

SAN FRANCISCO DEPARTMENT OF PUBLIC HEALTH HDMT DEVELOPMENT CHECKLIST – Version 2.02

Background

In March of 2007, the San Francisco Department of Public Health (SFPDH) released the Healthy Development Measurement Tool (www.TheHDMT.org) -- a comprehensive evaluation metric to consider health needs in urban development plans and projects. SFPDH staff subsequently applied the HDMT to a number of land use plans in San Francisco. SFPDH created this "development checklist" format of the HDMT to facilitate more routine and easy applications of the HDMT to development projects by community organizations, developers and other stakeholders.

Using the HDMT or the development checklist is strictly voluntary. While the checklist helps stakeholders evaluate specific attributes of development plans and projects, the priority and adequacy of development targets within the checklist should be considered in light of specific neighborhood needs and conditions. The HDMT website provides extensive indicator data for San Francisco to assess baseline neighborhood conditions.

Similar to the organization of the HDMT website, this development checklist is organized by Element, Community Health Objective, and Community Health Indicator. *Development targets* are associated with indicators and objectives, and represent actions that if taken, would correspond to achievement or improvement of the community health objective and indicator. Where appropriate, regulatory standards are provided to highlight minimum legal requirements as related to a specific development target.

The HDMT and the development checklist undergo revision at least once annually. Version 2.01 (April 2008) replaced version 1.01 launched in November 2007. In September 2008, we updated several Social Cohesion and Healthy Housing development targets and released version 2.02. Future minor revisions to the checklist will be noted as Version 2.03, 2.04, etc. Future major revisions will be noted as Version 3.01. The version number is noted in the bottom left corner of this document.

Using the Checklist

To use the checklist, review each development target and check the appropriate box to indicate whether the development project meets the target. Categories of response include:

- **Yes, development target met** - this is checked when a project clearly meets a development target.
- **No, development target not met** - this is checked when a project does not meet a development target, either by not discussing the development target issue or because the project's specifications clearly do not meet the development target.
- **Insufficient information to evaluate the project** - this is checked when the project does not provide sufficient information to evaluate the development target. Generally, this column is checked if a project mentions an issue, but does not provide specific details regarding implementation. If a project does not discuss an issue at all, this would not be the correct column to check.
- **Not applicable to the project ("N/A")** - this is checked when a development target is not applicable or not relevant to the specific project being evaluated. For example, the development target focuses on green businesses, but the project under evaluation is residential only, with no commercial development being included.
- **Relevant Information** – briefly describe how/where the plan or project addresses the development target or how a policy/action in the plan or project could be improved to meet the development target. If not applicable, explain why.

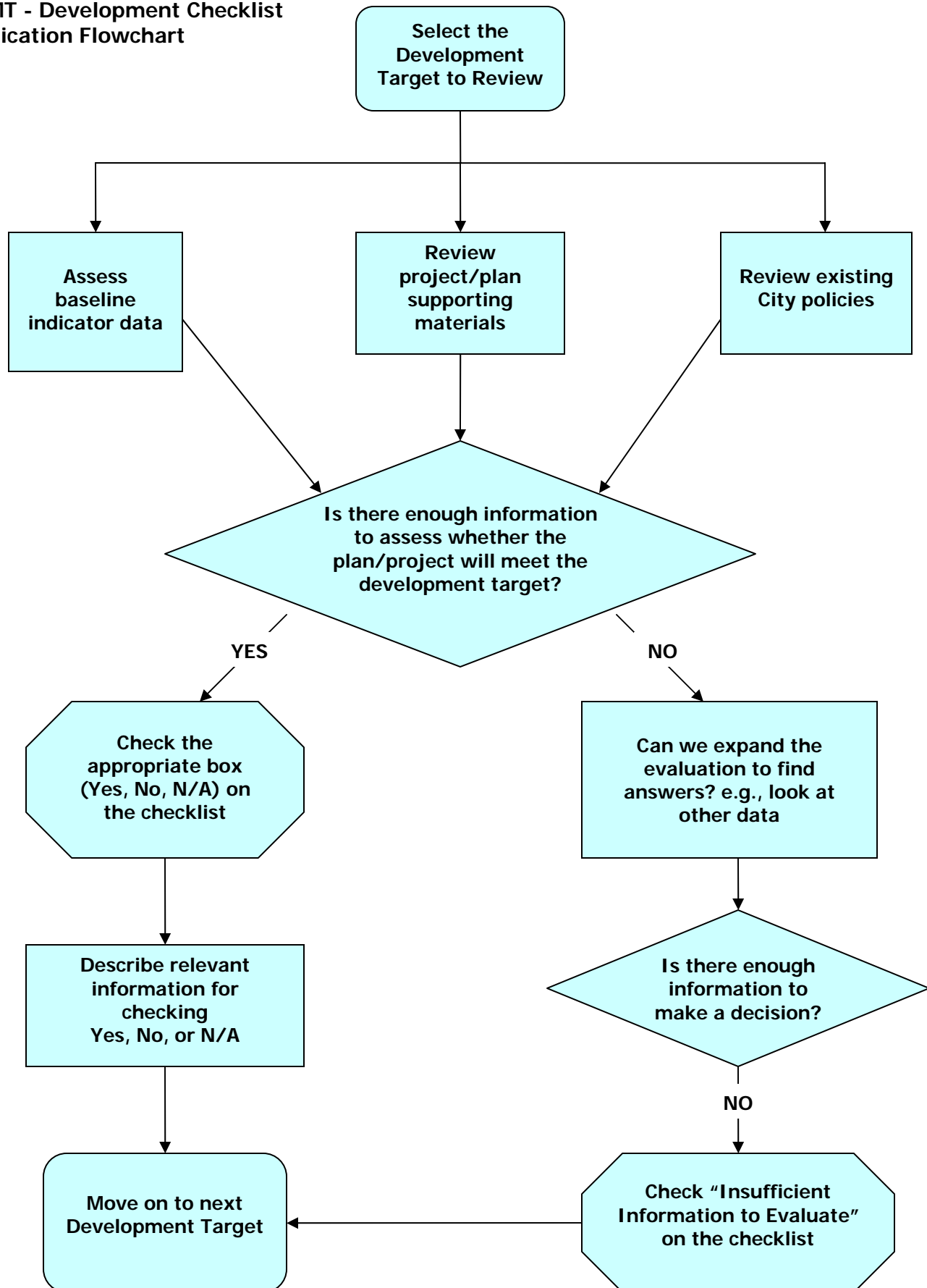
Caveats

Please note that several development targets have not been finalized and are under revision. Users of the HDMT Development Checklist should also be aware of several limitations and caveats:

- The checklist is primarily geared towards assessing large-scale residential development projects. Development targets that are applicable to other kinds of projects (i.e., commercial, institutional) are so noted by an asterisk.
- While the HDMT may be applied to development at all scales, not all criteria may be applicable to a specific project. For example, some targets are applicable to a limited class of projects (e.g., schools, health facilities).
- Available information on a project may not permit specific evaluation of the target, particularly where the target is a specific numerical goal.
- The checklist does not include development criteria for all indicators in the HDMT. In instances where indicators cannot be improved upon by clear and direct development actions, we have not included development targets.
- This checklist is not a new form of environmental regulation or a set of enforceable standards. Similar to LEED, the checklist encourages voluntary efforts to improve development.

