors, and students less than or equal to \$10 or does it holds a free general admission day at least once a month?	PR.1.a		
PR.1.e	Does the project include or preserve murals, public art, or space for public performances?	PR.1.a PR.1.d		
PR.1.f	If the project is a public infrastructure or institutional project, does it set aside 2% of total construction costs to the creation of public art?	PR.1.b PR.1.d	San Francisco Administrative Code, Section 1.19 requires that 2% of total construction costs for all capital improvements in San Francisco be dedicated to public art. This appropriation for art enrichment applies to proposed public buildings, above ground structures, parks, and transportation improvement projects.	

#	Public Realm Criteria	Applicable Indicators	Relevant San Francisco Development Regulations	Definitions, explanations, and notes
PR.1.g	<p>If the project is new commercial use larger than 50,000 square feet, will it use local artists, artisans, or fabricators to create at least 1 of the following to incorporate culturally appropriate, functional art and/or architectural opportunities for the display of artwork:</p> <ul style="list-style-type: none"> <li>§ artistically designed, energy efficient, pedestrian-scale lighting</li> <li>§ kiosk or community bulletin board to publicize arts/community events</li> <li>§ artistically designed parks and playgrounds</li> <li>§ mini public spaces or niches for art displays or performances</li> <li>§ stairs</li> <li>§ benches</li> <li>§ bike racks</li> <li>§ designated graffiti walls</li> <li>§ tree grates/guards</li> <li>§ grills on windows, garage, and/or front door</li> <li>§ sculptured sidewalks or sidewalk tiles (with removable, slip resistant squares that are decorated with patterns/tiles but can be moved and replaced when PUC needs underground access)</li> </ul>		San Francisco Planning Code, Section 149 requires that new building construction or addition of floor area in excess of 25,000 square feet to an existing building in the Downtown Commercial District shall install and maintain public art costing an amount equal to 1% of the construction cost of the building or contribution to rehabilitation or restoration of a publicly owned building located in neighboring district and designated as a historical landmark.	
<b>Objective PR.2 Increase park, open space and recreation facilities</b>				
PR.2.a	If the project is a residential project, is the project either within 1/2 mile of a neighborhood park of at least 1 acre or within 1 mile of a regional park?	PR.2.a		
PR.2.b	If the project is a residential project, is the project within 1/2 mile of a publicly accessible community recreational facility (e.g. swimming pool, gym, etc.)?	PR.2.b		
PR.2.c	If the project is either a residential or commercial project, does the project contribute to local park, public space, or recreational facility acquisition funds at a rate of \$1/square foot?		San Francisco Planning Code, Section 139 Downtown Park Special Fund requires \$2 per square foot of the net addition of gross floor area of office use to be constructed as set forth in the final approved building or site permit to be contributed to a Downtown Park Fund to help the City acquire and develop public park and recreational facilities to serve the daytime population.	
PR.2.d	If the project is either a residential or commercial project, does the project include publically accessible open space equal to one square foot per 50 square feet of private finished space?	En.2.b	San Francisco Planning Code, Section 138 – Open Space Requirements in C-3 Districts requires new buildings or increased floor area (equal to 20% or more of an existing building) to provide open space in the ratio of 1 square foot of open space for every 50 square feet of specified uses and for every 50 square feet of C-3 R uses. Additional requirements related to size, design, exposure to wind and sunlight, and maintenance are also delineated.	
PR.2.e	Does the project include a publicly accessible community garden?	PR.2.e		

#	Public Realm Criteria	Applicable Indicators	Relevant San Francisco Development Regulations	Definitions, explanations, and notes
<b>Objective PR.3 Increase accessibility, beauty, safety, and cleanliness of public spaces</b>				
PR.3.a	If the project is a commercial project, does the project contribute to a community benefits district for maintenance or programming of public facilities?			
PR.3.b	If the project is either a residential or commercial project, does the project provide lighting fixtures on streetscapes within or adjacent to the project at current city standards for adequacy of sidewalk and street lighting?			
PR.3.c	If a commercial project over 25,000 sq. ft. in a commercial business district, does the project include public toilets?			
PR.3.d	If the project is either a residential or commercial project, does it improve the adjacent pedestrian right of ways to the design standards in the Better Streets Plan Streetscapes Elements Guide?			<a href="http://www.sfbetterstreets.org/">http://www.sfbetterstreets.org/</a>
<b>Objective PR.4 Assure access to goods and services</b>				
PR.4.a	If the project is a residential project, is the project within 1/2 mile of an area that has 8 out of 11 common public services that contribute to neighborhood completeness?	PR.4.a		Neighborhood public services includes: childcare/daycare, community garden, hospital and public health clinic, library, open spaces, neighborhood or regional parks of 1/2 acre or more, performance/cultural space, post office, public art, recreational facility, and public school.
PR.4.b	If the project is a residential project, is the project within 1/2 mile of an area that has 9 out of 12 common retail services that contribute to neighborhood completeness?	PR.4.b		Neighborhood serving retail includes: auto repair, banks/credit unions, beauty salon/barber, bike repair, dry cleaner, eating establishments (restaurants and cafes), gym/fitness center, hardware store, Laundromat, pharmacy, retail food market (including supermarket, produce store, and other retail food stores), entertainment (i.e. video store or movie theater).

