

Healthy Development Measurement Tool

A comprehensive evaluation metric to consider health needs in urban development



Impacts on Community Health of Area Plans for the Mission, East SoMa, and Potrero Hill / Showplace Square: *An Application of the Healthy Development Measurement Tool*

Final Report and Addendum



**San Francisco Department of Public Health
Program on Health, Equity, and Sustainability
October 2008**



Addendum to October 2008 Final Report

Introduction

In December 2007, the San Francisco Department of Public Health (SFDPH) released the draft report “Impacts on Community Health of Area Plans for the Mission, East SoMa, and Potrero Hill / Showplace Square: *An Application of the Healthy Development Measurement Tool.*” The report documented our evaluation of the draft December 2007 Eastern Neighborhoods (Mission, East SoMa, and Showplace Square/Potrero Hill) Area Plans using the Healthy Development Measurement Tool (HDMT). Though considered “Eastern Neighborhoods,” because Bayview/Hunters Point and the Central Waterfront were significantly further along in their planning processes, the neighborhoods were excluded from the evaluation. The report included an assessment of health-related existing conditions and needs in the Eastern Neighborhoods, a list of Area Plan policies and implementing actions that were supportive of community health, an assessment of the Area Plans against HDMT development targets (actions development can take to support health), and additional recommendations for policies and implementing actions to improve the Area Plans with respect to community health.

Since the release of our report in December, the Planning Department has moved forward with the adoption of the Eastern Neighborhoods Area Plans. SFDPH has remained involved in the adoption process, providing specific feedback on Area Plan content as well as testimony during the public hearing process. This addendum highlights SFDPH participation in the Eastern Neighborhoods Planning Process since December, and describes significant ways in which revised Area Plans released in April affect the findings of our initial evaluation.

We are also releasing a revised and final version of our December 2007 report with this addendum as a “Final October 2008” version. **This version replaces the “Draft for Public Review” released in December 2007.** Please note that the findings of our initial evaluation (as reflected in the December 2007 report) were not altered to reflect changes in revised Area Plan policies and implementing actions. **Rather than revise our initial evaluation findings, we are publishing this addendum to the initial report to describe how our findings were altered based on changes to the Area Plans.**

Eastern Neighborhoods Activity since December 2007

The application of the HDMT to the Eastern Neighborhoods Area Plans for the Mission, East SoMa and Potrero Hill/Showplace Square was based on the December 2007 Area Plan Drafts for Citizen Review. When SFDPH initially published its draft evaluation in December, we had a number of concerns that were only briefly discussed in the original report and here, we expand on them further. Primarily, these concerns revolved around the Plan implementation and collaboration process, as well as the deferring of Area Plan implementing actions to future studies. In the time since our initial evaluation, the Planning Department has taken a number of steps that have helped alleviate these concerns. Specifically, they have released additional information regarding the implementation and community advisory process, and a number of pending studies and ordinances referenced in the Area Plans have progressed or been adopted. Below, we briefly describe our initial concerns and elaborate on how they have been addressed in the Eastern Neighborhoods process.

Progress on Relevant Studies

In the December draft of the Area Plans, many policies deferred implementing actions to pending studies and ordinances. Among these were the Eastern Neighborhoods Transportation Implementation Planning Study, the Public Benefits Nexus Study, the SF Green Factor, the Transit Effectiveness Project, and the Better Streets Plan. While each of these efforts was laudable, when the draft Area Plans were

published in December, it was unclear to what extent these pending studies and ordinances would come to fruition in time to affect Eastern Neighborhoods development. In evaluating Area Plan policies against development targets, we often had to state a caveat that an HDMT development target was met under the assumption that the study would be completed and more specific implementing actions would be identified that would apply to the Eastern Neighborhoods.

For example, the Eastern Neighborhoods Transportation Implementation Planning Study (EN TRIPS) was unfunded at the time the draft Plans were released. And yet, many policies and implementing actions in the Area Plans referenced EN TRIPS as the process in which specific Eastern Neighborhoods transportation improvements (especially pedestrian and bicycle improvements) would be identified and prioritized. Our evaluation generally operated on the assumption that the study would be funded, transportation improvements would be specified, and recommended improvements would be implemented. Earlier this year, the City submitted a collaborative transportation planning grant to the Metropolitan Transportation Commission to get funding to support the study. Led by the San Francisco Municipal Transportation Agency (SFMTA) in coordination with the San Francisco County Transportation Authority (SFCTA) and the Planning Department, EN TRIPS stated goals were to:

- Analyze the transportation impacts of the zoning proposed under the Eastern Neighborhoods Area Plans.
- Identify appropriate transportation improvement projects (transit, pedestrian, bicycle and traffic) that meet community needs and address the impacts of new development.
- Develop a funding and phasing plan for the implementation of specific projects including environmental review.

In February 2008, SFDPH submitted a letter of support for the grant. Since that time, EN TRIPS has indeed been funded and planning is underway to implement the study. As such, we anticipate that progress will be made to meet the development targets reviewed in the Sustainable and Safe Transportation Element of our HDMT evaluation. Completing the study in and of itself does not, however, guarantee that transportation improvements will be implemented. We believe that an examination of whether the study achieves its goals and whether findings are funded and implemented will need to be completed as well.

Additionally, the Public Benefits Nexus Study was still underway at the time of our evaluation. This presented a significant challenge for us as many of the Area Plans' policies regarding necessary neighborhood infrastructure (e.g., schools, child care facilities, libraries, parks, public health facilities, and recreation centers) were based on public benefits funding provided through an a priori determined impact fee – the impact fee amount the focus of the on-going Public Benefits Nexus Study. As a result, the vast majority of our analysis in the Public Infrastructure element of the HDMT was caveated based on how infrastructure improvements would be prioritized and whether there would be sufficient funding for all the identified needs.

From a community health perspective, progress on this aspect of the Area Plans had been less advanced. While the Public Benefit Nexus Study for the impact fee was completed, the identified fee amount that is being proposed to be levied on Eastern Neighborhoods development is viewed by many neighborhood stakeholders as too low to provide the many needed infrastructure improvements. Furthermore, because the nexus study only considered a pre-determined set of needs, not all Eastern Neighborhoods infrastructure needs will be met. For example, with regard to “community facilities”, the nexus study only examined the need for libraries and child care facilities; youth centers, community

centers, and arts facilities were not examined in the nexus study as community facilities. As such, the impact fee cannot be used to pay for these types of infrastructure improvements.

While the Plans also outlined a number of additional ways to financially support the acquisition, creation and maintenance of community facilities, it is unclear to what extent these methods (e.g., tax increment financing, community benefits districts, and grant/bond funding for community improvements) will be successful. To date, the question of the impact fee is still open, as it is possible that the amount will be increased via the legislative process (discussed below). It therefore remains unclear the extent to which our Public Infrastructure development targets will be met via this public benefits process.

Finally, some of the pending studies mentioned in the Area Plans did not just target the Eastern Neighborhoods but the City more broadly. As the Area Plans were subject to these citywide discussions that operated on a separate schedule, the Planning Department felt it had to hold back from generating specific implementing actions that might be at odds with future findings and recommendations. For example, the SF Green Factor was described in the Area Plans as “a performance-based planning tool that requires all new development to meet a defined standard for on-site water infiltration, and offers developers substantial flexibility in meeting the standard.” However, at the time of the draft Area Plans, the Green Factor was yet to be developed and the Plans included few requirements for private developers to build in an environmentally sustainable way. With respect to many of the Environmental Stewardship development targets, we again operated under the assumption that the Green Factor would be developed by the time the Eastern Neighborhoods Area Plans were adopted.

Significant progress was made on developing requirements for environmentally sustainable (i.e., green) building. In August, the City adopted the strictest green building development codes in the nation. The ordinance requires developers to implement design elements that reduce power and water use, reduce construction and demolition waste, and increase green power generation. As such, many of the HDMT development targets with respect to the Environmental Sustainability Element will be met via the passage of this ordinance.

Finally, the Transit Effectiveness Project and the Better Streets Plans are also moving forward in the planning process. The San Francisco Municipal Transportation Agency (SFMTA) Board of Directors voted unanimously to endorse the TEP recommendations to make Muni service more reliable, quicker and more frequent on October 21, 2008, for the purpose of initiating any required environmental assessment. The Better Streets Plan released a draft for public review in the Summer of 2008, and its environmental review was initiated in October 2008. The impact of these plans on future transportation conditions in the Eastern Neighborhoods is therefore to be seen.

Progress on Area Plan Implementation

Since the release of the draft Plans in December, the Planning Department worked diligently to revise the implementing actions included in the December 2007 Area Plan drafts. The implementing actions described in significantly greater detail how objectives and policies delineated in the Area Plans would be implemented by various City agencies. While these actions were included in the December release of the Area Plans, the Planning Department decided to remove them from the Area Plans and create a separate companion document that detailed implementation actions more specifically. In February, SFDPH was asked to review the companion document for agency-role clarity and feasibility.

For actions involving SFDPH in either implementation or participation, we made a number of revisions to those actions. The following reflect implementation actions that SFDPH advanced in the review process:

- 1.5.2.1 – For proposed new uses that are expected to generate noise levels that contribute to increased ambient noise levels, work with the Department of Public Health to identify any existing sensitive uses near the location of the proposed new noise generating use and analyze the potential impacts of the proposed noise generating use on those nearby sensitive uses as part of the project design and environmental review process.
- 1.4.2.2 – For proposed new sensitive uses, work with the Department of Public Health to identify any existing noise generating uses near the location of the proposed new sensitive use and analyze the potential impacts on the proposed new sensitive use as part of project design and the environmental review process.
- 1.6.1.1 – For proposed sensitive uses, including residential, childcare and school facilities, work with the Department of Public Health to perform appropriate air quality exposure analysis as part of the project design and environmental review process.
- 2.1.5.4 – The Planning Department will work with SFDPH and DBI to amend the Housing Code to update housing standards for new and existing SROs to reflect their current uses.
- 2.4.3.1 – Establish a working group including representatives of the development community, the Department of Building Inspection and the Department of Public Health to explore making changes to the Planning and Building Codes, as appropriate, that will make development less costly without compromising design excellence.
- 2.5.1.1 – In an effort to evaluate the healthfulness of project location and/or design choices, encourage new residential development projects to use the San Francisco Healthy Development Measurement Tool (HDMT) at the design or project review phase.
- 2.5.4.1 – Establish a workgroup with participants from DBI, DPH, and Planning and the building design community to consider and recommend health-based building design guidelines and, where appropriate, related amendments to the Planning Code or Building Code.
- 2.4.4.3 – Facilitate efficient environmental review of individual projects by developing and adopting comprehensive local guidance for land use projects that includes significance thresholds, best-practice analytic methods, and standard feasible mitigations. Engage the Department of Public Health and other local and regional public agencies with expertise in environmental quality assessment and borrow from best practices in local guidance development from other California jurisdictions.

The Planning Department also continued its public process to obtain feedback on the Area Plans. In December and January, the Planning Department held two open houses to present and discuss components of the Area Plans with members of the public. The Department also held office hours and attended numerous community meetings to identify potential revisions to the Plan generally, and objectives and policies more specifically. Finally, the Planning Department held two meetings with community stakeholders to review the public benefits package related to the Eastern Neighborhoods. This input collectively led to the generation of a new set of Plan drafts published in April 2008.

At the time that our draft HDMT evaluation was published, it was also unclear how the public would participate in monitoring the implementation of the Area Plans or how they would influence the public benefits funding distribution process. Since then, the Planning Department has proposed the formalizing of two bodies to ensure the implementation of the public benefits program and overall coordination in Eastern Neighborhoods among City agencies. These include:

- Citizens' Advisory Committee
- Interagency Plan Implementation Committee

To summarize, the Eastern Neighborhoods Citizen Advisory Committee (ENCAC) will be established to “provide a formal venue for the community to participate in the implementation process. Members of the CAC are responsible for representing the community’s perspective on all items brought before the committee.....The primary purpose of the committee is to continue the community’s relationship with the Eastern Neighborhoods planning process and city government, to provide guidance on projects not specified within the Plans, and to ensure implementation of projects that meet the community’s stated needs.” The ENCAC will include representation from each of the Eastern Neighborhoods.

According to the Planning Department, the Interagency Plan Implementation Committee (IPIC), “provides a strong foundation and vision for the coordination of the Public Benefits Program with implementing city and, as needed, regional agencies. Specifically the Code establishes an interagency working group, the Interagency Plan Implementation Committee (IPIC) that will work to prioritize neighborhood improvements, integrate projects into agencies work programs, and identify additional funding for program projects. The Planning Department (the Planning Director or representative) will coordinate these bodies through acting as chair of the IPIC. Agencies shall be added to the committee as improvements that come under their jurisdiction are prioritized.”

SFDPH feels that the creation of both of these bodies will support the implementation of the Area Plans in the long-term; however, there continues to be debate among community stakeholders over whether each neighborhood would benefit from its own CAC.

Eastern Neighborhoods Plan Adoption Process

On April 17, 2008 the Planning Commission adopted “Resolutions of intention to initiate amendments to the City’s General Plan, Planning Code, and Zoning Maps” as related to the Eastern Neighborhoods. These proposed amendments, along with other explanatory written and graphical information, were contained in an “Initiation Package”, presented to the Planning Commission and made available to the public on that date. The December 2007 versions of the Area Plans were replaced by revised April 2008 Area Plan drafts.

Subsequent to the Commission’s adoption of these initiation resolutions, Planning Department staff prepared and distributed notice to all affected property owners and tenants, as required by law. On May 15, May 22, June 5, June 12, June 19, June 26, July 3, July 10, and July 24, 2008, the Planning Commission held public hearings which included City agency staff presentations, public testimony and Commissioners’ discussion of a variety of aspects of the Eastern Neighborhoods Program. Although the public was given opportunities to testify at these hearings, the hearing dates and times were rescheduled multiple times due to a variety of factors including underestimation of time required to present on the plans and hear public testimony, resolution of commissioners’ conflict of interests, and scheduling conflicts. According to community stakeholders, the frequent rescheduling of meetings negatively impacted their ability to engage their affected constituents in the planning hearings and furthered their mistrust of government.

SFDPH provided testimony on the issue of “complete neighborhoods” during the agency presentation portion of the Eastern Neighborhoods Planning Commission hearing on June 5, 2008 and Board of Supervisor’s Land Use Committee on June 23, 2008. In our SFDPH testimony, we described:

- The relationship between “Complete Neighborhoods” and Healthy Development Measurement Tool content, including our overall goal at SFDPH of insuring access to social and health resources.
- The Planning-SFDPH collaboration to apply the HDMT to the Eastern Neighborhoods Area Plans.

- Particular areas on which SFDPH felt it had an impact on the Area Plans, including child care, resource conservation, housing quality and affordability, and pedestrian and bicycle safety.
- Overall SFDPH support for the degree to which the Area Plans incorporated aspects of complete neighborhoods.
- SFDPH understanding that the Area Plans were just the beginning of creating complete and healthy neighborhoods and that it was essential to track the implementation of Area Plan policies and secure the funding to provide for the aspects of complete neighborhoods elucidated in the Area Plans.

Area Plan review

As the Plans moved through the Commission process, SFDPH re-reviewed the draft Area Plans released as part of the Commission Initiation package in April to identify any substantive changes that might have affected our initial evaluation. Upon review, SFDPH became aware of a number of revisions to the December version of the Area Plans that adversely affected health-relevant policies and implementing actions identified via the HDMT analysis. In an effort to understand the reasons for the changes, SFDPH submitted a letter to the Planning Department in July delineating seven policies/implementation actions that the Planning Department might re-consider including in the Area Plans. In the letter, SFDPH listed the original December policy/action, the revised April policy/action, and SFDPHs proposed recommendation and rationale for reconciliation. In some instances, SFDPH proposed either retaining the original policies/implementation actions, or making amendments to the original policies/implementation actions to make them more specific or feasible.

SFDPH met with the Planning Department to understand the reasons for the changes and to discuss what could be done to reintegrate them into the Area Plans. Below we delineate the specific December policies/implementing actions and revised April policy/implementing actions that SFDPH was concerned about. We also discuss the impact of the change on our initial evaluation, describe the reasoning behind the Area Plan change (according to the Planning Department), and discuss the resolution of how the Planning Department would respond to each issue. Please note that referenced policies and implementation actions are based on the East SoMa Area Plan enumeration.

1) Demolition of housing

Original December Policy/Action: Policy 2.2.1 (and associated Implementation actions): Maintain strict demolition policies that require replacement of units that are equivalent to those lost at both income level and tenure type.

Revised April Policy/Action: Adopt Citywide demolition policies that discourage demolition of sound housing, and encourage replacement of affordable units.

Impact on SFDPH HDMT evaluation: In the initial evaluation, SFDPH made the recommendation to expand the December policy to include “no loss of units with regards bedroom number in addition to the criteria of affordability and tenure”. In this way, the policy would meet the development target for HH.1.d (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?). Unfortunately, not only was the policy not expanded to account for bedroom size mix, the policy was stripped of its strong, impact-bearing language. SFDPH strongly felt that the deletion of this policy went against the spirit of the stated Area Plan goal to preserve and support the development of affordable housing.

Resolution: SFDPH proposed leaving the policy and clarifying as follows: “Maintain a strict demolition policy that requires the replacement of any affordable and rent-controlled housing units lost in the course of demolition.” According to the Planning Department, however, given that San Francisco was in the process of adopting citywide controls regarding demolition, they wanted the Eastern Neighborhoods Plan policies to be aligned with the citywide policy. The new citywide demolition controls provided a number of criteria for the Planning Commission to consider prior to issuing a demolition permit. Furthermore, there was concern within the City Attorney’s office about the relationship of the policy to CEQA requirements, and as such, recommended aligning with the citywide demolition policy as well. As a result, the Planning Department did not accept the SFDPH recommendation, and the April plan policy remained unchanged. As such, our initial HDMT evaluation finding should be modified to recognize that affordable housing may well be lost in the Eastern Neighborhoods due to a lack of a strong affordable housing retention policy.

2) Middle income housing

Original December Policy/Action: Policy 2.1.4 (and associated implementing action): Provide units that are affordable to households at moderate and “middle incomes” earning above traditional below market rate thresholds but still well below what is needed to buy a market priced home, with restrictions to ensure affordability continues

Revised April Policy/Action: Delete this policy

Impact on SFDPH HDMT evaluation: Given the Association of Bay Area Governments (ABAG) demand/production figures illustrating the dearth of middle income housing being produced in San Francisco, SFDPH strongly supported an explicit policy to target housing production for middle income populations. The Mayor and the public at large have expressed concerns with the loss of the middle class from San Francisco – as over time, the City will evolve into two classes of people. Census comparisons from the 1990s and 2000s illustrate growing income inequality in San Francisco. Retaining a middle class is necessary to promote healthy social and physical environments. A polarized income distribution has implications for schools, health and social services, and the overall sense of connection that SF residents share with each other. By removing this policy, it appeared that the Plan was forfeiting their goal of developing housing affordable to middle income families. In so doing, the original finding that the HDMT development target - Does the project contribute to local unmet affordable housing need according to the Regional Housing Needs Determination, in addition to legal requirements under inclusionary or redevelopment law? (for indicators HH.1.a, HH.1.b, HH.1.c, HH.1.f, HH.1.g, HH.1.i, HH.3.a, HH.3.b) was met based on this policy was rendered moot.

Resolution: SFDPH proposed leaving the policy as stated originally in December drafts. However, the Planning Department described that they removed this policy in East SoMa only, as it was associated with the newly proposed Urban Mixed-Use (UMU) zoning district in East SoMa. Because the UMU zoning category was being removed altogether in the April East SoMa Area Plan draft, it made irrelevant its associated policies and implementing actions. Instead, the Planning Department was leaving the current zoning (which disallowed housing altogether) in the specified area alone. The Planning Department clarified that in the Mission and Potrero Hill/Showplace Square Plans, however, the newly proposed zoning districts were retained in the April Plan draft and the middle income policy (2.1.3) remained unchanged. As such, our initial HDMT evaluation finding was unchanged.

3) “Superinclusionary” housing requirement

Original December Policy/Action: Implementation action 1.1.3.2: Establish “superinclusionary” requirements – inclusionary requirements above and beyond the Citywide requirement – of 25% or higher.

Revised April Policy/Action: Establish contributions to affordable housing above and beyond citywide requirements.

Impact on SFDPH HDMT evaluation: SFDPH believed that including the specific numerical target in the December Plan drafts contributed to meeting the HDMT development targets for HH.1.a, HH.1.b, HH.1.c, HH.1.f, HH.1.g, HH.1.i, HH.3.a, HH.3.b (Does the project contribute to local unmet affordable housing need according to the Regional Housing Needs Determination, in addition to legal requirements under inclusionary or redevelopment law?). In addition, it seemed as if the initial language seemed more enforceable and would allow for greater accountability to the policy.

Resolution: SFDPH proposed that the Planning Department retain the original policy with a minimum set-aside of 25%. The Planning Department responded that affordable housing stakeholders in San Francisco had advanced the idea that they preferred a housing fee contribution rather than increased on-site affordable housing built by the developers. Their reasoning was that fee money could be used to develop housing affordable to very-low income families (as opposed to the standard inclusionary requirement of affordable to 100% of the SF median income) and could be used to build rental housing, as opposed to the ownership housing generally developed through the inclusionary program. Through the discussion, SFDPH understood that there was still an expectation that developers contribute above and beyond the inclusionary requirement in areas where they were receiving increased development potential via the rezoning. In addition, SFDPH agreed that developing affordable rental housing was an important goal. As a result, SFDPH withdrew its suggestion, and the initial HDMT evaluation with respect to these targets was unchanged.

4) Single Room Occupancy (SRO) housing standards

Original December Policy/Action: Implementation action 2.1.5.4: Work with SFDPH and DBI to amend the Building Code to update housing standards for new and existing SROs to reflect their current uses.

Revised April Policy/Action: Delete this implementation measure.

Impact on SFDPH HDMT evaluation: SFDPH felt strongly that retaining this implementation measure was important for ensuring healthy, quality housing for families living in single room occupancy hotels (SROs). SROs were originally designed to support individual-based needs, often for transient populations. Increasingly, however, SROs are used to house families whose needs differ from individual SRO occupants – for example, with respect to bathrooms, cooking and laundry. Given SFDPH’s interest in ensuring safe and habitable housing for both individuals and families in San Francisco, and the fact that many SROs house families, SFDPH believed it was important to update the regulations to reflect the diverse needs of SRO housing. SFDPH proposed this policy as an implementation measure in the initial Area Plan review in the Summer and Fall of 2007, and the policy was vetted again by SFDPH when the Planning Department was developing their companion implementation document (as previously described). Though its removal would not have affected a specific development target, SFDPH felt it was an important policy to remediate poor quality housing conditions in SROs, and clearly advanced the Healthy Housing objective of “Assure access to healthy quality housing”.

Resolution: SFDPH proposed retaining this action in the Area Plans and revising as follows: “Work with SFDPH and DBI to amend the Building Code to update SRO housing standards for new and existing SROs where the SROs may be used to house families.” The Planning Department explained that they were hesitant to put actions in the Plan that they did not feel could be successfully implemented, and they did not see their agency’s role as coordinating other agencies to revise the Building Code. However, after discussion about how the SF General Plan’s Housing Element affirms the importance of retaining quality SRO housing stock and ensuring healthy environments for low-income families in San Francisco, The Planning Department agreed to re-incorporate the action into the Area Plans.

Unfortunately however, while the Planning Department agreed to reinsert this implementation action, because of a Planning Department staff oversight later in the process, they did not amend the Plans to include this action. To date, it is unclear whether it will be re-incorporated into the Area Plans.

5) Bedroom mix

Original December Policy/Action: Policy 2.3.3 (and associated Implementation actions): Require that 40 percent of all units in new developments have two or more bedrooms and encourage that at least 10 percent of all units in new development have three or more bedrooms, except Senior Housing and SRO developments.

Revised April Policy/Action: Require that a significant number of units in new developments have two or more bedrooms, except Senior Housing and SRO developments.

Impact on SFDPH HDMT evaluation: Again, SFDPH strongly urged the Planning Department to retain the original policy. The impacts of overcrowding on health are both direct and indirect, affecting risks for respiratory infections, poor childhood development and school performance. Requiring a mix of units with respect to bedroom counts is a direct means to address the risk of overcrowding. SFDPH also argued that setting a bedroom mix requirement for the Eastern Neighborhoods would also potentially support the goal of retaining families in SF. Finally, SFDPH felt the specificity in the original language was more enforceable and would lead to greater accountability to the policy. While the Area Plans did not initially meet HDMT development target HH.1.d (Does the project match the number of bedrooms in each unit replaced or renovated and meet the unit size and bedroom needs of current local residents?) in the original evaluation, removal of this policy would have further prevented achievement of the HDMT goal to address and mitigate overcrowding in San Francisco.

Resolution: SFDPH proposed retaining the original policy. The Planning Department explained that the removal of this policy from the April Area Plans was an oversight, and that the Planning Code still reflected the original recommendation. The Planning Department did state however that the policy had been revised elsewhere to state that if all required inclusionary units were provided with two or more bedrooms, developers would be exempt from this requirement. This made sense to SFDPH as one goal of the HDMT is to develop more spacious and affordable housing for families. As such, the Planning Department stated they would re-incorporate the recommendation as follows: “Require 40% two or more bedrooms except senior housing and SRO developments unless all Below Market Rate Units are two or more bedroom units.”

6) Streets and open space

Original December Policy/Action: Policy 3.2.7: Strengthen the pedestrian network by extending alleyways to adjacent streets or alleyways wherever possible, or by providing new publicly accessible mid-block rights of way.

Revised April Policy/Action: Implementation action 3.2.7.1: Amend the Planning Code to require developments on properties with 300 or more feet of street frontage on a block face longer than 400' to provide a minimum 20-foot-wide publicly accessible mid-block right of way and access easement for the entire depth of the property, connecting to existing streets or alleys. This can be applied toward a development's open space requirement.

Implementation action 3.2.7.2: Encourage developments on properties with 100 feet or more, but less than 300 feet of street frontage in the middle one-third of a block face longer than 400' to provide a 10-20 foot-wide publicly accessible mid-block right of way and access easement for the entire depth of the property, connecting to existing streets or alleys. This can be applied toward a development's open space requirement.

Impact on SFDPH HDMT evaluation: SFDPH was overall pleased that the policy remained in the Area Plans but did not feel that improvements to the pedestrian realm (e.g., mid-block crossings and pedestrian alleys) should count towards a developer's required open space contribution. SFDPH felt there was currently a dearth of open space in the Eastern Neighborhoods, especially with respect to recreational and leisure spaces. This lack of open space would only be further compounded by new development and the associated growth in population. While the implementation actions supported creating spaces for people to stop and interact with each other, sidewalks and mid-block crossings would not support active recreational uses or spaces for children to play. Rather, SFDPH felt the mid-block crossings and sidewalks should be provided as mitigations for traffic impacts, not as a contribution to open space requirements. The proposed change would not have impacted the evaluation of any one HDMT development target, but seemed to threaten the Area Plans' commitment to acquiring and developing new open space in the Eastern Neighborhoods.

Resolution: SFDPH proposed removing the second sentence from the action. The Planning Department explained that the City Attorney had stated that to require the developers to give up part of their property to the public sphere would be considered a "taking" and thereby potentially challengeable under eminent domain law. Importantly, this action would only count towards open space requirements *on-site*, and would not replace and contributions that would have to be made into the Eastern Neighborhoods public benefits fund that could have been used for open space acquisition and development. The Planning Department also elaborated on the design guidelines for the alleys, in particular that they were being designed with extensive pedestrian amenities and alley treatments to indicate that the primary use was for pedestrians as opposed to automobiles. Satisfied by the justification for the implementation action, SFDPH withdrew the recommendation.

Conclusion

On August 7, 2008, the San Francisco Planning Commission voted to certify the Environmental Impact Report and approve the Area Plans. In addition to approval by the Planning Commission, the Area Plans require approval by the Board of Supervisors. As of September 2008, the Eastern Neighborhoods Area Plans and rezoning are being heard before Land Use Committee of the Board. Hearings for the Board are scheduled for September 17, September 23, September 29, October 1, and October 6. Importantly, a number of local community organizations appealed the Environmental Impact Report (EIR) for the Eastern Neighborhoods rezoning and Area Plans. The Board heard the appeal on September 22, 2008 and denied the appeal. It is, of course, possible that the Board could amend the Area Plans in such a way as to further impact our HDMT evaluation. The Board is currently holding public hearings on the Area Plans and rezoning, taking public comment and identifying various amendments.

The collaboration between SFDPH and the Planning Department reflects a unique process. Working together to evaluate the potential health impacts of the Area Plans, SFDPH offered a number of suggestions to increase and advance health-promoting policies and implementation actions. The Planning Department was receptive to SFDPH recommendations and adopted a number of them directly into the Area Plans. While we are pleased with this, we are unsure as to the effectiveness of the collaboration. A significant amount of staff resources were spent on the process, and yet, many SFDPH recommendations were not incorporated into the Area Plans. Had the Planning Department indicated they were going to allow a line-item review of the Area Plans by relevant City agencies (as they did in December), SFDPH may have been able to conserve staff resources earlier in the process.

A major lesson of the process was that a large-scale planning process, such as that in the Eastern Neighborhoods, that spans neighborhoods and a wide range of stakeholders and goals, presents serious challenges to developing high quality Area Plans. Competing interests put significant pressure on the Planning Department to amend various goals – including the goal of creating more affordable housing, and protecting light industrial spaces. Pro-development interests are also disappointed that the Plans do not significantly increase heights throughout the Eastern Neighborhoods. Anti-gentrification activists feel the Plans do not do enough to stem the tide of gentrification and displacement affecting low-income communities in the Eastern Neighborhoods. Because of the wide range of actors involved in the Eastern Neighborhoods process, it has also been unclear who generated specific Plan ideas and zoning changes, and what constituencies were promoting and advocating specific changes. While the process sought transparency, at times, it was unclear which stakeholders were driving the process.

Given these conditions, it became increasingly difficult for SFDPH to participate in the process. For example, while it seemed that SFDPH's input was incorporated into the Area Plans, we realized at various times that our contributions had been later overruled by other agencies or stakeholders. While we recognize that notifying contributors of changes to their proposed amendments is difficult given the numerous stakeholders involved and the evolving nature of plan development, this reality fueled the feeling among contributors that they were constantly on shifting ground – continually having to check on progress and unable to trust that they were being heard by Planning Department staff and that recommendations were being incorporated.

SFDPH has sustained participation in the Eastern Neighborhoods Community Planning Process for over six years (see history at: <http://www.sfphes.org/ENCHIA.htm>). We feel we played an important role for San Francisco's various stakeholders – both in terms of increasing knowledge of the connections between health and urban development and illustrating approaches to improving neighborhood social and environmental conditions. While this report reflects the culmination of our participation in the Eastern Neighborhoods, SFDPH continues its goal of working throughout the City to improve considerations of health in urban planning. For example, air quality and noise forecasting tools that were used in the Eastern Neighborhoods EIR are now being advanced for use citywide through proposed legislation before the Board of Supervisors. SFDPH also holds a seat on the Western SoMa Citizen's Planning Task Force providing technical assistance on a community-driven neighborhood planning effort, we recently completed a collaborative health impact assessment of traffic impacts in the Excelsior with a local community organization, and we are beginning to talk with the Mayor's Office of Housing about applying our health impact assessment tools to the redevelopment of public housing in San Francisco.

Much of our ability to participate in these efforts grew from relationships forged through our Eastern Neighborhoods endeavors. Through this process, we illustrated our willingness to work collaboratively

with neighborhood constituencies and sister agencies, and our openness to different approaches to having health needs considered and met as the City grows. We look forward to continued collaboration with our partners and to future opportunities to advance our vision for a healthy, equitable and sustainable San Francisco.

Table of Contents

- 1. Overview and Summary of Findings**
 - 1.1 Rationale for Health Impact Assessment
 - 1.2 Health Impact Assessment Methodology
 - 1.3 Summary of Key Plan Strengths and Improvement Areas
 - 1.4 Recommendations for Eastern Neighborhoods Area Plans based on HDMT Evaluation
 - 1.5 Recommendations for Comprehensive Planning in San Francisco

- 2. Introduction and Background**
 - 2.1 The Case for Re-integrating Public Health and Land Use Planning
 - 2.2 Health Impact Assessment
 - 2.3 The History of Community Planning and Public Health in San Francisco's Eastern Neighborhoods
 - 2.4 The Eastern Neighborhoods Community Health Impact Assessment Process
 - 2.5 The Healthy Development Measurement Tool

- 3. Methodology for Area Plan Evaluation**
 - 3.1 Application Scope and Aims
 - 3.2 Application Process and Methods
 - 3.3 HDMT Caveats and Limitations

- 4. Evaluation of Area Plans**
 - 4.1 Environmental Stewardship
 - 4.2 Adequate and Healthy Housing
 - 4.3 Healthy Economy
 - 4.4 Sustainable and Safe Transportation
 - 4.5 Public Infrastructure/Access to Goods and Services
 - 4.6 Social Cohesion

- 5. References and Resources**

1.0 Overview and Summary of Findings

1.1 Rationale for Health Impact Assessment

Being healthy requires living in a healthy environment (WHO, 1986). Viewed broadly, a healthful environment includes high quality housing and schools; access to public transit, child care, and parks; safe routes for pedestrians and bicyclists; meaningful and productive employment; unpolluted air, soil, and water; social cohesion and cooperation; and inclusive social participation.

Increasingly, research demonstrates that the root causes of disease and illness, as well as strategies to improve health and well-being, are dependent on the built environment, including community design, land use, and transportation systems (Ewing, 2006). Local public health agencies in diverse cities such as Tacoma, Riverside, Denver, and Minneapolis are taking leadership to engage in and influence land use and transportation planning. Over the past decade, the San Francisco Department of Public Health (SFDPH) has also recognized that it has an important role and interest in integrating health considerations into land use planning and decision-making. Key drivers that brought SFDPH to this understanding include:

- Resident and community organizations engagement with policy-makers to protect and promote healthy communities.
- SFDPH staff observations that environmental quality complaints and concerns are shaped by historic land use policies and public decision-making about their communities.
- A national public health movement re-connecting land use and transportation planning and public health.

Most social policies affect traditional health outcomes indirectly through effects on social and environmental conditions. The practice of health impact assessment (HIA) aims to answer the question: Is our public policy healthy? By making the positive and negative health effects of policy decisions more transparent in the policy-making process, HIA can help to shape those decisions in ways that improve and protect health for all. HIA involves making judgments about the health effects of programs, project, plans, or policies, based upon diverse sources of knowledge, including lay and professional expertise and experience (Kemmer, 2004). HIA also offers recommendations for decision-makers for alternatives or improvements that enhance positive health impacts and eliminate, reduce, or mitigate negative impacts.

1.2 Health Impact Assessment Methodology

In January 2002, the San Francisco Planning Department (Planning Department) launched the Eastern Neighborhoods Community Planning Process to respond to community demands for comprehensive planning and to address recognized land use conflicts in the Mission, South of Market (SoMa), Showplace Square/Potrero Hill, and Bayview/Hunters Point. The Planning Department anticipated that rezoning would primarily result in a reclassification of existing land uses to accommodate new housing and to protect some areas for light industrial uses. Diverse stakeholders who participated in this rezoning process identified a broad array of neighborhood goals and concerns including stabilizing residential displacement and gentrification, building more affordable housing, protecting blue-collar jobs, and ensuring adequate public and neighborhood infrastructure for new and current residents.

In November 2004, SFDPH embarked on an ambitious effort to comprehensively evaluate the health benefits and burdens of major revisions to land use plans in San Francisco's Eastern Neighborhoods, including the Mission, Showplace Square/Potrero Hill, and South of Market. Using the framework and methods of HIA practice (Quigley, 2006), SFDPH convened and facilitated a multi-stakeholder Community Council of organizations and public agencies to implement the Eastern Neighborhoods Community Health Impact Assessment (ENCHIA) (SFDPH, 2007).

In May of 2006, after 18 months of research and deliberation, the ENCHIA process concluded with the creation of San Francisco's first *Healthy Development Measurement Tool* (HDMT), a comprehensive evaluation metric to consider health needs in urban development plans and projects. The Council envisioned that the HDMT would be used to evaluate the Eastern Neighborhoods Area Plans as well as other land use development policies, plans, and projects in San Francisco.

Today, the HDMT is organized around six elements of a "healthy city" – Environmental Stewardship, Sustainable and Safe Transportation, Social Cohesion, Public Infrastructure/Access to Goods and Services, Adequate and Healthy Housing, and Healthy Economy. The HDMT is further delineated into "community health objectives" that, if achieved, would result in greater and more equitable health assets and resources for San Francisco residents. Over 100 indicators serve as metrics to evaluate existing neighborhood conditions and to measure progress towards community health objectives. Development targets provide specific planning and development criteria to advance community health objectives via development plans and projects. SFDPH staff have solicited comments on the HDMT from over 60 national technical reviewers and created a website for public access of the HDMT (www.TheHDMT.org).

An application of the HDMT to a land use plan or project uses community health objectives, indicators, development targets, and other HDMT resources to answer three primary questions:

1. Based on community health indicators and other data, what are the existing conditions of a neighborhood?
2. Does a plan or project improve existing conditions or advance the health needs of the neighborhood, as reflected in HDMT development targets or community health objectives?
3. What planning policies, implementing actions, or project design strategies can be recommended to advance community health objectives?

This application of the HDMT was limited to the three neighborhoods of the Mission, SoMa, and Potrero Hill/Showplace Square, and was based upon the summer 2007 version of the HDMT. Note that the current HDMT Version 2.0 has significant revisions from the version used in this application. In this application, the assessment of existing conditions and health needs was based upon a review of neighborhood specific HDMT primary indicator data for the Mission, SoMa, and Potrero Hill/Showplace Square. The Area Plans were then evaluated against existing conditions and HDMT development targets to assess whether the Area Plans advanced health needs and objectives. Through SFDPH-Planning Department dialogue and best practices research, feasible and effective recommendations to advance health were identified for inclusion in the Area Plans. Overall, this evaluation was an iterative process in collaboration with the Planning Department and involved making recommendations for Area Plan changes and having an inter-agency dialogue about their feasibility.