For more information on the Healthy Development Measurement Tool, visit www.TheHDMT.org or contact Lili Farhang, Project Manager at 415.252.3988 or lili.farhang@sfdph.org.

**HDMT - Development Checklist
Application Flowchart**



Environmental Stewardship		Yes	No	Insufficient Info	N/A to Project	Relevant Information
Objective ES.1 Decrease consumption of energy and natural resources						
ES.1.a ¹ ES.1.b ¹	<i>Benchmark:</i> If the project is a new mid-size multi-family or new small residential (1–4 units) project, does it achieve 40 points or more in the energy section of the GreenPoint Rated checklist? If the project is a mid-size commercial project (new or alteration), large commercial tenant improvement or major alteration, new high-rise residential, or new large commercial project, does it earn 8 points in the “Energy and Atmosphere Credit 1: Optimize Energy Performance” under the LEED checklist?					
ES.1.c ¹	<i>Benchmark:</i> If the project is a new mid-size multi-family or new small residential (1–4 units) project, does it achieve 10 or more points in the water section of the GreenPoint Rated checklist? If the project is a mid-size commercial project (new or alteration), large commercial tenant improvement or major alteration, new high-rise residential, or new large commercial project, does it earn 3 points in “Water Efficiency” credits under the LEED checklist?					
ES.1.d ¹	<i>Benchmark #1:</i> Does the project divert 75% or more of all non-hazardous construction and demolition debris for recycling and/or salvage? If the project is a mid-size commercial project (new or alteration), large commercial tenant improvement or major alteration, new high-rise residential, or new large commercial project, does it earn 1 point under “Materials and Resources Credit 2.2: Construction Waste Management: Divert 75% From Disposal” from the LEED checklist? <i>Regulatory minimum:</i> SF Environment Code Chapter 14 establishes the Construction and Demolition Debris Recovery Ordinance, requiring a minimum of 65% diversion from landfill of construction and demolition debris. In 2002 the SF Board of Supervisors adopted Resolution No. 679-02 setting a goal of 75% diversion from landfill by 2010 and promoting the highest and best use of recovered materials and authorizing the Commission on the Environment to adopt a zero waste goal for 2020.					
	<i>Benchmark #2:</i> If the project is a new mid-size multi-family or new small residential (1–4 units) project, does it achieve at least 75% construction waste diversion? If the project is a mid-size commercial project (new or alteration), large commercial tenant improvement or major alteration, new high-rise residential, or new large commercial project, does it earn credit under “Materials and Resources Credit 3.1 or 3.2” from the LEED checklist?					
ES.1.e	<i>Benchmark:</i> Does the project provide facilities and services for users to recycle and compost waste?					

Environmental Stewardship		Yes	No	Insufficient Info	N/A to Project	Relevant Information
ES.1.f ¹ ES.1.g ¹	<i>Benchmark:</i> If the project is a new mid-size multi-family or new small residential (1–4 units) project, does it achieve 4 points under “install photovoltaics to offset a percent of the project’s total estimated electricity demand” on the GreenPoint Rated checklist? If the project is a mid-size commercial project (new or alteration), large commercial tenant improvement or major alteration, new high-rise residential, or new large commercial project, does it earn 2 points under the “Energy and Atmosphere Credit 2: On-Site Renewable Energy” from the LEED checklist?					
ES.1.h ¹	<i>Benchmark:</i> If the project is a new mid-size multi-family or new small residential (1–4 units) project, does it achieve at least 65 points on the GreenPoint Rated checklist? If the project is a mid-size commercial project (new and alterations), is it LEED certified? If the project is a large commercial tenant improvement or major alteration or new large commercial project, is it LEED Gold certified? If the project is a new high-rise residential project, is it LEED Silver certified?					
Objective ES.2 Restore, preserve and protect healthy natural habitats						
ES.2.a	<i>Benchmark:</i> 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? <i>Regulatory minimum:</i> 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.					
ES.2.b	<i>Benchmark:</i> 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?					
ES.2.c	<i>Benchmark:</i> Does the project meet or achieve a standard of 10 acres of publicly accessible open space per 1,000 population in the planning area? <i>Regulatory minimum:</i> The SF General Plan Open Space Element requires a 1:1 replacement of open space lost in the course of development.					
ES.2.d	<i>Benchmark:</i> Does the project provide a continuous row of appropriately spaced trees at all streets adjacent to the project? <i>Regulatory minimum:</i> SF Planning Code Section 143 requires that a project sponsor provide an in-lieu payment to the Department of Public Works/Bureau of Urban Forests for a tree to be planted and maintained within the neighborhood should it not be possible to plant a tree every 20 feet.					

Environmental Stewardship		Yes	No	Insufficient Info	N/A to Project	Relevant Information
ES.2.e	<i>Benchmark:</i> Does the project use porous pavement materials on drives, sidewalks, parking lots and plazas?					
ES.2.f	<i>Benchmark:</i> Does the project establish and maintain green roofing or rooftop gardens on at least 25% of usable roof space?					
Objective ES.3 Promote food access and sustainable urban and rural agriculture						
ES.3.a	<i>Benchmark:</i> If the project is built on a parcel with active farming land, does the project maintain or preserve land for active farming?					
ES.3.b	<i>Benchmark:</i> Is the project within one mile of a regular farmer's market?					
ES.3.c	<i>Benchmark:</i> Does the project provide a community supported agriculture drop-off site?					
ES.3.d	<i>Benchmark:</i> Does the project create and maintain a community garden on-site or provide safe access to off-site community garden resources within 1/4 mile?					
Objective ES.4 Promote productive reuse of previously contaminated sites						
ES.4.a	<i>Benchmark:</i> Does the project rehabilitate a damaged site where development is complicated by environmental contamination, reducing pressure on undeveloped land? This could be a site documented as contaminated or a site defined as a brownfield by a local, state or federal government agency.					
Objective ES.5 Preserve clean air quality						
ES.5.a	<i>Benchmark:</i> Where sensitive uses ² are proposed in locations where greater than 100,000 vehicles per day are within 150 meters, or 50,000 vehicles per day are within 100 meters or 10,000 vehicles per day are within 50 meters, does the project analyze potential air quality impacts on sensitive uses AND based on analysis, either avoid locating sensitive uses OR reduce traffic levels sufficiently to mitigate air quality impacts, OR provide an HVAC system with filtration to reduce/mitigate infiltration of vehicle emissions?					
ES.5.b	<i>Benchmark:</i> Does the project avoid locating sensitive uses ² in close proximity to a major industrial stationary sources of air pollution?					
ES.5.c	<i>Benchmark:</i> Where sensitive uses ² are proposed within 500 feet of a truck route, does the project analyze potential air quality impacts on sensitive uses AND either avoid locating the sensitive use, OR reduce truck traffic on the adjacent route, OR provide an HVAC system with filtration to reduce/mitigate infiltration of vehicle emissions? AND <i>Benchmark:</i> Does commercial development greater than 50,000 sq. feet provide adequate on site truck parking?					