#	Public Realm Criteria	Applicable Indicators	Relevant San Francisco Development Regulations	Definitions, explanations, and notes
<b>Objective PR.5 Promote affordable and high-quality food access and sustainable agriculture</b>				
PR.5.a	If the project is residential, is the project located within 1/2 mile of a full service supermarket?	PR.4.b PR.5.a		
PR.5.b	If the project is residential, is the project within 1/2 mile of a weekly farmer's market?	PR.5.c		
PR.5.c	If a commercial or institutional project over 25,000 sq. ft., and is not within 1/2 mile of a full service supermarket, does it contribute to a new "healthy food supply"?	PR.4.b PR.5.a		"Healthy food supply" is defined as: 1) providing a minimum of 5,000 square feet of retail space for a general line of food and nonfood grocery products intended for home preparation, consumption and utilization; 2) providing at least 50% of a general line of food products intended for home preparation, consumption and utilization; 3) providing at least 30% of retail space for perishable goods that include dairy, fresh produce, fresh meats, poultry, fish and frozen foods; and, 4) providing at least 500 square feet of retail space for fresh produce OR achieving a Healthy Availability Score of 15 or more on the Retail Food Availability Survey?
PR.5.d	If the project is a food establishment, does it accept EBT, participate as a provider in a Federal food assistance program, or make weekly charitable food donations.	PR.5.b		

#	Education Criteria	Applicable Indicators	Relevant San Francisco Development Regulations	Definitions, explanations, and notes
<b>Objective Ed.1 Assure affordable and high quality childcare for all neighborhoods</b>				
Ed.1.a	<p>If the project is a commercial project over 50,000 square feet, does it do one of the following:</p> <p>§ include a child care facility on-site</p> <p>§ provides subsidized rent for a child care facility on-site</p> <p>§ subsidize or support a non-profit to provide child care in an nearby facility</p> <p>§ pay \$1 per square foot of commercial or residential space developed into the Child Care Capital Fund<sup>8</sup> (managed by DCYF)?</p>	Ed.1.a	San Francisco Planning Code, Section 314.4 requires office and hotel developers in the C-3 (downtown business) district to construct or provide a child care facility on or near the site of the development project, or arrange with a nonprofit organization to provide a child care facility at a location within the City, or pay an in-lieu fee to the Child Care Capital Fund to foster the expansion of and ease access to child care facilities affordable to households of low or moderate income. San Francisco Planning Code, Section 314.5 established the creation of the Child Care Capital Fund specifically to increase and/or improve the supply of child care facilities affordable to households of low and moderate income.	For definition of Child Care Capital Fund, see: <a href="http://dcyf.org/Content.aspx?id=1444">http://dcyf.org/Content.aspx?id=1444</a>
Ed.1.b	If project is or includes a childcare facility, will 10% of the maximum capacity of childcare facility be affordable to children of low-income households?	Ed.1.b Ed.1.c	San Francisco Planning Code, Section 314.4 requires childcare facilities in new hotel, office or commercial development in the downtown C-3 district to reserve at least 10% of the maximum capacity of the child care facility to be affordable to children of households of low income.	According to the US Department on Housing and Urban Development, the generally accepted definition of affordability is for a household to pay no more than 30 percent of its annual income on housing.
Ed.1.c	If the project includes or is a child care facility, does it comply with Title 22 & Title 5 Regulations and Head Start Design Guidelines, and include at least 50% of the recommended best practices in childcare environmental design identified by Bridge Housing Child Care Handbook (pp.132-153)?			To access Bridge Housing Child Care Handbook, see: <a href="http://www.bridgehousing.com/adx/asp/adxgetmedia.aspx?DocID=&amp;MediaID=813&amp;Filename=BHC_ChildCare_Handbook%202007.pdf">http://www.bridgehousing.com/adx/asp/adxgetmedia.aspx?DocID=&amp;MediaID=813&amp;Filename=BHC_ChildCare_Handbook%202007.pdf</a>
<b>Objective Ed.2 Assure accessible and high quality educational facilities</b>				
Ed.2.a	If the project includes residential uses, is the project within 1/2 mile of a public elementary school?			
Ed.2.b	If the project includes residential uses, is the project within a 30 minute commute of a public middle and high school?			
Ed.2.c	If the project is a new, remodeled, or expanded school facility, does it achieve at least "Designated" status from the Collaborative for High Performance Schools?			For more information on the Collaborative for High Performance Schools' Best Practices, see: <a href="http://www.chps.net/dev/Drupal/node">http://www.chps.net/dev/Drupal/node</a>