1.3 Summary of Key Plan Strengths and Improvement Areas

The Area Plans contain a significant number of policies and implementing actions with direct and indirect benefits to the health of San Francisco's residents and workers. A number of these policies and implementing actions resulted from the application of the HDMT to earlier drafts of the Area Plans and dialogue between the Departments of Planning and Public Health in the summer and fall of 2007. The evaluation in Section 4 of this document lists specific plan policies and actions supportive of community health objectives in the HDMT. Below we summarize some of the Area Plan strengths along with some improvement areas.

Note: Please see Addendum to the Final Report (located at the beginning of this report) for updated information on the Plans assessment/evaluation described below.

1.3.1 Environmental Quality

Plan Strengths

- Generally, the Eastern Neighborhood Area Plans seek to develop environmentally sustainable neighborhoods, which provide green streets, open space and the use of green construction and design. These concepts of sustainability are furthered by the intent to increase housing density and strategies to increase non-motorized transportation.
- The Plans include a number of policies which require street trees and encourage green roofs, porous pavement and landscaping techniques that would contribute to storm water management.
- The Plans provide a specific directive for the assessment of noise exposure which considers the location and design of both generating uses and sensitive uses and should prevent some noise-related land use conflicts.

Plan Improvement Areas

- The Plans defer many of the environmental policy details and implementing action to studies, recommendations and evaluation tools that are under development or do not currently exist. This led to an absence of explicit and required implementing actions and created a level of uncertainty around environmental stewardship. Describing specific elements to be addressed by future studies, recommendations and evaluation tools would augment the Plans' merit and capacity.
- The Plans do not address urban food resources or provide support for regional agriculture. The integration of food policy to support sustainable food resources and urban agriculture in urban land use planning is critical to food systems, community development, and the environment.
- The Plans should identify the location of stationary and mobile sources of air pollution, including high density traffic corridors that may contribute to resident and worker pollution exposure. The health impacts of these environmental conditions in relation to the location and intensity of sensitive land uses should inform the final zoning maps.

1.3.2 Housing

Plan Strengths

- The Plans include a number of specific policies to facilitate affordable housing development, including increases in allowable densities and the allocation of land for mixed-income housing.

- The Plans specifically address displacement and gentrification risks by requiring the replacement of units demolished in the course of development and directing City resources to preserve the existing housing stock.
- The Plans take steps to ensure and protect residential environmental quality through encouraging the use of model building design practices, improved requirements for environmental review analysis, and encouraging the use of the Healthy Development Measurement Tool in project-level design.

Plan Improvement Areas

- Existing environmental quality and existing public infrastructure (other than public transit) appear not to have been used as criteria in residential zoning decisions. Opportunities to maximize resource efficient residential environmental quality may have been overlooked.

1.3.3 Economy and Industry

Plan Strengths

- The Plans take clear steps to define and protect areas for future commercial and industrial uses, which may help protect living wage, benefited jobs and provide new employment opportunities for residents with less formal education.
- The Plans support the development of new economic uses through proposed business assistance to production, distribution and repair (PDR), knowledge sector, and small businesses.

Plan Improvement Areas

- The Plans could better acknowledge the value of locally-owned enterprises (e.g., multiplier effects) and provide explicit supports for these businesses.
- While providing housing opportunities for future workers is a central objective of the Plans, the Plans could better address how the type, location, quality, and size of housing anticipated by the Plans can maximize achievement of local resident/workers' housing needs. There is some risk that a significant share of housing produced through the Plans may serve a market for individuals and households working in other counties. This could potentially increase motor vehicle commutes and commute times and their environmental consequences both regionally and locally.

1.3.4 Transportation

Plan Strengths

- The Plans include policies and implementing actions to address non-motorized transportation needs and improve environmental quality and safety for pedestrians and bicyclists. For example, implementing planned bicycle network improvements, prioritizing pedestrian safety improvements at intersections and in areas with historically high frequencies of pedestrian injury collisions, completing the sidewalk network, and identifying key transit streets, stops and stations for pedestrian improvements.
- The Plans increase housing density in proximity to transit services and in some areas with low levels of auto-dependency, while eliminating parking minimums and specifying parking maximums for off-street residential parking.
- The Plans include some Transportation Demand Management (TDM) best practices including unbundled structured parking costs and reductions in parking supply. In addition, the Plans require,

as a condition of approval for new large office development or substantial alterations, the provision of “transportation demand management” programs or onsite transportation brokerage services.

- The Plans also include an implementing action specifying that Planning, the San Francisco Municipal Transportation Agency (SFMTA), the San Francisco County Transportation Authority (SFCTA) and the Department of the Environment will develop a plan for implementing TDM measures in the Eastern Neighborhoods – and periodically monitor program benchmarks and make revisions in standards, charges and procedures as needed.
- The Plans include a number of policies and implementing actions for the Planning Department to collaborate with SFMTA and SFCTA to study and improve public transit access and utilization issues in the Eastern Neighborhoods with consideration to both transportation and land use issues.

Plan Improvement Areas

- The Plans defer a significant number of transportation planning and policy decisions to the Eastern Neighborhoods Transportation Study and other on-going transportation studies. Ideally, these studies would have been completed prior to the approval of comprehensive area plans. However, the Area Plans could both provide additional specificity regarding area transportation needs for the studies and include specific high value improvements such as traffic calming and pedestrian safety as implementing actions.
- The Plans could address economic barriers to public transit use for low-income populations, often dependent on public transportation, through transit subsidies based on income or housing costs as a part of TDM programs.

1.3.5 Public Infrastructure

Plan Strengths

- The Plans acknowledge and strive to address significant public infrastructure needs, recognizing that “complete neighborhoods” include affordable housing, transportation, open space, community facilities, and economic opportunities. To achieve these needs, the plans call for an *Eastern Neighborhoods Public Benefit Fund*, funded through impact fees on new residential and commercial development that would fund transportation, public open space, improvements to existing parks, community facilities, child care facilities, library materials, arts/institutional facility space as determined by a nexus study. The Plans also identify a number of other revenue-generating tools to fund community improvements, such as public funds and grants, assessment districts, and private funding sources.
- The Plans outline a number of specific strategies to ensure that existing and future demand for child care and parks/open space are met.
- Plan policies recognize the value of co-locating public services both so that land can be used more efficiently and to improve accessibility and utilization of services.

Improvement Areas

- Although the Plans make notable attempts to secure resources to address community infrastructure needs, the Plans could define a more explicit role for community input in the identification and prioritization of needs similar to the process for new public open spaces, and education and appreciation of historic and cultural resources. Both community experiential knowledge as well as this health assessment could provide evidence for the nexus study. The Plans could similarly assign community residents a specific decision-making role in the monitoring strategy to assess future changes in needs.

- The Plans could take steps to improve the affordability of other basic needs such as child care or transportation. Such actions, similar to actions for affordable housing, could support the retention of families in San Francisco.

1.4 Recommendations for Eastern Neighborhoods Area Plans based on HDMT Evaluation

Prior to this application, the Planning Department incorporated numerous recommendations from SFDPH into earlier Area Plan drafts. The following is a summary of several additional recommendations resulting from the evaluation of the December 1, 2007 draft Area Plans. Recommendations are organized according to HDMT elements. All references to Plan objectives, policies and implantation actions are based on the East SoMa Area Plan numerical ordering.

Environmental Stewardship

Minimum Requirements: Require mandatory targets for certain components of environmental sustainability rating systems, specifically, 5 – 10% of material reuse for development projects, 10 – 25% onsite renewable generation, water efficient landscaping to reduce potable water consumption for irrigation by 50% and maximize water efficiency within buildings to reduce waste water by 30%.

Open Space: Require that open space is replaced as a 1:1 ratio if any potential loss is anticipated during the course of development.

Green Factor: Provide additional information about the SF Green Factor and various performance based tools to understand what type of specific materials, methods and models will be required to help restore, preserve and protect healthy natural habitats. Describe the landscaping techniques that improve air quality and help reduce energy consumption. Consider requirements for rooftop gardens as part of major new residential development as part of Green Factor.

Food Access/Urban Agriculture: Include an additional Objective in the Community Facilities Element to encourage retail food resources, including implementing actions to require community-supported agriculture (CSA) drop-off locations in major new residential developments. Provide an expedited permit review process for all retail businesses providing a minimum of 10% shelf space for fresh produce. Add an implementing action to work with SFRPD to identify new areas for community gardens within the Eastern Neighborhoods. Consider new community garden locations to be within new or existing parks or near existing or new community facilities. Consider using a portion of public benefits funding for the creation of community gardens based on community support.

Air Quality: Discuss how the Plans considered environmental constraints related to air pollution sources in the location and intensity of sensitive uses. Identify the location of stationary and mobile sources of pollution, including high density traffic corridors that that may contribute to resident and worker pollution exposure. Consider environmental constraints related to these sources along with health impacts in the location and intensity of sensitive uses in the final zoning maps. Review zoning to minimize locating sensitive uses in close proximity to stationary sources of air pollution identified in the 2005 CARB Air Quality and Land Use Handbook. Avoid locating sensitive uses adjacent to high volume freight routes. If sensitive uses are located in areas with greater than 100,000 vehicles per day in a 500 feet buffer, require the use of HVAC systems with filtration to reduce/mitigate infiltration of vehicle emissions as warranted by exposure analysis. Consider limiting building heights adjacent to roadways

with very high traffic flows as taller buildings create “urban canyons” which can reduce the dispersion of air pollutants and increase ambient exposure levels.

Noise: Include an implementing action for the Planning Department to work with the Environmental Health Section to initiate and include conforming changes to Section 2909 of the San Francisco Police Code, Regulation of Noise, in the course of its process to update zoning in the Eastern Neighborhoods. These modifications should protect new residential uses from noise exposures in excess of those recommended in the General Plan as intended in the original 1972 Noise Control statute.

Adequate and Healthy Housing

Bedroom Number: Amend Policy 2.2.1 to require no loss of units with regards to bedroom number in addition to the criteria of affordability and tenure.

Housing Code: Modify Implementation 2.5.4.1 to include potential future amendments to the City’s Housing Code in response to proposed workgroup recommendations.

Healthy Economy

PDR: In mixed-use districts, amend the Planning Code to require that redevelopment of existing viable PDR uses be replaced 1:1 within the district, allowing for the relocation of existing businesses. Viable PDR uses include those in use within the past five years.

Locally-owned Businesses: MOEWD could develop support mechanisms and financial incentives to prioritize locally-owned small businesses and encourage developers to carve out space for locally-owned businesses. Furthermore, MOEWD could help create policies that provide favorable rent or lease terms to locally-owned businesses as a community benefit.

Safe and Sustainable Transportation

Traffic Calming: Amend Implementation 4.9.1.1 to include more specific guidance regarding the menu of potential traffic calming measures, some of which are noted in the Plan Objectives (detailed list of potential measures provided in the full HDMT evaluation report). Add a new Implementation 4.9.1.2 to each Plan specifying where traffic calming will be targeted. Targeted areas should be chosen based on areas detailed in the “Pedestrian / Bicycle / Traffic Calming Improvements Map” (Appendix 4), locations of pedestrian injury collisions, and other relevant factors. Identify areas where there are traffic calming opportunities in East SoMa on the “Pedestrian / Bicycle / Traffic Calming Improvements Map” (Appendix 4) and in new Implementation 4.9.1.2. Traffic Calming areas could correspond to areas already targeted for pedestrian and bicycle improvements, civic boulevards, green connector streets, living streets, and where freeway ramps exit into the neighborhood.

Transportation Demand Management (TDM): Include additional detail regarding potential TDM measure requirements in the implementations for Policy 4.8.3. TDM measures could include those already noted in the Objective (detailed list of potential measures provided in the full HDMT evaluation report). Include an implementation for Policy 4.8.3 that economic barriers be considered in selecting appropriate TDM measures in the Eastern Neighborhoods. Measures to address economic barriers to public transit utilization could include subsidizing transit passes based on household income (e.g., <200% poverty level) or housing costs (e.g., for below-market rate units).

Parking Pricing: Describe the potential parking pricing strategies under study in the implementation of Policy 4.3.6.

Public Transit: Add an additional implementation for Policy 4.2.1, detailing specific improvements to improve the safety and quality of streets, stops and stations used by transit passengers. The “Rider experience” improvements noted in Appendix 3 are great examples – and include bus bulbs, additional public seating, and pedestrian scale lighting.

Public Infrastructure

Child care: Add Implementation 7.1.3.6 – Work with the Department of Children, Youth and Families’ Child Care Planning and Advisory Council to develop construction and design guidelines for new child care facilities to ensure maximization of child development environment and affordability of child care

Community Facility Access: Add Implementation 7.1.1.4 – Ensure siting of new community facilities, including schools, parks, recreation centers, and child care centers, is coordinated with public transportation to maximize usage and minimize travel times.

Social Cohesion

Alcohol Outlet Density: Include footnote on Zoning Map tables for all applicable zoning categories that liquor stores and bars are prohibited in the Mission because of Special Use Subdistrict.

Recreational Facilities: Revise wording in Policy 5.5.1, Implementations 5.5.1.1 and 5.5.2.1 to include recreational facility (detailed language provided in the full HDMT evaluation report). Encourage new recreational facilities and community centers to accommodate a variety of uses that promote social engagement including voting station, afterschool programming, tutoring/mentoring, senior activity programming, or community meetings to discuss neighborhood clean-up, crime prevention or other neighborhood oriented meetings.

Public Spaces: Add parks and plazas to Policy 3.1.6 “Establish and require height limits and upper story setbacks to maintain adequate light and air to sidewalks, [parks, plazas] and frontages along alleys.” Add Policy 3.1.6 to Potrero Hill/Showplace Square Plan, and include specific implementing actions. When possible, include more specific details from Better Streets Plan to inform Policy 3.2.6.

1.5 Recommendations for Comprehensive Planning in San Francisco

This HDMT evaluation generated specific recommendations for improvements to the Eastern Neighborhoods Area Plans based to HDMT Elements and Objectives. Collectively, however, our application also illustrates several overarching recommendations for comprehensive community planning more generally, including:

- Increasing the specificity and level of detail in the Area Plans
- Increasing the transparency of how decisions regarding Plan and rezoning elements are made
- Ensuring inter-agency collaboration in implementation
- Promoting timely coordination of studies informing the Area Plans
- Taking advantage of clear opportunities for the Area Plans to have multiple positive health impacts

While increasing the specificity within the Area Plans would have allowed for a more thorough application of the HDMT, more importantly, providing additional details would have helped the public interpret Area Plan benefits and burdens more clearly. This absence of details contributed to an overall lack of understanding in how the Area Plans will be implemented. For example, several key terms are also left open to interpretation, such as “major new development” and “affordability” – thereby generating public concern when it could have been avoided by improving upon plan specificity. In the future, providing additional detail at the outset might lessen confusion regarding planning goals and provide for more realistic and applicable public dialogue about the plans.

Related to this, increasing the transparency of how decisions regarding Plan and rezoning elements were made could significantly increase public understanding of the overall process, and decrease opposition to the final Plans. The Eastern Neighborhoods process spanned multiple neighborhoods, and involved a wide range of stakeholders and goals. Competing interests put significant pressure on the Planning Department to amend their goals – including the goal of creating more affordable housing, and protecting light industrial spaces. Pro-development interests were disappointed that the Plans did not significantly increase heights throughout the Eastern Neighborhoods. Anti-gentrification activists felt the Plans did not do enough to stem the tide of gentrification and displacement affecting low-income communities. Because of the wide range of actors involved in the Eastern Neighborhoods process, it has also been unclear who generated specific Plan ideas and zoning changes, and what constituencies were promoting were advocating specific changes. While the process sought transparency, at times, it was unclear which stakeholders were driving the process. As a result, various stakeholders described a feeling of their comments going into a “black box” – unsure where they went and how they would be dealt with. As a result, when revisions were announced without appropriate explanation of why those revisions were made, there was often intense outcry from stakeholders. More transparency in explaining why things changed (for example, though publishing comments and responses documents periodically) might have alleviated such outcries.

This joint SFDPH-Planning process speaks to the importance of collaboration between City agencies to ensure the creation of optimal area plans and strong objectives, policies and implementation steps. As the effects of the built environment on health have been clearly acknowledged through research and practice, SFDPH involvement in shaping these Area Plans is in line with the movement to create healthy communities. Additionally, given that many Plan policies are within the purview of other agencies, such as transportation and open space, collaborating with such agencies (as Planning is doing) is critical for the long-term feasibility and success of the Area Plans. Continuing this collaborative spirit in future planning processes will ensure that community plans have the buy-in necessary for implementation.

These collaborations can also assist in the coordination of studies and policies outside the Planning Department that will considerably impact the outcomes of community plans. For example, the Eastern Neighborhoods' Transportation Study will strongly influence physical changes in neighborhoods and transportation accommodations for new and existing residents. This study, along with a number of others, can be coordinated to productively inform community planning separate from the Eastern Neighborhoods and allow more detailed policies and implementing actions within plans to inform stakeholders of changes in their communities.

Finally, our HDMT analysis also highlights the immense opportunity for urban planning to have multiple positive impacts on population health. The analysis shows that one Plan policy can have cross-cutting implications on a number of health objectives. Thus, our analysis reaffirms the understanding that changes to the built environment can serve as an important primary prevention mechanism for public health with the potential to create health, equity and sustainability. Applying the HDMT in the future will continue this trajectory and ensure that public health is considered more broadly in development decision-making.

2.0 Introduction and Background

2.1 The Case for Re-integrating Public Health and Land Use Planning

Being healthy requires living in a healthy environment (WHO, 1986). Viewed broadly, a healthful environment includes good quality housing and schools; access to public transit, child care, and parks; safe routes for pedestrians and bicyclists; meaningful and productive employment; unpolluted air, soil, and water; social cohesion and cooperation; and inclusive social participation.

The first land use regulations aimed to address public health and welfare concerns such as sanitation and industrial pollution. Today, however, institutions responsible for those regulations, including planning, transportation, housing, and economic development agencies, are fragmented from public health departments with few vehicles for formal cooperation or communication (Corburn, 2004).

Increasingly, research demonstrates that the root causes of disease and illness, as well as strategies to improve health and well-being, are dependent on the built environment, including community design, land use, and transportation systems (Ewing, 2006). Local public health agencies in diverse cities such as Tacoma, Riverside, Denver, and Minneapolis are taking leadership to engage in and influence land use and transportation planning.

While the San Francisco Department of Public Health (SFDPH) does not have formal decision-making authority regarding land use and development decisions, it does develop and implement City policy and regulations for environmental health. Over the past decade, SFDPH has recognized that it has an important role and interest in integrating health considerations into land use planning and decision-making. Key drivers that brought SFDPH to this understanding include:

- Resident and community organizations engagement with policy-making to protect and promote healthy communities.
- SFDPH staff observations that environmental quality complaints and concerns are shaped by historic land use policies and public decision-making about their communities.
- A national public health movement re-connecting land use and public health.

2.2 Health Impact Assessment

Environments shape behavior at the individual and societal level. Human behaviors, in turn, shape the physical and social environment. A broad definition of health thus includes traditional physical and mental health outcomes such as life expectancy, disease rates, and health status, but it also includes neighborhood, economic, and other environmental factors that influence both health and health behaviors.

Most social policies affect traditional health outcomes indirectly through effects on social and environmental conditions. The practice of health impact assessment (HIA) aims to answer the question: Is our public policy healthy? By making the positive and negative health effects of policy decisions more transparent in the policy-making process, HIA can help to shape those decisions in ways that improve and protect health for all. HIA involves making judgments about the health effects of programs, project, plans, or policies, based upon diverse sources of knowledge, including lay and professional expertise and experience (Kemmer et al, 2004). HIA also offers recommendations for decision-makers for alternatives or

improvements that enhance positive health impacts and eliminate, reduce, or mitigate negative impacts. In the U.S., HIA is a new and emerging field; however, other countries have successfully used HIA for some time (Bekker, 2007).

The typical steps in an HIA process can parallel the Environmental Impact Assessment (EIA) process and include screening, scoping, assessment, reporting, and monitoring (Quigley, 2006). However, unlike EIA which focuses on biophysical mechanisms, HIA considers social pathways and examines public decisions that may have social, economic or environmental impacts. HIA also extends the focus on adverse impacts found in traditional impact assessment to the evaluation of both costs and benefits, helping to make trade-offs explicit. Five benefits for conducting HIA in the policy process are summarized below:

- **Increasing transparency and accountability.** Because health is influenced by diverse social and environmental factors, HIA can provide a comprehensive lens through which to view public policy decisions. HIA can prevent project delays by anticipating stakeholder concerns and successfully negotiating these concerns can support a consensus for policy decisions and buy-in for their implementation.
- **Promoting health and preventing disease in the population.** The findings from an HIA can identify and motivate changes in a project or policy that can benefit health in the short-term. In the longer term, HIA can also increase public and policy-maker understanding of causes of health and disease, creating new strategic opportunities for prevention.
- **Supporting community engagement.** HIA provides a forum for stakeholders to engage in a discussion about a project or plan. As an assessment tool, HIA provides evidence that speaks to community questions or positions.
- **Advancing equity and justice.** Some policies and decisions may improve the health of one group in the population but negatively affect the health of other groups. HIA concerns itself particularly with the distribution of effects on vulnerable populations and on alleviating environmental injustice.
- **Supporting root-cause, multi-objective strategies.** Most common strategies to address societal problems focus on symptoms instead of root causes of poor health. Root causes are typically more entrenched in culture and therefore more difficult to change. However, successfully changing a root cause tends to address multiple societal objectives. Adding a health lens to the analysis of a societal problem and its solutions may create more political will for solving the problem and highlight the value of root cause solutions.

2.3 The History of Community Planning and Public Health in San Francisco's Eastern Neighborhoods

In the San Francisco Bay Area, between the mid- and late-1990s, the bustling information economy brought multitudes of young people to the Bay Area and Silicon Valley's technology-inspired new economy. In San Francisco, housing was notoriously difficult to find, with low vacancy rates and rapidly escalating rents and housing prices. Although the dot-com boom is over, the Bay Area has continued to encounter pressure for new housing development due to extraordinary levels of unmet housing demand and its high profitability.

Growth cycles and how cities manage these cycles can have important health and social impacts. For example, accommodating new residential development in historically industrial areas can lead to resident exposure to environmental hazards such as noise, air pollution and traffic and conflicts over permissible uses. Furthermore, residential development requires the planning and funding of public infrastructure (e.g., parks, schools, transit) to ensure the resources required for optimal health.

In San Francisco's current development climate, the accommodation of new residential uses, housing affordability and protection of industrial uses has dominated the planning agenda. The construction of housing to meet market demands may meet the needs of only a minority of residents. In San Francisco, market rate housing prices are affordable to only a small minority of residents (~10%), and while rent control protects many tenants, the inability to secure affordable housing can result in overcrowding and migration away from established social networks. Accommodating the market's demand for housing can have negative indirect effects on livelihoods as well. For some residents, reductions in the land available for diverse economic uses can translate into the loss of jobs or the loss of wages and benefits.

In January 2002, the San Francisco Planning Department (Planning Department) launched the Eastern Neighborhoods Community Planning Process in order to respond to community demands for comprehensive planning and to address recognized land use conflicts in the Mission, SoMa, Showplace Square/Potrero Hill, and Bayview/Hunters Point. The Planning Department anticipated that rezoning would primarily result in a reclassification of existing land uses to accommodate new housing and to protect some areas for light industrial uses. Yet, diverse stakeholders who participated in this process identified a broad array of neighborhood goals and concerns including stabilizing residential displacement and gentrification, building more affordable housing, protecting blue-collar jobs, and ensuring adequate public and neighborhood infrastructure for new residents. For many community residents and organizations, zoning options in the absence of comprehensive planning reflected an incomplete resolution to achieving neighborhood social and economic priorities.

After the publication of Eastern Neighborhoods rezoning options in 2003, some neighborhood stakeholders began to organize around a broader scope of environmental review. Many stakeholders were concerned that the environmental impact report (EIR) required for the rezoning would not value many of their priorities as stated in the Eastern Neighborhoods Community Planning Process meetings. They proposed that the City use the California Environmental Quality Act (CEQA) as a lever to examine and mitigate additional socio-economic impacts associated with the proposed rezoning.

SFDPH shared community stakeholders positions that a rezoning that did not address resident needs comprehensively could have significant direct affects on health (e.g., displacement, stress, noise), as well as indirect effects on potential health assets (e.g., jobs, infrastructure, housing). Understanding that health was linked to planning, in 2003, Eastern Neighborhoods community stakeholders approached SFDPH to explore how conducting an HIA might help ensure consideration of the social impacts of the Eastern Neighborhoods rezoning. While colleagues at the Planning Department acknowledged the broad health and social consequences of their land use decisions, they did not believe it was feasible or practical to include a comprehensive analysis of health impacts within the EIA process. Reasons they cited included limited health standards for environmental review, limited methods for quantifying health risks and arguments over cause-effect relationships, and a view that EIA only considered direct impacts on the physical environment (Bhatia, 2007).

Over several months, SFDPH, the Planning Department, and community partners considered different ways to conduct an HIA on the Eastern Neighborhoods rezoning and subsequent area planning process.

Ultimately, SFDPH agreed to convene and lead an independent, parallel process identifying the health and social impacts of the rezoning. Community stakeholders and the Planning Department agreed to be partners in planning the structure, scope, and content of the HIA and to participate in the process itself. The process was to occur in parallel to developing the rezoning and Area Plans and was meant to complement the legally required EIA.

2.4 The Eastern Neighborhoods Community Health Impact Assessment Process

In November 2004, SFDPH established the Eastern Neighborhoods Community Health Impact Assessment (ENCHIA) to comprehensively evaluate the health benefits and burdens of the rezoning and area planning process in the Mission, Showplace Square/Potrero Hill, and South of Market. SFDPH convened and facilitated a multi-stakeholder Community Council of organizations and public agencies to explicitly understand and articulate how San Francisco land use development could promote and protect health (SFDPH, 2007). More specifically, the goals of the ENCHIA process were to:

- Identify and analyze the likely impacts of land use plans and zoning controls on community concerns, including housing, jobs, and public infrastructure;
- Provide recommendations for land use policies and zoning controls that promoted community priorities;
- Promote meaningful public involvement and consensus in land use policymaking;
- Develop capacity for inter-agency working relationships; and
- Illustrate the feasibility of HIA methods.

The ENCHIA process was guided by the principles of “health impact assessment” and intended to translate growing scientific understanding that optimal health cannot be achieved by improving health services or individual behavior change alone, but requires advancing healthful neighborhood conditions. The ENCHIA project explicitly tried to articulate the relationships between health and planning, to advance the consideration of health in development decision-making, and to identify ways that land use development in San Francisco could promote and protect health. See Figure 1 for milestones in the Eastern Neighborhoods Community Health Impact Assessment process.

A Community Council of over 20 diverse organizations whose interests were affected by development provided oversight and accountability for the ENCHIA process. Members of the Council represented a number of broad interests, including community planning and design, economic and neighborhood development, environmental justice, homelessness, open space, housing, transportation, bicycle advocacy, low-wage and union workers, food systems, child care and childhood development, non-profit and private developers, property-owners, architects, and small businesses. Over eighteen months, ENCHIA Council and SFDPH staff worked collectively to generate a number of products to meet the objectives of the process described above. These include:

- Developing a *Healthy City Vision* comprising seven elements: 1) environmental stewardship, 2) sustainable transportation, 3) public safety, 4) public infrastructure/ access to goods and services, 5) adequate and healthy housing, 6) healthy economy, and 7) community participation. Social cohesion and diversity were articulated as overarching goals in this *Healthy City Vision*.
- Developing 27 *Community Health Objectives* to reflect the *Healthy City Vision*.
- Identifying over 100 *Community Health Indicators* to measure the *Objectives* and *Vision*.
- Generating *Element Profiles* on indicators to assess how the City fared with respect to that *Vision*.

- Developing a menu of 27 *Policy/Strategy Briefs* to advance those objectives.
- Completing a study of psychosocial work attributes and health titled: *Tales of the City's Workers: A Work and Health Survey of San Francisco's Workforce*.
- Completing a qualitative study of residents' experiences living and working in the Eastern Neighborhoods titled: *Eastern Neighborhoods Community Health Impact Assessment: Results from a Community Assessment of Health and Land Use*.

Figure 1. Milestones in the Eastern Neighborhoods Community Health Impact Assessment process

- 2001 SFDPH conducts community workshops on Health Impact Assessment on urban policy issues.
- 2002 In January 2002, the San Francisco Planning Department (SF Planning) launched the Eastern Neighborhoods Community Planning Process in order to respond to community demands for comprehensive planning and to address recognized land use conflicts in the Mission, SoMa, Showplace Square/Potrero Hill, and Bayview/Hunters Point.
- 2003 Responding to tenant concerns about eviction and displacement, SFPDH provides a health analysis of displacement due to the Trinity Plaza redevelopment proposal as a comment on the scope of the environmental impact report (EIR). The City requires the developer to either mitigate displacement or provide analysis of displacement impacts. A revised development proposal replaces all rent controlled housing onsite.
- 2004 SFDPH provides an analysis of environmental health and community resources needs for the Rincon Hill Special Use District in the City's South of Market area. Community groups use the data to gain additional affordable housing and a community benefits impact fee for community facilities and displacement prevention.
- 2004 In collaboration with SF Planning, community organizations, and other public and private stakeholders, SFDPH initiates the Eastern Neighborhoods Community Impact Assessment (ENCHIA) to assess how land use development in the city could create conditions for optimum health. ENCHIA concludes recommending that the City create and apply the *Healthy Development Measurement Tool* (HDMT) to evaluate land use planning.
- 2006 Based upon the experience and research of ENCHIA and technical advice from national experts, SFDPH releases the first version of the HDMT to support evidence-based and health-oriented planning and policy-making.
- 2007 SFDPH works with SF Planning to apply the HDMT to draft Eastern Neighborhoods Area Plans, providing recommendations that are incorporated by SF Planning into the final Area Plans.

2.5 The Healthy Development Measurement Tool

In May of 2006, after 18 months of research and deliberation, the ENCHIA process concluded with the creation of San Francisco's first *Healthy Development Measurement Tool* (HDMT), a comprehensive evaluation metric to consider health needs in urban development plans and projects. At several times during the ENCHIA process, Council members had suggested developing an evaluation tool as a yardstick to evaluate specific projects and plans or to track progress of growth and development in San Francisco against the Healthy City Vision over time. Council members felt that an evaluation tool could serve as a powerful mechanism to leverage the wealth of data generated by the process to influence public policy.

In concept, a scorecard also provided a potential way to evaluate the Eastern Neighborhoods Area Plans—the primary and initial objective of the ENCHIA process.

The HDMT became that evaluation metric, building on the vision, objectives, and policy and indicators research conducted during the ENCHIA process. Today, the HDMT is organized around six elements of a “healthy city” – Environmental Stewardship, Sustainable and Safe Transportation, Social Cohesion, Public Infrastructure/Access to Goods and Services, Adequate and Healthy Housing, and Healthy Economy.

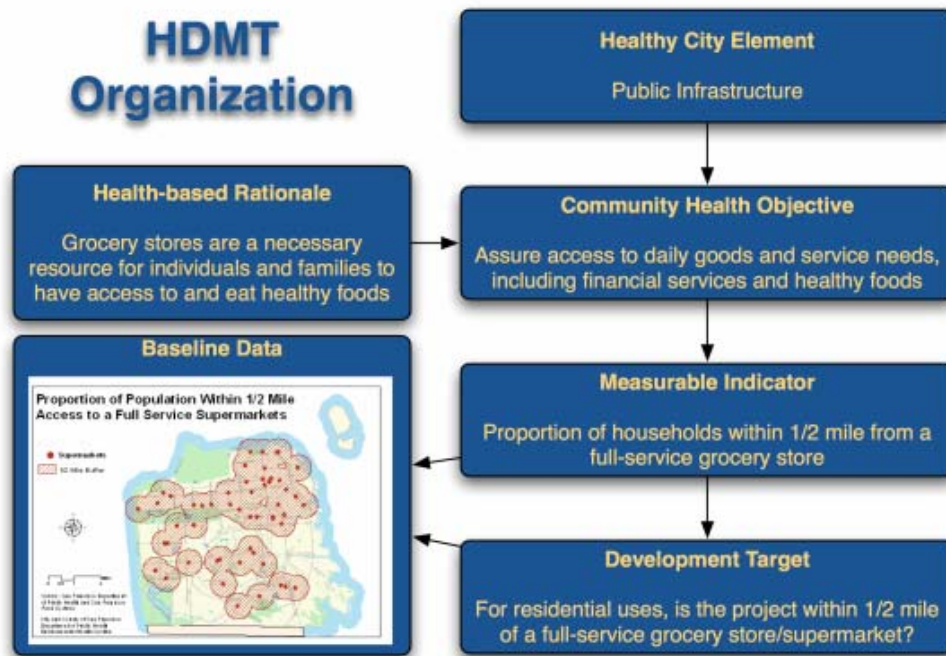
The HDMT is further delineated into “community health objectives” that, if achieved, would result in greater and more equitable health assets and resources for San Francisco residents. Over 100 indicators serve as metrics to evaluate existing neighborhood conditions and to measure progress towards community health objectives. Development targets provide specific planning and development criteria to advance community health objectives via development plans and projects. The HDMT is publicly available via a website (www.TheHDMT.org) and is maintained by SFDPH staff. The website provides the health connection between planning and public health; baseline data (e.g., maps, tables, and graphs) on all of the HDMT indicators; development targets; policy and design strategies; and case studies of HDMT evaluations.

The creation, implementation, maintenance, and dissemination of the HDMT represented the most important and tangible public policy recommendation from the ENCHIA Community Council to SFDPH. The ENCHIA Council envisioned that City agencies could use the HDMT in comprehensive planning, in plan and project review, and in agency-specific planning and budgeting. The ENCHIA Final Report describes the ENCHIA process and its outcomes in great detail, with a focus on the extent to which objectives were achieved, how the group’s work evolved over time, and lessons learned (SFDPH, 2007).

After concluding ENCHIA, SFDPH continued to develop the HDMT, working towards its application and institutionalization. Staff solicited comments on the draft of the HDMT from over 60 national technical reviewers in the fields of land use and transportation planning, public health, HIA, EIA, and health equity. Staff also requested comments from over a dozen City agencies. Reviewers were asked whether there were alternative measures to serve as indicators for the Healthy City Vision objectives, whether they collected any of the data, whether development targets appeared feasible, whether they were familiar with specific planning standards or targets related to these indicators, whether they saw any trade-offs or conflicts between objectives, indicators, or standards, and finally, ways they might use such a tool in planning, project or policy review, or budgeting.

In responding to these comments, the HDMT grew and more thoroughly acknowledged caveats and limitations; more clearly defined tool elements and their relationship to each other; added additional indicators and targets; provided a menu of policy strategies, regulations, and design specifications that aid in the achievement of development targets; demonstrated measurability of indicators by including baseline data; described methods and data sources for the evaluation of target achievement; and, finally, revised health justifications to make stronger connections between health and land use. In August 2007, SFDPH staff completed a pilot test of the HDMT on Executive Park, a 3,000-unit residential development project proposed for the southeastern corner of San Francisco on behalf of Visitacion Valley Community Development Corporation. Results from this pilot application are available on the HDMT website: http://www.thehdm.org/case_studies.php

Figure 2. HDMT Organization Chart



In order to use the HDMT, a number of preliminary actions must be completed. These include identifying a plan or project one is interested in analyzing, identifying a series of analysis "inputs" related to the project/plan of interest, and identifying the geographic area of interest surrounding the project/plan.

An application of the HDMT to a land use plan or project uses community health objectives, indicators, development targets, and other HDMT resources to answer three primary questions:

1. Based on community health indicators and other data, what are the existing conditions of a neighborhood?
2. Does a plan or project improve existing conditions or advance the health needs of the neighborhood, as reflected in HDMT development targets or objectives?
3. What planning policies, implementing actions, or project design strategies can be recommended to advance community health objectives?

For example, the evaluation of the objective "PI.6: Assure access to daily goods and service needs, including financial services and healthy foods" would begin with an assessment of existing conditions. More specifically, to assess access to healthy foods, SFDPH would look at data for one indicator within this objective, "Proportion of households within 1/2 mile of a full-service grocery store" (see Figure 2). Indicator data within the HDMT illustrates the distribution of existing grocery stores in San Francisco with their respective 1/2 mile buffers, and states the number of households within 1/2 of a full-service grocery store for each neighborhood. The 1/2 mile buffer represents what is typically considered a 10 minute walking distance, but it does not take into consideration topography or other "access" barriers. Indicator data can also be supplemented by qualitative information collected through site assessment and key informant interviews.

The next step in the evaluation of the objective is to review the plan or project under study with respect to the indicator's associated development target – "For residential uses, is the project within ½ mile of a full-service grocery store/supermarket?" If the area did not have a grocery store within proximity and the plan contained no policies or actions to locate a grocery store in the project, the evaluation would state the development target was not met. Finally, the evaluation might recommend that the proposed plan provide financial support for or designate space for the construction of a grocery store. A full evaluation using the HDMT applies a similar approach for all 27 community health objectives.

3.0 Methodology for Area Plan Evaluation

3.1 Application Scope and Aims

As described in Chapter 2, the Healthy Development Measurement Tool (www.TheHDMT.org) is a comprehensive evaluation metric to consider health needs in urban development plans and projects. The HDMT uses a set of community-level health indicators along with criteria for healthy development to connect physical and environmental planning to a wider set of social interests and to assess the extent to which urban development projects, plans and policies affect conditions and resources required for optimal health.

This application of the HDMT to the Eastern Neighborhoods Area Plans is comprehensive, using 26 of 27 community health objectives within the six healthy city vision elements: Environmental Stewardship, Sustainable and Safe Transportation, Social Cohesion, Public Infrastructure/Access to Goods and Services, Adequate and Healthy Housing, and Healthy Economy. (The Community Participation objective was not evaluated as that was beyond the breadth of this evaluation).