Environmental Stewardship		<u>Yes</u>	<u>No</u>	<u>Insufficient Info</u>	<u>N/A to Project</u>	<u>Relevant Information</u>
Objective ES.6 Maintain safe levels of community noise						
ES.6.a	<i>Benchmark:</i> Is the project consistent with the SF General Plan's noise-land use compatibility guidance ³ , achieve legally required standards for interior noise levels, AND where ambient noise levels are >65 dB Ldn, mitigate noise in public and private exterior spaces?					
TOTAL NUMBER OF CHECKS IN EACH COLUMN						N/A

Sustainable Transportation		Yes	No	Insufficient Info	N/A to Project	Relevant Information
Objective ST.1 Decrease private motor vehicles trips and miles traveled						
ST.1.a	Does the project incorporate strategies that would significantly reduce its contribution to new regional vehicle miles traveled by addressing:					
ST.1.b	1) Density, residential:					
ST.1.c	<i>Benchmark:</i> Is the project designed with a residential density at or above 25 dwelling units per net residential acre (or at or above 40 dwelling units per net residential acre for projects $\leq 1/2$ mile from regional mass transit stops including rail, ferry, or bus service)?					
ST.1.d	2) Parking, residential zoning:					
ST.1.e	<i>Benchmark:</i> Does the project 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?					
	3) Parking, pricing:					
	<i>Benchmark:</i> Does the project address parking through at least 2 of the following pricing strategies? § On-street parking priced for a target utilization rate of 85% § Variable rate parking pricing (e.g. it costs more per hour the longer you park) § Coordinated off-street and on-street parking pricing (to increase utilization of off-street parking) § Unbundled parking (charging for parking costs separate from residential/commercial property/rental costs, making parking costs transparent/optional instead of a hidden cost) § Parking cash-out policies (allowing employees to choose between receiving subsidized parking or the equivalent amount of money that would be used for the parking space)					
	4) Transportation demand management policies and programs:					
	<i>Benchmark:</i> Does the project provide at least 3 of the following transportation demand management strategies? <i>Regulatory minimums:</i> 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).					

Sustainable Transportation		<u>Yes</u>	<u>No</u>	<u>Insufficient Info</u>	<u>N/A to Project</u>	<u>Relevant Information</u>
	<ul style="list-style-type: none"> § Carpool matching programs § Dedicated employee or resident transportation coordinator § Financial incentives for walkers and bicyclists § Free or reduced cost transit passes § Guaranteed ride home program § Preferential carpool/vanpool parking § Provision of bus schedules, bike maps, other transportation alternatives § Telecommuting 					
ST.1.f	<p>Does the project incorporate strategies that would significantly reduce motor vehicle collisions in the area by:</p> <p>1) Traffic calming:</p> <p><i>Benchmark:</i> Does the project include at least 4 of the following traffic calming interventions to slow traffic speeds?</p> <ul style="list-style-type: none"> § Bollards (short vertical posts) § Channelization islands (raised island that forces traffic in a particular direction, such as right-turn-only) § Chicanes (curb bulges or planters on alternating sides, forcing motorists to slow down) § Chokers (raised islands in a parking zone that narrow a roadway). § Curb extensions, planters, or centerline traffic islands that narrow traffic lanes § Gateway treatments § Horizontal shifts (a lane centerline that curves or shifts) § Median islands (raised island in the road center) § Parking restrictions for on-street parking such as residential permit parking § Pavement treatments (special pavement textures (e.g. bricks) and markings to § Perceptual design features (e.g. patterns painted into road surfaces that encourage § Reductions in the number and width of traffic lanes (particularly on arterials) § Roundabouts (medium to large circles at intersections) § Rumble or warning strips § Semi-diverters, partial closures (restricts entry/exit to/from neighborhood and limits traffic flow at intersections) § Signal timing to reduce traffic speeds § Speed humps § Speed limit enforcement that is automated - such as photo radar speed enforcement or radar trailers which show drivers their current speed and the posted speed limit § Speed limit signs § Speed tables, raised crosswalks § Street closures (closing off streets to through vehicle traffic at intersections or § Street trees (create a sense of enclosure and improve the pedestrian environment) 					

Sustainable Transportation		Yes	No	Insufficient Info	N/A to Project	Relevant Information
	§ Tighter corner radii (a tighter radius forces drivers to reduce speed) § Traffic circles § Truck restrictions (particularly in residential areas or near pedestrian-oriented uses) § Turn restrictions (to keep traffic on main traffic streets) § Woonerfs (streets with mixed vehicle and pedestrian traffic, where motorists are required to drive at very low speeds)					
Objective ST.2 Provide affordable and accessible transportation options						
ST.2.a	Does the project incorporate strategies that would result in a significant increase in trips made by public transportation by addressing:					
ST.2.b	1) Transit:					
ST.2.c	<i>Benchmark:</i> 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?					
ST.2.d	2) Transit:					
ST.2.e	<i>Benchmark:</i> Is the project within 1/4 mile of a major transit corridor ⁴ ?					
	3) Transit:					
	<i>Benchmark:</i> Does the project provide adequate light, shelter and space to sit at all bus stops, with enhanced amenities at key stops?					
	4) Transit:					
	<i>Benchmark:</i> Does the project include ground floor land uses that are sheltered, well-lit, publicly display real-time bus arrival information at regular intervals (e.g., Next-Bus), open to the public for extended hours (e.g., cafes, bookstores, bars, institutional building lobbies) that are within immediate sightline/walking distance if surface transit stops?					
	5) Density:					
	<i>Benchmark:</i> Is the project designed with a residential density at or above 25 dwelling units per net residential acre (or at or above 40 dwelling units per net residential acre for projects \leq 1/2 mile from regional mass transit stops including rail, ferry, or bus service)?					
	6) Parking, residential zoning:					
	<i>Benchmark:</i> Does the project 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?					
	7) Parking, pricing:					
	<i>Benchmark:</i> Does the project address parking through at least 2 of the following pricing strategies? § On-street parking priced for a target utilization rate of 85% § Variable rate parking pricing (costs more per hour the longer you park)					