#	Housing Criteria	Applicable Indicators	Relevant San Francisco Development Regulations	Definitions, explanations, and notes
<b>Objective H.1 Preserve and construct housing in proportion to demand with regards to size, affordability, and tenure</b>				
H.1.a	If the project is residential, does the project set aside 20% of units (onsite) for affordable housing to contribute to affordable housing need?	H.1.a H.1.b H.1.c H.1.f H.1.g	SF Planning Code Section 315 mandates that 15% of units of residential projects of 5 units or more be affordable or pay an in-lieu fee (20% if constructed offsite) .	
H.1.b	If the project is residential, does the project distribute unit size with at least 25% of units being 2-bedrooms and with at least 25% of units being 3-bedrooms?	H.1.e		
H.1.c	If the project is residential, does the project provide rental housing? For community plans, does the plan include a mix of rental and ownership housing within 15% of the current distribution of rental and ownership housing (currently 65% rent and 35% own). In other words, range between 50%-80% rental and 20%-50% owner?	H.1.d		
H.1.d	If the project is residential, is the project designed with a residential density at or above 25 dwelling units per residential acre (or at or above 40 dwelling units per residential acre for projects <1/2 mile from regional mass transit stops including rail, ferry, or bus service)? (note: 1 acre = 4840 Square Yards = 43560 Square Feet = 220 ft. x 198 ft.) <sup>4</sup>	H.1.h		
<b>Objective H.2 Protect residents from involuntary displacement</b>				
H.2.a	For any project type, if the project results in the demolition or loss of deed restricted, public, inclusionary, or rent-controlled housing, does the project replace the demolished/lost housing stock at a 1:1 ratio and provide access to replacement housing for existing tenants at existing rents?	H.2.a H.2.b H.2.c	Section 37.9C of the SF Rent Ordinance requires the landlord to pay relocation fees to tenants for no-fault evictions, including owner move-in, as well as capital improvement, demolition, removal of unit from housing use and substantial rehabilitation evictions. Relocation fees are increased every year on March 1st. Fees as of March 1, 2009 are \$4,941 per tenant up to \$14,825 per unit. Elderly or disabled tenants, as well as families with children under the age of 18 are entitled to an extra \$3,295. Relocation payments are also required in Ellis Act evictions.	
<b>Objective H.3 Prevent concentrated poverty</b>				
Actionable criteria under healthy economy objectives and objectives H.1 and H.2 above.				

#	Housing Criteria	Applicable Indicators	Relevant San Francisco Development Regulations	Definitions, explanations, and notes
<b>Objective H.4 Assure healthy, high-quality housing</b>				
H.4.a	<p>If the project is residential, does the project design include the following building construction and design measures:</p> <p>1) Ventilation : If the project is residential, project less than 5 units does the project provide mechanical ventilation consistent with ASHRAE 62.6. OR If the project is commercial, institutional or high rise residential does the project provide mechanical ventilation consistent with ASHRAE/IESNA Standard 90.1-2004</p> <p>2) Indoor Environmental Quality (IEQ): Does the project achieve the following EQ LEED credits or a equivalent third-party certification standard: LEED Credit 3.1 Construction IAQ Management Plan, During Construction LEED Credit 3.2 Construction IAQ Management Plan, Before Occupancy LEED Credit 4.1 Low-Emitting Materials, Adhesives &amp; Sealants LEED Credit 4.2 Low-Emitting Materials, Paints &amp; Coatings LEED Credit 4.3 Low-Emitting Materials, Carpet Systems LEED Credit 4.4 Low-Emitting Materials, Composite Wood &amp; Agrifiber Products LEED Credit 5 Indoor Chemical &amp; Pollutant Source Control</p> <p>3) Design for Active Living: Achieves 17 out of 24 points on the New York City "Design for Health through Increased Physical Activity" checklist</p>	H.4.a		