While some objectives and indicators in the HDMT are analyzed through the regulatory environmental review process, neither local, state, or federal regulations require either the full application of the HDMT or achievement of development targets. The overall aim of the application is to inform the public decision-making process and to raise awareness of how alternative planning scenarios might affect future health conditions for San Francisco residents. The application of the HDMT to the Eastern Neighborhoods Area Plans had three specific aims:

1. *Assessment*: Assess the health needs of the neighborhoods undergoing planning using community health indicators in the HDMT.
2. *Evaluation*: Evaluate whether the Area Plans meet the health needs of the neighborhoods as determined by the Area Plans' achievement of HDMT development targets.
3. *Recommendations*: Make recommendations for policies and implementing actions in the Area Plans to advance community health objectives.

The *assessment* of health needs involved reviewing neighborhood specific HDMT primary indicator data to assess baseline community health conditions in the Mission, SoMa, and Potrero Hill/Showplace Square. *Evaluation* of the Area Plans against health needs involved review of draft written plan policies and implementing actions to assess the achievement of HDMT development targets. The final aim was to provide agreed-upon feasible and effective *recommendations* to revise the Area Plans to be more supportive of health objectives.

3.2 Application Process and Methods

In San Francisco both SFPDH and the Planning Department share the goal of ensuring that the Area Plans advance health-enabling living and working conditions in the Mission, East SoMa and Potrero Hill/Showplace Square. In June of 2007, staff from SFPDH and the Planning Department held several working meetings to jointly apply the HDMT to the Mission, East SoMa, Potrero Hill/Showplace Square Area Plans. This collaborative approach sought to utilize Planning Department staff's knowledge of their plans, development conditions and constraints, and SFPDH staff's knowledge of health-oriented planning and design research and experience in conducting HDMT applications. SFPDH staff were

responsible for documenting the process and HDMT application evaluation findings. The application fulfilled the three aims using an iterative process divided into four stages:

- **Stage One:** In the first stage of the process, SFDPH summarized indicator data for the relevant Area Plan elements, synthesized a statement of health needs based on this data and reviewed the data with planners. Working together, staff from the SFDPH and the Planning Department screened draft Plan policies and implementing actions to assess the extent to which HDMT objectives would be met, reviewed the feasibility of health-related design strategies identified by SFDPH, and brainstormed additional planning strategies to meet identified health needs.
- **Stage Two:** After this initial dialogue, SFDPH generated a preliminary written list of policy and implementation recommendations and transmitted these to Planning Department staff for their review and comment. Planning Department staff evaluated the feasibility of the recommendations within the scope of the Area Plans and incorporated some recommendations into the Plans. Some recommendations were revised to address the scope of plans and feasibility issues, some were rejected as infeasible or beyond the scope of the plan, and others were deferred for discussion. SFDPH responded to the Planning Department staff assessments by modifying and amending some recommendations to make them more feasible. Based on specific explanations provided by the Planning Department, SFDPH removed some recommendations because they were deemed infeasible, beyond the scope of the plan, or achieved through other means.
- **Stage Three:** In a third stage of the process, the Planning Department requested SFDPH to participate with other City agencies in providing edits and comments directly to the draft Area Plans. SFDPH took this opportunity to integrate recommendations directly as new and modified plan policies and implementing actions and provided language supportive of health supporting actions. The Planning Department evaluated and incorporated a subset of SFDPH additions and recommendations along with edits from other public agencies into a revised public review version of plan.
- **Stage Four:** In a final stage of the evaluation, SFDPH re-evaluated the December public review draft of the Area Plans against the HDMT development targets and provided a set of final recommendations.

This document primarily summarizes the findings of this last stage of evaluation. The application was limited to the three Eastern Neighborhoods of the Mission, SoMa, and Potrero Hill/Showplace Square. Though considered “Eastern Neighborhoods,” because Bayview/Hunters Point and the Central Waterfront were significantly further along in their planning processes, the neighborhoods were excluded from this application. The application was based upon the summer 2007 version of the HDMT. Note that the current HDMT Version 2.0 has significant revisions from the version used in this application.

The application does not evaluate the underlying assumptions and goals of the planning process (e.g., the need to accommodate new housing and preserve land for current and future industrial uses). The application evaluates the Eastern Neighborhoods Area Plans as written. The application does not consider alternative development scenarios (e.g., no growth) not considered in the Area Plans.

Nearly one-half of the HDMT indicators discussed in this report are based on data reported at the SoMa, Potrero Hill, and the Mission neighborhood levels according to the Planning Department's definition of "Planning Districts." However, HDMT development targets are evaluated based on the neighborhood Area Plan boundaries for East SoMa, Showplace Square/Potrero Hill, and the Mission, which do not correspond to the Planning District boundaries.

While the Planning District and Area Plan boundaries generally overlap, there are some notable differences that should be considered when reviewing this report. For example, the SoMa neighborhood was split into East and West SoMa for area planning purposes, and West SoMa is no longer part of the Eastern Neighborhoods Planning Process. In this application, evaluation of baseline community health conditions in East SoMa is based on data that combines East and West SoMa, as well as areas under Redevelopment Agency planning. For some indicators, conditions in East SoMa may be significantly different than SoMa area in aggregate. Additionally, the Potrero Hill Planning District boundary extends into the Central Waterfront Area Plan boundary while Showplace Square is distributed between Potrero Hill and SoMa Planning Districts.

3.3 HDMT Caveats and Limitations

It is important to note that the HDMT is not a new form of environmental regulation or a set of enforceable standards. The HDMT does not mandate the achievement of specific development targets, but intends to encourage voluntary efforts to improve health-oriented development. By providing measures and criteria for development, it creates greater transparency in development processes. The optimal use of the HDMT will occur in an open and transparent decision-making process. While in some cases, a lack of data about a certain aspect of a project or plan will prohibit the evaluation of an indicator or target, the HDMT is meant to be used comprehensively, by using all objectives/indicators.

A user of the HDMT should always expect that for any given plan or project, the HDMT will reveal particular advantages and disadvantages. The achievement of one or more targets alone does not signify good development and the non-achievement of one or more targets does not signal poor development. By providing information about both the positive and negative effects on health objectives, the HDMT helps to reveal trade-offs and aids those involved to make more informed choices with full-recognition of those trade-offs. Related to this, the HDMT does not provide a means to weigh conflicting priorities and goals, nor does it advocate for or discourage any specific means of evaluating these trade-offs.

Most HDMT indicators are based on data collected by other agencies (e.g., the U.S. Census). As noted above, the actual geographic area used for neighborhood-level analysis therefore varies based on the original data source's level of aggregation (e.g., whether data was collected and reported at the level of census tract, Planning District, ZIP code, or Supervisorial District). For example, when indicator data was available at the census tract or block level, SFDPH aggregated census tracts to their corresponding Planning Neighborhoods. The geographic areas represented by these three units of analysis do not correspond to each other exactly (see http://www.thehdm.org/etc/HDMT_UnitsAnalysis.pdf for maps showing geographic boundaries), and importantly, include or exclude different geographic regions by definition and may have varying degrees of meaning for neighborhood stakeholders.

Finally, there is often a mismatch between the plans' level of detail and the specificity of development targets. In several cases where we note that development targets are not achieved, the plans may have policy intent but do not without sufficiently explicit implementing actions. It may be that project level design choices ultimately result in the achievement of the development target on a voluntary basis.

4.0 Evaluation of Area Plans

In the following section we evaluate the Area Plans based on the six HDMT Healthy City Elements: Environmental Stewardship, Sustainable and Safe Transportation, Social Cohesion, Public Infrastructure/Access to Goods and Services, Adequate and Healthy Housing, and Healthy Economy. Within each of these six Health City Elements are Community Health Objectives that, if achieved, would result in greater and more equitable health assets and resources for San Francisco residents. HDMT Healthy City Elements and Community Health Objectives are detailed below.

Healthy City Element	Community Health Objective
ES. Environmental Stewardship	ES.1 Decrease consumption of energy and natural resources ES.2 Restore, preserve and protect healthy natural habitats ES.3 Promote food access and sustainable urban and rural agriculture ES.4 Promote productive reuse of previously contaminated sites ES.5 Preserve clean air quality ES.6 Maintain safe levels of community noise
HH. Adequate and Healthy Housing	HH.1 Preserve and construct housing in proportion to demand with regards to size, affordability, and tenure HH.2 Protect residents from involuntary displacement HH.3 Increase spatial integration by ethnicity and economic class HH.4 Healthy quality housing
HE. Healthy Economy	HE.1 Increase high-quality employment opportunities for local residents HE.2 Increase jobs that provide healthy, safe and meaningful work HE.3 Increase equality in income and wealth HE.4 Benefits and protects natural resources and the environment
ST. Sustainable and Safe Transportation	ST.1 Decrease private motor vehicles trips and miles traveled ST.2 Provide affordable and accessible public transportation options ST.3 Create safe, quality environments for walking and biking
PI. Public Infrastructure/ Access to Goods and Services	PI.1 Assure affordable and high quality child care for all neighborhoods PI.2 Assure accessible and high quality educational facilities PI.3 Increase park, open space and recreation facilities PI.4 Assure spaces for libraries, performing arts, theatre, museums, concerts, and festivals for personal and educational fulfillment PI.5 Assure affordable and high quality public health facilities PI.6 Assure access to daily goods and service needs, including financial services and healthy foods PI.6.a Proportion of population within 1/2 mile from full-service grocery store/supermarket
SC. Social Cohesion	SC.1 Promote safe neighborhoods free of crime and violence SC.2 Increase participation in social decision-making process SC.3 Assure equitable and democratic participation throughout the planning process SC.4 Improve accessibility, beauty and cleanliness of public spaces

The Area Plan evaluations are organized based on the above organization of Objectives within Healthy City Elements. Within each Objective, we:

- A. Evaluate each plan area's existing conditions based on measurable indicators and baseline data specific to each Objective;
- B. Identify Area Plan policies and implementing actions that are recommended or supported by SFDPH
- C. Evaluate the areas plans based on development targets that, if achieved by a plan, are a proxy for improvement of an indicator and support the Community Health Objective; and finally,
- D. Detail any further recommendations we have, based on the HDMT evaluation.

For the Development Target review (step 3, above), there were five potential responses that represent whether the Area Plan meets the development target. Categories of response include:

- **Yes, Benchmark** - the plan clearly meets the Benchmark (and the Minimum, if applicable) development target.
- **Yes, Minimum ("Yes, Min.")**– the plan clearly meets the Minimum development target, only. (Note: all development targets include a "Benchmark" development target. In some cases, SF DPH also includes a minimum target that indicates progress towards the target but not at the level of the Benchmark.
- **No** - the plan does not meet the Benchmark or Minimum, if applicable, development target, either by not discussing the development target issue or because the plan's specifications clearly do not meet the development target.
- **Insufficient information ("Insuff. Info.")** - the plan does not provide sufficient information to evaluate the development target. Generally, this is noted 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 an appropriate response.
- **Not applicable ("N/A")** - a development target is not applicable or not relevant to the plan being evaluated. For example, the development target focuses on a project level issue that would not be addressed at the area plan level.

Below we detail the HDMT Area Plan evaluations according to the four steps delineated above. The application was based upon the summer 2007 version of the HDMT. Note that the current HDMT Version 2.0 has significant revisions from the version used in this application.

Note: Please see Addendum to the Final Report (located at the beginning of this report) for updated information on the Plans assessment/evaluation described below.

4.1 ENVIRONMENTAL STEWARDSHIP (ES)

ES.1 Decrease consumption of energy and natural resources

A. Existing Conditions

Sustainable use of natural resources is critical for ensuring the viability of the environment. For example, reducing energy needs or generating energy from renewable sources prevents pollution and green house gases. Having adequate and safe drinking water is essential for survival; thus water should be conserved and supplies protected from contamination. Inefficient use of natural resources results in solid waste which requires both sites for disposal and control to prevent ground and surface water pollution.

The average monthly residential energy use in San Francisco is 221.21 therms (thm) of natural gas and 1487.16 kilowatt hours (kWH) of electricity. Overall, the Eastern Neighborhoods use less natural gas and electricity than the rest of the City. Low energy use in this area may be attributable to multi-unit dwellings, smaller per person residential units, lower housing density and warmer temperatures than the rest of the City. SoMa has slightly higher electricity usage than the rest of the City, which may be due in part to the preference of electric utilities to gas in new loft-type residential units. To achieve energy demand in a sustainable manner, San Francisco needs highly efficient power sources which also have low emissions. Technologies such as solar power, tidal power, wave power and biomass could become an important part of San Francisco’s renewable energy future. San Francisco only imports 12% of its power through renewable resources and produces a small amount of their own electricity used (less than 1%) from renewable resources.

According to the San Francisco Public Utilities Commission, the estimated gross per capita water use (including industrial, commercial and residential uses) in San Francisco is about 94 gallons per day. Of the approximate 90 million gallons sold per day in San Francisco, 53% is used residentially, 38% is sold to non-residential locations, and 9% is lost during distribution. There is no neighborhood-level data on water consumption, but per capita water use per day for residents in SF has stayed fairly constant since 2000.

Approximately 1.8 million tons of municipal solid waste is generated annually in San Francisco from all sources including businesses, residents, institutions, construction and demolition sites, military bases, and government agencies. In comparison to the other eight Bay Area counties, San Francisco has the second lowest per capita waste disposal next to Santa Clara. The commercial sector generates about two-thirds of San Francisco’s waste and the residential sector the remaining one-third. San Francisco provides free recycling and composting pick-up for all residences and businesses. Approximately, 69% of this waste is diverted from landfill by recycling and composting efforts.

HDMT Indicator	SoMa	Mission	Potrero Hill
ES.1.a: Residential per capita natural gas use	SoMa average per capita residential natural gas use is the lowest in San Francisco. SoMa has many new residential units, which maybe more energy efficient than older	Mission average per capita residential natural gas use is the third lowest in San Francisco. Differences may be attributable to both multi-unit dwellings and smaller per person	Potrero Hill average per capita residential natural gas use is second lowest in San Francisco. Differences may be attributable to lower housing density

**Eastern Neighborhoods Area Plans Healthy Development Measurement Tool Evaluation
Chapter 4. Evaluation of Area Plans**

	<p>housing in the City.</p> <p>SoMa: 14.92 therms SF: 221.1 therms</p> <p>The data source for this indicator omits census tracts where 85% or more of the usage derives from one single or multi-unit account. SoMa has census tracts where data is omitted due to this reason.</p>	<p>residential units.</p> <p>Mission: 51.1 therms SF: 221.21 therms</p> <p>The data source for this indicator omits census tracts where 85% or more of the usage derives from one single or multi-unit account. The Mission has census tracts where data is omitted due to this reason.</p>	<p>and warmer temperatures than the rest of the City.</p> <p>Potrero Hill: 28.26 therms SF: 221.21 therms</p> <p>The data source for this indicator omits census tracts where 85% or more of the usage derives from one single or multi-unit account. Potrero Hill has census tracts where data is omitted due to this reason.</p>
ES.1.b: Total residential electricity use (kWH) per capita	SoMa average per capita residential electricity usage (1644 kWH) is about 10% higher than the citywide average (1487 kWH per capita).	Mission average per capita residential electricity usage (597 kWH) is much lower than the citywide average (1487 kWH per capita).	Potrero Hill average per capita residential electricity usage (366 kWH) is much lower than the citywide average (1487.16 kWH per capita).
ES.1.c: Gross per capita water use	Gross per capita water use per day for residents in SF has stayed fairly constant since 2000 at 94.2 gallons per capita. Neighborhood-level data is not available.		
ES.1.d: Annual per capita waste disposal	In comparison to the other eight Bay Area Counties, SF has the second lowest per capita waste disposal next to Santa Clara. SF has a program in place to provide free recycling and composting pick-up for all residences and businesses. This provides a mechanism to lower solid waste production within the City. Neighborhood-level data is not available. SF's citywide per capita waste disposal was 0.86 tons in 2006.		

B. Area Plan Policies and Implementing Actions Recommended or Supported by SFDPH

Policy	Implementation
Policy 2.5.3 - Require new development to meet minimum levels of "green" construction.	Implementation 2.5.3.1 - Follow the recommendations of the Mayor's Task Force on Green Building for the City and County of San Francisco and employ Leadership in Energy and Environmental Design (LEED) [®] standards and/or other systems such as GreenPoints as requirements for new commercial building and residential uses.
Policy 2.5.4 - Provide design guidance for the construction of healthy neighborhoods and buildings.	Implementation 2.5.4.1 - Consider the creation of health based building guidelines through the creation of a DBI, DPH, & Planning workgroup on healthy housing. Amend necessary Planning Code or Building Code requirements per work group recommendations.
Policy 3.3.1 - Require new development to adhere to a	

new performance-based ecological evaluation tool to improve the amount and quality of green landscaping.	
Policy 3.3.2 - Existing open-air parking lots and off-street loading areas should be retrofitted to minimize negative effects on microclimate and stormwater infiltration. The city’s Stormwater Master Plan, upon completion, will provide guidance on how best to adhere to these guidelines.	
Policy 3.3.3 - The City should explore how to provide strong incentives that would encourage the retrofit of existing parking areas and other paved areas to meet the guidelines in Policy 6.3.2.	
Policy 3.3.4 - Enhance the connection between building form and ecological sustainability by promoting use of renewable energy, energy-efficient building envelopes, passive heating and cooling, and sustainable materials.	
Policy 3.3.5 - Compliance with strict environmental efficiency standards for new buildings is strongly encouraged.	
Policy 8.4.1 - Encourage the retention and rehabilitation of historic and cultural resources as an option for increased sustainability and consistency with the goals and objectives of the Sustainability Plan for the City and County of San Francisco.	Implementation 8.4.1.1 - The City will continue to evaluate means of encouraging or mandating green building strategies, and historic preservation will be considered among those.

C. Evaluation of Development Targets

Through rezoning, the Eastern Neighborhoods Area Plans propose the expansion of residential, commercial and PDR development and therefore will increase overall consumption of energy and natural resources used by City residents and businesses. In general, because of its infill nature, the increase of energy and natural resource consumption may be less per resident in the proposed development relative to “green fields” development elsewhere.

The City and County of San Francisco has a broad range of policies and programs that are aimed at decreasing the consumption of energy and natural resources. Currently, San Francisco sets the local green building example by requiring all new municipal construction and major renovation projects to achieve a LEED Silver certification from the U.S. Green Building Council. The City also has a variety of green building priority permitting programs, but does not have any required green building standards for commercial or residential buildings.

On December 13, 2007, Mayor Gavin Newsom introduced legislation from the Mayor’s Task Force on Green Building that would require new residential and commercial buildings to meet stricter environmental guidelines. All Eastern Neighborhoods Area Plans propose implementing the recommendations of the Mayor’s Task Force on Green Building as requirements for new commercial building and residential uses. Contingent upon the legislation’s passage, small residential development and mid-size multi-family development would achieve the minimum development target for ES.1.b in year 2010 and the benchmark for ES.1.a would be achieved in 2011 for mid-size multi-family development and year 2012 for small residential development. All large commercial and residential development would have to be LEED certified starting in 2008, LEED silver certified in 2009 and LEED

gold certified by 2012. Mid-size commercial will need to complete a LEED checklist, but does not need any points or certifications for LEED or the Green Point Rated system. The HDMT development targets for ES.1.a and ES.1.b will be revised based on the City's new policies to include LEED in its development targets for large commercial and residential and mid-size commercial development.

San Francisco's Recycled Water Ordinance (Public Works Code, Article 22) requires certain new development be dual-plumbed to allow for use of recycled water for certain uses such as landscape irrigation. New development in Eastern SoMa and Central Waterfront Neighborhoods are subject to this ordinance. Use of recycled water reduces demand for potable water, however the provision of recycled water to supply these uses is not anticipated for some time. The City does not have any explicit universal water conserving techniques applied to new development. The Eastern Neighborhoods Area Plans will require new development to adhere to a new performance-based ecological evaluation tool to improve the amount and quality of green landscaping. The new performance based planning tool, also known as the Green Factor, will require all new development meets a defined standard for on-site water infiltration, and offers developers substantial flexibility in meeting the standard. Publicly available information on the San Francisco Green Factor is limited and a timeline for the implementation of this tool is unknown. Based on insufficient information, the Plans will not achieve the development target for ES.1.c.

The Eastern Neighborhoods Area Plans do not explicitly address diversion of all construction and demolition debris for recycling and salvage put forth in development target ES.1.d. The City and County of San Francisco and the state of California laws require a large percentage of construction debris be diverted from landfills. The State of California through its California Integrated Waste Management Act of 1989, Assembly Bill 939 (AB 939), requires that each local jurisdiction in the state divert 50% of discarded materials (base year 1990) from landfill. The San Francisco Construction and Demolition Debris Recovery Ordinance (adopted in February of 2006) requires a minimum of 65% diversion from landfill of construction and demolition debris. Furthermore, in 2002 the San Francisco 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, which it set for 2020. Lastly, the San Francisco Green Building Ordinance establishes LEED Silver level as the standard for all City building projects, which can include the goal of diverting 75% of construction and demolition debris from landfill for each project. Although San Francisco strongly encourages construction debris diversion, there are no requirements in the Eastern Neighborhoods Area Plans or in City policy that requires 100% of construction waste to be diverted; this is one reason that benchmark #1 for development target ES.1.d would not be achieved. (NB: this development target is likely to be updated in the future in light of feasibility considerations.)

As previously stated, the Eastern Neighborhoods Area Plans propose that the implementation recommendations be put forth by the Mayor's Task Force on Green Building for the City as requirements for new commercial building and residential uses. Part of this proposal would require small residential development and mid-size multi-family development to achieve a score of 50 on the GreenPoint Rated system and a prerequisite for the check list is 50% construction waste diversion. The checklist also has an option for 65% diversion and 80% diversion by weight. For large commercial and residential development LEED has a construction waste management credit which is an option under the material and resource section to divert 50% or 75% waste from disposal. Again, neither of these rating systems would require the development projects to divert all non-hazardous construction and demolition debris

for recycling and/or salvage, therefore benchmark #1 for development target ES.1.d would not be achieved by required development standards, but could be achieved by voluntary measures.

Benchmark #2 and minimum #2 for development target ES.1.d could be achieved through the LEED certification which has an option for 5% and 10% of material reuse for the project. The GreenPoint Rated system has a more intricate rating system where there is the option for the following:

- 25% recycled content for walkways, driveways and roadway base
- 50% salvaged or recycled content for non plant landscape elements
- 20% or 25% option for recycled flyash in concrete
- 90% recycled content for steel studs
- The use of recycled content for exterior finish (% not specified)
- 50% recycled content for cabinets, interior trim, shelving, doors, countertops
- 15%, 30%, 50% and 75% recycled content for flooring.

There are no requirements for the Area Plans to use refurbished or reused materials and fixtures that constitute at least 5% or 10% material reuse for the project, so the Area Plan would not achieve benchmark #2 and minimum #2 for development target ES.1.d.

Currently, composting and recycling services are available to all San Francisco businesses and residences through the Fantastic Three Program. These requirements should be applicable to new residential uses in the Eastern Neighborhoods. Through this requirement, it can assumed there will be adequate and accessible space for recycling and composting pick-up and achievement of the development target ES.1.e, although the Area plans do not mention space being provided in new developments for recycling and composting pick-up.

The Eastern Neighborhood Area Plans seek to enhance the connection between building form and ecological sustainability by promoting the use of renewable energy. However, policies are lacking specific details for implementation and do not give information on how the Area Plans intend to promote renewable energy. In the Mayor’s Task Force on Green Building, LEED certification gives the option of points for 2.5%, 7.5% and 12.5% onsite renewable energy.

HDMT Indicator	HDMT Development Target	East SoMa	Mission	S.Sq./ Potrero Hill	Supporting Plan Policies^a
ES.1.a ES.1.b	<i>Benchmark:</i> Is the project Green Point Rated at 35% above California Energy Commission Title 242 energy efficiency standards?	Yes, Bench- mark*	Yes, Bench- mark *	Yes, Bench- mark *	2.5.3
	<i>Minimum:</i> Is the project Green Point Rated at 15% above California Energy Commission Title 242 energy efficiency standards?				3.3.4 3.3.5
ES.1.c	<i>Benchmark:</i> Does the project use available water conserving techniques (including native plant selection, irrigation efficiency, water-efficient plumbing fixtures, rainwater harvesting and/or greywater systems) in all significant water uses?	No	No	No	3.3.1 3.3.2 3.3.3

**Eastern Neighborhoods Area Plans Healthy Development Measurement Tool Evaluation
Chapter 4. Evaluation of Area Plans**

HDMT Indicator	HDMT Development Target	East SoMa	Mission	S.Sq./ Potrero Hill	Supporting Plan Policies^a
ES.1.d	<i>Benchmark #1:</i> Does the project divert all non-hazardous construction and demolition debris for recycling and/or salvage? AND	No	No	No	None
	<i>Benchmark #2:</i> Does the project use salvaged, refurbished or reused materials and fixtures such that the sum of these constitutes at least 10% of the total value of materials for the project based on cost?	No	No	No	2.5.3
	<i>Minimum #2:</i> Does the project use salvaged, refurbished or reused materials and fixtures such that the sum of these constitutes at least 5% of the total value of materials for the project based on cost?				
ES.1.e	<i>Benchmark:</i> Does the project provide facilities and services for users to recycle and compost waste?	Yes, Benchmark	Yes, Benchmark	Yes, Benchmark	None
ES.1.f	<i>Benchmark:</i> Does the project contribute 25% of project energy demand via onsite renewable generation?	No	No	No	3.3.2
	<i>Minimum:</i> Does the project contribute 10% of project energy demand via onsite renewable generation?				

* Contingent upon legislation and funding being passed for the new “Green Building Ordinance”.

a Plan Policy Number common to all three Area Plans, unless otherwise noted with plan abbreviations, see below:

E=East SoMa Plan Policy **M**=Mission Plan Policy **P**=Showplace Square/Potrero Hill Plan Policy

D. Further Recommendations

- (1) The Eastern Neighborhoods Area Plans defer implementation of environmentally friendly design guidelines to LEED and GreenPoint Rated. While both of these systems employ reputable industry methods, they may offer too much flexibility to achieve high ratings without meeting specified minimum requirements. In order to significantly decrease consumption of energy and natural resources through development, the Plans and/or policymakers could require mandatory targets for certain components of the rating systems, specifically, 5 – 10% of material reuse for development projects, 10 – 25% onsite renewable generation, water efficient landscaping to reduce potable water consumption for irrigation by 50% and maximize water efficiency within buildings to reduce waste water by 30%.

- (2) The Eastern Neighborhoods Area Plans should also add background information about the Green Factor and any other relevant performance based tools to describe landscaping techniques that improve air quality and help reduce energy consumption.

Objective ES.2 Restore, preserve and protect healthy natural habitats

A. Existing Conditions

Protecting the natural environment for its intrinsic value and for human uses can enhance health and sustainability. Access and use of natural areas helps integrate physical activity into our daily lives, provides contributions to mental health and overall well-being, reduces violence, and reduces water and air pollution. Areas with natural vegetation provide habitats for significant indigenous plant and wildlife habitats that may support threatened or endangered species or rare geologic formations.

San Francisco has approximately 1,105 acres classified as publicly owned natural areas, equivalent to approximately four percent of the City's 49 square mile land space. The Eastern Neighborhoods technically do not have significant natural areas that are maintained by the San Francisco Recreation and Parks Department. Potrero Hill is home to Starr King Open Space, the only hilltop open space in San Francisco that is not owned by SFRPD. This area, managed by a Board of Directors elected by Potrero Hill residents is three and a half acres of open land that stretches across the southeastern side of Potrero Hill. The area has undergone natural habitat restoration.

More than half of San Francisco's 37 miles of shoreline are accessible to the public; 21 miles of the shoreline have a built trail for easier access. In the Eastern Neighborhoods, there are approximately 1.75 miles of shoreline in SoMa and 1.5 miles of shoreline in Potrero Hill. Access to the shoreline from East SoMa is provided via transit lines. Potrero Hill does not have easy access to the waterfront due to the Mission Bay construction, industrial land and lack of trails and paths.

The Eastern Neighborhoods are one of the most underserved and open space challenged communities in San Francisco. The Supervisorial districts that include the Mission and SoMa have both have less than one acre of open space per 1,000 residents. The average for San Francisco is 7.4. District 10, which includes Potrero Hill, Bayview Hunters Point and Visitation Valley, has 9.3 acres per 1,000 residents. While the population counts between districts are similar, the acreage of park space is varied throughout the districts. Although there is good proximity to parks in Potrero Hill, and the parks tend to score well in Park Maintenance Scores, some of the Potrero Hill parks are seen as dangerous and unsafe for use by community members, particularly the ones at the top of Potrero Hill. Despite its scenic views of the Bay and a well-maintained facility, the Potrero Hill Recreation Center goes relatively unused because of perceived crime risk.

Greenery in San Francisco is also provided by tree canopy coverage. There are an estimated 668,000 trees in San Francisco creating a tree canopy coverage proportion of 12%. Neighborhood-level data on tree canopy is not available. The Mission has many street trees except in PDR areas. SoMa and Potrero Hill have significantly fewer street trees.

HDMT Indicator	SoMa	Mission	Potrero Hill
ES.2.a: Proportion of total shoreline accessible to the public	SOMA has approximately 1.75 miles of shoreline. More than half of San Francisco's 37 miles of shoreline are accessible to the public; 21 miles of the shoreline have a built trail	The Mission has no direct shoreline access. More than half of San Francisco's 37 miles of shoreline are accessible to the public; 21 miles of the shoreline have a built trail	Potrero Hill has approximately 1.5 miles of shoreline. More than half of San Francisco's 37 miles of shoreline are accessible to the public; 21 miles of the shoreline have a built

**Eastern Neighborhoods Area Plans Healthy Development Measurement Tool Evaluation
Chapter 4. Evaluation of Area Plans**

	for easier access.	for easier access.	trail for easier access.
ES.2.b: Proportion of City land retained as natural areas	SoMa does not have any natural areas. In total, San Francisco has approximately 1,105 acres classified as publicly owned natural areas, equivalent to approximately 4% of the City's 49 square mile land space.	The Mission does not have any natural areas. In total, San Francisco has approximately 1,105 acres classified as publicly owned natural areas, equivalent to approximately 4% of the City's 49 square mile land space.	Potrero Hill does not have any natural areas managed by SFRPD, but does have 3.5 acres of open space that is privately managed. In total, San Francisco has approximately 1,105 acres classified as publicly owned natural areas, equivalent to approximately 4% of the City's 49 square mile land space.
ES.2.c: Acres of public open space per 1,000 population	District 6, which includes SoMa, Civic Center and Rincon Hill, has the lowest open space acreage per resident. (District 6 = 0.64 acres per 1,000; SF = 7.4 acres per 1,000)	District 9, which includes The Mission and Bernal Heights is disadvantaged in terms of public open space. (District 9 = 0.9 acres per 1,000; SF = 7.4 acres per 1,000.)	District 10, which includes Potrero Hill, Bayview Hunters Point and Visitation Valley, has more open space than the City average. (District 10 = 9.3 acres per 1,000; SF = 7.4 acres per 1,000.)
ES.2.d: Percentage of tree canopy coverage	12% of the City is covered by tree canopy. Neighborhood data is unavailable.		

B. Area Plan Policies and Implementing Actions Recommended or Supported by SFDPH

Policy	Implementation
Policy 5.4.1 - Increase the environmental sustainability of the Mission's system of public and private open spaces by improving the ecological functioning of all open space.	Implementation 5.4.1.1 - Amend the Planning Code to require the implementation of the performance-based evaluation Tool
Policy 5.5.1 - Prioritize funds and staffing to better maintain existing parks and obtain additional funding for a new park and open space facilities.	<p>Implementation 5.5.1.1 - The Planning Department will work with RPD to determine level of staffing resources required to adequately maintain existing and proposed park sites.</p> <p>Implementation 5.5.1.2 - The Planning Department will work with MOEWD and RPD to pursue alternate financing mechanisms for ongoing maintenance, including Community Benefits Districts, Business Improvement Districts, and landscape assessment districts.</p>
Policy 5.3.6 - Enhance the pedestrian environment by requiring new development to plant street trees along abutting sidewalks. When this is not feasible, plant trees on development sites or elsewhere in the Plan Area.	Implementation 5.3.6.1 - Amend Planning Code Section 143 to require that a project sponsor provide an in-lieu payment to DPW/Bureau of Urban Forests for a tree to be planted and maintained within the Mission should it not be possible to plant a tree every 20 feet.
Policy 5.4.2 - Explore ways to retrofit existing parking and paved areas to minimize negative impacts on	Implementation 5.4.2.1 - The Planning Department will work with the Department of the Environment to

microclimate and allow for storm water infiltration.	determine the best materials for pervious parking surfaces.
Policy 5.2.5 - Ensure quality open space is provided in flexible and creative ways, adding a well used, well-cared for amenity for residents of a highly urbanized neighborhood.	

C. Evaluation of Development Targets

The Eastern Neighborhoods has little identified non-human manufactured natural habitat remaining. The Area Plans make several recommendations to improve open spaces, landscaping to enhance nature within the urban environment and storm water management. The Area Plans incorporate policies to include more landscaped areas, and more street trees, though specifics on strategies to do this are limited.

Population growth and land use development patterns have the potential to threaten shoreline access. The Mission does not have shoreline access, but Potrero Hill/Showplace Square and SoMa have several miles of shoreline access, which provides a vital recreational, ecological, and economic resource to the area. The Area Plans do not mention restrictions on development located at distances within 100 feet from existing shorelines of water bodies. The San Francisco Bay Conservation and Development Commission (BCDC) regulates development within the 100-foot shoreline band and its permitted uses include open space; public recreation and access; waterfront commercial recreation uses; limited residential; and off-street parking related to these uses. Furthermore, the BCDC requires the maximum feasible public access as a condition of permit approval for new development within the 100-foot shoreline band. Based on the BCDC regulations, benchmark #1 may be actualized, but the regulations ensure benchmark #2 would be achieved.

The Area Plans aim to increase the environmental sustainability of public and private open spaces by improving the ecological functioning of all open space by amending the Planning Code to require the implementation of the performance-based evaluation tool. The Area Plans intend to require some sort of minimum ecological standards for urban landscaping for all new developments and propose compliance with the San Francisco Green Factor, a flexible system that provides developers a range of options to meet these standards. Publicly available information of the performance-based evaluation tool is not readily available and a timeline for the implementation of this tool is unknown. Without this critical information, it is not possible to evaluate the development target for ES.2.b and therefore is not met.

The Area Plans recognize the disparity in open space, park and recreational facilities access in the Eastern Neighborhoods. The Area Plans make recommendations to the Recreation and Parks Department to identify general areas for potential new neighborhood parks, better parks maintenance, and to examine the expansion of commercial open space in-lieu fee and private open space requirements. Area Plan analysis ascertains 4.3 acres of open space is needed in the Mission, 4.0 acres is needed in Showplace Square/Potrero Hill and 4.2 acres is needed in East SoMa to accommodate expected growth from the new Area Plans. There is no existing open space that is rezoned for development, so development should not encroach on any existing open space. However, the Area Plans do not specifically denote 1:1 replacement of open space if it is used during the course of development. The San Francisco Open Space Element in the General Plan dictates severe restrictions on open space development.

The Mission, Showplace Square and East SoMa Area Plans all propose one new substantial park and encourage private open space to be developed as public open space as right-of-ways. With the size of the new open space unknown, it is difficult to assess whether new open space will achieve the standard of 10 areas of open space per 1,000 people in the Eastern Neighborhoods. In the Mission and East SoMa, the analysis states an additional 4.3 acres is needed in the Mission and 4.2 is needed in East SoMa. Based on the rezoning maps, the plan would not meet the development benchmark target based on this standard. It is possible that an additional 4.0 acres in Showplace Square/ Potrero Hill would achieve the 10 acres of open space per 1,000 people.

The Area Plans aim to enhance the pedestrian environment by requiring new development to plant street trees along abutting sidewalks. The implementing action requires amending planning Code Section 143 to require that a project sponsor provide an in-lieu payment to DPW/Bureau of Urban Forests for a tree to be planted and maintained within the neighborhoods should it not be possible to plant a tree every 20 feet. The Area Plans achieve the benchmark development target for this indicator which requires the development to have a continuous row of appropriately spaced trees on all streets adjacent and on the project development site.

The Area Plans are exploring ways to retrofit existing parking and paved areas to minimize negative impacts on microclimate and allow for storm water infiltration. The Planning Department will work with the Department of the Environment to determine the best materials for pervious parking surfaces. The Area Plans also intend to amend the Planning Code to require the implementation of the performance-based evaluation tool. Currently, there are no policies in place for development, therefore it would not achieve the development target benchmark for indicator ES.2.e.

The Area Plans strive to ensure quality open space by providing methods that are creative and flexible, such as rooftop gardens. LEED offers a point for a green roof and additionally the Green Factor performance based tool may encourage green roofs. The Area Plans meet the minimum development target by encouraging the promotion of green roofing, but do not meet the benchmark because they do not require development to establish and maintain rooftop gardens on at least 25% of usable roof space.

HDMT Indicator	HDMT Development Target	East SoMa	Mission	S.Sq./ Potrero Hill	Supporting Plan Policies^a
ES.2.a	<i>Benchmark #1:</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	No	No	No	No policies
	<i>Benchmark #2:</i> If adjacent to shoreline or shoreline open space, is the project sited to protect maximum feasible public views and public access to the shoreline?	Yes, Bench-mark	Yes, Bench-mark	Yes, Bench-mark	None
ES.2.b	<i>Benchmark:</i> In addition to the minimum, does the project preserve or restore 20% of the development parcel area to a natural condition with regard to flora?	No	No	No	5.4.1

Eastern Neighborhoods Area Plans Healthy Development Measurement Tool Evaluation
Chapter 4. Evaluation of Area Plans

HDMT Indicator	HDMT Development Target	East SoMa	Mission	S.Sq./ Potrero Hill	Supporting Plan Policies^a
	<i>Minimum:</i> Does the project protect and restore natural native habitats / natural resource areas by not developing or altering land deemed to be significant natural resource areas?				
ES.2.c	<i>Benchmark:</i> Does the project meet or achieve a standard of 10 acres of open space per 1,000 population in the planning area?	No	No	Yes, Bench- mark	5.5.1
	<i>Minimum:</i> Does the project replace existing open space used in the course of development at a 1:1 replacement ratio?			No, Min.	
ES.2.d	<i>Benchmark:</i> Does the project provide a continuous row of appropriately spaced trees at all streets adjacent to the project?	Yes, Bench- mark	Yes, Bench- mark	Yes, Bench- mark	5.3.8 (E) 5.3.7 (P) 5.3.6 (M)
ES.2.e	<i>Benchmark:</i> Does the project use porous pavement materials on drives, sidewalks, parking lots and plazas?	No	No	No	5.4.2
ES.2.f	<i>Benchmark:</i> Does the project establish and maintain rooftop gardens on at least 25% of usable roof space?	Yes, Min.	Yes, Min.	Yes, Min.	5.2.5
	<i>Minimum:</i> Does the project contribute to the promotion of green roofing by designing and building roof structures for rooftop gardens?				

a Plan Policy Number common to all three Area Plans, unless otherwise noted with plan abbreviations, see below:
E=East SoMa Plan Policy **M**=Mission Plan Policy **P**=Showplace Square/Potrero Hill Plan Policy

D. Further Recommendations

- (1) The San Francisco Open Space General Plan prohibits certain public facilities such as parking garages, streets and buildings on existing open space. The Eastern Neighborhoods Area Plans should echo this directive and incorporate Planning Code language to prevent any net loss of open space. Development shall replace open space with a 1:1 ratio if any potential loss is anticipated.