Sustainable Transportation		Yes	No	Insufficient Info	N/A to Project	Relevant Information
	<p>§ Coordinated off-street and on-street parking pricing (increases utilization of off-street parking)</p> <p>§ Unbundled parking (charging for parking costs separate from residential/commercial property/rental costs, making parking costs transparent/optional instead of a hidden cost)</p> <p>§ Parking cash-out policies (allowing employees to choose between receiving subsidized parking or the equivalent amount of money that would be used for the parking space)</p>					
	<p>8) Transportation demand management policies and programs:</p> <p><i>Benchmark:</i> Does the project provide at least 3 of the following transportation demand management strategies?</p> <p><i>Regulatory minimums:</i> 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>					
	<p>§ Carpool matching programs</p> <p>§ Dedicated employee or resident transportation coordinator</p> <p>§ Financial incentives for walkers and bicyclists</p> <p>§ Free or reduced cost transit passes</p> <p>§ Guaranteed ride home program</p> <p>§ Preferential carpool/vanpool parking</p> <p>§ Provision of bus schedules, bike maps, other transportation alternatives</p> <p>§ Telecommuting</p>					
ST.2.f	<p><i>Benchmark:</i> Does the project subsidize public transit passes for households earning <200% of the poverty line?</p>					
Objective ST.3 Create safe, quality environments for walking and biking						
ST.3.a	Does the project incorporate strategies that would significantly reduce bicycle collisions in the area by addressing:					
ST.3.b	1) Bicycle environment:					
ST.3.c	<p><i>Benchmark:</i> Does the project include (or is within 4 blocks of) bicycle lanes and/or paths linked to the city's existing bicycle network?</p>					

Sustainable Transportation	Yes	No	Insufficient Info	N/A to Project	Relevant Information
<p>2) Traffic calming: <i>Benchmark:</i> Does the project include at least 4 of the following traffic calming interventions to slow traffic speeds?</p> <ul style="list-style-type: none"> § Bollards (short vertical posts) § Channelization islands (raised island that forces traffic in a particular direction, such as right-turn-only) § Chicanes (curb bulges or planters on alternating sides, forcing motorists to slow down) § Chokers (raised islands in a parking zone that narrow a roadway). § Curb extensions, planters, or centerline traffic islands that narrow traffic lanes § Gateway treatments § Horizontal shifts (a lane centerline that curves or shifts) § Median islands (raised island in the road center) § Parking restrictions for on-street parking such as residential permit parking § Pavement treatments (special pavement textures (e.g. bricks) and markings to designate special areas) § Perceptual design features (e.g. patterns painted into road surfaces that encourage drivers to reduce their speeds) § Reductions in the number and width of traffic lanes (particularly on arterials) § Roundabouts (medium to large circles at intersections) § Rumble or warning strips § Semi-diverters, partial closures (restricts entry/exit to/from neighborhood and limits traffic flow at intersections) § Signal timing to reduce traffic speeds § Speed humps § Speed limit enforcement that is automated - such as photo radar speed enforcement or radar trailers which show drivers their current speed and the posted speed limit § Speed limit signs § Speed tables, raised crosswalks § Street closures (closing off streets to through vehicle traffic at intersections or § Street Trees (create a sense of enclosure and improve the pedestrian environment) § Tighter corner radii (a tighter radius forces drivers to reduce speed) § Traffic circles § Truck restrictions (particularly in residential areas or near pedestrian-oriented uses) § Turn restrictions (to keep traffic on main traffic streets) § Woonerfs (streets with mixed vehicle and pedestrian traffic, where motorists are required to drive at very low speeds) 					

Sustainable Transportation		Yes	No	Insufficient Info	N/A to Project	Relevant Information
ST.3.d	Does the project incorporate strategies that would result in a significant increase in trips made by walking <i>and</i> reduce or prevent pedestrian injury collisions in the area by:					
ST.3.e						
ST.3.f	<p>1) Pedestrian environment:</p> <p><i>Benchmark:</i> Does the project incorporate at least 6 interventions from the following list?</p> <p>OR</p> <p>Does the project maintain or achieve a one grade level improvement in the Pedestrian Environmental Quality Index⁵ score (in the acceptable range)? (<i>see indicator ST.3.f</i>)</p> <ul style="list-style-type: none"> § Advance limit/yield lines at marked crosswalks § Corner bulb-outs § Crosswalks that are signalized and marked (preferably with a pedestrian countdown signal - especially when more than 2 lanes of traffic) § Driveway cuts are prohibited or kept to a minimum of 4 or fewer per street segment § Median refuge islands § Pedestrian-oriented building access § Pedestrian scale design on building frontages § Pedestrian scale lighting on private buildings and/or on public streets § Pedestrian specific building entrances § Public art in streetscape § Public seating in streetscape § Restaurants, retail uses and historical sites located in/near project area, approximately one destination per block § 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 § Sidewalk curb cuts for pedestrians at intersections and other pedestrian street crossings § Sidewalks free of impediments (so that people may walk and push baby strollers, etc. safely) § Sidewalks that are at least 5 feet wide and at least 8 feet wide when there is not a sidewalk buffer along arterial streets § Sidewalks with a continuous curb with appropriately placed curb cuts for people with disabilities (an exception being pedestrian-oriented, Woonerf streets) § Street trees, planters, and gardens included in streetscape § Street cleaning addressed in project/plans - including trash can locations, graffiti removal where applicable § Signage for pedestrians, specific to the neighborhood/street - potentially including area maps 					

Sustainable Transportation	Yes	No	Insufficient Info	N/A to Project	Relevant Information
<p>2) Pedestrian safety analysis: <i>Benchmark #1:</i> Does the project: identify areas (intersections, streets, small areas) where pedestrian injury collisions have occurred in or near the project area OR identify where potential future conflicts exist in or near the project area (e.g., when new residents or employees are being introduced to an area with a previously low population and/or high traffic volumes on streets) AND</p>					
<p><i>Benchmark #2:</i> Target pedestrian environment improvements to those areas?</p>					
<p>3) Traffic calming: Does the project include at least 4 of the following traffic calming interventions to slow traffic speeds? § Bollards (short vertical posts) § Channelization islands (raised island that forces traffic in a particular direction, such as right-turn-only) § Chicanes (curb bulges or planters on alternating sides, forcing motorists to slow down) § Chokers (raised islands in a parking zone that narrow a roadway). § Curb extensions, planters, or centerline traffic islands that narrow traffic lanes § Gateway treatments § Horizontal shifts (a lane centerline that curves or shifts) § Median islands (raised island in the road center) § Parking restrictions for on-street parking such as residential permit parking § Pavement treatments (special pavement textures (e.g. bricks) and markings to designate special areas) § Perceptual design features (e.g. patterns painted into road surfaces that encourage drivers to reduce their speeds) § Reductions in the number and width of traffic lanes (particularly on arterials) § Roundabouts (medium to large circles at intersections) § Rumble or warning strips § Semi-diverters, partial closures (restricts entry/exit to/from neighborhood and limits traffic flow at intersections) § Signal timing to reduce traffic speeds § Speed humps § Speed limit enforcement that is automated - such as photo radar speed enforcement or radar trailers which show drivers their current speed and the posted speed limit</p>					