#	Healthy Economy Criteria	Applicable Indicators	Relevant San Francisco Development Regulations	Definitions, explanations, and notes
<b>Objective Ec.1 Increase high-quality employment opportunities for local residents</b>				
Ec.1.a	If the project is residential, commercial, industrial, or institutional (all project types), do all short and long term jobs created by the project provide entry level wages greater than or equal to the regional self-sufficiency standard for an individual?	Ec.1.a		For definition of SF self-sufficiency standard, see: <a href="http://www.insightcced.org/index.php?page=c-a-sss">http://www.insightcced.org/index.php?page=c-a-sss</a>
Ec.1.b	If the project is commercial, industrial, or institutional over 25,000 square feet, does the project support local housing for its employees through either a jobs-housing linkage fee requirement; by providing location-efficient mortgage support for employees; or by building employee housing?	Ec.1.b Ec.1.c	SF Planning Code Section 313 establishes a jobs-housing linkage fee for entertainment, retail, hotel, office, research and development projects of 25,000 or more square feet.	
Ec.1.c	If the project is commercial, industrial, or institutional, will long term jobs created by the project include entry level work opportunities for individuals with a GED/high school diploma?	Ec.1.d		
<b>Objective Ec.2 Increase jobs that provide healthy, safe and meaningful work</b>				
Ec.2.a	If the project is either a residential, commercial, or institutional project over 25,000 square feet, does the project include a negotiated community benefits agreement to support fair labor practices that includes two or more of the following for all short- and long-term employees:  <ul style="list-style-type: none"> <li>§ Paid sick leave</li> <li>§ Paid vacation or paid time off</li> <li>§ Employer-provided health insurance and/or contributions to health care savings/expense account</li> <li>§ Retirement benefits</li> </ul> <ul style="list-style-type: none"> <li>§ Training on health and safety from OSHA-certified trainers</li> </ul>	Ec.2.a Ec.2.b Ec.2.c	<p>The San Francisco Health Care Security Ordinance requires covered employers to spend a minimum amount of money on health care expenditures for their covered employees.</p> <p>The SF Paid Sick Leave Ordinance ( SF Administrative Code Chapter 12W )requires all employers to provide paid sick leave to each employee (including temporary and part-time employees) who perform work in San Francisco regardless of where there employer is located.</p> <p>The San Francisco Minimum Compensation Ordinance (MCO) requires covered employers to provide: (1) no less than the MCO hourly wage in effect; (2) 12 paid days off per year (or cash equivalent); (3) 10 days off without pay per year.</p>	<p><a href="http://sfgsa.org/index.aspx?page=418">http://sfgsa.org/index.aspx?page=418</a></p> <p><a href="http://sfgsa.org/index.aspx?page=419">http://sfgsa.org/index.aspx?page=419</a></p> <p>See: <a href="http://www.osha4you.com/">http://www.osha4you.com/</a>; <a href="http://www.osha.gov/dte/index.html">http://www.osha.gov/dte/index.html</a>; <a href="http://www.dir.ca.gov/dosh/">http://www.dir.ca.gov/dosh/</a></p> <p><a href="http://www.sfgsa.org/index.aspx?page=403">http://www.sfgsa.org/index.aspx?page=403</a></p>
Ec.2.b	If the project is commercial, industrial, or institutional and will employ more than 50 people in long term jobs, does the project include a private, non-bathroom space used to support employee lactation?			Section 4207 of the Patient Protection and Affordable Care Act, amended the Fair Labor Standards Act to require employers to provide reasonable break time and a private, non-bathroom place for nursing mothers to express breast milk during the workday, for one year after the child's birth.

#	Healthy Economy Criteria	Applicable Indicators	Relevant San Francisco Development Regulations	Definitions, explanations, and notes
<b>Objective Ec.3 Increase equality in income and wealth</b>				
Ec.3.a	If the project is a public works or public infrastructure project, does the project employ local residents for 25% of construction jobs?		San Francisco's Administrative Code Chapter 6.22(G) requires mandatory levels of local hiring on City-funded construction projects.	As of March 25, 2012, all covered projects should have 25% local-residents hired by the construction trade.
Ec.3.b	If the project is commercial, industrial, or institutional, does the project include a workforce development component or partnership?	Ec.2.d		
<b>Objective Ec.4 Benefits and protects natural resources and the environment</b>				
Ec.4.a	If the project is commercial, industrial, or institutional, does the project serve locally owned businesses (e.g. the project will be occupied by a locally-owned business or expand the market for locally owned business services)?			

#	Health Systems Criteria	Applicable Indicators	Relevant San Francisco Development Regulations	Definitions, explanations, and notes
<b>Objective HS.1 Assure accessible high quality health care facilities</b>				
HS.1.a	If a new hospital or major clinical care facility, can it be reached within 30 minutes or less by public transportation for 67% of San Francisco's population?	PR.2.a		