- (2) The Eastern Neighborhoods Area Plans should provide additional information about the SF Green Factor and various performance based tools to understand what type of specific materials, methods and models will be required to help restore, preserve and protect healthy natural habitats.

ES.3 Promote food access and sustainable urban and rural agriculture

A. Existing Conditions

Ensuring that residents in all neighborhoods have affordable, nutritious and culturally appropriate foods is a priority public health objective. San Francisco's urban environment does not have much land retained for active farming uses. There is approximately 2.3 acres of farm land, 1.7 acres of nursery production and 0.6 acres of miscellaneous farm product such as bean sprouts, soybean sprouts and alfalfa sprouts. Although farm land is not significant in San Francisco, the potential for using community gardens, backyard gardens, vacant or underutilized lots, parks, greenhouses, and roof tops for food cultivation is possible.

Some farmers bring local produce from around the Bay Area and the Central Valley to supply San Franciscans with farm fresh food at farmers' markets. San Francisco has 12 farmers' markets, with 54% of the population having access to a farmers' market within 1 mile of their home. Farmers' markets increase the availability of fresh, seasonal, locally produced, high quality fruits and vegetables, which are key components of a healthy diet. The Eastern Neighborhoods have mixed access to farmer' markets. SoMa has 100% of its households within 1 mile of a farmers' market, the Mission has 39% and Potrero Hill has 0%.

Community supported agriculture (CSA) is another way to increase community access to fresh, locally produced fruits, vegetables and other food products in areas without access to a full service supermarket or produce market. Community supported agriculture is an arrangement where consumer shareholders purchase farm products directly from a local or regional farmer in advance in exchange for a regular delivery (e.g., weekly, biweekly, monthly) of in-season crops produced by the farm. Households in the Eastern Neighborhoods have more access to CSA drop-off sites in comparison to other neighborhoods, with SoMa having 52%, the Mission 57% and Potrero Hill with 58% of households within ½ mile of a drop-off site.

Community gardens can also provide fresh fruits and vegetables for residents in an urban area. Furthermore, gardens may provide a venue for social interaction, supporting the development or maintenance of social cohesion and social capital. Approximately 31% of San Francisco households live within ¼ mile of a community garden. Potrero Hill and the Mission have more access with 47% and 57% of households living within ¼ mile; SoMa has less access with 21% of households living within ¼ mile.

Proximity is not the only marker for access to farmers' markets, community gardens, or CSA drop-off-sites, as proximity to a site does not always equal access. Factors such as cost of food, hours and transportation to/from locations, safe pedestrian routes, dietary and cultural preferences, and publicity impact participation and access to fresh, locally-produced, often organic and seasonal fruits and vegetables.

HDMT Indicator	SoMa	Mission	Potrero Hill
ES.3.a: Proportion of City land area retained for active farming uses	San Francisco has 2.3 acres of farmland.		
ES.3.b: Proportion of households with 1 mile access to a farmers'	100% of SoMa households live w/in 1 mile of farmers' markets	39% of Mission households live w/in 1 mile of farmers' markets	No Potrero households live w/in a 1 mile of farmers' markets relative to 54%

Eastern Neighborhoods Area Plans Healthy Development Measurement Tool Evaluation
Chapter 4. Evaluation of Area Plans

market.	relative to 54% citywide.	relative to 54% citywide.	citywide.
ES.3.c: Proportion of households with 1/2 mile access to a community-supported agriculture (CSA) drop-off site	52% of SoMa households live w/in ½ mile of a CSA drop-off site relative to 39% citywide.	57% of Mission households live w/in a ½ mile of a CSA drop-off site relative to 39% citywide.	58% of Potrero Hill households live w/in a ½ mile of a CSA drop-off site relative to 39% citywide.
ES.3.d: Proportion of households with 1/4 mile access to a community garden	21% of SoMa households live w/in ¼ mile of a community garden relative to 31% citywide.	57% of Mission households live w/in a ¼ mile of a community garden relative to 31% citywide.	47% of Potrero Hill households live w/in a ¼ mile of a community garden relative to 31% citywide.

B. Area Plan Policies and Implementing Actions Recommended or Supported by SFDPH

Policy	Implementation
No Policies in Area Plans	No Implementation Actions in Area Plans

C. Evaluation of Development Targets

There are no specific objectives, policies, or implementing actions to promote food access and sustainable urban agriculture within any of the Eastern Neighborhood Area Plans. The Area Plans do not mention community supported agriculture drop-off sites, community gardens or farm land. The San Francisco General Plan’s Open Space Element includes a policy to promote and preserve community gardens throughout the City, but does not discuss how development can help augment access to community gardens.

Because 100% of households in SoMa already live within 1 mile of a farmers' market, it is probable that all new development will have access to a farmers’ market and will meet the development target; 39% of the households in the Mission live within 1 mile of a farmer's market while no Potrero Hill residents live within 1 mile of a farmers’ market. Without any policies or objectives, it is not clear whether new development will be within one mile of a regular farmers' market, therefore the Mission and Potrero Hill/Showplace Square Area Plans do not meet the development target.

HDMT Indicator	HDMT Development Target	East SoMa	Mission	S.Sq/ Potrero Hill	Supporting Plan Policies^a
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?	NA	NA	NA	None
ES.3.b	<i>Benchmark:</i> Is the project within one mile of a regular farmer’s market?	Yes, Bench- mark	No	No	None
ES.3.c	<i>Benchmark:</i> Does the project provide a community supported agriculture drop-off site?	No	No	No	None
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 ¼ mile?	No	No	No	None

a Plan Policy Number common to all three Area Plans, unless otherwise noted with plan abbreviations, see below:

E=East SoMa Plan Policy

M=Mission Plan Policy

P=Showplace Square/Potrero Hill Plan Policy

D. Further Recommendations

- (1) Consider requirements for rooftop gardens as part of major new residential development. Possibly include as part of "SF Green Factor."
- (2) Include an additional Objective under Community Facilities Element to encourage retail food resources, including implementing actions to require community-supported agriculture (CSA) drop off locations in major new residential developments.
- (3) Provide an expedited permit review process for all retail businesses providing a minimum of 10% shelf space for fresh produce.
- (4) Add an implementing action to work with SFRPD to identify new areas for community gardens within the Eastern Neighborhood. Consider new community garden locations to be within new or existing parks or near existing or new community facilities.
- (5) Consider using a portion of public benefits funding for the creation of community gardens based on community support.

ES.4 Promote productive reuse of previously contaminated sites

A. Existing Conditions

Living near contaminated land can pose serious health threats, especially for vulnerable populations. Promoting productive use of previously contaminated sites can improve neighborhood quality of life by removing health hazards from historic contamination which can foster healthier productive uses, including parks and industry. The proportions of City land that are “brownfields” or retaining leaking underground fuel tanks are indicators of compromised and underutilized sites. A brownfield site is a “real property, the expansion, redevelopment, or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant”. Underground storage tanks usually store petroleum or hazardous substances that can harm the environment (specifically ground water) and human health if released. Much of SoMa, and parts of Potrero Hill and the Mission had large traditional industry which left San Francisco many years ago. SoMa contains 34% of the San Francisco’s brownfield reuse sites, Potrero Hill has 19% and the Mission does not have any. SoMa and the Mission both have 10% of the City’s leaking underground fuel tanks and Potrero Hill only has 1%.

HDMT Indicator	SoMa	Mission	Potrero Hill
ES.4.a Proportion of City land that is unutilized, industrial or contaminated	SoMa contains 34% of the City’s known brownfields sites, and 10% of the City’s leaking underground fuel tanks.	Mission contains 0% of the City’s known brownfields sites and 10% of the City’s leaking underground fuel tanks.	Potrero Hill contains 0% of the City’s known brownfields sites and 1% of the City’s leaking underground fuel tanks.

B. Area Plan Policies and Implementing Actions Recommended or Supported by SFDPH

Policy	Implementation
No Policies in Area Plans	No Implementing Actions in Area Plans

C. Evaluation of Development Targets

Historically, most of the land in the Eastern Neighborhoods was dedicated to industrial uses. Over the last 50 years, the Eastern Neighborhoods has also accommodated housing and entertainment uses. In the late 1980s, these neighborhoods became a location for start-up businesses, and in the 1990's high-tech companies in particular began locating in the Eastern Neighborhoods. Since the late 1990's, the strong demand for housing, combined with San Francisco’s limited land supply and a strong stance against increased density in many parts of the City, has resulted in the reuse of previously industrial and often contaminated land for residential purposes

The Area Plans do not include any objectives, policies, or implementing actions to promote productive reuse of previously contaminated sites. However, several regulatory protections are already in place for development on sites with contaminated soil and water. The SFDPH Maher Ordinance 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. The Maher Ordinance ensures that the minimum and benchmark

**Eastern Neighborhoods Area Plans Healthy Development Measurement Tool Evaluation
Chapter 4. Evaluation of Area Plans**

development targets are met. To encourage the productive reuse of previously contaminated sites, LEED offers a point for brownfield redevelopment.

HDMT Indicator	HDMT Development Target	East SoMa	Mission	S.Sq/Potrero Hill	Supporting Plan Policies^a
ES.4.a	<i>Benchmark #1:</i> If built on brownfield contaminated land, is project site contamination mitigated to residential reuse standards?	Yes, Bench- mark	Yes, Bench- mark	Yes, Bench- mark	None
	<i>Minimum:</i> If built on brownfield contaminated land, is the project site contamination mitigated to standards appropriate for the intended use?				

a Plan Policy Number common to all three Area Plans, unless otherwise noted with plan abbreviations, see below:
E=East SoMa Plan Policy **M**=Mission Plan Policy **P**=Showplace Square/Potrero Hill Plan Policy

D. Further Recommendations

None

ES.5 Preserve clean air quality

A. Existing Conditions

Air pollution harms human and ecological health, especially in urban areas where people live in close proximity to air pollution sources. Health effects from exposure to sources of pollution vary depending on the pollutant, distance from the source, and how the emissions are released into the air and dispersed by the wind. For example, extensive research demonstrates that living in proximity to busy roadways is linked to negative health outcomes. Adverse health outcomes associated with proximity to air pollution sources are particularly important for children and the elderly and include exacerbation of respiratory diseases, asthma hospitalizations, reduced lung growth, and heart disease. Designated truck routes present a particular air pollution problem as trucks typically use diesel engines; diesel exhaust contributes to respiratory symptoms and is a human carcinogen.

HDMT Indicator	SoMa	Mission	Potrero Hill
ES.5.a: Proportion of households living in proximity to significant roadway air pollution source	76% of SoMa households live in close proximity to significant roadway air pollution sources relative to 51% citywide.	81% of Mission households live in close proximity to significant roadway air pollution sources relative to 51% citywide.	8% of Potrero Hill households live in close proximity to significant roadway air pollution sources relative to 51% citywide.
ES.5.b: Proportion of households living in proximity to significant stationary air pollution source	11% of the City's gasoline dispensing facilities, 0% of the City's dry cleaners and 17% of other stationary sources of air pollution are in SoMa.	10% of the City's gasoline dispensing facilities, 5% of the City's dry cleaners and 10% of other stationary sources of air pollution are in the Mission.	6% of the City's gasoline dispensing facilities, 1% of the City's dry cleaners and 10% of other stationary sources of air pollution are Potrero Hill.
ES.5.c: Proportion of households living within 500 feet of designated truck routes	94% of SoMa households live within 500 feet of a designated truck route relative to 39% citywide.	28% of Mission households live within 500 feet of a designated truck route relative to 39% citywide.	8% of Potrero Hill households live within 500 feet of a designated truck route relative to 39% citywide.

A significant disparity exists between SoMa and other SF neighborhoods with regard to the proportion of SoMa households living within 500 feet of a designated truck route. SoMa has the second highest proportion (94%) next to the Financial District in San Francisco. The Mission (28%) and Potrero Hill (8%) have fewer households living within 500 feet of a designated truck route than citywide.

Stationary sources of air pollution generally occur from industrial sources. The Eastern Neighborhoods has several stationary sources of pollution, including dry cleaners and gas stations, and bus yards, packing and shipping distribution centers power plant, waste water treatment plants and ports (defined as "other sources"). All three neighborhoods have an above average amount of gasoline dispensing facilities and other sources of stationary pollution. The percent of dry cleaners using perchloroethylene is low in Potrero Hill and SoMa and above average in the Mission.

Eastern Neighborhoods households live in close proximity to major roadways. For example, 81% of Mission households live within 500 feet of a busy roadway – the second highest proportion in San Francisco (51% of households citywide). SoMa has the third highest proportion of households living in close proximity to significant roadway (76%) while Potrero Hill has a lower proportion (8%). Notably,

Potrero Hill is surrounded by two major freeways (Highway 101 and Route 280) and 100% households live within a 1000 feet of a freeway. California freeway studies show exposure levels are strongest within 300 feet and that there is a 70% drop off in particulate pollution levels after 500 feet.

B. Area Plan Policies and Implementing Actions Recommended or Supported by SFDPH

Policy	Implementation
Policy 1.8.1 - Minimize exposure to air pollutants from existing traffic sources for new residential developments, schools, daycare and medical facilities.	Implementation 1.8.1.1 - As part of the environmental review process for proposed new sensitive uses, including residential, childcare, and school facilities, work with the Department of Public Health to perform the appropriate exposure analysis.
Policy 4.4.1 - Provide an adequate amount of short-term, on-street curbside freight loading spaces in PDR areas of the Mission.	Implementation 4.4.1.1 - As part of Eastern Neighborhoods Transportation Implementation Study, SFMTA, SFCTA and Planning will determine if adequate on-street truck parking spaces are provided in the Mission. If needed, SFMTA should pursue implementation of new truck parking spaces and meters.
Policy 4.4.2 - Continue to require off-street facilities for freight loading and service vehicles in new large non-residential developments.	Implementation 4.4.2.1 - Continue to enforce Planning Code provisions regarding off-street freight loading.
Policy 4.4.3 - In areas with a significant number of PDR establishments, design streets to serve the needs and access requirements of trucks while maintaining a safe pedestrian environment.	Implementation 4.4.3.1 - As part of Eastern Neighborhoods Transportation Implementation Study, SFMTA, SFCTA and Planning will identify where conflicts exist between PDR vehicle, pedestrians and bicyclists and propose appropriate mitigations. This study should include an assessment of current priority freight routes as identified in the General Plan, actual truck volumes on streets, and impacts of truck route proximity to residential zoning.

C. Evaluation of Development Targets

The Eastern Neighborhoods contain known significant mobile sources of air pollution including freeways, freeway on- and off- ramps, main arterial streets, and truck routes. As a result, residents in these neighborhoods have increased air pollution exposure and associated health hazards. The Area Plans do not identify either existing stationary or mobile sources of air pollution as a constraint for development nor do they have any objectives, policies, or implementing actions that avoid locating sensitive uses where greater than 100,000 vehicles per day are within 500 feet of use.

The Area Plans aim to minimize exposure to air pollutants from existing traffic sources for new residential developments, schools, daycare and medical facilities through the project-level environmental review process, requiring collaboration with the Department of Public Health to perform the appropriate exposure analysis. The Area Plans do not require an HVAC system with filtration to reduce/mitigate infiltration of vehicle emissions if a development project is sited in a location where exposure may present health hazards. Presumably, mitigations would be required through the environmental review process.

Eastern Neighborhoods Area Plans Healthy Development Measurement Tool Evaluation
Chapter 4. Evaluation of Area Plans

Both LEED and Green Point Rated offer points for improving indoor air quality. LEED offers points for outdoor Air Delivery Monitoring and increased ventilation. Green Point Rated offers points to design and install HVAC system to ACCA Manual J, D and S recommendations. Based on Area Plan language, the plans do not achieve benchmark #1 for indicator ES.5.a.

The Area Plans do not provide any objectives, policies, or implementing actions to avoid locating sensitive uses in close proximity to stationary sources of air pollution. As a result, benchmark #1 for indicator ES.5.b is not achieved. The creation of the NEMIZ district (mixes light industrial and residential) in the Mission and the Urban Mixed Used district in Showplace Square/Potrero has the potential to increase conflicts between residential dwellings and stationary sources of air pollution. It is important to note health impacts may result not only from a single stationary source and increased traffic volume, but a combination of co-located air pollution sources in a community. Additional policies could be in place prior to the rezoning effort to reduce conflicts and provide adequate mitigation measures.

The Area Plans do not have any specific objectives, policies, or implementing actions that avoid placing sensitive uses adjacent to a truck route. Through the project-level environmental review process, the Planning Department intends to work with the Department of Public Health to perform the appropriate exposure analysis. Furthermore, as part of Eastern Neighborhoods Transportation Implementation Study, SFMTA, SFCTA and Planning will identify where conflicts exist between PDR vehicles and pedestrians and propose appropriate mitigations. This study will include an assessment of current priority freight routes as identified in the General Plan, actual truck volumes on streets, and impacts of truck route proximity to residential zoning. Ideally, this analysis should be done prior to zoning to avoid conflicts.

The Area Plans do aim to provide an adequate amount of short-term, on-street curbside freight loading spaces throughout the Eastern Neighborhoods. As part of Eastern Neighborhoods Transportation Implementation Study, SFMTA, SFCTA and Planning will determine if adequate on-street truck parking spaces are provided in East SoMa. If needed, SFMTA will pursue implementation of new truck parking spaces and meters. It will also continue to require off-street facilities for freight loading and service vehicles in new large non-residential developments and enforce Planning Code provisions regarding off-street freight loading. Provided that new large non-residential areas over 50,000 square feet qualify for adequate on site truck parking, this policy achieves benchmark #2 for development target ES.5.c. Providing adequate truck parking can help reduce pedestrian conflicts.

HDMT Indicator	HDMT Development Target	East SoMa	Mission	S.Sq./ Potrero Hill	Supporting Plan Policies^a
ES.5.a	<i>Benchmark #1:</i> Does the project avoid locating sensitive uses where greater than 100,000 vehicles per day are within 500 feet of use or, if the project is sited in a location where greater than 100,000 vehicles per day are within 500 feet of a sensitive use, does the project provide an HVAC system with filtration to reduce/mitigate infiltration of vehicle emissions? AND	No	No	No	1.8.1 (M) 1.5.1 (E) 1.7.1 (P)
ES.5.b	<i>Benchmark #1:</i> Does the project avoid locating sensitive uses in close proximity to stationary	No	No	No	None

Eastern Neighborhoods Area Plans Healthy Development Measurement Tool Evaluation
Chapter 4. Evaluation of Area Plans

HDMT Indicator	HDMT Development Target	East SoMa	Mission	S.Sq./Potrero Hill	Supporting Plan Policies^a
	sources of air pollution? (Note: the 2005 CARB Air Quality and Land Use Handbook provides guidance for buffers for selected stationary sources)				
ES.5.c	<i>Benchmark #1:</i> If within 500 feet of a truck route, does the project avoid placing sensitive uses adjacent to a truck route, or, if the project is sited in a location where a designated truck route is within 500 feet of a sensitive use, does the project provide an HVAC system with filtration to reduce/mitigate infiltration of vehicle emissions? AND	No	No	No	4.4.1 4.4.2 4.4.3
	<i>Benchmark #2:</i> Does commercial development greater than 50,000 sq. feet provide adequate on site truck parking?	Yes, Benchmark	Yes, Benchmark	Yes, Benchmark	

a Plan Policy Number common to all three Area Plans, unless otherwise noted with plan abbreviations, see below:
E=East SoMa Plan Policy **M**=Mission Plan Policy **P**=Showplace Square/Potrero Hill Plan Policy

D. Further Recommendations

- (1) Identify the location of stationary and mobile sources of pollution, including high density traffic corridors that are potential near-sources pollution exposure. Consider environmental constraints related to these sources along with health impacts in the location and intensity of sensitive uses in the final zoning maps.
- (2) Avoid locating sensitive uses in close proximity to stationary sources of air pollution identified in the 2005 CARB Air Quality and Land Use Handbook.
- (3) Avoid locating sensitive uses adjacent to high volume freight routes.
- (4) If sensitive uses are located in areas with greater than 100,000 vehicles per day in a 500 feet buffer, require the use of HVAC systems with filtration to reduce/mitigate infiltration of vehicle emissions as warranted by exposure analysis.
- (5) Consider limiting building heights adjacent to roadways with very high traffic flows as taller buildings create “urban canyons” which can reduce the dispersion of air pollutants and increase ambient exposure levels.

ES.6 Maintain safe levels of community noise

A. Existing Conditions

Long term exposure to moderate levels of environmental noise can adversely affect sleep, school and work performance, and cardiovascular disease. The health impacts of environmental noise depend on the intensity of noise, on the duration of exposure, and the context of exposure. Chronic road noise can affect cognitive performance of children including difficulty keeping attention, concentrating and remembering, poorer reading ability, and poorer discrimination between sounds. SoMa and Potrero Hill both experience unsafe noise levels and are the loudest neighborhoods in San Francisco. Loud noise levels are largely attributable to proximity of major freeways but proximity to industrial and nighttime entertainment uses also contribute to unwanted noise. Multiple other factors influence the levels of noise in a neighborhood including topography, wind patterns, the density and type of traffic at different hours throughout the day and night, the presence or lack of trees, sound barrier walls and other noise obstructions, stationary sources of noise, the height and density of housing, etc. The noise levels in the Mission are slightly higher than the citywide average, but are similar to other neighborhoods in San Francisco.

HDMT Indicator	SoMa	Mission	Potrero Hill
ES.6.a: Daytime and nighttime outdoor noise levels	Environmental noise in the SoMa is 68dB, the loudest level in the City. The average citywide noise level is 62 dB.	Environmental noise in the Mission is 65dB, louder than the average citywide noise level at 62 dB.	Environmental noise in Potrero Hill is 67dB, louder than the average citywide noise level at 62 dB.

B. Area Plan Policies and Implementing Actions Recommended or Supported by SFDPH

Policy	Implementation
Policy 1.7.1 - Reduce potential land use conflicts by providing accurate background noise-level data for planning.	Implementation 1.7.1.1 - Update the 1972 San Francisco Transportation Noise-level map in the General Plan Noise Element to reflect current conditions and to ensure compatible land use planning.
Policy 1.7.2 - Reduce potential land use conflicts by carefully considering the location and design of noise generating uses and sensitive uses in the Mission.	<p>Implementation 1.7.2.1 - As part of the environmental review process for proposed new uses that are expected to generate noise levels that exceed ambient noise, work with the Department of Public Health to identify any existing sensitive uses near to the location of the proposed new noise generating use and analyze the potential impacts of the proposed noise generating use on those nearby sensitive uses.</p> <p>Implementation 1.7.2.2 - As part of the environmental review process for proposed new sensitive uses, work with the Department of Public Health to identify any existing noise generating uses near to the location of the proposed new sensitive use and analyze the potential impacts on the proposed new sensitive use.</p>

C. Evaluation of Development Targets

The Area Plans intend to reduce potential land use conflicts by providing accurate background noise-level data for planning. An update of the 1972 San Francisco Transportation Noise-level map in the General Plan Noise Element will help reflect current conditions and ensure compatible land use planning.

Furthermore, the Plans seek to reduce potential land use conflicts by carefully considering the location and design of noise generating uses and sensitive uses in the Eastern Neighborhoods. As part of the environmental review process for proposed new uses that are expected to generate noise levels that exceed ambient noise, the Department of Public Health will work with stakeholders to identify any existing sensitive uses near to the location of the proposed new noise generating use and analyze the potential impacts of the proposed noise generating use on those nearby sensitive uses. These policies and implementing actions should ensure that development projects are consistent with the General Plan's noise-land use compatibility guidance or the project will sufficiently mitigate the effects of ambient noise in interior and exterior spaces.

Under San Francisco Code, SFDPH is responsible for enforcing Section 2909 which establishes permitted noise levels from fixed mechanical noise sources (e.g., ventilation systems) based upon the zoning of the noise impacted property. Having standards that correspond to the intended uses in actual zoning categories is necessary for SFDPH to implement this law. The noise levels originally permitted under Section 2909 were established based upon historical (1972) zoning which separated residential from commercial and industrial uses. Many new zoning categories have been since created and the Eastern Neighborhoods rezoning will propose several additional categories. Changes to the zoning categories and standards in Section 2909 of the San Francisco Police Code should occur alongside Eastern Neighborhood zoning modifications to ensure enforceable noise control standards.

HDMT Indicator	HDMT Development Target	East SoMa	Mission	S.Sq./ Potrero Hill	Supporting Plan Policies^a
ES.6.a	<i>Benchmark:</i> Is the project consistent with the General Plan's noise-land use compatibility guidance OR does the project mitigate the effects of ambient noise in interior and exterior spaces?	Yes, Bench- mark	Yes, Bench- mark	Yes	1.7.1 (M) 1.7.2 (M) 1.4.1 (E) 1.4.2 (E) 1.6.1 (P) 1.6.2 (P)

a Plan Policy Number common to all three Area Plans, unless otherwise noted with plan abbreviations, see below:
E=East SoMa Plan Policy **M**=Mission Plan Policy **P**=Showplace Square/Potrero Hill Plan Policy

D. Further Recommendations

- (1) Include an implementing action for the Planning Department to work with the Environmental Health Section to initiate and include conforming changes to Section 2909 of the San Francisco Police Code, Regulation of Noise, in the course of its process to update zoning in the Eastern Neighborhoods. These modifications should protect new residential uses from noise exposures in excess of those recommended in the General Plan as intended in the original 1972 Noise Control statute.

4.2 ADEQUATE AND HEALTHY HOUSING (HH)

HH.1 Preserve and construct a diversity of housing in proportion to demand with regards to size, affordability, and tenure

A. Existing Conditions

High housing costs relative to the income of an individual or household result in one or more health-adverse outcomes: spending a high proportion of income on housing, sharing housing with other individuals or families, living in overcrowded or lower cost substandard housing, moving to where housing costs are lower, or becoming homeless. San Francisco households face significant housing cost burdens. In San Francisco, 16% of renter households' gross rent is >50% of their last year's income.

According to the Planning Department, only 7.3% of households in San Francisco earn enough to afford the median sale price of housing. Eleven percent of San Francisco households are over-crowded. While there has been significant housing production in the Eastern Neighborhoods of San Francisco, the production of housing for market demand does not achieve the demand expected by the future workforce at all income levels. There is a significant gap between market housing prices and affordability for all but the top end of household income range. For example, production of moderate income housing (affordable to those making the median income) met only 10% of need during the period 1999-2006. The production of low income housing met 50-60% of need. Unmet and apparently unlimited demand for housing at market rates contributes to the unmet needs. To help address this problem, San Francisco amended its inclusionary zoning ordinance in August of 2006 to increase the mandated affordability levels, increase the percentage of affordable units required, and include strict requirements for the location of affordable units.

HDMT Indicator	SoMa	Mission	Potrero Hill
HH.1.a: Ratio of housing production to demand	The demand for affordable housing far exceeds the production citywide, while the production of market rate housing exceeds projected demand.		
HH.1.b: Proportion of families paying greater than 50% of their household income on their homes	20% of SoMa renters pay greater than 50% of their income on their homes relative to 16% citywide.	16% of Mission renters pay greater than 50% of their income on their homes relative to 16% citywide.	13% of Potrero Hill renters pay greater than 50% of their income on their homes relative to 16% citywide.
HH.1.c: Housing purchasing capacity of the median income household	The average SoMa household has the capacity to purchase a home valued at \$107,490; the citywide average purchasing capacity is \$266,029.	The average Mission household has the capacity to purchase a home valued at \$215,713; the citywide average purchasing capacity is \$266,029.	The average Potrero Hill household has the capacity to purchase a home valued at \$352,018; the citywide average purchasing capacity is \$266,029.
HH.1.d: Proportion of households living in overcrowded conditions	14% of SoMa households live in overcrowded conditions in comparison to 11% citywide.	23% of Mission households live in overcrowded conditions in comparison to 11% citywide.	4% of Potrero Hill households live in overcrowded conditions in comparison to 11% citywide.

Eastern Neighborhoods Area Plans Healthy Development Measurement Tool Evaluation
Chapter 4. Evaluation of Area Plans

HDMT Indicator	SoMa	Mission	Potrero Hill
HH.1.e: Proportion of renter and owner occupied housing	SoMa has a significantly higher percentage of renters (83%) compared to City (65%).	The Mission has a significantly higher percentage of renters (82%) compared to City (65%).	Potrero Hill has fewer renters (57%) compared to City (65%).

B. Area Plan Policies and Implementing Actions Recommended or Supported by SFDPH

Policy	Implementation
Policy 2.2.1 - Maintain strict demolition policies that require replacement of units that are equivalent to those lost at both income level and tenure type.	Implementation 2.2.1.1 - Consider levels of affordability and tenure type of replacement units as criteria in the administration of Conditional Use authorizations.
Policy 2.2.2 - Preserve viability of existing rental units.	Implementation 2.2.2.1 - Extend funding programs for housing rehabilitation (CHRP loans) to owners of rental properties where rents serve below median tenants.
Policy 2.4.1 - Require developers to separate the cost of parking from the cost of housing in both for sale and rental developments.	Implementation 2.4.1.1 - Amend parking requirements in the Planning Code. Implementation 2.4.1.2 - Monitor the sales prices of parking spaces in new developments, and re-evaluate policies based on information.
Policy 2.4.2 - Revise residential parking requirements so that structured or off-street parking is permitted up to specified maximum amounts in certain districts, but is not required.	Implementation 2.4.2.1 - Amend parking requirements in the Planning Code.
Policy 2.4.3 - Encourage construction of units that are “affordable by design.”	Implementation 2.4.3.1 - The Planning Department will work with the development community and the Department of Building Inspection and the Department of Public Health to explore making changes to the Planning and Building Codes, as appropriate, that will make development less costly without compromising design excellence translating into less costly units.
Policy 2.6.2 - Explore housing policy changes at the Citywide level that preserve and augment the stock of existing rental and ownership housing.	Implementation 2.6.2.2 - Continue to monitor neighborhood support for accessory dwelling units (ADUs), and provide information to interested groups on topic.
Policy 1.1.3 (East SoMa Plan, only) - Encourage housing development, especially affordable housing, by requiring housing and an increased inclusionary requirement in the area between 5th and 6 th and Folsom and Howard Streets, extending along Folsom to 3rd Street.	Implementation 1.1.3.1 - Amend the Planning Code to establish the Mixed Use- Residential district in this area. Implementation 1.1.3.2 - Establish “superinclusionary” requirements – inclusionary requirements above and beyond the Citywide requirement - of 25% or higher.

C. Evaluation of Development Targets

All Area Plans contribute to local unmet affordable housing needs through policies and actions that rezone and allocate land for use as mixed-income housing and support increased public funding for diverse forms of affordable housing. In addition, the East SoMa plan proposes additional "super-inclusionary" requirements of at least 25% below market rate housing in new multi-family housing development. All plans help preserve and promote a mix of tenure options through policies and actions that limit rental unit loss; preserve viable rental units; acquire rental housing; protect SRO units and encourage their development; and lower housing production costs. No plan includes specific protections for maintaining bedroom size in replaced units specifically; however, the Area Plans do include policies that require replacement of units that are equivalent to those lost both with regards to income and tenure in the course of redevelopment or demolition. Additional plan policies require a range of bedroom numbers in new residential uses and take steps to preserve and encourage SRO units. All plans have policies which eliminate density limits and do not allow estimation of future density; however, plan policies support increases in density via increasing land for residential uses and removing density limits and parking requirements.

HDMT Indicator	HDMT Development Target	East SoMa	Mission	S.Sq./ Potrero Hill	Supporting Plan Policies ^a
HH.1.a HH.1.b HH.1.c HH.1.f HH.1.g HH.1.i	<p><i>Benchmark:</i> Does the project contribute to local unmet affordable housing need according to the Regional Housing Needs Determination, in addition to legal requirements under inclusionary or redevelopment law?</p> <p><i>Minimum:</i> Does the project meet the local inclusionary zoning and redevelopment law requirements without public subsidy?</p>	Yes, Bench- mark	Yes, Bench- mark	Yes, Bench- mark	1.1.2 2.1.1 2.1.2 2.2.1 2.3.1 2.4.1 2.4.3 2.6.3 1.1.3 (E)
HH.1.d	<p><i>Benchmark:</i> Does the project match the number of bedrooms in each unit replaced or renovated and meet the unit size and bedroom needs of current local residents?</p> <p><i>Minimum:</i> Does the project match the number of bedrooms in each unit replaced or renovated?</p>	No	No	No	2.2.1 2.3.3
HH.1.e	<i>Benchmark:</i> Does the project contribute to a mix of tenure options?	Yes, Bench- mark	Yes, Bench- mark	Yes, Bench- mark	2.1.4 2.2.1 2.2.2 2.2.3 2.2.4 2.4.1 2.6.2
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)?	Yes, Min.	Yes, Min.	Yes, Min.	1.1.3 (M) 1.1.4 (M) 1.2.2 (P) 1.2.3 (M,P) 1.2.4 (E,M) 1.2.5 (E) 1.4.1 (M)

**Eastern Neighborhoods Area Plans Healthy Development Measurement Tool Evaluation
Chapter 4. Evaluation of Area Plans**

HDMT Indicator	HDMT Development Target	East SoMa	Mission	S.Sq./ Potrero Hill	Supporting Plan Policies ^a
	<i>Minimum:</i> Does the project maintain the current level of residential density in the planning area?				

a Plan Policy Number common to all three Area Plans, unless otherwise noted with plan abbreviations, see below:
E=East SoMa Plan Policy **M**=Mission Plan Policy **P**=Showplace Square/Potrero Hill Plan Policy

D. Further Recommendations

- (1) Amend Policy 2.2.1 to require no loss of units with regards bedroom number in addition to the criteria of affordability and tenure.

HH.2 Protect residents from involuntary displacement

A. Existing Conditions

Involuntary displacement can cause or contribute to mental stress, loss of supportive social networks, costly school and job relocations and increases risk for substandard housing and overcrowding. While the City has strong laws to protect from unlawful evictions, displacement resulting from legal evictions is still significant. There were over 11,000 recorded no-fault evictions between 1995 and 2006 reported to the San Francisco Rent Board.

Gentrification—defined as the restoration and upgrading of deteriorated urban property by middle-class or affluent people—often results in the displacement of lower-income people. The relative change in SF neighborhood income in comparison to the change in regional income between 1990 and 2000 is one measure of gentrification. Between 1990 and 2000, San Francisco’s median household income increased 1.7 times as much as the nine-county regional median household income increased. At a neighborhood-level, the increases are even more striking. For example, between 1990 and 2000, income levels in the Bayview increased 4.9 times as much as income levels increased regionally; in Potrero Hill, the increase was 8.0 times as much, and in Visitacion Valley, the neighborhood increase was highest at 16.7 times greater than the regional increase.

Without protections for existing lower-income households, new market rate housing and infrastructure improvements may further fuel gentrification trends, resulting in higher rent prices that may increase displacement of some current residents. Deed restrictions, housing construction and/or management by a public agency, rent control, and inclusionary requirements reflect some of the ways that affordable housing is preserved and constructed in San Francisco. In San Francisco, 6% of dwelling units are kept affordable by being subject to control through inclusionary zoning requirements, redevelopment agency control, federal ownership or a community land trust; in addition, the vast majority of private rental units built before 1979 are subject to rent control.

HDMT Indicator	SoMa	Mission	Potrero Hill
HH.2.a: The average change in SF income in comparison to change in regional change over the inter-census period	The rate of increase in household income in the SoMa between 1990 and 2000 was 200% of the Bay Area wide rate of increase.	The rate of increase in household income in the Mission between 1990 and 2000 was 350% of the Bay Area wide rate of increase.	The rate of increase in household income in Potrero Hill between 1990 and 2000 was 800% of the Bay Area wide rate of increase.
HH.2.b: Rate of no-fault evictions	There were 170 legally recorded no-fault evictions in the SoMa between 1995 and 2006.	There were 1034 legally recorded no-fault evictions in the Mission between 1995 and 2006.	There were 237 legally recorded no-fault evictions in Potrero Hill between 1995 and 2006.
Indicator HH.2.c: Proportion of SF housing stock that is deed restricted, public, inclusionary, or rent-controlled	30% of SoMa housing units are affordable based on inclusionary, Redevelopment Agency, public housing or community land trust standards; 42% are eligible for rent control.	5% of Mission housing units are affordable based on inclusionary, Redevelopment Agency, public housing or community land trust standards; 86% are eligible for rent control.	12% of Potrero Hill housing units are affordable based on inclusionary, Redevelopment Agency, public housing or community land trust standards; 83% are eligible for rent control.

B. Area Plan Policies and Implementing Actions Recommended or Supported by SFDPH

Policy	Implementation
Policy 2.2.1 - Maintain strict demolition policies that require replacement of units that are equivalent to those lost at income level and tenure type.	Implementation 2.2.1.1 - Consider levels of affordability and tenure type of replacement units as criteria in the administration of Conditional Use authorizations.