Sustainable Transportation		<u>Yes</u>	<u>No</u>	<u>Insufficient Info</u>	<u>N/A to Project</u>	<u>Relevant Information</u>
	§ Speed limit signs § Speed tables, raised crosswalks § Street closures (closing off streets to through vehicle traffic at intersections or § Street Trees (create a sense of enclosure and improve the pedestrian environment) § Tighter corner radii (a tighter radius forces drivers to reduce speed) § Traffic circles § Truck restrictions (particularly in residential areas or near pedestrian-oriented uses) § Turn restrictions (to keep traffic on main traffic streets) § Woonerfs (streets with mixed vehicle and pedestrian traffic, where motorists are required to drive at very low speeds)					
ST.3.g	<i>Benchmark:</i> Does the project use traffic calming devices to reduce speeds to less than 20 mph on interior streets?					
TOTAL NUMBER OF CHECKS IN EACH COLUMN						N/A

Public Infrastructure		Yes	No	Insufficient Info	N/A to Project	Relevant Information
Objective PI.1 Assure affordable and high quality childcare for all neighborhoods						
PI.1.a	<p><i>Benchmark:</i> If the project is over 10,000 square feet, does it:</p> <p>§ build a child care facility on-site OR</p> <p>§ establish a relationship with a non-profit to provide a child care facility in San Francisco OR</p> <p>§ pay \$1 per square foot of commercial or residential space developed into the Child Care Capital Fund⁶ (managed by DCYF)?</p> <p><i>Regulatory Minimum: 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.</i></p>					
PI.1.b	<p><i>Benchmark:</i> Does the project provide below market rate rent or subsidize other operating costs such as utilities or security for licensed child care providers?</p> <p><i>Regulatory Minimum: 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.</i></p> <p><i>Regulatory Minimum: San Francisco Planning Code, Section 314.4 requires any child care facility opened as a part of new office or hotel development C-3 (downtown business) 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.</i></p>					
PI.1.c	<p><i>Benchmark:</i> If the project is a commercial or business facility over 50,000 square feet, does the developer work with the tenant to ensure childcare is included in the development at an affordable rate?</p>					
PI.1.d	<p><i>Benchmark:</i> If a new or planned child care facility, is it designed to meet best practice standards for childcare environmental design, for example those established by Bridge Housing Child Care Handbook⁷?</p>					
Objective PI.2 Assure accessible and high quality educational facilities						
PI.2.a	<p><i>Benchmark #1:</i> For residential uses, is the project within 1/2 mile of a public elementary school? AND</p>					
PI.2.d						
PI.2.e	<p><i>Benchmark #2:</i> Does land use siting ensure public school students' public transit commute is less than 30 minutes?</p>					
PI.2.b	<p><i>Benchmark:</i> If the project is a new, remodeled or expanded school facility, is it planned as a multi-use facility involving a collaborative of organizations that integrates community services and uses (e.g., pre-school, after-school, community recreational facility, neighborhood park, community serving non-profit)?</p>					
PI.2.c						
PI.2.g						

Public Infrastructure		Yes	No	Insufficient Info	N/A to Project	Relevant Information
PI.2.f	<i>Benchmark:</i> Is the project within 1/2 mile of a public school with adequate capacity or does the project allocate a site appropriate for adequate neighborhood school facilities based on expected future population?					
PI.2.h	<i>Benchmark:</i> If the project is a new, remodeled or expanded school facility, does the school include the provision of fully functioning kitchens so that school meals are served on site?					
PI.2.i	<i>Benchmark:</i> If the project is a new, remodeled, or expanded school facility, does the school provide green space equal to 30% of the project's site area for a school garden?					
Objective PI.3 Increase park, open space and recreation facilities						
PI.3.a	<i>Benchmark #1:</i> Is the project within 1/4 mile access of a neighborhood or regional park (a park larger than 1/2 acre)? AND					
	<i>Benchmark #2:</i> Does the project contribute funding (via impact fee or community benefits agreement) towards existing open space or to the construction of new open space or parks facilities?					
	<i>Regulatory Minimum: 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.</i> <i>Regulatory Minimum: 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.</i>					
PI.3.b	<i>Benchmark #1:</i> Is the project within 1/4 mile of a recreational facility? AND					
	<i>Benchmark #2:</i> Does the project contribute funding (via impact fee or community benefits agreement) towards a existing recreational facility or to the construction of a new recreational facility?					
PI.3.c	<i>Benchmark:</i> Does the project contribute funding (via impact fee or community benefits agreement) towards parks maintenance and/or programming to improve park accessibility and quality?					
PI.3.d						

Public Infrastructure		Yes	No	Insufficient Info	N/A to Project	Relevant Information
Objective PI.4 Assure spaces for libraries, performing arts, theatre, museums, concerts, and festivals for personal and educational fulfillment						
PI.4.a	Benchmark #1: Does the project protect and maintain existing art work on site in accordance with applicable state and federal laws AND/OR create space for murals, public art, or public performances? AND					
	Benchmark #2: If project is a new art/cultural facility, is it sited within 1/2 mile of existing or proposed regional transit stop?					
PI.4.b PI.4.d	<p>Benchmark #1: Is the project within 1/2 mile of public art or public performance space?</p> <p>Benchmark #2: Does the project contribute 1% of total construction costs to the creation of public art or public performance on-site OR into a public fund for arts purposes?</p> <p><i>Regulatory Minimum: San Francisco Administrative Code, Section 3.19 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.</i></p> <p><i>Regulatory Minimum: 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.</i></p>					
PI.4.c	Benchmark #1: Is the project located within 1/2 mile of a public library? AND					
	Benchmark #2: Does the project contribute funding (via impact fee or community benefits agreement) towards construction of a new library facility, expansion of an existing library facility, and/or programming and materials for the library?					

Public Infrastructure		Yes	No	Insufficient Info	N/A to Project	Relevant Information
PI.4.e	<i>Benchmark #1:</i> If the project is new commercial use larger than 50,000 square feet or new residential larger than 50 units, were local artists/artisans or neighborhood cultural councils consulted about how the pedestrian-level design of the building could promote/reinforce the neighborhood's cultural vitality and identity? AND					
	<i>Benchmark #2:</i> Were local artists, artisans, or fabricators hired to create at least 3 of the following to incorporate culturally appropriate, functional art and/or architectural opportunities for the display of artwork: § artistically designed, energy efficient, pedestrian-scale lighting § kiosk or community bulletin board to publicize arts/community events § artistically designed parks and playgrounds § mini public spaces or niches for art displays or performances § stairs § benches § bike racks § designated graffiti walls § tree grates/guards § grills on windows, garage, and/or front door § 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)					
Objective PI.5 Assure affordable and high quality public health facilities						
PI.5.a	<i>Benchmark:</i> If a new hospital or major clinical care facility, is it located within ½ mile of a regional transit stop or does it provide free public shuttle service from regional transit services such as BART?					
PI.5.b	<i>No identified development target.</i>					
PI.5.c	<i>No identified development target.</i>					
Objective PI.6 Assure access to daily goods and service needs, including financial services and healthy foods						
PI.6.a	<i>Benchmark #1:</i> For residential uses, is the project within ½ mile of a supermarket?					
	<i>Benchmark #2:</i> For residential uses, is the project within ½ mile of a retail food store (not including supermarket) AND from a produce store?					

Public Infrastructure		Yes	No	Insufficient Info	N/A to Project	Relevant Information
PI.6.b	<i>Benchmark:</i> Is the project within 1/2 mile of a bank or credit union?					
PI.6.c	<i>Benchmark:</i> Is the project within 1/2 mile of an area that has 8 out of 11 common public services that contribute to neighborhood completeness? <i>Neighborhood public services includes:</i> 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.					
PI.6.d	<i>Benchmark:</i> Is the project within 1/2 mile of an area that has 9 out of 12 common retail services that contribute to neighborhood completeness? <i>Neighborhood serving retail includes:</i> 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).					
Objective PI.7 Assure adequate public safety						
PI.7.a	<i>Benchmark:</i> If the project is in an area where alcohol outlet density is greater than 2 times the citywide density (greater than or equal to 36 outlets per square mile), does the project disallow new retail alcohol sales?					
PI.7.b	<i>Benchmark:</i> Is the project within a 5 minute response time by a nearby fire station?					
PI.7.c	<i>No identified development target.</i>					
PI.7.d	<i>No identified development target.</i>					
PI.7.e	<i>No identified development target.</i>					
Objective PI.8 Increase accessibility, beauty, safety, and cleanliness of public spaces						
PI.8.a	<i>Benchmark #1:</i> If the project is within a commercial business district, is there a public plaza within 1/4 mile of the project? <i>Benchmark #2:</i> If a commercial project over 25,000 sq ft in a commercial business district, does the project contribute funding (via impact fee or community benefits agreement) towards construction of a new public plaza or maintenance/programming at an existing plaza?					

Public Infrastructure		Yes	No	Insufficient Info	N/A to Project	Relevant Information
PI.8.b	<p><i>Benchmark:</i> Does the project provide a continuous row of appropriately spaced trees at all streets adjacent to the project?</p> <p><i>Regulatory Minimum:</i> San Francisco Planning Code, Section 143 requires the installation of one street tree for each 20 feet of property frontage along each street or alley, with any remaining fraction of 10 feet or more of frontage requiring an additional tree for the owner or developer of a new or relocated building or building with 20% or more floor area expansion in specified districts.</p>					
PI.8.c	<p><i>Benchmark:</i> 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?</p>					
PI.8.d	<p><i>Benchmark:</i> If a commercial project over 25,000 sq ft in a commercial business district, does the project provide public toilets?</p>					
PI.8.e	<p><i>Benchmark:</i> Does building design for the project include all feasible measures to prevent or minimize wind downdrafts and other adverse wind affects on sidewalks and plazas?</p> <p><i>Regulatory Minimum:</i> 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.</p>					
PI.8.f	<p><i>Benchmark:</i> Does building design for the project include all feasible measures to maximize sunshine on sidewalks and plazas?</p> <p><i>Regulatory Minimum:</i> 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.</p>					
TOTAL NUMBER OF CHECKS IN EACH COLUMN						N/A

Adequate and Healthy Housing		Yes	No	Insufficient Info	N/A to Project	Relevant Information
Objective HH.1 Preserve and construct housing in proportion to demand with regards to size, affordability, and tenure						
HH.1.a	<i>Benchmark:</i> Does the project set aside 20% of units for affordable housing to contribute to affordable housing need? <i>Regulatory minimum:</i> SF Planning Code Section 315 mandates that 15% of units constructed on all projects of 5 units or more be affordable. Should the developer opt to construct its affordable units off-site, the construction requirement jumps to 20%. Lastly, developers can opt to pay an in-lieu fee instead of constructing units.					
HH.1.b						
HH.1.c						
HH.1.f						
HH.1.g						
HH.1.i						
HH.1.d	<i>Benchmark:</i> Does the project distribute unit size based on the following breakdown of bedroom need: 50% one-bedroom, 25% 2-bedroom and 25% 3-bedrooms or more?					
HH.1.e	<i>Benchmark:</i> For project-level evaluations, does the project provide rental housing? For plan-level evaluations, 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?					
HH.1.h	<i>Benchmark:</i> Is the project designed with a residential density at or above 25 dwelling units per net residential acre (or at or above 40 dwelling units per net residential acre for projects <1/2 mile from regional mass transit stops including rail, ferry, or bus service)?					
Objective HH.2 Protect residents from involuntary displacement						
HH.2.a	<i>Benchmark:</i> 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?					
HH.2.b						
HH.2.c						
Objective HH.3 Prevent concentrated poverty						
HH.3.a	<i>Benchmark:</i> Are inclusionary/below market rate housing units built on-site?					
HH.3.b						
HH.3.c						
HH.3.d						
Objective HH.4 Assure access to healthy quality housing						
HH.4.a	<i>Benchmark:</i> Does the project design include effective health-oriented building design measures to prevent illness and injuries, for example, to improve indoor air quality and reduce moisture?					
TOTAL NUMBER OF CHECKS IN EACH COLUMN						N/A

Healthy Economy		Yes	No	Insufficient Info	N/A to Project	Relevant Information
Objective HE.1 Increase high-quality employment opportunities for local residents						
HE.1.a	<i>Benchmark:</i> Are the majority of jobs created by the project likely to provide entry level wages greater than or equal to the self-sufficiency standard ⁸ ?					
HE.1.b						
HE.1.c	<i>Benchmark:</i> Does the project support local housing for its employees above and beyond the jobs-housing linkage fee requirement? For example, by providing mortgage support or by providing employee housing.					
HE.1.d	<i>Regulatory minimum:</i> 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. The charge is currently \$19.89 per square foot of office development, \$14.90 per square foot for hotel; \$18.55 per square foot for entertainment and retail; and, \$13.25 per square foot for research and development.					
HE.1.e	<i>Benchmark:</i> If the project demolishes or redevelops commercial space available for light industrial/production, distribution and repair uses, does it replace that space at a 1:1 ratio?					
HE.1.f	<i>Benchmark:</i> Do long-term commercial residents/tenants provide work opportunities to individuals with a GED/high school diploma?					
Objective HE.2 Increase jobs that provide healthy, safe and meaningful work						
HE.2.a	<i>Benchmark:</i> Do 100% of the short and long term jobs provided by the project provide health insurance? <i>Regulatory Minimum:</i> SF Administrative Code Chapter 14 establishes the Health Care Security Ordinance which (1) creates an employer health care spending requirement and (2) requires the Department of Public Health to create the Health Access Plan, now called Healthy San Francisco. The employer spending requirement requires covered employers to spend a minimum amount of money on health care expenditures for their covered employees.					
HE.2.b	<i>Benchmark:</i> Do 100% of the jobs provided by the project provide sick day benefits? <i>Regulatory Minimum:</i> SF Administrative Code Chapter 12W establishes the Paid Sick Leave Ordinance requiring all employers to provide paid sick leave to each employee (including temporary and part-time employees) who perform work in San Francisco. Workers accrue paid sick leave for those hours worked in the city, regardless of where their employer is located.					