C. Evaluation of Development Targets

All Area Plans include new planning actions that require strict demolition policies requiring the replacement of units that are equivalent to those lost with regards to income and tenure. A number of additional policies and actions (described above in HH.1) support the production of affordable housing for different income, size, and tenure needs.

HDMT Indicator	HDMT Development Target	SoMa	Mission	Potrero Hill	Supporting Plan Policies^a
HH.2.a HH.2.b HH.2.c	<i>Benchmark:</i> Does the project contribute to local unmet affordable housing need according to the Regional Housing Needs Determination, in addition to legal requirements under inclusionary or redevelopment law?	Yes, Bench- mark	Yes, Bench- mark	Yes, Bench- mark	1.1.2
	<i>Minimum:</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?				2.1.1
					2.1.2
					2.2.1
					2.3.1
					2.4.1
					2.4.3
					2.6.3

a Plan Policy Number common to all three Area Plans, unless otherwise noted with plan abbreviations, see below:
E=East SoMa Plan Policy **M**=Mission Plan Policy **P**=Showplace Square/Potrero Hill Plan Policy

D. Further Recommendations

None

HH.3 Increase spatial integration by ethnicity and economic class

A. Existing Conditions

Racially segregated neighborhoods create conditions adverse to health in a number of ways. These neighborhoods typically have fewer assets and resources such as schools, libraries, and public transportation. They host unwanted land uses such as power plants, solid and hazardous waste sites, and bus yards. Freeways and other busy roadways often run through low-income neighborhoods resulting in disproportionately higher exposure to noise and air pollution. Residents are often isolated from economic opportunities and marginalized in political decision-making, limiting their ability to effect change in their circumstances.

The diversity index is a measure of ethnic residential segregation. The index reflects the probability that two persons from the same area will be from different race/ethnic groups—the closer to zero, the less diverse the area and the closer to one, the more diverse the area. San Francisco has an overall diversity index of 0.58. SoMa and the Mission are two of the cities more diverse neighborhoods while Potrero Hill’s diversity more closely mirrors that of the rest of the City. New market rate residential development can affect diversity as some population subgroups have much higher capacity to purchase new market rate housing. Market rate housing thus may increase the population of wealthier economic groups, therefore decreasing the citywide diversity index.

HDMT Indicator	SoMa	Mission	Potrero Hill
HH.3.a: Multi-group diversity index	SoMa = 0.68 Citywide = 0.58	Mission = 0.79 Citywide = 0.58	Potrero Hill = 0.61 Citywide = 0.58
HH.3.b: Median per-capita income	SoMa = \$35,315 Citywide = \$34,556	Mission = \$22,879 Citywide = \$34,556	Potrero Hill = \$55,427 Citywide = \$34,556

B. Area Plan Policies and Implementing Actions Supported or Recommended by SFDPH

Policy 2.2.1 - Maintain strict demolition policies that require replacement of units that are equivalent to those lost at both income level and tenure type.	Implementation 2.2.1.1 - Consider levels of affordability and tenure type of replacement units as criteria in the administration of Conditional Use authorizations.
Policy 2.2.2 - Preserve viability of existing rental units.	Implementation 2.2.2.1 - Extend funding programs for housing rehabilitation (CHRP loans) to owners of rental properties where rents serve below median tenants.
Policy 2.4.1 - Require developers to separate the cost of parking from the cost of housing in both for sale and rental developments.	Implementation 2.4.1.1 - Amend parking requirements in the Planning Code. Implementation 2.4.1.2 - Monitor the sales prices of parking spaces in new developments, and re-evaluate policies based on information.
Policy 2.4.2 - Revise residential parking requirements so that structured or off-street parking is permitted up to specified maximum amounts in certain districts, but is not required.	Implementation 2.4.2.1 - Amend parking requirements in the Planning Code.
Policy 2.4.3 - Encourage construction of units that are “affordable by design.”	Implementation 2.4.3.1 - The Planning Department will work with the development community and the Department of Building Inspection and the Department of Public Health to explore making changes to the Planning

	and Building Codes, as appropriate, that will make development less costly without compromising design excellence translating into less costly units.
--	---

C. Evaluation of Development Targets

The Area Plans support residential integration primarily through policies that support housing for diverse income, household size, and tenure needs. These policies and actions include those that zone land for mixed-income housing, increase affordable housing funding, reduce building costs, and prevent affordable unit loss through controls on demolition.

HDMT Indicator	HDMT Development Target	East SoMa	Mission	S.Sq/Potrero Hill	Supporting Plan Policies^a
HH.3.a HH.3.b	<i>Benchmark:</i> Does the project contribute to local unmet affordable housing need according to the Regional Housing Needs Determination, in addition to legal requirements under inclusionary or redevelopment law?	Yes, Bench- mark	Yes, Bench- mark	Yes, Bench- mark	1.1.2
	<i>Minimum:</i> Does the project meet the local inclusionary zoning and minimum unit size distribution requirements without public subsidy?				2.1.1 2.1.2 2.2.1 2.3.1 2.4.1 2.4.3 2.6.3

a Plan Policy Number common to all three Area Plans, unless otherwise noted with plan abbreviations, see below:
E=East SoMa Plan Policy **M**=Mission Plan Policy **P**=Showplace Square/Potrero Hill Plan Policy

D. Further Recommendations

- (1) Amend Policy 2.2.1 to require no loss of units with regards to bedroom number in addition to the criteria of affordability and tenure.

HH.4 Healthy Quality Housing

A. Existing Conditions

Unsafe housing and habitability conditions that affect health include poor indoor air quality and inadequate heating or ventilation, which can lead to the growth of mold, and dust mites, exacerbating asthma and respiratory allergies; lead-based paint which is the primary cause of lead poisoning in children; rodent and pest infestations; exposed heating sources; excessive noise; and unprotected windows. Under current laws, property-owners are required to provide buildings free of lead hazard and mold; safe sources of heat; effective weatherproofing of windows, exterior walls, and roofs; housing free of garbage, waste, rats, vermin, and bedbugs; plumbing and gas facilities in good order; hot and cold running water; adequate electrical plugs and phone jacks; and, well-maintained stairs, floors, and common areas.

City residents can report alleged health code violations to the Environmental Health Section of SFDPH. Housing code violations are reported to the Department of Building Inspection and include an array of housing safety issues including fire, security and plumbing or electrical code violations. In 2006, San Francisco recorded 1,066 health code violations and 7,397 building code violations representing a rate of 10.7 violations per 1,000 people.

HDMT Indicator	SoMa	Mission	Potrero Hill
HH.4.a: Number of per capita code violations for housing safety and habitability in the past year	In 2006, there were 21.5 housing health and safety violations recorded per 1,000 SoMa residents compared to 10.7 per 1,000 in San Francisco.	In 2006, there were 33.5 housing health and safety violations recorded per 1,000 Mission residents compared to 10.7 per 1,000 in San Francisco.	In 2006, there were 6.6 housing health and safety violations recorded per 1,000 Potrero Hill residents compared to 10.7 per 1,000 in San Francisco.

B. Area Plan Policies and Implementing Actions Supported or Recommended by SFDPH

Policy	Implementation
Policy 1.7.1 - Reduce potential land use conflicts by providing accurate background noise-level data for planning.	Implementation 1.7.1.1 - Update the 1972 San Francisco Transportation Noise-level map in the General Plan Noise Element to reflect current conditions and to ensure compatible land use planning.
Policy 1.7.2 - Reduce potential land use conflicts by carefully considering the location and design of both noise generating uses and sensitive uses in the Mission.	<p>Implementation 1.7.2.1 - As part of the environmental review process for proposed new uses that are expected to generate noise levels that exceed ambient noise, work with the Department of Public Health to identify any existing sensitive uses near to the location of the proposed new noise generating use and analyze the potential impacts of the proposed noise generating use on those nearby sensitive uses.</p> <p>Implementation 1.7.2.2 - As part of the environmental review process for proposed new sensitive uses, work with the Department of Public Health to identify any existing noise generating uses near to the location of the proposed new sensitive use and analyze the</p>

**Eastern Neighborhoods Area Plans Healthy Development Measurement Tool Evaluation
Chapter 4. Evaluation of Area Plans**

	potential impacts on the proposed new sensitive use.
Policy 1.8.1 - Minimize exposure to air pollutants from existing traffic sources for new residential developments, schools, daycare and medical facilities.	Implementation 1.8.1.1 - As part of the environmental review process for proposed new sensitive uses, including residential, childcare, and school facilities, work with the Department of Public Health to perform the appropriate exposure analysis.
Policy 2.5.1 - Consider how the production of new housing can improve the conditions required for health of San Francisco residents.	Implementation 2.5.1.1 - Encourage new residential development projects to use the San Francisco Healthy Development Measurement Tool (HDMT) or the HDMT development checklist at the design or project review phase to evaluate the healthfulness of project location and design choices in a holistic manner.
Policy 2.5.2 - Develop affordable family housing in areas where families can safely walk to schools, parks, retail, and other services.	Implementation 2.5.2.1 - The Mayor’s Office of Housing should emphasize seeking sites / provide family sized units with good access to community amenities like parks, social services, and schools.
Policy 2.5.4 - Provide design guidance for the construction of healthy neighborhoods and buildings.	Implementation 2.5.4.1 - Consider the creation of health based building guidelines through the creation of a DBI, DPH, & Planning workgroup on healthy housing. Amend necessary Planning Code or Building Code requirements per workgroup recommendations.

C. Evaluation of Development Targets

The Area Plans consider health and public safety in housing location and design through policies generating new health-based building guidelines and housing code requirements; developing locally specific environment review guidance; encouraging environmental quality as a criteria in residential location choices; and encouraging project-level HDMT evaluation in siting and developing new housing.

HDMT Indicator	HDMT Development Target	East SoMa	Mission	S.Sq/Potrero Hill	Supporting Plan Policies^a
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?	Yes, Benchmark	Yes, Benchmark	Yes, Benchmark	2.4.3 2.5.1 2.5.2 2.5.4

^a Plan Policy Number common to all three Area Plans, unless otherwise noted with plan abbreviations, see below:
E=East SoMa Plan Policy **M**=Mission Plan Policy **P**=Showplace Square/Potrero Hill Plan Policy

D. Further Recommendations

- (1) The Department of Planning should work with the Environmental Health Section to initiate and include conforming changes to Section 2909 of the San Francisco Police Code, Regulation of Noise, in the course of its process to update zoning in the Eastern Neighborhoods.
- (2) Modify Implementation 2.5.4.1 to include potential future amendments to the City’s Housing Code in response to workgroup recommendations.

4.3 HEALTHY ECONOMY (HE)

HE.1 Increase high-quality employment opportunities for local residents

A. Existing Conditions

Economic success is one of the strongest and most consistent predictors of health and disease in public health research literature. For working age adults, employment is a fundamental resource for good health, as employment provides income for material needs such as food, clothing, shelter, and leisure. Unemployment is associated with premature mortality, cardiovascular disease, hypertension, depression, and suicide. Higher income is associated with decreases in premature death from all causes for working adults. Among the offspring of low-wage workers, higher wages are associated with improved educational outcomes and a reduced risk of early childbirth.

There are 573,964 jobs available in San Francisco; 322,010 (56.1%) are filled by local residents. The ratio of jobs to employed residents in San Francisco is 1.78, demonstrating that San Francisco is a regional job destination. San Francisco has one of the highest minimum wages in the nation but it is still not a sufficient wage according to the self-sufficiency wage standard developed by the National Economic Development and Law Center. The 2003 San Francisco self-sufficiency standard wage was \$13.26 per hour for an adult, \$24.28 for an adult with an infant, \$23.79 for an adult with a preschooler, \$27.68 for an adult with a preschooler and one school age child, \$44.70 for an adult with an infant, a preschooler and a school age child, and \$16.30 per adult for two adults with an infant and a preschooler. A large proportion of jobs available in San Francisco do not pay a self-sufficiency wage.

HDMT Indicator	SoMa	Mission	Potrero Hill
HE.1.a: Jobs paying wages greater than or equal to the self-sufficiency wage	Neighborhood data is unavailable.		
HE.1.b: Proportion of households living on income below the Bay Area self-sufficiency standard	Neighborhood data is unavailable. In SoMa and Potrero Hill combined, 42% of households have wages below the Bay Area self-sufficiency standard compared to 26% citywide.	Neighborhood data is unavailable. In the Inner Mission and Castro combined, 18% of households have wages below the Bay Area self-sufficiency standard compared to 26% citywide.	Neighborhood data is unavailable. In SoMa and Potrero Hill combined, 42% of households have wages below the Bay Area self-sufficiency standard compared to 26% citywide.
HE.1.c: Proportion of jobs available in San Francisco filled by SF residents	Neighborhood data is unavailable; 56.1% of SF jobs are filled by local residents.		

B. Area Plan Policies and Implementing Actions Recommended or Supported by SFDPH

Policy	Implementation
<p>Policy 6.2.1 - Provide workforce development training for those who work in and live in the Eastern Neighborhoods, particularly those who do not have a college degree.</p>	<p>Implementation 6.2.1.1 - MOEWD is focused on seven industries for employment and training services and business service development. These industries were identified because they currently require a significant number of jobs, or are expected to in the near future. The seven industries are: Health Care and Social Assistance, Biotechnology, Information Technology, Hospitality, Retail, Construction, and Transportation. MOEWD will identify strategies to link low income and low skilled San Francisco residents to sector-based training programs for skills development.</p> <p>Implementation 6.2.1.2 - MOEWD will continue to identify and develop high quality sector-based training programs that have the capacity to transition program participants into sustainable employment.</p> <p>Implementation 6.2.1.3 - MOEWD will continue to develop a citywide strategic workforce development plan. The planning process incorporates the assistance of MOEWD’s workforce partners. The partners include representatives from educational institutions (both K-12 and higher education); labor unions; workforce not-for profits; government entities and employers.</p>
<p>Policy 6.1.1 - Provide business assistance for new and existing PDR businesses in the Eastern Neighborhoods.</p>	<p>Implementation 6.1.1.1 - The Mayor’s Office of Economic and Workforce Development (MOEWD) will continue to administer the Industrial Business Initiative to retain existing PDR businesses, identify and target industrial sectors poised for job growth, and support the creation of competitive industrial business districts.</p> <p>Implementation 6.1.1.2 - PDR businesses will continue to be staffed by an MOEWD industrial manager who serves as a single point of contact for information on real estate, technical assistance, tax incentives, workforce training and hiring programs, and assistance navigating city government.</p> <p>Implementation 6.1.1.3 - MOEWD will continue to provide assistance in the creation of sector-specific industrial business associations.</p>
<p>Policy 6.1.2 - Provide business assistance for new and existing Knowledge Sector businesses in the Eastern Neighborhoods.</p>	<p>Implementation 6.1.2.1 - Targeted Knowledge Sector industries will be staffed by MOEWD sector-specific industry managers, who serve as a single-point of contact for information on real estate, tax incentives, workforce training and hiring programs, and assistance navigating city government. Targeted Knowledge Sector industries may include but not be limited to clean technology, life science and digital media.</p>

Eastern Neighborhoods Area Plans Healthy Development Measurement Tool Evaluation
Chapter 4. Evaluation of Area Plans

	<p>Implementation 6.1.2.2 - MOEWD Knowledge Sector Industry Initiatives will retain existing businesses, work to recruit and support the growth of new Knowledge Sector businesses, and develop initiatives to strengthen and grow the industry in San Francisco.</p>
<p>Policy 6.1.3 - Provide business assistance for new and existing small businesses in the Eastern Neighborhoods.</p>	<p>Implementation 6.1.3.1 - Develop a strategic plan in collaboration with MOEWD, the Mayor’s Office of Community Development (MOCD), local Neighborhood Economic Development Organizations and the Small Business Commission. This strategic plan will focus on creating a system to manage small business interaction with the City, providing outreach to local businesses, exploring financial incentive programs, designating the roles and responsibilities of relevant city agencies and non-profit partners, and streamlining the permit and licensing process for new and existing small businesses.</p> <p>Implementation 6.1.3.2 - Create business assistance resources that includes: web, print, telephone and a “one-stop” small business technical assistance center.</p>
<p>Policy 1.3.1 - In areas designated for PDR, protect the stock of existing buildings used by, or appropriate for, PDR businesses by restricting conversions of industrial buildings to other building types and discouraging the demolition of sound PDR buildings.</p>	<p>Implementation 1.3.1.1 - In PDR districts, amend the Planning Code to institute new building demolition controls that protect sound PDR buildings.</p>
<p>Policy 1.4.1 (Mission only) - Direct new mixed-use residential development to the Mission’s neighborhood commercial districts to take advantage of the transit and services available in those areas.</p>	<p>Implementation 1.4.2.2 - Work with the Mayors Office of Economic and Workforce Development (MOEWD) to promote local businesses, including those that serve the immigrant community.</p>
<p>Policy 1.1.1 (SoMa only) - In the formerly industrial “SLI” area of East SoMa, generally along 3rd and 4th Streets, emphasize a mix of uses, allowing mixed-income housing, small retail, small office, and small to medium sized research and development uses, while protecting against the wholesale displacement of PDR uses.</p>	<p>Implementation 1.1.1.1 - Amend the Planning Code to establish a new “Urban Mixed Use” district in this area.</p>
<p>Policy 1.1.2 (Potrero only) - In the northern part of Showplace Square (around 8th and Brannan, east of the freeway and along 16th and 17th Streets) revise land use controls to create new mixed use areas, allowing mixed-income housing as a principal use, as well as small retail, small office, and small to medium sized research and development uses, while protecting against the wholesale displacement of PDR uses.</p>	<p>Implementation 1.1.1.1 - Amend the Planning Code to establish a new “PDR-Design” district in this area</p>

C. Evaluation of Development Targets

The Eastern Neighborhoods Area Plans are likely to increase employment opportunities by providing business assistance for PDR retention, increasing knowledge sector jobs and focusing on small businesses. This support for economic development is furthered by the creation of new ground floor

commercial space and requiring a portion of PDR space be provided along with new development in various sections of the Eastern Neighborhoods.

Based on the rezoning and Area Plan policies, it is difficult to gage whether the work provided by new development will create new jobs that pay entry level wages greater than or equal to the self-sufficiency standard. PDR jobs generally provide livable wages and knowledge based sector jobs also tend to supply above average paying jobs for workers without a four-year college degree. However, the Mayor’s Office of Economic and Workforce Development (MOEWD) plans on focusing on seven industries for employment and training, some of these industries such as hospitality, retail and social assistance typically do not pay self-sufficiency standard wages, while health care, biotechnology, information technology construction and transportation frequently do. Additionally, MOEWD plans on providing workforce development training for those who live and work in the Eastern Neighborhoods, particularly those who do not have a college degree. This policy should aid in the achievement of providing work opportunities to individuals with a GED/high school diploma and achieve development target HE.1.f.

The San Francisco Jobs/Housing Linkage Program requires all new and expanded commercial development with a minimum of 25,000 square feet to offset the impact that new employment has on housing needs within a community. This program should apply to certain commercial development in the areas covered by the Area Plans, but no additional contributions to the program are required or anticipated by the Area Plans.

One of the overarching goals of the Eastern Neighborhood Area Plans is to preserve PDR space and provide a secure future for this type of industry. In addition to existing policies set forth by the City’s General Plan in the Commerce and Industry Element, the Area Plans have several policies for PDR protection. The strongest policy calls for protection of existing buildings used by PDR and restrictions of conversions of industrial buildings and the discouragement of demolition of PDR buildings. This policy calls for the Planning Code to establish new building demolition controls for PDR. Furthermore, subsequent policies also strongly discourage rezoning within PDR districts. While this does not call for 1:1 replacement if PDR space is demolished or redeveloped, it severely restricts the demolition of PDR space.

HDMT Indicator	HDMT Development Target	East SoMa	Mission	S.Sq./ Potrero Hill	Supporting Plan Policies^a
HE.1.a HE.1.b	<i>Benchmark:</i> Do 75% of new jobs created by the project pay entry level wages greater than or equal to the self-sufficiency standard? <i>Minimum:</i> Do 60% of new jobs created by the project pay entry level wages greater than or equal to the self-sufficiency standard?	Insuff. Info.	Insuff. Info.	Insuff. Info.	6.2.1
HE.1.c HE.1.d	<i>Benchmark:</i> If covered by jobs-housing linkage fee requirement (Planning Code Sec. 313), does the project support local housing for its employees by paying 125% of the jobs-housing linkage fee required by City ordinance?	Yes, Min.	Yes, Min.	Yes, Min.	None

**Eastern Neighborhoods Area Plans Healthy Development Measurement Tool Evaluation
Chapter 4. Evaluation of Area Plans**

HDMT Indicator	HDMT Development Target	East SoMa	Mission	S.Sq./ Potrero Hill	Supporting Plan Policies^a
	<i>Minimum:</i> Does the project support local housing for its employees by paying a jobs-housing linkage fee (Planning Code Section 313) required by City ordinance 9?				
HE.1.e	<i>Benchmark:</i> If the project demolishes or redevelops commercial space available for PDR uses, does it replace that space at a 1:1 ratio?	Yes, Min.	Yes, Min.	Yes, Min.	1.3.1 1.3.2 1.1.4 (M) 1.1.1 (E) 1.1.2 (P)
	<i>Minimum:</i> If the project demolishes or redevelops commercial space available for PDR uses, does it replace that space at a level that meets zoning requirements?				
HE.1.f	<i>Benchmark:</i> Does the project provide work opportunities to individuals with a GED/high school diploma?	Yes, Bench- mark	Yes, Bench- mark	Yes, Bench- mark	6.2.1

a Plan Policy Number common to all three Area Plans, unless otherwise noted with plan abbreviations, see below:
E=East SoMa Plan Policy **M**=Mission Plan Policy **P**=Showplace Square/Potrero Hill Plan Policy

D. Further Recommendations

- (1) In mixed-use districts, amend the Planning Code to require that redevelopment of existing viable PDR uses be replaced 1:1 within the district, allowing for the relocation of existing businesses. Viable PDR uses include those in use within the past five years.

HE.2 Increase jobs that provide healthy, safe and meaningful work

A. Existing Conditions

According to the Institute of Medicine, annually, 18,000 premature deaths are attributable to lack of health coverage. High rates of uninsurance can adversely affect the overall health status of a community, the financial stability of its members, health care institutions and providers, and the access of its residents to certain services, such as emergency departments and trauma centers. The lack of sick leave benefits is associated with workers 1) coming to work sick, 2) working at lower levels of productivity, 3) risking infecting other workers, 4) experiencing longer recovery times, 5) experiencing worse health outcomes in children, and 5) utilizing higher cost health care down the line. Occupational injuries represent adverse health outcomes that are preventable with proper engineering, equipment, and training.

In San Francisco in 2003, 61% of residents had some form of health insurance coverage. The 2006 Health Care Security Ordinance provides for health insurance coverage to all San Francisco workers and residents. In 2006, 23.3% of private-sector workers did not have paid sick leave benefits; however, in November 2006, San Franciscans approved Proposition F, which mandated that every worker in San Francisco would earn one hour of paid sick leave for every 30 hours worked. Local data on occupational injury is not available. The California Department of Industrial Relations publishes incidence rates representing the number of injuries and illnesses per 100,000 full-time workers in California. This data is available for different industries and occupational classes. Consistent with the restructuring of the U.S. economy, there was a significant decline in manufacturing jobs between 1997 and 2005 and San Francisco’s economy is fostering far more growth among high- and low-wage jobs compared to middle-income jobs.

HDMT Indicator	SoMa	Mission	Potrero Hill
HE.2.a: Jobs providing health insurance to employees	Neighborhood data is unavailable. Citywide, 61% of residents have job-based health insurance.		
HE.2.b: Jobs providing sick days benefits to employees	Legal mandate for all local employers to provide one hour of paid sick leave for every 30 hours worked.		
HE.2.c: Occupational non-fatal injury rate by industry	Local data is not available. The California Department of Industrial Relations publishes incidence rates representing the number of injuries and illnesses per 100,000 full-time workers in California. This data is available for different industries and occupational classes.		
HE.2.d: New jobs and lost jobs by industry/occupation	At the City level, decade trends show declines in manufacturing and wholesale trade jobs, with job growth in leisure, retail trade and government sectors.		

B. Area Plan Policies and Implementing Actions Recommended or Supported by SFPDH

Policy	Implementation
Policy 6.1.3 - Provide business assistance for new and existing small businesses in the Eastern Neighborhoods.	Implementation 6.1.3.1 - Develop a strategic plan in collaboration with MOEWD, the Mayor’s Office of Community Development (MOCD), local Neighborhood Economic Development Organizations and the Small Business Commission. This strategic plan will focus on

	<p>creating a system to manage small business interaction with the City, providing outreach to local businesses, exploring financial incentive programs, designating the roles and responsibilities of relevant city agencies and non-profit partners, and streamlining the permit and licensing process for new and existing small businesses.</p> <p>Implementation 6.1.3.2 - Create business assistance resources that includes: web, print, telephone and a “one-stop” small business technical assistance center.</p> <p>Implementation 6.1.3.3 - To support both the economic and environmental benefits of participating in the green business movement, MOEWD will encourage commercial businesses in the Eastern Neighborhoods to seek green business certification.</p>
<p>Policy 6.2.1 - Provide workforce development training for those who work in and live in the Eastern Neighborhoods, particularly those who do not have a college degree.</p>	<p>Implementation 6.2.1.1 - MOEWD is focused on seven industries for employment and training services and business service development. These industries were identified because they currently require a significant number of jobs, or are expected to in the near future. The seven industries are: Health Care and Social Assistance, Biotechnology, Information Technology, Hospitality, Retail, Construction, and Transportation. MOEWD will identify strategies to link low income and low skilled San Francisco residents to sector based training programs for skills development.</p> <p>Implementation 6.2.1.2 - MOEWD will continue to identify and develop high quality sector-based training programs that have the capacity to transition program participants into sustainable employment.</p> <p>Implementation 6.2.1.3 - MOEWD will continue to develop a citywide strategic workforce development plan. The planning process incorporates the assistance of MOEWD’s workforce partners. The partners include representatives from educational institutions (both K-12 and higher education); labor unions; workforce not-for profits; government entities and employers.</p>

C. Evaluation of Development Targets

As a result of the Paid Sick Days and Health Care Accountability Ordinances, all workers must be provided a minimum number of paid sick days and all new residents and workers will have access to health insurance benefits. Therefore the benchmark for indicators HE.2.a and HE.2.b are met. The Area Plans do not address occupational injuries, nor do they include design features to help mitigate injuries and facilitate tenant’s injury and illness prevention plans.

The Eastern Neighborhood Area Plans have a multitude of policies that are aimed at local and small businesses. These policies focus on providing various types of outreach to small businesses and

**Eastern Neighborhoods Area Plans Healthy Development Measurement Tool Evaluation
Chapter 4. Evaluation of Area Plans**

establishing a strategic plan to support local and small businesses through local economic development organizations and the small business commission. The Area Plans also intend to provide opportunities for job training programs through development of sector-based training programs and through workforce partners such as schools, labor unions, workforce not for profits and government entities and employers.

HDMT Indicator	HDMT Development Target	East SoMa	Mission	S.Sq./Potrero Hill	Supporting Plan Policies^a
HE.2.a	<i>Benchmark:</i> Do 100 % of the short and long term jobs provided by the project provide health insurance?	Yes, Benchmark	Yes, Benchmark	Yes, Benchmark	None
HE.2.b	<i>Benchmark:</i> Do 100% of the jobs provided by the project provide sick day benefits?	Yes, Benchmark	Yes, Benchmark	Yes, Benchmark	None
HE.2.c	<i>Benchmark:</i> If the project anticipates commercial tenants in industries with above average occupational injury rates, does the project include design features to help mitigate injuries and facilitate tenant’s injury and illness prevention plans?	No	No	No	None
HE.2.d	<i>Benchmark:</i> Does the project support the retention of jobs in local industries?	Yes, Benchmark	Yes, Benchmark	Yes, Benchmark	6.1.3
HE.2.e	<i>Benchmark:</i> Does the project provide opportunities for job training programs either directly, or through a community benefits agreement?	Yes, Benchmark	Yes, Benchmark	Yes, Benchmark	6.1.3

a Plan Policy Number common to all three Area Plans, unless otherwise noted with plan abbreviations, see below:
E=East SoMa Plan Policy **M**=Mission Plan Policy **P**=Showplace Square/Potrero Hill Plan Policy

D. Further Recommendations

None

Objective HE.3 Increase equality in income and wealth

A. Existing Conditions

In the United States, metro areas with relatively high income inequality have lower average life expectancy and higher rates of violence. Percentile ratios are easily calculated measures of income inequality. They show how the resources available to a household, family or individual at one point in the income distribution relate to income for that entity at another point. The Bay Area, and San Francisco County in particular, have some of the highest income disparities in the state of California. A San Francisco household with earnings at the 80th income distribution percentile earns over 4.25 times more than the household at the 20th income distribution percentile (\$249,722 vs. \$58,813). The significant production of new market rate housing in San Francisco will likely increase the income inequality in the SoMa given the high income requirements for purchase. The City's Inclusionary Zoning Ordinance should help moderate this growth in inequality. San Francisco employment data also illustrate inequalities among neighborhoods and racial/ethnic groups. The unemployment rate among African-Americans is about 1.5 times that of the average City resident (4.6%). Unemployment rates in Bayview, Chinatown, Civic Center, SoMa, Financial District, Visitacion Valley and the Mission are also higher than the City average.

HDMT Indicator	SoMa	Mission	Potrero Hill
HE.3.a: Income inequality	The citywide 80/20 income inequality percentile ratio = \$249,722/ \$58,813 = 4.25.		
HE.3.b: Unemployment by race	Unemployment in SoMa is 9.7% vs. 4.6% citywide. African-American unemployment is 6.2% and Native-American unemployment is 7.7% citywide.	Unemployment in the Mission is 6.6% vs. 4.6% citywide. African-American unemployment is 6.2% and Native American unemployment is 7.7% citywide.	Unemployment in Potrero Hill is 5.3% vs. 4.6% citywide. African-American unemployment is 6.2% and Native American unemployment is 7.7% citywide.

B. Area Plan Policies and Implementing Actions Recommended or Supported by SFDPH

Policy	Implementation
Policy 1.1.3 (SoMa only) - Encourage housing development, especially affordable housing, by requiring housing and an increased inclusionary requirement in the area between 5 th and 6 th and Folsom and Howard Streets, extending along Folsom to 3rd Street.	Implementation 1.1.3.2 - Establish “superinclusionary” requirements – inclusionary requirements above and beyond the Citywide requirement - of 25% or higher.
Policy 2.1.2 (SoMa only) - Ensure areas that were zoned to ensure greater affordability, such as the SLI and RSD, are held to higher standard of affordability than traditional housing areas.	Implementation 2.1.2.2 - Amend the Planning Code to establish “superinclusionary” requirements – inclusionary requirements above and beyond the Citywide requirement - of 25% or higher within the “Urban Mixed Use” (UMU) zoning district.

C. Evaluation of Development Targets

As discussed above, Area Plan policies and objectives to increase affordable housing options, specifically mixed income zones, demolition controls, expansion of the “middle income ownership opportunities,

and the City's Inclusionary Zoning Ordinance will help preserve and created mixed income housing opportunities. Moreover, the economic development policies that are aimed at increasing job growth and wages can help decrease economic inequality.

Still, the gap between housing prices and purchasing capacity of City residents may continue to limit opportunities for low- and moderate-income families to reside in San Francisco. Residents who can afford market rate housing in San Francisco may actually increase the income inequality in the Eastern Neighborhoods, particularly in the Mission and East SoMa given the low household income and purchasing capacities that exist for current residents. It is unclear what additional efforts to preserve economic diversity are technically and legally feasible.

HDMT Indicator	HDMT Development Target	East SoMa	Mission	S.Sq./ Potrero Hill	Supporting Plan Policies^a
HE.3.a	<i>Benchmark:</i> Does the project have the likelihood of decreasing income inequality?	No	No	No	1.1.3 (E) 2.1.2 (E)
HE.3.b	<i>Benchmark:</i> Does the project provide long-term employment opportunities?	Yes, Bench- mark	Yes, Bench- mark	Yes, Bench- mark	6.1.1 6.1.2 6.1.3 6.1.4

a Plan Policy Number common to all three Area Plans, unless otherwise noted with plan abbreviations, see below:

E=East SoMa Plan Policy

M=Mission Plan Policy

P=Showplace Square/Potrero Hill Plan Policy

D. Further Recommendations

None

HE.4 Benefits and protects natural resources and environment

A. Existing Conditions

Buildings with good overall environmental quality can reduce the rate of respiratory disease, allergy, asthma, sick building symptoms, and enhance worker performance. Green businesses can help reduce occupational and environmental exposures to toxic chemicals. The City and County of San Francisco launched its Green Business Program (SFGBP) in early 2004, and currently, there are over 30 businesses recognized as San Francisco Green Businesses. At present, the SFGBP is focused on the hotel, restaurant and office sectors.

According to the SF Locally Owned Merchants Alliance (SFLOMA), the benefits of a locally-owned business include: increased recirculation of money within San Francisco; new jobs; business investments in community; more local purchases requiring less transportation and energy; greater business support of local non-profits; creation of a distinctive local and neighborhood character; better customer service; more diverse choices and higher quality of services. SFLOMA has criteria for locally owned businesses but San Francisco does not track the existence of these businesses.

HDMT Indicator	SoMa	Mission	Potrero Hill
HE.4.a: Businesses meeting or exceeding City green business standards	30 green businesses citywide.		
HE.4.b: Proportion of locally owned businesses	Data currently unavailable.		

B. Area Plan Policies and Implementing Actions Recommended or Supported by SFDPH

Policy	Implementation
Policy 6.1.3 - Provide business assistance for new and existing small businesses in the Eastern Neighborhoods.	<p>Implementation 6.1.3.1 - Develop a strategic plan in collaboration with MOEWD, the Mayor’s Office of Community Development (MOCD), local Neighborhood Economic Development Organizations and the Small Business Commission. This strategic plan will focus on creating a system to manage small business interaction with the City, providing outreach to local businesses, exploring financial incentive programs, designating the roles and responsibilities of relevant city agencies and non-profit partners, and streamlining the permit and licensing process for new and existing small businesses.</p> <p>Implementation 6.1.3.2 - Create business assistance resources that includes: web, print, telephone and a “one-stop” small business technical assistance center.</p> <p>Implementation 6.1.3.3 - To support the economic and environmental benefits of participating in the green business movement, MOEWD will encourage commercial businesses in the Eastern Neighborhoods to seek green business certification.</p>

C. Evaluation of Development Targets

The Eastern Neighborhood Area Plans include policies to promote programs to fund local businesses, but they do not specify providing favorable rent or lease terms to locally-owned businesses as a community benefit. One of the implementing actions under support for small and local businesses is to encourage commercial businesses in the Eastern Neighborhoods to seek green business certification.

HDMT Indicator	HDMT Development Target	East SoMa	Mission	S.Sq/Potrero Hill	Supporting Plan Policies^a
HE.4.a	<i>Benchmark:</i> Does the project include support for or prioritize businesses with green business practices?	Yes, Benchmark	Yes, Benchmark	Yes, Benchmark	6.1.3
HE.4.b HE.4.c	<i>Benchmark:</i> Does the project support the retention and development of locally owned businesses by providing favorable rent or lease terms to locally-owned businesses as a community benefit? <i>Minimum:</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?	Insuff. Info.	Insuff. Info.	Insuff. Info.	None

a Plan Policy Number common to all three Area Plans, unless otherwise noted with plan abbreviations, see below:
E=East SoMa Plan Policy **M**=Mission Plan Policy **P**=Showplace Square/Potrero Hill Plan Policy

D. Further Recommendations

- (1) MOEWD could work with SFDPH and DOE to provide new businesses with specific industry information and environmental regulations to encourage and support their certification as a green business.
- (2) MOEWD could develop support mechanisms and financial incentives to prioritize locally-owned small businesses and encourage developers to carve out space for locally owned businesses.
- (3) MOEWD could help create policies that provide favorable rent or lease terms to locally-owned businesses as a community benefit.

4.4 SUSTAINABLE AND SAFE TRANSPORTATION (ST)

ST.1 Decrease private motor vehicle trips and miles traveled

A. Existing Conditions

People’s transportation behaviors – including how much and how far they drive, as well as whether they own a private vehicle – are shaped by numerous factors, as detailed in the transportation diagram included in *Appendix A* at the end of this document. Determining factors include whether there is a mix of land uses providing access to jobs, goods, and services near residential development, the area’s public transit service, walking or biking environment, driving conditions, and socio-demographic factors including population age, income, or household size.

Only 48% of SoMa households reported access to a vehicle – far lower than the City overall proportion of 71%. The Mission also had lower rates of vehicle access compared to the City average – while Potrero Hill residents overall had greater access than the other Eastern Neighborhoods and the City overall. Compared to all Bay Area counties, San Francisco residents on average drive fewer miles and make fewer vehicle trips per day. This is consistent with San Francisco’s relatively higher mix of land uses, public transit service, and population and employment density – among other potential factors.

HDMT Indicator	SoMa	Mission	Potrero Hill
ST.1a: Proportion of housing units with vehicle access	SoMa = 48% Citywide = 71%	Mission = 62% Citywide = 71%	Potrero Hill = 85% Citywide = 71%
ST.1.b: Average vehicle miles traveled by San Francisco residents per day	SF residents = 8,293,100 VMT Bay Area = 154,172,000 VMT	SF residents = 8,293,100 VMT Bay Area = 154,172,000 VMT	SF residents = 8,293,100 VMT Bay Area = 154,172,000 VMT
ST.1.c: Gross number of vehicle trips per San Francisco resident per day	SF residents = 1.32 Bay Area = 1.85	SF residents = 1.32 Bay Area = 1.85	SF residents = 1.32 Bay Area = 1.85
ST.1.d: Number of motor vehicle collisions (2001 – 2005)	SoMa = 2,781 Citywide total = 24,502 Citywide neighborhood	Mission = 2,463 Citywide total = 24,502 Citywide neighborhood	Potrero Hill = 441 Citywide total = 24,502 Citywide neighborhood

SoMa residents experienced 2,781, or 11% of the 24,502 total collisions in the City from 2001 to 2005, despite their lower rate of car ownership. Collisions are likely to be associated with the high traffic volume and speeds the area experiences due to its proximity to freeway on/off ramps and the large arterial streets which serve as truck routes. Bordering SoMa, the Mission ranked second in the City for total motor vehicle collisions, with 2,463 collisions – 10% of the City’s total collisions - during that same period. In contrast, Potrero Hill had 441 motor vehicle collisions from 2001 - 2005, slightly below the San Francisco neighborhood median of 457 collisions.

B. Area Plan Policies and Implementing Actions Recommended or Supported by SFDPH

Policy	Implementation
Policy 2.4.1 - Require developers to separate the cost of parking from the cost of housing in both for sale and	Implementation 2.4.1.1 - Amend parking requirements in the Planning Code.

Eastern Neighborhoods Area Plans Healthy Development Measurement Tool Evaluation
Chapter 4. Evaluation of Area Plans

rental developments.	Implementation 2.4.1.2 - Monitor the sales price of parking spaces in new developments, and re-evaluate policies based on information.
Policy 2.4.2 - Revise residential parking requirements so that structured or off-street parking is permitted up to specified maximum amounts in certain districts, but is not required.	Implementation 2.4.2.1 - Amend parking requirements in the Planning Code. <i>(See also "Eastern Neighborhoods Guide to Proposed Zoning" table, Appendix, for specific details)</i>
Policy 4.3.3 - Make the cost of parking visible to users, by requiring parking to be rented, leased or sold separately from residential and commercial space for all new major development.	Implementation 4.3.3.1 - Amend the Planning Code. [E.SoMa Plan: "...to include areas in East SoMa."; Showplace Square/Potrero Hill Plan: "...to include areas in Showplace/Potrero.";].
Policy 4.3.6 - Reconsider and revise the way that on-street parking is managed in both commercial and residential districts in order to more efficiently use street parking space and increase turnover and parking availability.	Implementation 4.3.6.1 - SFCTA will continue to lead the on-street parking and management study in collaboration with SFMTA and Planning.
Policy 4.8.1 - Continue to require car-sharing arrangements in new residential and commercial developments, as well as any new parking garages.	Implementation 4.8.1.1 - Continue to enforce Planning Code provisions requiring car-sharing spaces in new developments
Policy 4.8.2 - Require large retail establishments, particularly supermarkets, to provide shuttle and delivery service to customers.	Implementation 4.8.2.1 - Amend Planning Code section 151.1 to require such services be provided by retail uses over 20,000 s.f.
Policy 4.8.3 - Develop a Transportation Demand Management (TDM) program for the Eastern Neighborhoods that provides information and incentives for employees, visitors and residents to use alternative transportation modes and travel times.	Implementation 4.8.3.1 - Amend Planning Code Sec. 163 to include the Eastern Neighborhoods requiring as a condition of approval for new large office development or substantial alteration, the provision of "transportation demand management" programs or onsite transportation brokerage services. Implementation 4.8.3.2 - Planning, SFMTA, SFCTA and the Department of the Environment will develop a plan for implementation of Transportation Demand Management (TDM) measures in the Eastern Neighborhoods, which will include TDM program benchmarks and periodic monitoring to determine the success of measures and needed revisions in standards, charges and procedures.
Policy 4.9.1 - Introduce traffic calming measures where warranted to improve pedestrian safety and comfort, reduce speeding and traffic spillover from arterial streets onto residential streets and alleyways.	Implementation 4.9.1.1 - As part of the Eastern Neighborhoods Transportation Implementation Study, SFMTA, SFCTA and Planning will evaluate locations that warrant traffic calming measures in the Mission. [E.SoMa Plan: "...in East SoMa."; Showplace Square/Potrero Hill Plan: "...in Showplace Square/Potrero Hill."].
Policy 5.3.1 - Redesign underutilized portions of streets as public open spaces, including widened sidewalks or medians, curb bulb-outs," living streets" or green connector streets.	Implementation 5.3.1.1 - Identify and map areas in need of improvement. Work with DPW and MTA to prioritize improvements.
Policy 5.3.6 (5.3.8 E.SoMa; 5.3.7 Showplace/Potrero) -	Implementation 5.3.6.1 (5.3.8.1E.SoMa; 5.3.7.1

<p>Enhance the pedestrian environment by requiring new development to plant street trees along abutting sidewalks. When this is not feasible, plant trees on development sites or elsewhere in the Plan Area.</p>	<p>Showplace/Potrero) - Amend Planning Code Section 143 to require that a project sponsor provide an in-lieu payment to DPW/Bureau of Urban Forests for a tree to be planted and maintained within the Mission should it not be possible to plant a tree every 20 feet.</p>
<p>Appendices: A2. Eastern Neighborhoods Zoning Table Summary A4. Pedestrian / Bicycle / Traffic Calming Improvements Map A5. Streets and Open Space Concept Map</p>	<p>NA</p>

C. Evaluation of Development Targets

Parking and Density: All plans include some policies and actions supportive of minimizing new vehicle miles traveled resulting from new development. The Area Plans all eliminate parking requirements - in some new proposed zoning districts - so that structured or off-street parking is not required and parking maximums are specified. Additionally, for all (new) Eastern Neighborhoods Proposed Zoning Controls (Appendix 2) residential off-street parking is permitted up to .25 - .75 spaces per 1 BR unit and conditional up to .75 spaces per 1BR unit (except MU and UMU districts – which are permitted at .75) for all listed zoning controls. (RH-1, RH-2, RH-3, RM-1, RM-2, RED districts are not included as they do not have proposed zoning control changes; however, the bulk of new development is not anticipated in these zones). Minimum off-street parking requirements are also eliminated for new non-residential development.

All plans include policies to separate the parking costs from the cost of both residential and commercial developments (whether sold, rented, or leased). Plans also include a policy regarding the study of other on-street parking pricing strategies in the on-going SFCTA “On-Street Parking Management and Pricing Study”, in which Planning and SF MTA are collaborators. The study will result in recommendations to more efficiently use street parking space and increase turnover and availability through strategies including parking pricing. If those additional pricing strategies are implemented, plans would potentially achieve the minimum or even the benchmark development target.

As previously noted in the Healthy Housing evaluation, all plans have policies which eliminate density limits but do not allow estimation of future density. However, plan policies support increases in density via increasing land for residential uses and removing density limits and parking requirements – with policies developed to promote transit use by development proximate to public transit infrastructure.

Transportation Demand Management: All plans include two specific Transportation Demand Management policies: 1) requiring car-sharing spaces in new residential and commercial developments as well as parking garages; 2) requiring retail establishments over 20,000 square feet to provide shuttle and delivery service to customers. Additionally, the Area Plans make TDM programs or onsite transportation brokerage services a condition of approval for new large office developments or substantial alterations. An implementation under this policy further details that Planning, SF MTA, SF CTA, and the Department of the Environment will develop a TDM program for the Eastern Neighborhoods that provides information and incentives for employees, visitors, and residents to use alternative transportation modes and travel times - which would include TDM program benchmarks, periodic monitoring of benchmarks, and program revisions as needed. Other TDM strategies mentioned in the plan objective (4.8) but not in specific policies include cash-out policies, commuter checks,

emergency ride home programs., The plan objective also suggests that large institutions and employers provide TDM programs including information and incentives, and that large (50+ units) residential developments provide transit passes as a part of rent or homeowner association fees. We assessed the plan as meeting the minimum for TDM development target. More specific plan direction on TDM could achieve the benchmark while giving individual development projects flexibility in approach.

Traffic Calming and Safety: All plans include a policy to introduce traffic calming measures to improve pedestrian safety and comfort, and reduce traffic speeding and spillover from arterial streets onto residential streets and alleyways. However, the Area Plans do not specify traffic calming measures nor are they described in the Appendix 4 map of proposed traffic calming streets/areas. Plan policies do include design features that are potential traffic calming strategies, but they are not specified as being strategically incorporated to slow traffic. These potential measures include: 1) requiring new development to plant street trees along abutting sidewalks; 2) Planning working with MTA and DPW to redesign underutilized portions of streets as public open spaces, including widened sidewalks or medians, curb bulb-outs, "living streets," or green connector streets and prioritize improvements. In Appendix 4, Guerrero Street and South Van Ness Avenue in the Mission are referenced as proposed streets for traffic calming - as is most of Potrero Hill (referencing an SF MTA neighborhood traffic calming project). Notably, there are no traffic calming streets or areas proposed in the map for East SoMa - an area that experiences among the highest numbers and rates of traffic collisions and related deaths and injuries in San Francisco. However East SoMa does have potential living streets, green connector streets, and Folsom is described as a civic boulevard in the Streets and Open Space Concept in Appendix 5 - which may include some traffic calming. More supportive policies and implementing actions in the Area Plans to support the improvements and concepts portrayed in Appendices 4 and 5 would enable the Area Plans to achieve benchmark or minimum development targets for traffic calming.

HDMT Indicator	HDMT Development Target	East SoMa	Mission	S.Sq./ Potrero Hill	Supporting Plan Policies^a
ST.1.a	1) Density, residential:	Yes, Min.	Yes, Min.	Yes, Min.	1.1.3 (M)
ST.1.b	<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)?				1.1.4 (M)
ST.1.c					1.2.2 (P)
					1.2.3 (M,P)
					1.2.4 (E,M)
					1.2.5 (E)
					1.4.1 (M)
	2) Parking, residential zoning:	Yes, Min.	Yes, Min.	Yes, Min.	2.4.2
	<i>Benchmark:</i> Does the project provide structured parking at a ratio less than or equal to one space for every two households?				A.2
	<i>Minimum:</i> Does the project provide structured parking at a ratio less than or equal to three spaces for every four households?				
	3) Parking, pricing:*	Insuff. Info.	Insuff. Info.	Insuff. Info.	2.4.1
	<i>Benchmark:</i> Does the project address parking through at least 4 of the following pricing strategies?				4.3.3
	<i>Minimum:</i> Does the project address parking through at least 2 of the following pricing strategies?				4.3.6

Eastern Neighborhoods Area Plans Healthy Development Measurement Tool Evaluation
Chapter 4. Evaluation of Area Plans

HDMT Indicator	HDMT Development Target	East SoMa	Mission	S.Sq./Potrero Hill	Supporting Plan Policies^a
	§ 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 and 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				
	4) Transportation demand management policies and programs:*	Yes, Min.	Yes, Min.	Yes, Min.	4.8.1
	<i>Benchmark:</i> Does the project provide at least 5 of the following transportation demand management				4.8.2
	<i>Minimum:</i> Does the project provide at least 2 of the following transportation demand management				4.8.3
	§ Carpool matching programs § Car-Sharing services § Dedicated employee or resident transportation coordinator § Financial incentives for walkers and bicyclists § Free transit passes § Guaranteed ride home § Preferential carpool/vanpool parking § Provision of bus schedules, bike maps, other transportation alternatives § Secure bike parking § Showers/changing facilities for employees § Shuttle service				4.10.1
ST.1.d	1) Traffic calming:*	Insuff. Info.	Insuff. Info.	Insuff. Info.	4.9.1
	<i>Benchmark:</i> Does the project include at least 4 of the following traffic calming interventions to slow traffic speeds?				4.10.1
	<i>Minimum:</i> Does the project include at least 2 of the following traffic calming interventions to slow traffic speeds?				5.3.1
					5.3.6
					A.4
					A.5

Eastern Neighborhoods Area Plans Healthy Development Measurement Tool Evaluation
Chapter 4. Evaluation of Area Plans

HDMT Indicator	HDMT Development Target	East SoMa	Mission	S.Sq./Potrero Hill	Supporting Plan Policies ^a
	§ Bollards § Channelization islands § Chicanes § Curb extensions, planters, or centerline traffic islands that narrow traffic lanes § Horizontal shifts § Median islands § Mini-circles § Pavement treatments § Perceptual design features § Reductions in the number and width of traffic lanes § Roundabouts § Rumble or warning strips § Semi-diverters, partial closures § Speed humps § Street closures § Street Trees § Tighter corner radii				

a Plan Policy Number common to all three Area Plans, unless otherwise noted with plan abbreviations, see below:

E=East SoMa Plan Policy

M=Mission Plan Policy

P=Showplace Square/Potrero Hill Plan Policy

D. Further Recommendations

- (1) Amend Implementation 4.9.1.1 to include more specific guidance regarding the menu of potential traffic calming measures – which could include: bollards, channelization islands, chicanes, curb extensions, planters, centerline traffic islands that narrow traffic lanes, horizontal shifts, median islands, mini-circles, pavement treatments, perceptual design features, reductions in the number and width of traffic lanes (particularly on arterials), roundabouts, rumble or warning strips, semi-diverters, partial closures, speed humps, street closures, tighter corner radii, or woonerfs. Some of these measures are already noted in the Plan Objectives.
- (2) Add a new Implementation 4.9.1.2 to each Plan specifying where traffic calming will be targeted. Targeted areas should be chosen based on areas detailed in the “Pedestrian / Bicycle / Traffic Calming Improvements Map” (Appendix 4), locations of pedestrian injury collisions, and other relevant factors.
- (3) Identify areas where there are traffic calming opportunities in East SoMa on the “Pedestrian / Bicycle / Traffic Calming Improvements Map” (A4) and in new Implementation 4.9.1.2. Traffic Calming areas could correspond to areas already targeted for pedestrian and bicycle improvements, civic boulevards, green connector streets, and living streets. In SoMa streets where freeway ramps exit into the neighborhoods are important areas to target for traffic calming.
- (4) Include additional detail regarding potential TDM measure requirements in the implementations for Policy 4.8.3. TDM measures could include those already noted in the Objective, such as: cash-out policies, commuter checks, emergency ride home programs, provision of information

(e.g., transit schedules or bike maps) and incentives (e.g., for walking and biking to work), or transit passes as a part of rent or homeowner association fees. Additional policies noted in the HDMT include: carpool matching programs, preferential carpool/vanpool parking, secure (indoor) bike parking, showers/changing facilities for employees, and telecommuting options.

- (5) Include an implementation for Policy 4.8.3 that economic barriers be considered in selecting appropriate Transportation Demand Management (TDM) measures in the Eastern Neighborhoods. Measures to address economic barriers to public transit utilization could include subsidizing transit passes based on household income (e.g., <200% poverty level) or housing costs (e.g., for below-market rate units).
- (6) Include detail regarding potential parking pricing strategies under study in the implementing actions for Policy 4.3.6.

ST.2 Provide affordable and accessible public transportation options

A. Existing Conditions

Approximately 33% of commute trips are made using public transit in San Francisco. Commute habits vary among the Eastern Neighborhoods. SoMa residents have one of the lowest rates of commuting via public transit in the City. However, they also are less likely to have vehicle access and more likely to instead walk or bike for commuting. Potrero Hill residents are more car dependent for commuting – with low public transit use (19%), higher car access and lower walking and biking trips. In contrast, Mission residents have some of the City’s highest neighborhood transit commuters at 42%.

HDMT Indicator	SoMa	Mission	Potrero Hill
ST.2.a: Proportion of commute trips made by public transit	SoMa = 26% Citywide = 33%	Mission = 42% Citywide = 33%	Potrero Hill = 19% Citywide = 33%
ST.2.b: Proportion of households with 1/4 mile access to local bus or rail link	SoMa = 100% Citywide = 100%	Mission = 100% Citywide = 100%	Potrero Hill = 100% Citywide = 100%
ST.2.c: Proportion of households with 1/2 mile access to regional bus, rail or ferry link	SoMa = 97% Citywide = 22%	Mission = 78% Citywide = 22%	Potrero Hill = 90% Citywide = 22%
ST.2.d Proportion of workers with 1/2 mile access to regional bus, rail or ferry link	SoMa = 84% Citywide = 61%	Mission = 59% Citywide = 61%	Potrero Hill = 88% Citywide = 61%
ST.2.e Proportion of average income spent on transportation expense	SF = 12%, pre-tax income; Western region of U.S. = 16%		

Proximity to public transit is one means of assessing access to this service. In regards to local transit services, 100% of San Francisco households are within ¼ mile of a local bus or rail stop. Citywide, 22% of households are within ½ of regional transit. The Eastern Neighborhoods fare better for this indicator. SoMa ranks second and Potrero Hill third, after the Financial District, both with 90% or more neighborhood households within ½ mile of regional bus, rail, or ferry; 78% of Mission households have regional transit options in close proximity. 61% of San Francisco’s workers are within ½ of a regional transit link. Again, SoMa (84%) and Potrero Hill (88%) have high proportions of workers within ½ mile of regional transit – ranking third and second among City neighborhoods, after the Financial District.

Worker access to regional transit in the Mission (59%) is closer to the citywide statistic. Distance-based measures are notably limited when assessing access and use of public transit - with other important factors including: cost, reliability, frequency, perceived and actual safety, and amenities at transit stops such as benches, lighting and maps. San Franciscans spend 12% of their pretax income on transportation expenses – versus the 16% spent by residents of Western Region states. In both areas, public transit expenses accounted for approximately 1% of expenditures – while private vehicles accounted for 14% and 18% of expenditures, respectively.

B. Area Plan Policies and Implementing Actions Recommended or Supported by SFDPH

Policy	Implementation
<p>Policy 1.1.3 (Mission Plan only) - Maintain the successful Mission Street and Valencia Street Neighborhood Commercial districts; recognize the proximity to good transit service by eliminating residential density limits and minimum parking requirements.</p> <p>Policy 1.1.9 (East SoMa Plan only) - Require active commercial uses and encourage a more neighborhood commercial character along 4th and 6th Streets.</p>	<p>Implementation 1.1.3.1 (Mission Plan only) - Amend the Planning Code to establish “Neighborhood Commercial – Transit” districts along Mission, Valencia and parts of 16th Street.</p> <p>Implementation 1.1.9.1 (East SoMa Plan only) - Amend the Planning Code to establish a Neighborhood Commercial – Transit (NC-T) district along 6th Street and also require ground floor retail uses on both 6th Street and 4th Streets.</p>
<p>Policy 1.1.4 (Mission Plan only) - In higher density residential areas of the Mission, recognize proximity to good transit service by eliminating density limits and minimum parking requirements; permit small neighborhood serving retail.</p>	<p>Implementation 1.1.4.1 (Mission Plan only) - Amend the Planning Code to establish “Residential Transit-Oriented” districts in portions of the Mission residential areas.</p>
<p>Policy 1.4.1 (Mission Plan only) - Direct new mixed-use residential development to the Mission’s neighborhood commercial districts to take advantage of the transit and services available in those areas.</p>	<p>Implementation 1.4.1.1 (Mission Plan only) - Amend the Planning Code to create “Neighborhood Commercial – Transit” (NC-T) zones along Mission and Valencia Streets, which will continue to permit residential development, while relaxing density and minimum parking controls.</p>
<p>Policy 2.3.2 - Prioritize the development of affordable family housing, both rental and ownership, particularly along transit corridors and adjacent to community amenities.</p>	<p>Implementation 2.3.2.1 - Draft design guidelines for family friendly housing to guide development in these areas.</p> <p>Implementation 2.3.2.2 - Prioritize funding for family and rental units in distribution of affordable housing monies in transit and amenity-rich areas.</p>
<p>Policy 2.3.6 - Establish an impact fee to be allocated towards an Eastern Neighborhoods Public Benefit Fund to subsidize transit, pedestrian, bicycle, and street improvements, park and recreational facilities, and community facilities such as libraries, child care and other neighborhood services in the area.</p>	<p>Implementation 2.3.6.1 - Amend the Planning Code to require impact fees on all new residential and nonresidential development to fund community improvements in the project area, as supported by the findings of the Eastern Neighborhoods nexus study (currently underway).</p>
<p>Policy 4.1.1 - Commit resources to an analysis of the transportation impacts of new zoning, and mobility needs in the Mission /Eastern Neighborhoods to develop a plan that prioritizes transit while addressing needs of all modes (auto circulation, freeway traffic, bicyclists, pedestrians).</p>	<p>Implementation 4.1.1.1 - The SFMTA, SFCTA, and the Planning Department will work together to develop scope, funding and schedule for the Eastern Neighborhoods Transportation Implementation Study, with start date in 2008.</p> <p>Implementation 4.1.1.2 - As part of the Eastern Neighborhoods Transportation Implementation Study, the MTA, SFCTA, and the Planning Department will work together to identify and secure funding for the study recommendations, and collaborate to begin implementing the recommendations as soon as study findings are available.</p>
<p>Policy 4.1.2 (Mission Plan only) - Enhance existing</p>	<p>Implementation 4.1.2.1 - As part of Eastern</p>

Eastern Neighborhoods Area Plans Healthy Development Measurement Tool Evaluation
Chapter 4. Evaluation of Area Plans

<p>public transit service linking the Mission to downtown and BART.</p> <p>Policy 4.1.2 (East SoMa Plan only) - Improve public transit linking the eastern and western portions of the South of Market and strengthen SoMa’s overall transit connections to the Market Street corridor, BART stations, and 4th & King Caltrain station.</p> <p>Policy 4.1.2 (Showplace/Potrero Plan) - Improve public transit service linking Showplace/Potrero to the downtown core and regional transit hubs including Market Street, 4th and King Caltrain station, Civic Center BART station, 16th Street BART station, and the Transbay Terminal.</p>	<p>Neighborhoods Transportation Implementation Study, SFMTA, SFCTA and Planning will identify specific transit service improvements and funding.</p>
<p>Policy 4.1.3 - Decrease transit travel time and improve reliability through a variety of means, such as transit-only lanes, transit signal priority, transit “queue jumps,” lengthening of spacing between stops, and establishment of limited or express service.</p>	<p>Implementation 4.1.3.1 - As part of Eastern Neighborhoods Transportation Implementation Study, SFMTA, SFCTA and Planning will identify locations and transit lines for specific transit improvements.</p>
<p>Policy 4.1.4 - Implement the service recommendations of the Transit Effectiveness Project (TEP).</p>	<p>Implementation 4.1.4.1 - The SFMTA will work with other city agencies to implement the recommendations of the Transit Effectiveness Project.</p>
<p>Policy 4.1.6 (Mission Plan only) - Balance competing land use and transportation- related priorities for 16th Street in the Mission to improve transit speed and reliability.</p> <p>Policy 4.1.6 (Showplace/Potrero Plan only) - To the extent possible, balance competing land use and transportation-related priorities for 16th Street in Showplace Square to improve transit speed and reliability.</p>	<p>Implementation 4.1.6.1 (Mission and Showplace/Potrero Plans only) - As part of Eastern Neighborhoods Transportation Implementation Study, SFMTA, SFCTA and Planning will further explore feasibility of 16th Street transit improvements.</p>
<p>Policy 4.1.7 (Mission and Showplace/Potrero Plans only) - Study the possibility of creating a “premium” transit service such as Bus Rapid Transit or implementing high-level transit preferential treatments for segments of 16th Street and Potrero Avenue.</p>	<p>Implementation 4.1.7.1 (Mission and Showplace/Potrero Plans only) - As part of Eastern Neighborhoods Transportation Implementation Study, SFMTA, SFCTA and Planning will further explore feasibility of high-level transit treatments for segments of 16th Street and Potrero Avenue.</p>
<p>Policy 4.1.6 (East SoMa Plan only) - If the proposed Central Subway is built along the Fourth Street corridor, consider the inclusion of a stop on 4th Street between Bryant and Brannan.</p>	<p>Implementation 4.1.6.1 (East SoMa Plan only) - SFMTA will continue to develop plans for the new Central Subway including stop locations.</p>
<p>Policy 4.1.7 (East SoMa Plan only) - Support planning and implementation of the proposed E-line historic streetcar line from Fisherman’s Wharf to the 4th & King Caltrain Station.</p>	<p>Implementation 4.1.7.1 (East SoMa Plan only) - SFMTA will continue to develop long range plans for E-line historic streetcar service.</p>
<p>Policy 4.2.1 - Improve the safety and quality of streets, stops and stations used by transit passengers.</p>	<p>Implementation 4.2.1.1 - As part of Eastern Neighborhoods Transportation Implementation Study, SFMTA and Planning will identify key transit streets, stops and stations to be prioritized for improvements.</p>

Eastern Neighborhoods Area Plans Healthy Development Measurement Tool Evaluation
Chapter 4. Evaluation of Area Plans

<p>Policy 4.2.2 - Provide comprehensive and real-time passenger information, both on vehicles and at stops and stations.</p>	<p>Implementation 4.2.2.1 - SFMTA will establish a program for improved passenger information in the Eastern Neighborhoods, linked to the agency’s overall information program. Implementation 4.2.2.2 - SFMTA and Planning will work with BART to provide train arrival time information outside of the 16th Street & 24th Street BART Stations.</p>
<p>Policy 4.3.2 (Mission and Showplace/Potrero Plans only) - For new non-residential development, provide flexibility by eliminating minimum off-street parking requirements and establishing caps generally equal to the previous minimum requirements. For office uses, parking should be limited relative to transit accessibility.</p>	<p>Implementation 4.3.2.1 (Mission and Showplace/Potrero Plans only) - Amend the Planning Code.</p>
<p>Policy 4.6.1 (Mission Plan only) - Improve pedestrian access to major transit stops and stations such as the 16th and 24th Street BART Stations.</p>	<p>Implementation 4.6.1.1 (Mission Plan only) - As part of Eastern Neighborhoods Transportation Implementation Study, SFMTA, SFCTA and Planning will identify pedestrian improvements in the Mission. Implementation 4.6.1.2 (Mission Plan only) - SFMTA will work with BART to make pedestrian improvements near BART stations.</p>
<p>Policy 4.7.2 - Provide secure, accessible and abundant bicycle parking, particularly at transit stations, within shopping areas and at concentrations of employment.</p>	<p>Implementation 4.7.2.1 - The SFMTA’s Bicycle Program will prioritize locations for additional bicycle parking.</p>
<p>Policy 4.10.1 - As part of the Eastern Neighborhoods Public Benefits Program, support funding for transit, pedestrian, bicycle and auto improvements through developer impact fees, in-kind contributions, community facilities districts, dedication of tax revenues, and state or federal grant sources.</p>	<p>Implementation 4.10.1.1 - As part of Eastern Neighborhoods Transportation Implementation Study, SFMTA, SFCTA and Planning will develop funding strategy for transportation improvements identified in the study. Implementation 4.10.1.2 - Develop an Eastern Neighborhoods Public Benefits Program to include impact fees for new residential and commercial development, as supported by the findings of the Eastern Neighborhoods nexus study (currently underway). These funds will be directed towards a variety of community improvements including transportation. Implementation 4.10.1.3 - Explore the feasibility of other funding options in the Eastern Neighborhoods such as dedication of tax revenues, community facilities districts and grants.</p>
<p>Policy 7.1.3 - Ensure childcare services are located where they will best serve neighborhood workers and residents.</p>	<p>Implementation 7.1.3.2 - Encourage new childcare development near residential areas, on-site in new residential complexes, near transit facilities, or near employment centers to support families by reducing the time spent going to and from daycare, and to support other plan goals of traffic reduction, and increased transit ridership.</p>
<p>A1. Eastern Neighborhoods Overall Proposed Zoning Map A2. Eastern Neighborhoods Zoning Table Summary</p>	<p>NA</p>

A3. Public Transit Improvements Concept Map

C. Evaluation of Development Targets

Proximity to public transit is one means of assessing resident and employee access to this vital service. Residents of the plan areas already have high proximity to local and regional transit. Residential and commercial density are vital to support public transit service, and new zoning addresses this issue by eliminating residential density limits and minimum parking requirements. Plans also state that funding for family and rental units in distribution of affordable housing monies in transit and amenity-rich areas will be prioritized, and new child care development near transit facilities encouraged.

However, other important factors including: cost, reliability, frequency, perceived and actual safety, and amenities at transit stops such as benches, lighting and maps also impact on whether people use transit. These factors are addressed to varying degrees by the Area Plans. A number of policies noted in the above are supported by SFDPH but not included in the development targets table. Those policies can be generally viewed as supporting the ST.2 objective to “Provide affordable and accessible public transportation options”, but not a specific development target.

Specific transit operations and infrastructure improvements in the Area Plans are driven by the Eastern Neighborhoods Transportation Implementation Study, slated to start in 2008 under the direction of the MTA, SFCTA, and the Planning Department contingent on funding. Transit issues to be addressed in the study include: specific transit service improvements and funding; locations and transit lines for specific transit improvements; feasibility of 16th Street transit improvements; feasibility of high-level transit treatments for segments of 16th Street and Potrero Avenue; identification of key transit streets, stops and stations to be prioritized for improvements; and identification of pedestrian improvements in the Mission (improving access to major transit stops). Completing the study and making improvements as described in the previously noted policies and implementing actions has notable potential to improve transit service – and therefore potentially increasing ridership and decreasing private vehicle use in these areas by addressing factors including reliability, frequency, perceived and actual safety, and amenities at transit stops. Funding strategies for study and improvements were mentioned in plan policies and implementing actions and include the Eastern Neighborhoods Public Benefits Program’s impact fees for new residential and commercial development – for which the nexus study is not yet completed and thus potential revenue for transportation improvements is uncertain. The Area Plans also suggest exploring the feasibility of other funding options including dedication of tax revenues, community facilities districts and grants.

Similarly, other transportation plans and projects that are on-going with potential to impact on transit access and use in the plans areas (but with insufficient detail to evaluate their impact on the Area Plans at this time) include Transit Effectiveness Project recommendations, the Central Subway, and plans for E-line historic streetcar service. Specific to BART service, the Mission Area Plan include SFMTA working with BART to make pedestrian improvements near BART stations and provide train arrival time information outside the stations.

The Area Plans do not address public transit expense in terms of increasing transit access for low-income households. While plans do include language recommending that major residential developments (50+ units) should be required to provide transit passes to all residents as a part of rent or homeowner association fees (Objective 4.8), there are no subsidies for low-income households mentioned, nor is there a policy or associated implementation for the aforementioned requirement.

Eastern Neighborhoods Area Plans Healthy Development Measurement Tool Evaluation
Chapter 4. Evaluation of Area Plans

Finally, policies to reduce personal motor vehicle use are essential to promoting public transit use. Plan policies address residential parking, parking pricing and TDM; their evaluation is included above.

HDMT Indicator	HDMT Development Target	East SoMa	Mission	S.Sq./ Potrero Hill	Supporting Plan Policies^a
ST.2.a	1) Transit:	Yes, Benchmark	Yes, Benchmark	Yes, Benchmark	2.3.2
ST.2.b	<i>Benchmark #1:</i> Is the project within ½ mile of regional transit (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?				4.1.2
ST.2.c					4.1.4
ST.2.d					7.1.3
	<i>Benchmark #2:</i> Is the project within 1/4 mile of local transit?	Yes, Benchmark	Yes, Benchmark	Yes, Benchmark	4.1.6 (E) 4.1.7 (E)
	2) Density, residential:	Yes, Min.	Yes, Min.	Yes, Min.	2.3.2
	<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)?				4.1.2
					4.1.4
					7.1.3
					4.1.6 (E) 4.1.7 (E)
	3) Parking, residential zoning:	Yes, Min.	Yes, Min.	Yes, Min.	2.3.2
	<i>Benchmark:</i> Does the project provide structured parking at a ratio less than or equal to one space for every two households?				A.2
					<i>Minimum:</i> Does the project provide structured parking at a ratio less than or equal to three spaces for every four households?
	4) Parking, pricing:*	Insuff. Info.	Insuff. Info.	Insuff. Info.	1.1.3 (M)
	<i>Benchmark:</i> Does the project address parking through at least 4 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 and optional instead of a hidden cost) § Parking cash-out policies (allowing employees				1.1.4(M)
					1.2.2(P)
					1.2.3(M,P) 1.2.4(E,M) 1.2.5(E) 1.4.1(M)
		2.4.2			
		A.2			
		2.4.1			
		4.3.3			
		4.3.6			

**Eastern Neighborhoods Area Plans Healthy Development Measurement Tool Evaluation
Chapter 4. Evaluation of Area Plans**

HDMT Indicator	HDMT Development Target	East SoMa	Mission	S.Sq./ Potrero Hill	Supporting Plan Policies^a
	<p>5) Transportation demand management policies and programs:*</p> <p><i>Benchmark:</i> Does the project provide at least 5 of the following transportation demand management strategies?</p> <p><i>Minimum:</i> Does the project provide at least 2 of the following transportation demand management strategies?</p> <ul style="list-style-type: none"> § Carpool matching programs § Car-Sharing services § Dedicated employee or resident transportation coordinator § Financial incentives for walkers and bicyclists § Free transit passes § Guaranteed ride home § Preferential carpool/vanpool parking § Provision of bus schedules, bike maps, other transportation alternatives § Secure bike parking § Showers/changing facilities for employees § Shuttle service 	Yes, Min.	Yes, Min.	Yes, Min.	4.8.1 4.8.2 4.8.3 4.10.1
ST.2.e	<i>Benchmark:</i> Does the project subsidize public transit passes for households earning <200% of the poverty line?	No	No	No	None

a Plan Policy Number common to all three Area Plans, unless otherwise noted with plan abbreviations, see below:
E=East SoMa Plan Policy **M**=Mission Plan Policy **P**=Showplace Square/Potrero Hill Plan Policy

D. Further Recommendations

(1) See ST.1 Recommendations #4 and #6 and #13.

ST.3 Create safe, quality environments for walking and biking

A. Existing Conditions

The number of people who walk in an area is affected by the quality of the pedestrian environment including: street and sidewalk design and connectivity, presence of street furniture, traffic volume (determined by vehicle trips and miles traveled), traffic calming features, pedestrian safety interventions (e.g. crosswalks, countdowns), and the aesthetics and safety of the surrounding environment. Mixed, dense residential and commercial development, as well as close (i.e. <½ mile) proximity of development to public transit, decreases the distance between people's residential, employment, and other (e.g. shopping, errands, social) activities and increases walking as a means of transportation. Walking is further impacted by socio-demographic factors, as many low-income people walk regardless of environmental quality because it is their primary means of transportation. Also, children, seniors or people with certain disabilities may have a limited ability to walk. The number of people biking in an area is largely impacted by factors including the presence and quality of bike lanes and bicycle network connectivity, proximity of development to public transit and other destinations, traffic volume and speed, and presence of bike storage, bike locks, and bike racks (including on public transit). Biking is further impacted by population socio-demographic factors, including ability to ride a bike and for what distance.

In providing a safe, supportive environment for bicyclists, bike lanes and paths are fundamental. Citywide, there are 63 miles of bike lanes and paths and 930 miles of road, for a ratio of .07. Based on the map of the bike network, SoMa, the Mission, and Potrero Hill are all currently connected into the citywide bicycle network. However, based on field assessments and other data, pedestrian and bicyclist safety and the quality of those transportation networks is a serious public health concern – with unique issues due to the diverse environments in each of the areas.

A high proportion of SoMa commuters walk or bike to work (40%) – well above the citywide proportion of 14% and the third highest among City neighborhoods. Still, SoMa is an unfriendly location for walking and biking due to wide and one way streets and high traffic speeds and volumes. SoMa had the 3rd highest number of pedestrian injury collisions in San Francisco from 2001 – 2005 with 412 collisions (10% of the total) and the 2nd highest rate of pedestrian injury collisions with 413 / 100,000 population. These SoMa statistics are notably higher than the citywide median of 68 collisions and over four times the City rate of 104/100,000 population. Similarly, more bicyclists are hit by motor vehicles in SoMa than any other neighborhood – with 274 bicycle collisions from 2001 – 2005, 18% of all San Francisco bicycle collisions in that period - compared to a City neighborhood median of 21 bicycle collisions.

Fewer Mission commuters walk or bike to work (18%) – slightly above the citywide proportion of 14% - though a higher percentage use public transit, to which many people walk. The Mission had the 2nd highest number of pedestrian injury collisions in San Francisco from 2001 – 2005 after Downtown/Civic Center, with 460 collisions (11% of all San Francisco collisions) and the 5th highest rate of pedestrian injury collisions with 153/100,000 population. As in SoMa, the Mission's number and rate of pedestrian injury collisions are notably higher than the City overall. Similarly, more bicyclists are hit by motor vehicles in the Mission than any other neighborhood except SoMa – with 274 bicycle collisions from 2001 – 2005, 16% of all San Francisco bicycle collisions in that period.

Eastern Neighborhoods Area Plans Healthy Development Measurement Tool Evaluation
Chapter 4. Evaluation of Area Plans

A low proportion of Potrero Hill commuters walk or bike to work (10%) – below the citywide proportion of 14%. Potrero Hill had only 35 pedestrian injury collisions from 2001 – 2005 and a lower rate of pedestrian injury collisions with 66/ 100,000 population. Potrero Hill’s number and rate of pedestrian injury collisions are notably below the citywide median of 68 collisions and rate of 104/100,000 population. Low pedestrian injuries are likely attributed to not having many pedestrians due to lack of pedestrian provisions and the hilly topography, which discourages walking. Similarly, few bicyclists are hit by motor vehicles in Potrero Hill – with 21 bicycle collisions from 2001 – 2005 – less than 2% of all San Francisco bicycle collisions in that period and equal to the City neighborhood median of 21 bicycle collisions.