Healthy Economy		Yes	No	Insufficient Info	N/A to Project	Relevant Information
HE.2.c	<i>No identified development target.</i>					
HE.2.d	<i>Benchmark:</i> Does the project provide space for a new, locally-serving business?					
HE.2.e	<i>Benchmark:</i> Does the project provide opportunities for job training programs either directly, or through a community benefits agreement?					
HE.2.f	<i>Benchmark:</i> Do 80% of the jobs provided by the project provide retirement benefits?					
Objective HE.3 Increase equality in income and wealth						
HE.3.a	<i>Benchmark:</i> Does the project have the likelihood of decreasing citywide income inequality? For example, will the project help to retain the middle class or will it increase wages for low-wage workers?					
HE.3.b	<i>Benchmark:</i> Does the project provide long-term employment opportunities?					
Objective HE.4 Benefits and protects natural resources and the environment						
HE.4.a	<i>Benchmark:</i> Does the project include support for or prioritize businesses with green business practices?					
HE.4.b	<i>Benchmark:</i> Does the project support the retention and development of locally owned businesses by giving first priority to locally owned businesses or by creating permanent lease terms favorable to locally-owned businesses as a community benefit?					
TOTAL NUMBER OF CHECKS IN EACH COLUMN						N/A

Social Cohesion		Yes	No	Insufficient Info	N/A to Project	Relevant Information
Objective SC.1 Promote socially cohesive neighborhoods, free of crime and violence						
<i>Note: Unlike other sections of the HDMT Development Checklist that have a more one-to-one relationship between the objective, indicator and development targets, evaluation of social cohesion and violence prevention objectives are necessarily broad and multi-faceted. A socially cohesive society is one in which all of the other objectives of a healthy city described in the HDMT are achieved. Violence is one symptom of a non-socially cohesive society. Because other sections of the HDMT Development Checklist assess achievement of other objectives for a healthy city, there is no specific development target benchmark for Objective SC.1. However, using the questions below, qualitative assessments can be made by multiple stakeholders to determine the project or plan's impact on the objective.</i>						
SC.1.a	Benchmark #1: Does the project include environmental design elements and community programs that protect and enhance public safety?					
SC.1.b	Actions consistent with this benchmark would include but are not limited to: analyzing and improving environmental quality for bicyclists and pedestrians; using traffic calming devices on interior streets; contributing street trees; meeting or surpassing city standards for adequacy of sidewalk and street lighting; limiting the number of alcohol, tobacco and firearm outlets; supporting community policing, neighborhood watch groups, and, community organizing related to blight abatement					
	Benchmark #2: Does the project include environmental design elements and community programs that promote and enhance social interaction and integration?					
	Actions consistent with this benchmark would include but are not limited to: incorporating public open space, public parks, public plazas, recreational centers, community facilities or other gathering places into project design; enhancing access to existing neighborhood or regional parks and recreational facilities; funding maintenance or programming at parks, recreational centers, public art or public performance spaces; sponsoring a neighborhood organization that supports community building; and sponsoring civic and cultural activities that promote social interaction					
	Benchmark #3: Does the project promote educational, afterschool, and other related opportunities for youth?					
	Actions consistent with this benchmark would include but are not limited to: using schools as multi-use community facilities; funding school infrastructure development explicitly for use as multi-use facilities; supporting arts, afterschool programs, and other activities in recreation centers, parks, and schools; and, funding cultural events using local parks, recreation and open spaces					
	Benchmark #4: Does the project promote economic opportunities for low income and underemployed or insecurely employed individuals?					
	Actions consistent with this benchmark would include but are not limited to: promoting reliable and affordable transportation to jobs; hiring locally for construction, retail, maintenance, and landscaping; providing self-sufficiency wages and benefits in project-associated employment; preserving PDR jobs; and conducting job training or skills development for low income and underemployed local residents in expected commercial uses					

Social Cohesion		<u>Yes</u>	<u>No</u>	<u>Insufficient Info</u>	<u>N/A to Project</u>	<u>Relevant Information</u>
SC.1.c	<i>Benchmark:</i> 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?					
SC.1.d	<i>Benchmark:</i> Are inclusionary/below market rate housing units built on-site?					
SC.1.e	<i>Benchmark #1:</i> Is the project within 1/2 mile of a community center? AND <i>Benchmark #2:</i> Does the project contribute funding (via impact fee or community benefits agreement) towards a existing community center or to the construction of a new community center?					
SC.1.f	<i>No identified development target.</i>					
SC.1.g	<i>No identified development target.</i>					
SC.1.h	<i>No identified development target.</i>					
Objective SC.2 Increase participation in social decision-making processes						
SC.2.a	<i>Benchmark:</i> Does the project create a meeting room or other sheltered public space with the appropriate lavatory and other facilities that could be used as an election voting station, community meetings, afterschool programming, tutoring/mentoring, senior center or other social program?					
SC.2.b	<i>Benchmark:</i> Does the project provide funding or physical space for the creation and/or continued programming of a neighborhood clean-up committee, a neighborhood crime prevention committee, or other neighborhood-oriented committee that seeks to promote social engagement and healthy communities?					