HDMT Indicator	SoMa	Mission	Potrero Hill
ST.3.a: Ratio of miles of bike lanes and paths to miles of roads.	Based on the map of the bike network, SoMa is currently connected with bike paths into the citywide bicycle network. Citywide = .07, 63 miles of bike lanes and paths and 930 miles of road		
ST.3.b: Proportion of commute trips made by walking or biking	SoMa = 40% Citywide = 14%	Mission = 18% Citywide = 14%	Potrero Hill = 10% Citywide = 14%
ST.3.c: Rate and number of pedestrian injury collisions (2001 – 2005)	SoMa rate = 413 pedestrian injury collisions/100,000 population/year Citywide rate = 104 pedestrian injury collisions/100,000 population SoMa total = 412 collisions resulting in pedestrian injury or death Citywide total = 4,039 collisions resulting in pedestrian injury or death Citywide neighborhood median = 68 collisions resulting in pedestrian injury or death	Mission rate = 153 pedestrian injury collisions/100,000 population/year Citywide rate = 104 pedestrian injury collisions/100,000 population Mission total = 460 collisions resulting in pedestrian injury or death Citywide total = 4,039 collisions resulting in pedestrian injury or death Citywide neighborhood median = 68 collisions resulting in pedestrian injury or death	Potrero Hill rate = 66 pedestrian injury collisions/100,000 population/year Citywide rate = 104 pedestrian injury collisions/100,000 population Mission total = 35 collisions resulting in pedestrian injury or death Citywide total = 4,039 collisions resulting in pedestrian injury or death Citywide neighborhood median = 68 collisions resulting in pedestrian injury or death
ST.3.d: Number of bicycle collisions (2001 – 2005)	SoMa total = 274 bicycle collisions Citywide total = 1,499 bicycle collisions Citywide neighborhood median = 21 bicycle collisions	Mission = 240 bicycle collisions Citywide total = 1,499 bicycle collisions Citywide neighborhood median = 21 bicycle collisions	Potrero Hill = 21 bicycle collisions Citywide total = 1,499 bicycle collisions Citywide neighborhood median = 21 bicycle collisions

B. Area Plan Policies and Implementing Actions Recommended or Supported by SFDPH

Policy	Implementation
Policy 2.5.2 - Develop affordable family housing in areas where families can safely walk to schools, parks, retail,	Implementation 2.5.2.1 - The Mayor’s Office of Housing should emphasize seeking sites / provide family sized

Eastern Neighborhoods Area Plans Healthy Development Measurement Tool Evaluation
Chapter 4. Evaluation of Area Plans

<p>and other services.</p>	<p>units with good access to community amenities like parks, social services, and schools.</p>
<p>Policy 2.3.6 - Establish an impact fee to be allocated towards an Eastern Neighborhoods Public Benefit Fund to subsidize transit, pedestrian, bicycle, and street improvements, park and recreational facilities, and community facilities such as libraries, child care and other neighborhood services in the area.</p>	<p>Implementation 2.3.6.1 - Amend the Planning Code to require impact fees on all new residential and nonresidential development to fund community improvements in the project area, as supported by the findings of the Eastern Neighborhoods nexus study (currently underway).</p>
<p>Policy 3.2.1 - Require high quality design of street-facing building exteriors.</p>	<p>A. Provide strong, repeating vertical articulation on new buildings, especially those with large street frontages, to achieve the visual interest necessary to sustain pedestrian interest and activity. Avoid undifferentiated massing longer than 25 feet on residential streets or alleys, and 40 feet on all other streets. Such vertical articulation as this cannot be satisfactorily achieved by minor changes such as change of color alone.</p> <p>C. Building openings and fenestration should represent the uses behind them, minimize visual clutter, harmonize with prevailing conditions, and provide architectural interest. Windows should have a minimum recess of 3 inches, generally should be oriented, and open, vertically, and the frames should not be made of vinyl.</p> <p>F. Blank or blind frontages at the ground floor are highly discouraged and should be minimized wherever possible. Where necessary, frontages used for utilities, storage, refuse collection and other activities should be integrated into the overall articulation and fenestration of the façade, or be masked by landscaping or other design features where active uses are not possible.</p> <p>G. Extended blank or blind frontages are not permitted along Transit Preferential Streets as defined in the General Plan, and within the 6th Street neighborhood commercial transit district, even if alternative street or alley frontage is not available.</p>
<p>Policy 3.2.3 - Minimize the visual impact of parking.</p>	<p>A. Where off-street parking is provided, placing it underground should be encouraged wherever site conditions allow, and especially for development on lots exceeding 5,000 square feet. Underground parking should be consolidated for multiple properties, where opportunities arise, thereby reducing the average cost of construction and minimizing the number of curb cuts and garage entrances.</p> <p>F. The number of curb cuts should be kept to an absolute minimum, with no more than one lane for ingress and one lane for egress, regardless of the total amount of parking proposed. Parking and loading should share access lanes, wherever possible, rather than requiring separate doors and driveways.</p> <p>G. Curb cuts are prohibited on Transit Priority Streets (TPS), along Valencia Street, and on 24th Street through the neighborhood retail district, even if alternative</p>

	<p>street or alley frontage is not available.</p> <p>H. Where a building has two frontages, parking entrances, loading docks, bays, and auxiliary service entrances should be accessed from secondary streets, and their visual impact on the neighborhood should be minimized.</p>
<p>Policy 3.2.4 - Strengthen the relationship between a building and its fronting sidewalk.</p>	<p>A. Blank and blind walls at the ground floor are highly discouraged and should be minimized. Building frontage should not be used for utilities, storage, and refuse collection wherever possible; where this function must be on the street, landscaping and other well-integrated design features shall be used to enhance the street frontage.</p> <p>B. Ground-floor units should be primarily accessed directly from the public way, and not through common corridors or lobbies. Upper story units should connect to a lobby entry that opens directly onto the public way. Where possible, units should not be accessed only from an interior courtyard.</p> <p>C. The individual entrances to ground-floor units should be set back 3-5 feet but no more than 10 feet from the street-fronting property line, and should be at least 18 inches, and ideally 3 feet, above sidewalk level.</p> <p>D. All setback areas should maximize landscaping opportunities.</p> <p>E. Utility vaults and access panels should be placed in driveway curb cuts so as to prevent blank building frontages and to ensure that sidewalk planting opportunities for street trees and landscaping are not limited.</p> <p>F. Physically intimidating security measures such as window grills or spiked gates should be avoided; security concerns should be addressed by creating well-lit, well-used streets and active residential frontages that encourage “eyes on the street.”</p>
<p>Policy 3.2.6 - Sidewalks abutting new developments should be constructed in accordance with locally appropriate guidelines and street typologies as defined in the Better Streets Plan.</p>	<p><i>None:</i> San Francisco’s Better Streets Plan will provide guidance on how to improve the overall urban design quality, aesthetic character, and ecological function of the city’s streets while maintaining the safe and efficient use for all modes of transportation. Changes to sidewalks should adhere to those in the Better Streets Plan.</p>
<p>Policy 3.2.7 - Strengthen the pedestrian network by extending alleyways to adjacent streets or alleyways wherever possible, or by providing new publicly accessible mid-block rights of way.</p>	<p>A. Developments on properties with 200 or more feet of street frontage on a block face longer than 400’ should provide a minimum 20-foot-wide publicly accessible mid-block right of way and access easement for the entire depth of the property, connecting to existing streets or alleys.</p> <p>B. Developments on properties with 200 feet or more, but less than 300 feet of street frontage should be encouraged to provide a minimum 20-foot wide publicly accessible easement where doing so would reconnect</p>

Eastern Neighborhoods Area Plans Healthy Development Measurement Tool Evaluation
Chapter 4. Evaluation of Area Plans

	<p>an alley with an adjacent street or another alley. C. Developments on properties with 100 feet or more, but less than 200 feet of street frontage in the middle one-third of a block face longer than 400' where the adjacent property has the potential to do likewise, should be encouraged to provide a minimum 10-foot-wide publicly accessible mid-block right of way and access easement for the entire depth of the property, connecting to existing streets or alleys.</p>
<p>Policy 4.10.1 - As part of the Eastern Neighborhoods Public Benefits Program, support funding for transit, pedestrian, bicycle and auto improvements through developer impact fees, in-kind contributions, community facilities districts, dedication of tax revenues, and state or federal grant sources.</p>	<p>Implementation 4.10.1.1 - As part of Eastern Neighborhoods Transportation Implementation Study, SFMTA, SFCTA and Planning will develop funding strategy for transportation improvements identified in the study.</p> <p>Implementation 4.10.1.2 - Develop an Eastern Neighborhoods Public Benefits Program to include impact fees for new residential and commercial development, as supported by the findings of the Eastern Neighborhoods nexus study (currently underway). These funds will be directed towards a variety of community improvements including transportation.</p> <p>Implementation 4.10.1.3 - Explore the feasibility of other funding options in the Eastern Neighborhoods such as dedication of tax revenues, community facilities districts and grants.</p>
<p>Policy 4.2.1 - Improve the safety and quality of streets, stops and stations used by transit passengers.</p>	<p>Implementation 4.2.1.1 - As part of Eastern Neighborhoods Transportation Implementation Study, SFMTA and Planning will identify key transit streets, stops and stations to be prioritized for improvements.</p>
<p>Policy 4.4.3 - In areas with a significant number of PDR establishments, design streets to serve the needs and access requirements of trucks while maintaining a safe pedestrian environment.</p>	<p>Implementation 4.4.3.1 - As part of Eastern Neighborhoods Transportation Implementation Study, SFMTA, SFCTA and Planning will identify where conflicts exist between PDR vehicle, pedestrians and bicyclists and propose appropriate mitigations. This study should include an assessment of current priority freight routes as identified in the General Plan, actual truck volumes on streets, and impacts of truck route proximity to residential zoning.</p>
<p>Policy 4.6.1 (Mission Plan only) - Improve pedestrian access to major transit stops and stations such as the 16th and 24th Street BART Stations.</p>	<p>Implementation 4.6.1.1 (Mission Plan only) - As part of Eastern Neighborhoods Transportation Implementation Study, SFMTA, SFCTA and Planning will identify pedestrian improvements in the Mission.</p> <p>Implementation 4.6.1.2 (Mission Plan only) - SFMTA will work with BART to make pedestrian improvements near BART stations.</p>
<p>Policy 4.6.1 (East SoMa Plan only) - Consider</p>	<p>Implementation 4.6.1.1 (East SoMa Plan only) - As part</p>

Eastern Neighborhoods Area Plans Healthy Development Measurement Tool Evaluation
Chapter 4. Evaluation of Area Plans

improvements that target barriers to walking in SoMa such as long blocks and closed crosswalks, particularly at freeway on and off-ramps.	of the Eastern Neighborhoods Transportation Implementation Study, SFMTA, SFCTA and Planning will identify pedestrian improvements addressing SoMa’s unique needs.
Policy 4.6.1 (Showplace/Potrero Plan only) - Improve pedestrian connections between Showplace Square / Potrero Hill and Mission Bay.	Implementation 4.6.1.1 (Showplace/Potrero Plan only) - As part of Eastern Neighborhoods Transportation Implementation Study, SFMTA, SFCTA and Planning will identify pedestrian improvements to better link the neighborhoods.
Policy 4.6.2 (Mission Plan, East SoMa and Showplace/Potrero Plans = 4.6.4) - Prioritize pedestrian safety improvements at intersections and in areas with historically high frequencies of pedestrian injury collisions.	Implementation 4.6.2.1 (Mission Plan, East SoMa and Showplace/Potrero Plans = 4.6.4.1) - As part of Eastern Neighborhoods Transportation Implementation Study, SFMTA, SFCTA and Planning will propose pedestrian improvements targeting locations – including intersections, street segments, and small areas - with high frequencies of pedestrian injury collisions.
Policy 4.6.2 (East SoMa Plan only) - Facilitate completion of the sidewalk network in East SoMa, especially where new development is planned to occur.	Implementation 4.6.2.1 (East SoMa Plan only) - The Department of Public Works (DPW) and SFMTA should work with developers and property owners in areas lacking sidewalks to plan and fund new sidewalk construction.
Policy 4.6.3 (Showplace/Potrero Plan only) - Facilitate completion of the sidewalk network in Showplace Square / Potrero Hill, especially where new development is planned to occur.	Implementation 4.6.3.1 (Showplace/Potrero Plan only) - The Department of Public Works (DPW) and SFMTA should work with developers and property owners in areas lacking sidewalks to plan and fund new sidewalk construction, especially in Showplace Square.
Policy 4.6.2 (Showplace/Potrero Plan only) - Facilitate improved pedestrian crossings at several locations along 16th Street to better connect Potrero Hill to the Showplace Square area.	Implementation 4.6.2.1 (Showplace/Potrero Plan only) - As part of Eastern Neighborhoods Transportation Implementation Study, SFMTA, SFCTA and Planning will select appropriate pedestrian improvements for 16th Street.
Policy 4.6.3 (Mission Plan only) - Implement recommendations from the Mission Public Realm Plan, Southeast Mission Pedestrian Safety Plan and established street design standards to make the pedestrian environment safer and more comfortable for walk trips.	Implementation 4.6.3.1 (Mission Plan only) - SFMTA, the Department of Public Works (DPW), the Public Utilities Commission (PUC) and Planning will use accepted street design standards, the Mission Public Realm Plan and the Southeast Mission Pedestrian Safety Plan to guide street improvements.
Policy 4.6.3 (East SoMa Plan only) - Consider pedestrian and streetscape improvements to major pedestrian streets and commercial corridors connecting downtown to Mission Bay, especially Pedestrian Streets identified in the General Plan.	Implementation 4.6.3.1 (East SoMa Plan only) - As part of the Eastern Neighborhoods Transportation Implementation Study, SFMTA, SFCTA and Planning will prioritize specific locations for streetscape and pedestrian improvements.
Policy 4.6.5 (East SoMa Plan only) - Use established street design standards to make the pedestrian environment safer and more comfortable for walk trips.	Implementation 4.6.5.1 (East SoMa Plan only) - SFMTA, the Department of Public Works (DPW), the Public Utilities Commission (PUC) and Planning will use accepted street design standards to guide street improvements.
Policy 4.6.5 (Showplace/Potrero Plan only) - Implement recommendations of the Better Streets Plan	Implementation 4.6.5.1 (Showplace/Potrero Plan only) - SFMTA, DPW, the Public Utilities Commission (PUC)

Eastern Neighborhoods Area Plans Healthy Development Measurement Tool Evaluation
Chapter 4. Evaluation of Area Plans

designed to make the pedestrian environment safer and more comfortable for walk trips.	and Planning will work to implement the recommendations from the Better Streets Plan.
Policy 4.7.1 - Provide a continuous network of safe, convenient and attractive bicycle facilities connecting the Mission (or SoMa, or Showplace/Potrero) to the citywide bicycle network and conforming to the San Francisco Bicycle Plan.	Implementation 4.7.1.1 - The SFMTA’s Bicycle Program will work to implement planned bicycle network improvements. Implementation 4.7.1.2 - As part of Eastern Neighborhoods Transportation Implementation Study, SFMTA, SFCTA and Planning will evaluate additional areas for potential bicycle improvements.
Policy 4.7.2 - Provide secure, accessible and abundant bicycle parking, particularly at transit stations, within shopping areas and at concentrations of employment.	Implementation 4.7.2.1 - The SFMTA’s Bicycle Program will prioritize locations for additional bicycle parking.
Policy 4.7.3 (Mission Plan only) - Explore feasibility of the Mission Creek Bikeway project. Policy 4.7.3 (Showplace/Potrero Plan only) - Pursue bicycle connections to Mission Bay and explore feasibility of the Mission Creek Bikeway project.	Implementation 4.7.3.1 (Mission Plan only) - SFMTA, SFCTA and Planning will evaluate issues surrounding implementation of the Mission Creek Bikeway. Implementation 4.7.3.1 (Showplace/Potrero Plan only) - As part of Eastern Neighborhoods Transportation Implementation Study, SFMTA, SFCTA and Planning will evaluate issues surrounding implementation of the Mission Creek Bikeway.
Policy 4.9.1 - Introduce traffic calming measures where warranted to improve pedestrian safety and comfort, reduce speeding and traffic spillover from arterial streets onto residential streets and alleyways.	Implementation 4.9.1.1 - As part of the Eastern Neighborhoods Transportation Implementation Study, SFMTA, SFCTA and Planning will evaluate locations that warrant traffic calming measures in [the Mission, East SoMa, Potrero Hill – as applicable].
Policy 5.3.1 - Redesign underutilized portions of streets as public open spaces, including widened sidewalks or medians, curb bulb-outs, “living streets” or green connector streets.	Implementation 5.3.1.1 - Identify and map areas in need of improvement. Work with DPW and MTA to prioritize improvements.
Policy 5.3.2 (Mission Plan only) - Develop a comprehensive public realm plan for the Mission that reflects the differing needs of streets based upon their predominant land use, role in the transportation network, and building scale. Policy 5.3.2 (East SoMa and Showplace/Potrero Plans only) - Develop a comprehensive public realm plan for East SoMa [Showplace Square] that reflects the differing needs of streets based upon their predominant land use, role in the transportation network, and building scale.	Implementation 5.3.2.1 (Mission Plan only) - Develop and implement the specific streetscaping improvements as part of the Planning Code upcoming Mission Public Realm Plan. Implementation 5.3.2.1 (East SoMa and Showplace/Potrero Plans only) - The Municipal Transportation Agency (MTA) San Francisco County Transportation Authority (SFCTA), and the Planning Department will work together to develop the scope, funding and schedule for the Eastern Neighborhoods Transportation Implementation Study, with a start date in 2008.
Policy 5.3.5 (Mission Plan, East SoMa Plan = 5.3.7, Showplace/Potrero Plan = 5.3.6) - Where possible, transform unused freeway and rail rights-of-way into landscaped features that provide a pleasant and comforting route for pedestrians.	Implementation 5.3.5.1 (Mission Plan, East SoMa Plan = 5.3.7, Showplace/Potrero Plan = 5.3.6) - Identify and map excess portions of freeway right of way. Implementation 5.3.5.2 - Identify agency ownership of space.

**Eastern Neighborhoods Area Plans Healthy Development Measurement Tool Evaluation
Chapter 4. Evaluation of Area Plans**

	<p>Implementation 5.3.5.1 - The Planning Department will work with CalTrans to encourage landscaping, which is a requirement per existing CalTrans code but is ignored in San Francisco.</p>
<p>Policy 5.3.5 (East SoMa Plan only) - Consider transforming a major east-west street in the South of Market into a civic boulevard, connecting the Bay to the Mission District.</p>	<p>Implementation 5.3.5.1 (East SoMa Plan only) - The MTA, SFCTA, and the Planning Department will work together to develop the scope, funding and schedule for the Eastern Neighborhoods Transportation Implementation Study, with a start date in 2008. This study will consider transportation improvements as well as potential public realm improvements to Folsom Street or another east-west street.</p>
<p>Policy 5.3.5 (Showplace/Potrero Plan, East SoMa Plan = 5.3.6) - Significant above grade infrastructure, such as freeways, should be retrofitted with architectural lighting to foster pedestrian connections beneath.</p>	<p>Implementation 5.3.5.1 (Showplace/Potrero Plan, East SoMa Plan = 5.3.6) - The Planning Department will work with CalTrans to promote this idea.</p>
<p>Policy 5.3.6 (Mission Plan, East SoMa Plan = 5.3.8, Showplace/Potrero Plan = 5.3.7) - Enhance the pedestrian environment by requiring new development to plant street trees along abutting sidewalks. When this is not feasible, plant trees on development sites or elsewhere in the Plan Area.</p>	<p>Implementation 5.3.6.1 (Mission Plan, East SoMa Plan = 5.3.8, Showplace/Potrero Plan = 5.3.7) - Amend Planning Code Section 143 to require that a project sponsor provide an in-lieu payment to DPW/Bureau of Urban Forests for a tree to be planted and maintained within the Mission should it not be possible to plant a tree every 20 feet.</p>
<p>Policy 5.5.4 - Encourage public art in existing and proposed open spaces.</p>	<p>Implementation 5.5.4.1 - The Planning Department will work with neighborhood groups and the San Francisco Arts Commission to expand the public art exhibits.</p> <p>Implementation 5.5.4.2 (East SoMa and Showplace/Potrero Plans only) - The Planning Department will work with the San Francisco Arts Commission, Port of San Francisco and MOCDC to incorporate public art into South East Water Front by continuing and expanding upon the Blue Greenway Temporary Public Art Program, creating links to East SoMa [Showplace Square and Potrero Hill].</p>
<p>Appendices: A2. Eastern Neighborhoods Zoning Table Summary A4. Pedestrian / Bicycle / Traffic Calming Improvements Map A5. Streets and Open Space Concept Map</p>	<p>NA</p>

C. Evaluation of Development Targets

Plan policies and the Eastern Neighborhoods Appendix detail how bike lanes and paths will be expanded once the SF Bicycle Plan completes environmental review – including evaluating issues regarding the implementation of the Mission Creek Bikeway. Also contingent on the bike plan are policies to add bike parking, particularly near transit, to the plan areas.

The Area Plans also include policies addressing pedestrian environmental quality factors including: developing affordable family housing in areas where people can safely walk to schools, parks, retail, and other services; designing high-quality building frontages; extending alleyways to improve street connectivity and the pedestrian network; creating well-lit, well-used streets with active residential frontages and “eyes on the street”; reducing and restricting curb cuts; improving the safety and quality of streets, stops, and stations used by transit passengers; making pedestrian improvements near major transit stops including BART; traffic calming; freight traffic conflicts; redesigning underutilized portions of streets as public open spaces, including widened sidewalks or medians, curb bulb-outs, "living streets," or green connector streets; pedestrian-oriented paths and landscaping; street trees; and encouraging public art in open spaces. In addition to the aforementioned, the Area Plans also individually call out areas of specific need. For example, the East SoMa and Showplace/Potrero plans addressed their unique pedestrian concerns including completing the sidewalk network and pedestrian infrastructure needs under freeways. Vital to all of the aforementioned policies, each plan includes a policy and implementing action for interagency collaboration to “Develop a comprehensive public realm plan... that reflects the differing needs of streets based upon their predominant land use, role in the transportation network, and building scale.”

Many of these proposed policies are also contingent on the aforementioned Eastern Neighborhoods Transportation Implementation Study, a collaboration between the SF MTA, SFCTA, and the Planning Department. Completing the study and making improvements as described in the previously noted policies and implementing actions has notable potential to improve the pedestrian environment – and therefore potentially increasing walking and pedestrian and bicycle safety in these areas. When the study is completed, an evaluation of whether the study achieves those goals, and whether findings are funded and implemented will need to be completed. Funding strategies mentioned in plan policies and implementing actions include the Eastern Neighborhoods Public Benefits Program’s impact fees for new residential and commercial development – for which the nexus study is not yet completed and thus potential revenue for transportation improvements is uncertain. The Area Plans also suggest exploring the feasibility of other funding options including dedication of tax revenues, community facilities districts and grants.

The Area Plans notably include a specific policy with implementations to study, propose and prioritize pedestrian improvements at locations with pre-existing high frequencies of pedestrian collisions as part of the Eastern Neighborhoods Transportation Implementation Study – an evidence-based approach to implementing improvements strongly supported by SFDPH.

Slowing area traffic is vital to protecting the health and safety of pedestrian and bicyclists – as risk of death or severe injury is higher with increasing traffic speeds above 20 mph. As previously noted under the ST.1 evaluation, more supportive policies and implementing actions in the Area Plans to support the concepts portrayed in the appendices would enable the Area Plans to achieve benchmark or minimum development targets for traffic calming.

HDMT Indicator	HDMT Development Target	East SoMa	Mission	S.Sq/Potrero Hill	Supporting Plan Policies^a
ST.3.a	1) Bicycle environment:	Yes,	Yes,	Yes,	4.7.1

Eastern Neighborhoods Area Plans Healthy Development Measurement Tool Evaluation
Chapter 4. Evaluation of Area Plans

HDMT Indicator	HDMT Development Target	East SoMa	Mission	S.Sq/Potrero Hill	Supporting Plan Policies^a
	<i>Benchmark:</i> Does the project include bicycle lanes and/or paths linked to the City's existing bicycle network?				
	2) Traffic Calming*	Insuff. Info.	Insuff. Info.	Insuff. Info.	4.9.1
	<i>Benchmark:</i> Does the project include at least 4 of the following traffic calming interventions to slow traffic speeds?				5.3.1
	<i>Minimum:</i> Does the project include at least 2 of the following traffic calming interventions to slow traffic speeds? <i>(See above for list)</i>				5.3.6 A.4 A.5
ST.3.b	1) Pedestrian environment:	Yes, Bench- mark	Yes, Bench- mark	Yes, Bench- mark	2.3.6
ST.3.c	<i>Benchmark:</i> Does the project incorporate at least 8 interventions from the following list?				2.5.2
ST.3.e	<i>Minimum:</i> Does the project incorporate at least 4 interventions from the following list?				3.2.1
	§ Corner bulb-outs				3.2.3
	§ Median refuge islands				3.2.4
	§ Pedestrian scale design on building frontages				3.2.7
	§ Pedestrian scale lighting				4.2.1
	§ Pedestrian specific building entrances				4.4.3
	§ Public art in streetscape				4.6.1
	§ Public seating in streetscape				4.6.2
	§ Restaurants and retail - at least one per block				4.6.3
	§ Safe routes to schools or other key pedestrian destinations, including senior facilities, health care, grocery stores, and public transit stops/stations				4.6.5 (E,P)
	§ Street trees				4.10.1
	§ Signage for pedestrians, specific to the neighborhood				5.3.1
	§ Sidewalks free of impediments (so that people may walk safely)	5.3.5			
	§ Sidewalks that are at least 5 feet wide and at least 8 feet wide when there is not a sidewalk buffer along arterial streets	5.3.6			
	§ Sidewalks with a continuous curb with appropriately placed curb cuts for people with disabilities	5.3.7 (E,P)			
	§ Signalized crosswalks (preferably with a countdown signal - especially when more than 2 lanes of traffic)	5.3.8 (E)			
	§ Street segments with 4 or fewer driveway cuts	5.5.4			
	2) Pedestrian safety analysis:	A.4			
		A.5			
		Yes,	Yes,	Yes,	4.6.2 (M)

**Eastern Neighborhoods Area Plans Healthy Development Measurement Tool Evaluation
Chapter 4. Evaluation of Area Plans**

HDMT Indicator	HDMT Development Target	East SoMa	Mission	S.Sq/Potrero Hill	Supporting Plan Policies^a
	<p><i>Benchmark:</i> Does the project:</p> <p>a) identify areas (intersections, streets, small areas) where pedestrian injury collisions have occurred in or near the project area</p> <p>- OR -</p> <p>b) 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)</p> <p>AND target pedestrian environment improvements to those areas?</p>				
	3) Traffic Calming*	Insuff. Info.	Insuff. Info.	Insuff. Info.	4.9.1 4.10.1 5.3.1 5.3.6 A.4 A.5
	<i>Benchmark:</i> Does the project include at least 4 of the following traffic calming interventions to slow traffic speeds?				
	<i>Minimum:</i> Does the project include at least 2 of the following traffic calming interventions to slow traffic speeds? (<i>See above for list</i>)				
ST.3.f	<i>Benchmark:</i> Does the project use traffic calming devices to reduce speed to less than 20 mph on interior streets?	NA	NA	NA	NA

a Plan Policy Number common to all three Area Plans, unless otherwise noted with plan abbreviations, see below:
E=East SoMa Plan Policy **M**=Mission Plan Policy **P**=Showplace Square/Potrero Hill Plan Policy

D. Further Recommendations

- (1) Add an additional implementation for Policy 4.2.1, detailing specific improvements to improve the safety and quality of streets, stops and stations used by transit passengers. The “Rider experience” improvements noted in Appendix 3 are great examples – and include bus bulbs, additional public seating, and (pedestrian scale) lighting.
- (2) Add a policy to support the establishment of the Blue-Greenway by including safe, quality pedestrian and bicycle connections from the Eastern Neighborhoods.
- (3) See also ST.1 recommendations regarding traffic calming.

4.5 PUBLIC INFRASTRUCTURE (PI)

General Note on Public Infrastructure/Community Facility Funding Strategies

The Planning Department outlines a number of ways to financially support the acquisition, creation and maintenance of community facilities, such as schools, child care facilities, libraries, parks, public health facilities, and recreation centers. “Community facilities” funding is therefore applicable to almost all of the public infrastructure objectives discussed below. As noted in the Area Plans, community facilities are necessary for many kinds of households, but particularly for families. Improvements, expansion, and upgrading of facilities and programming “are critical to maintaining an acceptable quality of life for San Francisco’s families.” Specifically the Planning Department will: (1) Amend the Planning Code to require impact fees on all new residential and nonresidential development to provide funding for new community facility space in the project area, as supported by the findings of the Eastern Neighborhoods nexus study (currently underway) (this implementing action was listed at least six times in the Area Plans); (2) work with the Board of Supervisors and other City agencies to develop funding mechanisms for operations such as tax increment financing or a community facilities district; (3) work with the Board of Supervisors and other City agencies to support state law changes that will enable use of tax increment financing; (4) the provision of favorable lease or purchase agreements to needed community facilities and non-profit providers; and (5) work with MOEWD, SFCTA and MTA, and MOH to pursue alternate financing mechanisms such as Community Benefits Districts, Business Improvement Districts, landscape assessment districts, and grant/ bond funding for community improvements. These provisions do not provide for funding of specific community facilities. Based on Plan Language, it is assumed that the findings of the Eastern Neighborhoods nexus study will also inform prioritization of needs for new or existing community facilities.

PI.1 Assure affordable and high quality child care for all neighborhoods

A. Existing Conditions

Accessible high quality child care positively affects childhood growth, physical development, and physical health, cognitive, behavioral and school outcomes. Access to affordable and high quality child care is one factor among others (such as cost and size of housing, school performance, access to parks, perceived safety, social networks, quality jobs and reliable transportation) that influence families’ decisions to move to, stay in, or move away from a particular neighborhood. Increasing housing costs over the past decade have led to demographic changes, including the flight of numerous working class families from San Francisco. There are many factors influencing child care demand in a neighborhood, such as cost, parent preferences, transit availability, availability of relatives or alternative arrangements, hours of child care operation, and availability of after-school programming. As new residential uses anticipated by the Area Plans will increase child care demand, the creation and retention of affordable, high quality child care, combined with access to affordable housing, transportation, and other public services, thus plays a critical role in helping retain and attracting new families in San Francisco.

Assessments of child care needs have been conducted by zip code in San Francisco. The Mission/Bernal Heights area (ZIP code 94110) has the second highest number of children under 13 years old in San Francisco and roughly five times the number of children in South of Market (ZIP code 94103) or Potrero Hill (ZIP code 94107). For all three neighborhoods, there is roughly one slot at a licensed child care facility (child care center or family child care home) for every four children living in the neighborhood

**Eastern Neighborhoods Area Plans Healthy Development Measurement Tool Evaluation
Chapter 4. Evaluation of Area Plans**

between the ages of 0 and 13, indicating significant unmet demand, particularly in the Mission. For all three neighborhoods, although at least one of every two children is eligible for a child care subsidy (defined as family income equivalent to 75% or less of the state median income), there are limited numbers of subsidies available. Specifically, the ratio of child care subsidy per number of eligible children is 1:2 in Potrero, 1:3 in the Mission, and 1:5 in SoMa, suggesting a strong need for more affordable child care throughout the three neighborhoods since affordability of child care is a major concern for many families.

HDMT Indicator	SoMa	Mission	Potrero Hill
Pl.1.a: Number of children 0-13 years and capacity of licensed child care (centers and family homes)	The number of licensed child care slots in SoMa would cover approximately 28% of the neighborhood children under 13 years old. The citywide average is comparable, covering 26% of the City's child population. In ZIP code 94103 which covers the majority of SoMa (but not all of East SoMa), there are 2,017 children under 13 and 555 licensed child care slots. Citywide, there are 88,037 children under 13 and 23,217 licensed child care slots.	The number of licensed child care slot in the Mission and Bernal Heights would cover approximately 23% of the neighborhood children under 13 years old. This is slightly lower than the citywide average of 26%. In ZIP code 94110, which includes the Mission and Bernal Heights, there are 10,434 children under 13 and 2,437 licensed child care slots. Citywide, there are 88,037 children under 13 and 23,217 licensed child care slots.	The number of licensed child care slots in Potrero Hill and Eastern SoMa would cover approximately 23% of the neighborhood children under 13 years old. This is slightly lower than the citywide average of 26%. In ZIP code 94107, which includes Potrero Hill and East SoMa, there are 1,612 children under 13 and 367 child care capacity. Citywide, there are 88,037 children under 13 and 23,217 licensed child care slots.

B. Area Plan Policies and Implementing Actions Recommended or Supported by SFDPH

Policy	Implementation
Policy 1.8.1 - Minimize exposure to air pollutants from existing traffic sources for new residential developments, schools, daycare and medical facilities.	Implementation 1.8.1.1 - As part of the environmental review process for proposed new sensitive uses, including residential, childcare, and school facilities, work with the Department of Public Health to perform the appropriate exposure analysis.
Policy 2.3.4 - Encourage the creation of family supportive services, such as childcare facilities, parks and recreation, or other facilities, in affordable housing or mixed use developments.	Implementation 2.3.4.1 - Ensure design guidelines contain specifications for child care facilities within multi-family housing. Implementation 2.3.4.2 - Allow units designed and designated for licensed family childcare to count towards inclusionary requirements. Implementation 2.3.4.4 - Apprise developers of available incentives, including grant funding, for licensed child care centers or providing and dedicating public open space.
Policy 2.3.6 - Establish an impact fee to be allocated	Implementation 2.3.6.1 - Amend the Planning Code to

Eastern Neighborhoods Area Plans Healthy Development Measurement Tool Evaluation
Chapter 4. Evaluation of Area Plans

<p>towards an Eastern Neighborhoods Public Benefit Fund to subsidize transit, pedestrian, bicycle, and street improvements, park and recreational facilities, and community facilities such as libraries, child care and other neighborhood services in the area.</p>	<p>require impact fees on all new residential and nonresidential development to fund community improvements in the project area, as supported by the findings of the Eastern Neighborhoods nexus study (currently underway).</p>
<p>Policy 2.5.2 - Develop affordable family housing in areas where families can safely walk to schools, parks, retail, and other services.</p>	<p>Implementation 2.5.2.2 - Draft design guidelines for family friendly housing, and include guidelines for licensed childcare centers and licensed family childcare in multi-family housing.</p> <p>Implementation 2.5.2.3 - The Planning Department will work with the Mayor’s Office of Community Development and DCYF to co-locate affordable licensed childcare in new affordable family housing units above 100,000 square feet.</p>
<p>Policy 7.1.3 - Ensure childcare services are located where they will best serve neighborhood workers and residents.</p>	<p>Implementation 7.1.3.1 - Ensure that zoning permits childcare facilities in areas where it is appropriate.</p> <p>Implementation 7.1.3.2 - Encourage new childcare development near residential areas, on-site in new residential complexes, near transit facilities, or near employment centers to support families by reducing the time spent going to and from daycare, and to support other plan goals of traffic reduction, and increased transit ridership.</p> <p>Implementation 7.1.3.3 - Continue to require office or hotel development projects to mitigate the impact on the availability of child-care facilities which will be caused by the employees attracted to the proposed development project.</p> <p>Implementation 7.1.3.4 - Amend the Planning Code to require impact fees on all new residential and nonresidential development to fund community facilities such as child care facilities in the project area, as supported by the findings of the Eastern Neighborhoods nexus study (currently underway).</p> <p>Implementation 7.1.3.5 - Amend the Planning Code to enable large-scale development to meet fee obligations through the construction of a childcare facility onsite or through the development of a relationship with an educational institution or a non-profit to provide a childcare facility in San Francisco through favorable leases, purchase agreements or other methods that facilitate the provision of childcare, as supported by the findings of the Eastern Neighborhoods nexus study (currently underway).</p>

C. Evaluation of Development Targets

All Area Plans seek to address existing need for affordable child care for residents and workers through policies and actions that encourage the development of child care centers and family child care homes in large scale developments, multi-family housing, affordable housing developments over 100,000 square feet and locations that are near transit, parks, schools and other amenities. All Area Plans outline several different financial means and incentives to encourage development of child care facilities including allowing licensed family child care homes to count as inclusionary requirements, availability of grants to build child care centers, continuing office and hotel impact fee requirements, general Eastern Neighborhoods impact fees/public benefits, and favorable leases or purchase agreements with educational institution or non-profit facilities. The Area Plans state that large scale development can provide child care facilities through favorable leases, purchase agreements, or other methods, however there is no assurance of reduced rent for licensed child care providers’ family child care homes or center facilities. Although the Area Plans will address air quality issues for child care facilities as sensitive uses and seek to co-locate child care with multi-family housing, there are no specifics on whether child care facilities will be designed to ensure quality child care learning environments.

HDMT Indicator	HDMT Development Target	East SoMa	Mission	S.Sq./Potrero Hill	Supporting Plan Policies ^a
PI.1.a	<i>Benchmark:</i> If the project is over 10,000 square feet, does it: § build a child care facility on-site OR § establish a relationship with a non-profit to provide a child care facility in San Francisco OR § pay \$1 per square foot of commercial or residential space developed into the Child Care Capital Fund (managed by DCYF)?	Yes, Bench- mark	Yes, Bench- mark	Yes, Bench- mark	2.3.4 2.3.6 2.5.2 7.1.3
PI.1.b	<i>Benchmark:</i> Does the project provide reduced rent for licensed child care providers’ child care home or center facility?	No	No	No	2.3.4 7.1.3
PI.1.d	<i>Benchmark:</i> If a new or planned child care facility, is it designed to rate a 5 or above on the FPG Child Development Institute's Child Care Environment Rating Scale (ECERS, ITERS, FFCERS, or SACERS)?	Insuff. Info.	Insuff. Info.	Insuff. Info.	1.8.1

a Plan Policy Number common to all three Area Plans, unless otherwise noted with plan abbreviations, see below:
E=East SoMa Plan Policy **M**=Mission Plan Policy **P**=Showplace Square/Potrero Hill Plan Policy

D. Further Recommendations

- (1) Add Implementation 7.1.3.6 – Work with the Department of Children, Youth and Families’ Child Care Planning and Advisory Council to develop construction and design guidelines for new child care facilities to ensure maximization of child development environment and affordability of child care.

PI.2 Assure accessible and high quality educational facilities

A. Existing Conditions

Educational outcomes, which are influenced by access to high quality educational facilities, are positively associated with lifetime earnings, positive health behaviors, and prolonged life expectancy. Academic performance is just one of many possible indicators to assess school environment and quality. Additional measures of quality could include: availability of books, supplies and other resources; physical and social structures; actual and perceived safety at school; the residential stability of the student population; proximity to green space; training and experience of teachers and staff; involvement of parents in children's education; opportunities for extracurricular activities; whether the school is used as a multi-use facility in the afternoons, evenings and weekends; and existence of afterschool programs.

Neighborhood schools have been found to serve as social and community hubs that promote interaction between neighbors and community members, and if planned as multi-use facilities can benefit the local community in a number of ways during afterschool hours. However, not all neighborhoods have equal access to public schools. For example, whereas the majority of Mission and Potrero Hill households live within walking distance of a public elementary school, only half of SoMa residents live within ½ mile of the neighborhood's one public elementary school, Bessie Carmichael.