Social Cohesion		Yes	No	Insufficient Info	N/A to Project	Relevant Information
Objective SC.3 Assure equitable and democratic participation throughout the planning process						
<i>Note: Unlike other sections of the HDMT Development Checklist that can be evaluated using the project plan and HDMT data, evaluation of community participation in the planning process must be completed through interviews with project developers, planners, and community members to determine achievement of development targets. The following questions should be asked of multiple stakeholders to assess achievement.</i>						
<i>Regulatory Minimum: San Francisco Administrative Code, Appendix 47: Sunshine Ordinance of 1999 states "The right of the people to know what their government and those acting on behalf of their government are doing is fundamental to democracy, and with very few exceptions, that right supersedes any other policy interest government officials may use to prevent public access to information. Only in rare and unusual circumstances does the public benefit from allowing the business of government to be conducted in secret, and those circumstances should be carefully and narrowly defined to prevent public officials from abusing their authority."</i>						
SC.3.a	Benchmark #1: Did the planning process ensure adequate opportunities for the community to comment on development plans through a number of meetings that: 1) were open to the public, 2) had time specifically allocated for public dialogue related to the project, and 3) were fair and transparent in the amount of time each constituent was allowed to speak? AND					
	Benchmark #2: If the project triggered an EIR process, were 4 or more of the following outreach activities conducted to engage the public? e.g., town hall meeting, charette, promotion of social citizenship, consensus conference, mailings to affected communities, community surveys, development of community advisory board and/or citizen planning committee, planning workshops, focus groups, public hearings, open houses, panel discussions, neighborhood meetings, small in-home meetings, planning fairs, and referendum.					
	<i>Regulatory Minimum: San Francisco Administrative Code, Appendix 47: Sunshine Ordinance of 1999 requires that each policy body shall adopt a rule providing that each person wishing to speak on an item before the body at a regular or special meeting shall be permitted to be heard once for up to three minutes. Time limits shall be applied uniformly to members of the public wishing to testify. Every agenda for special meetings at which action is proposed to be taken on an item shall provide an opportunity for each member of the public to directly address the body concerning that item prior to action thereupon.</i>					
SC.3.b	Benchmark: Was there appropriate language AND cultural translation services available for the demographics of the affected community? e.g., translated for youth, low literacy or non-English populations. <i>Regulatory Minimum: San Francisco Administrative Code, Appendix 47: Sunshine Ordinance of 1999 requires that any public notice that is mailed, posted or published by a City department, board, agency or commission to residents... shall be brief, concise and written in plain, easily understood English. The Board of Supervisors shall seek to provide translators at each of its regular meetings and all meetings of its committees for each language requested, including sign language, provided that a request for translation services is communicated at least 48 hours before the meeting.</i>					

Social Cohesion		Yes	No	Insufficient Info	N/A to Project	Relevant Information
SC.3.c	<p><i>Benchmark:</i> Was information about the proposed project, policy, or plan (including proposed timeline, request for qualifications or request for proposals, existing general or specific plans, environmental impact reports, transcripts of meetings and hearings, letters documenting financial and other transactions related to property and documentation of publicity) made publicly available in an easily located and navigable website, AND in hard copy at the city planning office, local library, and other public locations?</p> <p><i>Regulatory Minimum: San Francisco Administrative Code, Appendix 47: Sunshine Ordinance of 1999 requires that the agenda for any regular meeting shall specify the time and location and shall be posted in a location that is freely accessible to members of the public.</i></p> <p><i>Regulatory Minimum: San Francisco City Charter, Article XVI: Miscellaneous Provisions, Section 16.112 establishes city requirements for the publication of and full public access to public documents, except for those subject to confidentiality. Notices shall be published in a timely manner before and public hearing and include a general description of the hearing. Notice shall be given and public hearings held for a number of specified activities outline in Section 16.112.</i></p>					
SC.3.d	<p><i>Benchmark:</i> Were the communities potentially affected (geographically, economically, politically or culturally) by the proposed project targeted for outreach (if needed in the appropriate language) in at least 5 of the following 8 locations? e.g., local newspapers, local public library and City Hall, local radio stations, community television public announcements, local churches, local community or recreational facilities, local schools, local clinics</p>					
SC.3.e	<p><i>Benchmark:</i> Did the planning process incorporate at least 6 of the following 9 methods to promote community participation in meetings?</p> <ul style="list-style-type: none"> § vary meeting time and location § provide childcare § provide food § provide transportation to/from the meeting for low income families, seniors and persons with disabilities § provide simultaneous language translation § conduct educational outreach to encourage public participation § hire local community liaisons to help outreach to community § be fair and transparent about who gets to speak and for how long § publicly recognize each comment made by community members 					

Social Cohesion		<u>Yes</u>	<u>No</u>	<u>Insufficient Info</u>	<u>N/A to Project</u>	<u>Relevant Information</u>
SC.3.f	<i>Benchmark #1:</i> Did decision-makers provide written explanation of why or why not each public comment was included or not included in the final policy, project or plan?					
	AND <i>Benchmark #2:</i> If the project is commercial greater than 50,000 square feet or residential greater than 50 units, were representatives of four or more city agencies (such as departments of parks and recreation, transportation, schools, public health, public works, mayor's office, housing, etc) present at community meetings to hear community concerns voiced in the planning process?					
SC.3.g	<i>Benchmark:</i> Was there a community benefits agreement, impact fee or other legally binding financial contribution created by which the existing community will receive financial or infrastructure benefits from new development as compensation for increased demand for services/on infrastructure?					
TOTAL NUMBER OF CHECKS IN EACH COLUMN						N/A

ENDNOTES for HDMT Development Checklist

Dev't Target	Endnote Number	Explanation
ES.1.a ES.1.b ES.1.c ES.1.d ES.1.f ES.1.g	1	For information on Green Point Rated, see: http://www.builditgreen.org/greenpointrated/ For information on LEED, see: http://www.usgbc.org/DisplayPage.aspx?CMSPageID=220
ES.5.a ES.5.b ES.5.c	2	According to the CA Air Resources Board Guidelines, sensitive uses include schools, park and playgrounds, day care centers, nursing homes, hospitals, and residential communities. For more information, see: http://www.arb.ca.gov/ch/landuse.htm
ES.6.a	3	The noise-land use compatibility guidance is in the Environmental Protection Section of the General Plan: http://www.sfgov.org/site/planning_index.asp?id=41417
ST.2.a ST.2.b ST.2.c ST.2.d ST.2.e	4	"Major transit corridor" as defined by the San Francisco Countywide Transportation Plan, corridors detailed in the indicator ST.2.c map. For more information, see: http://www.thehdmt.org/indicator.php?element_id=2&objective_id=7&indicator_id=223
ST.3.f	5	For definition of Pedestrian Environmental Quality Index, see: http://dphwww.sfdph.org/phes/transportation/TR_pedqual.htm
PI.1.a	6	For definition of Child Care Capital Fund, see: http://dcyf.org/Content.aspx?id=1444
PI.1.d	7	To access Bridge Housing Child care Handbook, see: http://www.bridgehousing.com/adx.aspx/adxgetmedia.aspx?DocID=&MediaID=813&Filename=BHC_ChildCare_Handbook%202007.pdf
HE.1.a HE.1.b	8	For definition of CA self-sufficiency standard, see: http://www.insightccd.org/index.php?page=ca-sss

Please note that all SF regulatory codes are accessible at: <http://www.municode.com/Resources/gateway.asp?sid=5&browseAllCodes=San%20Francisco>