San Francisco's effort to promote integrated schools reveals a trade-off between having integrated, diverse schools, and having neighborhood schools. In theory, integrated schools help promote more equitable distribution of resources for all students; however, student commuting to schools outside their own neighborhood limits time available for afterschool activities and creates a barrier to parental involvement. According to one recent study, roughly 25% of all K-12 students who reside in San Francisco attend private school, compared to 10% in California and 11% nationwide. White children are underrepresented in the San Francisco Unified School District and Black, Asian, Pacific Islander and Filipino overrepresented. Given the disparities in academic performance and perceived inequality of schools across San Francisco, some families have decided to move out of San Francisco to ensure access to quality schools and not risk being placed at a poorer performing school.

Although San Francisco's Unified School District is one of the highest performing in the state, there are clear disparities in academic performance between schools and neighborhoods. Specifically, the public schools in the City's eastern neighborhoods consistently have poorer outcomes than the western neighborhoods, as measured by the state's Academic Performance Index (API). Despite the use of the diversity index lottery in recent years to desegregate schools, neighborhood disparities persist. In 2005-2006, the weighted average API score for the one public school in SoMa was 684, for the 8 public schools in the Mission was 649 and for the 4 public schools in Potrero Hill was 640, all of which are lower than the San Francisco weighted City average API score of 719, lower than the state-defined goal of 800 or more, and lower than the majority of neighborhoods in western San Francisco.

Eastern Neighborhoods Area Plans Healthy Development Measurement Tool Evaluation
Chapter 4. Evaluation of Area Plans

HDMT Indicator	SoMa	Mission	Potrero Hill
PI.2.a: Proportion of households within 1/2 mile access to public elementary school	48% of SoMa households live w/in ½ mile of a public elementary school compared to 88% of households citywide.	93% of Mission households live w/in ½ mile of a public elementary school compared to 88% of households citywide.	91% of Potrero households live w/in ½ mile of a public elementary school compared to 88% of households citywide.
PI.2.b: Ratio of public school population to citywide school-aged population	African-American and Asian students are overrepresented in public schools, whereas White students are underrepresented. Neighborhood data is unavailable. (Ratios: White = 0.435; Asian = 1.268; Hispanic/Latino = 0.957; African American = 1.333)		
PI.2.c: Proportion of schools achieving an Academic Performance Index Base of 800 or more	0% of SoMa schools have an API of 800 or higher. Citywide, 25% of San Francisco’s public schools scored 800 or higher on the API. Schools in the Western Neighborhoods of San Francisco tend to achieve higher APIs than the Eastern Neighborhoods.	13% of Mission schools have an API of 800 or higher. Citywide, 25% of San Francisco’s public schools scored 800 or higher on the API. Schools in the Western Neighborhoods of San Francisco tend to achieve higher APIs than the Eastern Neighborhoods.	0% of SoMa schools have an API of 800 or higher. Citywide, 25% of San Francisco’s public schools scored 800 or higher on the API. Schools in the Western Neighborhoods of San Francisco tend to achieve higher APIs than the Eastern Neighborhoods.
PI.2.d: Proportion of children with 30 minute public transit access to public middle school and/or high school	Data is currently unavailable.		
PI.2.e: Proportion of children attending neighborhood schools	Data is currently unavailable.		

B. Area Plan Policies and Implementing Actions Recommended or Supported by SFDPH

Policy	Implementation
Policy 1.8.1 - Minimize exposure to air pollutants from existing traffic sources for new residential developments, schools, daycare and medical facilities.	Implementation 1.8.1.1 - As part of the environmental review process for proposed new sensitive uses, including residential, childcare, and school facilities, work with the Department of Public Health to perform the appropriate exposure analysis.
Policy 2.3.6 - Establish an impact fee to be allocated towards an Eastern Neighborhoods Public Benefit Fund to subsidize transit, pedestrian, bicycle, and street improvements, park and recreational facilities, and community facilities such as libraries, child care and other neighborhood services in the area.	Implementation 2.3.6.1 - Amend the Planning Code to require impact fees on all new residential and nonresidential development to fund community improvements in the project area, as supported by the findings of the Eastern Neighborhoods nexus study (currently underway).
Policy 2.5.2 - Develop affordable family housing in areas where families can safely walk to schools, parks, retail, and other services.	Implementation 2.5.2.1 - The Mayor’s Office of Housing should emphasize seeking sites / provide family sized units with good access to community amenities like parks, social services, and schools
Policy 5.5.3 - Explore opportunities to use existing	Implementation 5.5.3.1 - The Planning Department will

Eastern Neighborhoods Area Plans Healthy Development Measurement Tool Evaluation
Chapter 4. Evaluation of Area Plans

<p>recreation facilities, such as school yards, more efficiently.</p>	<p>work with the Recreation and Parks Department, the Mayor’s Office of Education, and the San Francisco Unified School District to expand the pilot program to open school yards on weekends to the public.</p>
<p>Policy 7.1.1 - Support the siting of new facilities to meet the needs of a growing community and to provide opportunities for residents of all age levels.</p>	<p>Implementation 7.1.1.1 - Amend the Planning Code to require impact fees on all new residential and nonresidential development to fund community facilities in the project area, as supported by the findings of the Eastern Neighborhoods nexus study (currently underway).</p> <p>Implementation 7.1.1.2 - Amend the Planning Code to enable large-scale development to meet fee obligations through the construction of a City-approved community facility, provided such a facility meets a demonstrated community need.</p> <p>Implementation 7.1.1.3 - Encourage development agreements that provide favorable leases or purchase agreements to needed community facilities and non-profit providers.</p>
<p>Policy 7.1.2 - Recognize the value of existing facilities and support their expansion and continued use.</p>	<p>Implementation 7.1.2.1 - Encourage adaptive reuse of existing public and community facilities that may be vacant or under-utilized rather than their sale or closure.</p> <p>Implementation 7.1.2.2 - The Planning Department will work with the San Francisco Unified School District, the Department of Children Youth and Families (DCYF), the San Francisco Redevelopment Agency and the Mayor’s Office of Community Development (MOCD) to explore revitalizing older schools as multi-use facilities, with joint use agreements that permit co-location of neighborhood services such as youth-serving community-based organizations, low-income clinics, recreation centers and job skills training sites.</p> <p>Implementation 7.1.2.3 - The Mayor and the SFUSD will continue efforts on the pilot program that enables use of selected school playgrounds on weekends and select holidays, and work with the DCYF and other agencies to continue exploring possibilities for joint use of school playgrounds outside of school hours. (See Streets and Open Space for further discussion)</p>
<p>Policy 7.2.2 - Encourage new facilities and spaces for providers of services such as English as a Second Language, employment training services, art, education and youth programming.</p>	<p>Implementation 7.2.2.1 - The Mayor’s Office of Community Development will serve to connect interested project sponsors with neighborhoods to develop mutually supportive development plans in areas with identified service gaps.</p>
<p>Policy 8.5.3 - Demonstrate preservation leadership and good stewardship by the City of publicly owned historic and cultural resources.</p>	<p>Implementation 8.5.3.1 - The Planning Department will work collaboratively with, and provide technical expertise to the School District, the Recreation and</p>

	Parks Department, the Port, the Redevelopment Agency, and other agencies as needed, to identify, maintain and rehabilitate the publicly owned historic and cultural resources in the Mission Plan Area.
--	---

C. Evaluation of Development Targets

Although there are several general provisions in all three plans to encourage development of community facilities to meet community needs, which may include new or expanded school facilities, there is not specific language to site school facilities based on current and expected population. While school enrollment has declined citywide over the past several years, the Area Plans do not provide a forecast of future enrollment or an assessment of new school facilities needs for the Eastern Neighborhoods. Based on proximity to an elementary school alone, East SoMa is in need of a public elementary school whereas Mission and Potrero households are all within ½ mile of a public elementary school. However, there is insufficient information to determine whether actual capacity of schools will meet current or anticipated demand. Given that the Area Plans do not discuss the creation, remodeling or expansion of Eastern Neighborhoods schools specifically, several development targets are not applicable. However all Area Plans encourage the co-location of school facilities with other neighborhood services such as parks, recreation centers, public health clinics, jobs-training, and youth-serving community based organizations, and make provisions for public benefit funding of community facilities, which could include school facilities if deemed a public need. Impact fee funding could be used to build capacity of existing schools/expand needed physical infrastructure or needed services/programming to improve educational achievement. All plans encourage expansion of a pilot program to open school yards after school hours for community uses, which can serve to increase the amount of open space available to local residents, increase utilization of public facilities, and encourage the use of schools as multi-use facilities.

HDMT Indicator	HDMT Development Target	East SoMa	Mission	S.Sq/ Potrero Hill	Supporting Plan Policies ^a
PI.2.a PI.2.d	<i>Benchmark #1:</i> For residential uses, is the project within 1/2 mile of a public elementary school with adequate capacity or does the project allocate a site appropriate for adequate neighborhood school facilities based on expected future population?	Insuff. Info.	Insuff. Info.	Insuff. Info.	1.8.1 2.3.6 2.5.2 7.1.1 7.1.2 7.1.4 7.2.2 8.5.3
	<i>AND</i> <i>Benchmark #2:</i> Does land use siting ensure public school students' public transit commute is less than 30 minutes?	Insuff. Info.	Insuff. Info.	Insuff. Info.	1.8.1 2.5.2 5.5.3 7.1.1
PI.2.b PI.2.c PI.2.f	<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? <i>Minimum:</i> If the project is a new, remodeled or expanded school facility, does the school integrate community services and uses and incorporate additional community serving uses (i.e., pre-school,	NA	NA	NA	2.3.6 5.5.3 7.1.1 7.1.2 7.1.3 7.2.2

Eastern Neighborhoods Area Plans Healthy Development Measurement Tool Evaluation
Chapter 4. Evaluation of Area Plans

	after-schools, community recreational facility, neighborhood park, community serving non-profit)?				
PI.2.g	<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?	NA	NA	NA	7.1.4
PI.2.h	<i>Benchmark:</i> If the project is a new, remodeled, or expanded school facility, does the school provide green space equal to 40% of the project's site area for a school garden? <i>Minimum:</i> If the project is a new, remodeled, or expanded school facility, does the school provide green space equal to 20% of the project's site area for a school garden?	NA	NA	NA	2.5.2 5.5.3 7.1.2 8.5.3

a Plan Policy Number common to all three Area Plans, unless otherwise noted with plan abbreviations, see below:
E=East SoMa Plan Policy **M**=Mission Plan Policy **P**=Showplace Square/Potrero Hill Plan Policy

D. Further Recommendations

- (1) Add Implementation 7.1.1.4 – Ensure siting of new community facilities, including schools, parks, recreation centers, and child care centers, is coordinated with public transportation to maximize usage and minimize travel times.

PI.3 Increase park, open space and recreation facilities

A. Existing Conditions

Access to usable green space and community recreational facilities promotes community engagement, physical activity, and social cohesion. Although private open space provides some individual personal benefits such as access to fresh air, sunlight and personal space outside, private open space is separate from public open space which can provide the benefits above plus increased opportunities for art and cultural events, activities that promote social interaction, and broader opportunities for recreation and physical activity. Similarly, community facilities, which are generally private facilities that may be open to the public, are different from recreational facilities which generally are publicly owned by the SF Recreation and Parks Department and publicly accessible.

HDMT Indicator	SoMa	Mission	Potrero Hill
PI.3.a: Proportion of population within 1/4 mile access of neighborhood or regional park.	68% of SoMa residents live w/in ¼ mile of a neighborhood or regional park. compared to the citywide average of 76%.	82% of Mission residents live w/in ¼ mile of a neighborhood or regional park. compared to the citywide average of 76%.	100% of Potrero Hill residents live w/in ¼ mile of a neighborhood or regional park, which is approximately 25% more than the citywide average of 76%.
PI.3.b: Proportion of population within 1/4 mile of a recreational facility.	30% of SoMa residents live within a ¼ mile of a recreational facility relative to 46% citywide.	57% of Mission residents live within a ¼ mile of a recreational facility relative to 46% citywide.	72% of Potrero Hill residents live within a ¼ mile of a recreational facility relative to 46% citywide.
PI.3.c: Proportion of public parks receiving a Park Evaluation Score of 95% or more.	The 2 SoMa parks evaluated in 2005-2006 by SFRPD scored reasonably well at 87% and 93%, which are both above the citywide average of 83%. SoMa scores range from 87% to 93%.	Of the 13 Mission parks evaluated in 2005-2006 by SFRPD, only one scored above 95% and the average park rating was 82%, very close to the citywide average of 83%. Mission park scores range from 53% to 100%.	Of the 4 Potrero parks evaluated in 2005-2006 by SFRPD, none scored above 95%, but the average park rating was 88%, above the City average of 83%. Potrero Hill park scores range from 88% - 89%.

Compared to other areas of San Francisco and to the City average, South of Market has considerably less access to parks, recreation and open space. The Mission has slightly higher than the City's average proximity to parks and recreational facilities, but because of its high population density has much lower per capita access. Specifically, residents in Supervisorial District 6 (which includes SoMa, Rincon Hill and Civic Center) and residents in District 9 (which includes the Mission and Bernal Heights) have less than one acre of open space per 1,000 population, which is less than the General Plan standard of 5.5 acres per resident and the National Parks and Recreation Association's standard of 10 acres per 1,000 residents. By comparison, residents in District 10 (which includes Potrero, Bayview, and Visitacion Valley) have 9.3 acres of open space per 1,000 residents. Potrero Hill residents also have higher proximity to parks and recreation than the citywide average. At the time of publication, SFDPH does not have a list of community facilities in San Francisco.

Proximity is not the same as access. Many factors affect access to parks and recreational facilities including the presence of major roads, highways, buildings and gates, perceived and actual safety, hours of access, quality of grounds and facilities, transportation, cultural preferences, and programming. The proximity-based estimates above do not include physical barriers to parks such as freeways and steep hillsides. Furthermore, while Potrero Hill parks tend to score well in Park Evaluation Scores, some of the Potrero Hill parks are seen as dangerous and unsafe for use by community members, particularly the ones at the top of Potrero Hill. Despite its scenic views of the Bay and available facilities, the Potrero Hill Recreation Center go relatively unused because of the perceived lack of safety. Although acquisition of new parks should be a priority given the lack of access to parks and recreational opportunities, consideration should also be given to ongoing parks maintenance and programming to increase/improve utilization of existing parks and recreation facilities.

B. Area Plan Policies and Implementing Actions Recommended or Supported by SFDPH

Policy	Implementation
Policy 2.3.4 - Encourage the creation of family supportive services, such as childcare facilities, parks and recreation, or other facilities, in affordable housing or mixed use developments.	Implementation 2.3.4.3 - In locations where there is an identified park or recreational need, allow land dedicated to meet mixed income requirements to be dedicated as a park or recreation space.
Policy 2.3.5 - Explore a range of revenue- generating tools including impact fees, public funds and grants, assessment districts, and other private funding sources, to fund community and neighborhood improvements.	<p>Implementation 2.3.5.1 - The Planning Department will work in cooperation with implementing agencies such as the SFCTA and MTA, the Department of Recreation and Parks, the Mayors Office of Economic and Workforce Development and the Mayor’s Office of Housing, to secure grant and bond funding for community improvements.</p> <p>Implementation 2.3.5.2 - The Planning Department will work with the Department of Recreation and Parks to create neighborhood assessment districts to support maintenance of new parks.</p> <p>Implementation 2.3.5.3 - The Planning Department will work in cooperation with the board of Supervisors and other City agencies, to support state law changes that will enable use of tax increment financing to support plan based improvements.</p>
Policy 2.3.6 - Establish an impact fee to be allocated towards an Eastern Neighborhoods Public Benefit Fund to subsidize transit, pedestrian, bicycle, and street improvements, park and recreational facilities, and community facilities such as libraries, child care and other neighborhood services in the area.	Implementation 2.3.6.1 - Amend the Planning Code to require impact fees on all new residential and nonresidential development to fund community improvements in the project area, as supported by the findings of the Eastern Neighborhoods nexus study (currently underway).
Policy 2.5.2 - Develop affordable family housing in areas where families can safely walk to schools, parks, retail, and other services.	Implementation 2.5.2.1 - The Mayor’s Office of Housing should emphasize seeking sites / provide family sized units with good access to community amenities like parks, social services, and schools.
Policy 5.1.1 - Identify opportunities to create new public parks and open spaces and provide at least one	Implementation 5.1.1.1 - Identify and pursue funding sources for park site/public site acquisition and

Eastern Neighborhoods Area Plans Healthy Development Measurement Tool Evaluation
Chapter 4. Evaluation of Area Plans

<p>new public park or open space serving the Mission.</p>	<p>maintenance. Evaluate sites for ability to provide opportunities for passive and active recreation. Work with Recreation and Parks Department to identify a site that is a minimum of 1/4 acre but preferably up to one acre in the Mission.</p> <p>Implementation 5.1.1.2 - Employ public, participatory process in design and selection of facilities in new public open spaces.</p>
<p>Policy 5.1.2 - Require new residential and commercial development to provide, or contribute to the creation of publicly accessible open space.</p>	<p>Implementation 5.1.2.1 - Assess an impact fee on residential and commercial development to be applied towards the provision of public open space, as supported by the findings of the Eastern Neighborhoods nexus study (currently underway).</p>
<p>Policy 5.5.1 - Prioritize funds and staffing to better maintain existing parks and obtain additional funding for a new park and open space facilities.</p>	<p>Implementation 5.5.1.1 - The Planning Department will work with RPD to determine level of staffing resources required to adequately maintain existing and proposed park sites.</p> <p>Implementation 5.5.1.2 - The Planning Department will work with MOEWD and RPD to pursue alternate financing mechanisms for ongoing maintenance, including Community Benefits Districts, Business Improvement Districts, and landscape assessment districts.</p>
<p>Policy 5.5.2 - Renovate run-down or outmoded park facilities to provide high quality, safe and long-lasting facilities. Identify at least one existing park or recreation facility in the Mission for renovation.</p>	<p>Implementation 5.5.2.1 - The Planning Department will work with Recreation and Parks Department to identify necessary capital improvements at existing park sites.</p> <p>Implementation 5.5.2.2 - Prioritize use of impact fees and/or other new revenues generated by EN development for improvements to existing parks, as supported by the findings of the Eastern Neighborhoods nexus study (currently underway).</p>
<p>Policy 5.5.3 - Explore opportunities to use existing recreation facilities, such as school yards, more efficiently.</p>	<p>Implementation 5.5.3.1 - The Planning Department will work with the Recreation and Parks Department, the Mayor’s Office of Education, and the San Francisco Unified School District to expand the pilot program to open school yards on weekends to the public.</p>
<p>Policy 7.1.1 - Support the siting of new facilities to meet the needs of a growing community and to provide opportunities for residents of all age levels.</p>	<p>Implementation 7.1.1.1 - Amend the Planning Code to require impact fees on all new residential and nonresidential development to fund community facilities in the project area, as supported by the findings of the Eastern Neighborhoods nexus study (currently underway).</p> <p>Implementation 7.1.1.2 - Amend the Planning Code to enable large-scale development to meet fee obligations through the construction of a City-approved community facility, provided such a facility meets a demonstrated community need.</p>

	<p>Implementation 7.1.1.3 - Encourage development agreements that provide favorable leases or purchase agreements to needed community facilities and non-profit providers.</p>
<p>Policy 7.1.2 - Recognize the value of existing facilities and support their expansion and continued use.</p>	<p>Implementation 7.1.2.1 - Encourage adaptive reuse of existing public and community facilities that may be vacant or under-utilized rather than their sale or closure.</p> <p>Implementation 7.1.2.2 - The Planning Department will work with the San Francisco Unified School District, the Department of Children Youth and Families (DCYF), the San Francisco Redevelopment Agency and the Mayor’s Office of Community Development (MOCD) to explore revitalizing older schools as multi-use facilities, with joint use agreements that permit co-location of neighborhood services such as youth-serving community-based organizations, low-income clinics, recreation centers and job skills training sites.</p> <p>Implementation 7.1.2.3 - The Mayor and the SFUSD will continue efforts on the pilot program that enables use of selected school playgrounds on weekends and select holidays, and work with the DCYF and other agencies to continue exploring possibilities for joint use of school playgrounds outside of school hours. (See Streets and Open Space for further discussion)</p>
<p>Policy 7.2.2 - Encourage new facilities and spaces for providers of services such as English as a Second Language, employment training services, art, education and youth programming.</p>	<p>Implementation 7.2.2.1 - The Mayors Office of Community Development will serve to connect interested project sponsors with neighborhoods to develop mutually supportive development plans in areas with identified service gaps.</p>
<p>Policy 8.5.3 - Demonstrate preservation leadership and good stewardship by the city of publicly owned historic and cultural resources</p>	<p>Implementation 8.5.3.1 - The Planning Department will work collaboratively with, and provide technical expertise to the School District, the Recreation and Parks Department, the Port, the Redevelopment Agency, and other agencies as needed, to identify, maintain and rehabilitate the publicly owned historic and cultural resources in the Mission Plan Area.</p>

C. Evaluation of Development Targets

All Area Plans contribute to the maintenance of and improvements to existing parks as well as the acquisition and creation of new parks and open space in the Eastern Neighborhoods. The Area Plans acknowledge the need for a needs assessment to identify capital improvements and staffing resources for existing and proposed parks. According to the Area Plans, the Planning Department will:

- (1) Identify and pursue funding sources for park site/public site acquisition and maintenance that is a minimum of ¼ acre but preferably up to one acre
- (2) Work with the Department of Recreation and Parks to create neighborhood assessment districts to support maintenance of new parks and

Eastern Neighborhoods Area Plans Healthy Development Measurement Tool Evaluation
Chapter 4. Evaluation of Area Plans

- (3) Prioritize use of impact fees and/or other new revenues generated by development in the Eastern Neighborhoods for improvements to existing parks, as supported by the findings of the Eastern Neighborhoods nexus study.

As described above, the Planning Department will explore a range of funding options for community facilities which may or may not include parks and recreation centers. However, the explicit wording “prioritize use of impact fees... for improvements to existing parks” suggests prioritization of parks for public benefits funding. Although included in some Parks/Open Space Policies, recreational facilities are not explicitly mentioned in implementing actions, except as one of the community facilities to possibly be funded through public benefits. New parks that are less than ½ acre will not contribute to area needs for neighborhood and regional parks (defined as ½ acre or larger). The Area Plans encourage expanded use of playgrounds during non-school hours, to help increase access to open space and recreational facilities, and encourage the revitalization of older schools as multi-use facilities by co-locating other neighborhood services, such as recreation centers.

HDMT Indicator	HDMT Development Target	East SoMa	Mission	S.Sq/Potrero Hill	Supporting Plan Policies^a
PI.3.a	<i>Benchmark:</i> In addition to the minimum, 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?	Yes, Benchmark	Yes, Benchmark	Yes, Benchmark	2.3.4 2.3.5 2.3.6 2.5.2
	<i>Minimum:</i> Is the project within ¼ mile access of a neighborhood or regional park (a park larger than 1/2 acre)?	Minimum obtained for most of East SoMa	Minimum obtained for most of Mission,	Minimum obtained for Potrero Hill.	5.1.1 5.1.2 5.5.1 5.5.2 7.1.1
PI.3.b	<i>Benchmark:</i> In addition to the minimum, does the project contribute funding (via impact fee or community benefits agreement) towards construction of a new recreation facility and/or programming for new/existing recreation facility?	No	Yes., Min.	Yes, Min.	2.3.4 2.3.5 2.3.6 2.5.2 5.5.2
	<i>Minimum:</i> Is the project within ¼ mile of a recreational facility?				5.5.3 7.1.1 7.1.2 7.1.4 7.2.2
PI.3.c PI.3.d	<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?	Yes, Benchmark	Yes, Benchmark	Yes, Benchmark	2.3.5 2.3.6 5.1.1 5.1.2 5.5.1 5.5.2 5.5.3

a Plan Policy Number common to all three Area Plans, unless otherwise noted with plan abbreviations, see below:
E=East SoMa Plan Policy **M**=Mission Plan Policy **P**=Showplace Square/Potrero Hill Plan Policy

D. Further Recommendations

- (1) Add Implementation 7.1.1.4 – Ensure siting of new community facilities, including schools, parks, recreation centers, and child care centers, is coordinated with public transportation to maximize usage and minimize travel times.
- (2) Revise wording in Policy 5.5.1, Implementation 5.5.1.1, and Implementation 5.5.2.1 to include recreational facility. (see underlined additions below)
 - a. Policy 5.5.1: *Prioritize funds and staffing to better maintain existing parks and recreational facilities and obtain additional funding for a new park/open space and/or recreational facility.*
 - b. Implementation 5.5.1.1: The Planning Department will work with RPD to determine level of staffing resources required to adequately maintain existing and proposed park sites and recreational facilities.
 - c. Implementation 5.5.2.1: The Planning Department will work with Recreation and Parks Department to identify necessary capital improvements at existing park sites and recreation facilities.

PI.4 Assure spaces for libraries, performing arts, theatre, museums, concerts, festivals for personal and educational fulfillment

A. Existing Conditions

Visual and performance arts have been associated with improved clinical outcomes such as reduced hospital stays, improved recovery times, and improved mental health status. Community art helps promote neighborhood and cultural identity and fosters community interactions, which helps facilitate social cohesion, as well as stimulating economic activity and increased property values. According to Grants for the Arts, San Francisco gives more support per capita to the nonprofit arts than any other city in the United States, the vast majority of which is generated through the SF Hotel Tax. However, residents’ access to art and cultural facilities and the amount of funding available for arts and cultural activities varies considerably across the different neighborhoods and different socio-economic groups in San Francisco. A majority of total funding for arts in San Francisco goes towards several large institutions that primarily serve visitors. Relatively speaking, SoMa, Mission, Potrero Hill and Showplace Square have much greater geographic proximity to arts and cultural facilities than most other neighborhoods in San Francisco. Around 75% of the art and cultural facilities in the four neighborhoods are within ½ mile of a regional transit stop, which could encourage use of public transportation by out of state and out of City visitors.

HDMT Indicator	SoMa	Mission	Potrero Hill
PI.4.a: Proportion of population which lives within 1/2 mile of art or cultural facilities.	98% of SoMa residents live w/in a ½ mile of arts and cultural facilities. It is unknown the extent to which these facilities are serving SoMa residents.	100% of Mission residents live w/in a ½ mile of arts and cultural facilities. It is unknown the extent to which these facilities are serving Mission residents.	100% of SoMa residents live w/in a ½ mile of arts and cultural facilities. It is unknown the extent to which these facilities are serving Potrero Hill residents.
PI.4.b: Designated federal, state and City funding for the arts	Based on the geography of where grants have been made, SoMa appears to fare well with respect to this indicator. The majority of arts funding appears to fall within W. SoMa.	Based on the geography of where grants have been made, the Mission appears to fare well with respect to this indicator.	Potrero Hill appears to fare well, yet the majority of arts funding appears to fall within W. SoMa.
PI.4.c: Proportion of population which lives within 1 mile of a public library	With the opening of the new Mission Bay library in July 2006, almost all SoMa residents live within 1 mile of a public library.	100% of Mission residents live within 1 mile of a public library compared to 97% citywide.	100% of Potrero Hill residents live within 1 mile of a public library compared to 97% citywide.

Proximity to an art or cultural facility does not equal access. Other factors, such as cost of entrance, hours of operation, cultural preferences, access to public transportation, the availability of parking, disability access, and availability of translation services, influence whether an individual may access the art or cultural facility. Art and cultural facilities geared towards tourists and regional visitors might not address local needs for community art facilities.

Additionally, art and cultural facilities are just one means of promoting spaces for visual and performing arts, concerts, and festivals for personal and educational fulfillment. Public parks, plazas, and recreational facilities can be used to host art and cultural events or be co-located with art and cultural facilities. Public art can be incorporated into building and streetscape design and construction, for aesthetic value as well as to promote street performances and social identity and cohesion in a neighborhood. Currently San Francisco has two existing ordinances that require developer contributions to public art. Specifically, 1% of the total construction costs of private projects in the C-3 downtown zone must be allocated to public art and 2% of the entire construction costs of capital improvement projects across the City are allocated for public art.

Because of the high density of large art and cultural facilities that serve tourists, the presence of several Cultural Equity Centers, and the existence of a number of arts and cultural organizations in West SoMa, South of Market receives a large proportion of public funding for the arts relative to most other San Francisco neighborhoods. Although the Mission District does not receive as much public art funding as SoMa or Civic Center, the neighborhood does receive more than most other neighborhoods, but also is home to many more art and cultural facilities and has one of the highest population densities in the City. Because of data limitations, it is not possible to calculate how much arts funding exists per capita in each neighborhood, however the SF Arts Commission is considering rewording their grant applications to be able to collect this data. According to the Planning Department, the proposed Art District in Showplace Square has now been incorporated into the Showroom District. Although not considered an arts/cultural facility on the DPH list because its primary purpose is education, the California College of the Arts occupies a large area in the base of Potrero Hill/ Showplace Square. Several Potrero Hill art and cultural facilities receive funding from Grants for the Arts.

B. Area Plan Policies and Implementing Actions Recommended or Supported by SFDPH

Policy	Implementation
Policy 2.3.6 - Establish an impact fee to be allocated towards an Eastern Neighborhoods Public Benefit Fund to subsidize transit, pedestrian, bicycle, and street improvements, park and recreational facilities, and community facilities such as libraries, child care and other neighborhood services in the area.	Implementation 2.3.6.1 - Amend the Planning Code to require impact fees on all new residential and nonresidential development to fund community improvements in the project area, as supported by the findings of the Eastern Neighborhoods nexus study (currently underway).
Policy 5.5.4 - Encourage public art in existing and proposed open spaces.	Implementation 5.5.4.1 - The Planning Department will work with neighborhood groups and the San Francisco Arts Commission to expand the public art exhibits.
Policy 7.1.5 - Ensure public libraries in the Plan Area have sufficient materials to meet projected growth to continue quality services and access for residents of the area.	Implementation 7.1.5.1 - Amend the Planning Code to require impact fees on all new residential and nonresidential development to fund community improvement, including library materials, in the project area, as supported by the findings of the Eastern Neighborhoods nexus study (currently underway).
Policy 7.2.2 - Encourage new facilities and spaces for providers of services such as English as a Second Language, employment training services, art, education and youth programming.	Implementation 7.2.2.1 - The Mayors Office of Community Development will serve to connect interested project sponsors with neighborhoods to develop mutually supportive development plans in areas with identified service gaps. Implementation 7.2.2.2 - Encourage development

	<p>agreements that provide favorable leases or purchase agreements to needed community facilities and non-profit providers.</p> <p>Implementation 7.2.2.3 - Amend the Planning Code to require impact fees on all new residential and nonresidential development to provide funding for new community facility space in the project area, as supported by the findings of the Eastern Neighborhoods nexus study (currently underway).</p>
<p>Policy 7.3.1 - Support efforts to preserve and enhance social and cultural institutions.</p>	<p>Implementation 7.3.1.1 - The Planning Department will work in cooperation with implementing agencies such as the Arts Commission, to secure grant and bond funding for social and cultural institutions.</p> <p>Implementation 7.3.1.2 - The Planning Department will work in cooperation with the Board of Supervisors and other City agencies such as MOEWD, to develop other funding sources such as a community assessment district which can help to fund neighborhood institutions.</p> <p>Implementation 7.3.1.3 - Recognize the work of cultural and social institutions in the Mission through creative strategies - events, awards, and physical signs and placards - that acknowledge their contributions.</p>
<p>Policy 7.3.2 (Mission Plan only) - Encourage the creation of new social and cultural facilities in the Mission area.</p>	<p>Implementation 7.3.2.1 - The Mayors Office of Community Development will connect interested project sponsors with neighborhoods to develop mutually supportive development plans.</p> <p>Implementation 7.3.2.2 - Encourage development agreements that provide favorable leases or purchase agreements to new social and cultural facilities.</p> <p>Implementation 7.3.2.3 - Amend the Planning Code to require impact fees on all new residential and nonresidential development to provide funding for new arts/institutional facility space in the project area, as supported by the findings of the Eastern Neighborhoods nexus study (currently underway).</p>
<p>Policy 7.3.3 (Mission Plan only) - Protect and support Latino and other minority or culturally significant local business, structures, property and institutions in the Mission.</p>	<p>Implementation 7.3.3.1 - The Planning Department will work with the Arts Commission to develop a public, way finding system or other physical demarcation to memorialize the important cultural and social resources in the Mission.</p> <p>Implementation 7.3.3.2 - Pursue formal designation of the Mission’s historic and cultural resources, as appropriate (See the Historic Preservation Chapter for further discussion).</p>

	Implementation 7.3.3.3 - Provide business assistance for new and existing small businesses in the Eastern Neighborhoods (See the Economic Development Chapter for further discussion).
Policy 8.1.3 - Recognize and evaluate historic and cultural resources that are less than fifty years old and may display exceptional significance to the recent past.	Implementation 8.1.3.1 - The Planning Department will continue to identify and document significant cultural, social and architectural resources from the recent past through surveys, property specific historic resource evaluations and context development.
Policy 8.5.3 - Demonstrate preservation leadership and good stewardship by the city of publicly owned historic and cultural resources.	Implementation 8.5.3.2 - The Planning Department will encourage DPW to develop “cultural landscapes” using elements such as maps locating important cultural, social centers of the Plan Area; plaques indicating historic sites; and signage to indicate the neighborhood as the Mission. Use local artists and community organizations to develop a logo for the community.
Policy 8.6.2 - Foster education and appreciation of historic and cultural resources within the Mission Plan area among business leaders, neighborhood groups, and the general public through outreach efforts.	Implementation 8.6.2.2 - The Planning Department will work with the Department of Public Works to place plaques, signs and markers to aid in the identification of cultural and historic resources.

C. Evaluation of Development Targets

The Area Plans encourage creative strategies that build “cultural landscapes” including physical signs, placards, and public way finding systems to memorialize important social and cultural resources/ institutions in the Mission. To help build these cultural landscapes, the Planning Department recommends use of local artists and community organizations to develop a logo for the community. Although the Plans will encourage public art in existing and proposed open spaces and the Planning Department will seek to expand public art exhibits with neighborhood groups and the San Francisco Arts Commission, there are no specific mandates to fund or create new public art.

The Historic Preservation section of the Area Plans make numerous references to the need to formally preserve both registered and new historic and cultural resources displaying exceptional significance to the recent past, however “cultural resources” is never clearly defined. Legal protections exist for formally registered artworks, but it is unclear how unregistered, culturally important public art such as murals are addressed in these protections.

As described above, the SF Planning Department will explore a range of funding options for community facilities which may or may not include arts and cultural facilities, library materials, public art, and after-school programming involving arts. Recent bond measures provided funding for capital improvements to existing libraries and build new libraries such as the one in Mission Bay which improves East SoMa access to a library. However bond funding cannot be used for operations, only capital infrastructure. Impact fees could therefore potentially be used for purchase of library materials at Eastern Neighborhoods Branch Libraries if needed. The Area Plans state the Planning Department will work with other City agencies including the Arts Commission, the Board of Supervisors, and MOEWD to secure funding for existing and new social and cultural institutions and a community assessment district. Recognizing the valuable contributions of Latinos to the Mission’s neighborhood identity, the Mission Area Plan provides several implementing actions designed to protect and support Latino businesses,

Eastern Neighborhoods Area Plans Healthy Development Measurement Tool Evaluation
Chapter 4. Evaluation of Area Plans

structures, property and institutions. The Mission Area Plan included land use controls in some portions of the Northeast Mission Industrial Zone to stabilize and promote PDR activities including arts.

HDMT Indicator	HDMT Development Target	East SoMa	Mission	S.Sq./Potrero Hill	Supporting Plan Policies^a
PI.4.a	<i>Benchmark: In addition to the minimum, does the project involve local artists, artisans, craftspeople and others in the design of open space, signage, street furniture or public facilities, fund public art, or include space for art and cultural activities within the development?</i>	Yes, Bench- mark	Yes, Bench- mark	Yes, Bench- mark	5.5.4 7.2.2 7.3.1 8.1.3 8.2.1 8.5.3 8.6.2
	<i>Minimum: 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?</i>				
PI.4.b	<i>Benchmark: 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?</i>	No	No	No	2.3.6 5.5.4 7.3.2
	<i>Minimum: Does the project contribute .5% of total construction costs to the creation of public art or public performance on-site OR into a public fund for arts purposes?</i>				
PI.4.c	<i>Benchmark: In addition to the minimum, does the project include and fund implementation or expansion plans for adequate public library facilities based on expected future population?</i>	Yes, Min.	Yes, Min.	Yes, Min.	2.3.6 7.1.5
	<i>Minimum: Is the project located within 1/2 mile of a public library?</i>				
PI.4.e	<i>Benchmark: If project is a new art/cultural facility, is it sited within ½ mile of existing or proposed regional transit stop?</i>	NA	NA	NA	7.2.2 7.3.1
PI.4.f	<i>Benchmark #1: If the project is new commercial use larger than 50,000 sq 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?</i>	Yes, Bench- mark	Yes, Bench- mark	Yes, Bench- mark	7.3.1 7.3.2 7.3.3 8.5.3

**Eastern Neighborhoods Area Plans Healthy Development Measurement Tool Evaluation
Chapter 4. Evaluation of Area Plans**

	<p><i>Benchmark #2:</i> Were local artists, artisans, or fabricators hired to create at least four 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"> <input checked="" type="checkbox"/> artistically designed, energy efficient, pedestrian-scale lighting <input checked="" type="checkbox"/> kiosk or community bulletin board to publicize arts/community events <input checked="" type="checkbox"/> artistically designed parks and playgrounds <input checked="" type="checkbox"/> mini public spaces or niches for art displays or performances <input checked="" type="checkbox"/> stairs <input checked="" type="checkbox"/> benches <input checked="" type="checkbox"/> bike racks <input checked="" type="checkbox"/> designated graffiti walls <input checked="" type="checkbox"/> tree grates/guards <input checked="" type="checkbox"/> grills on windows, garage, and/or front door <input checked="" type="checkbox"/> 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) 	No	No	No	7.3.1 7.3.3 8.5.3
	<p><i>Minimum #2:</i> Were local artists, artisans, or fabricators hired to create at least two of the above to incorporate culturally appropriate, functional art and/or architectural opportunities for the display of artwork?</p>				

a Plan Policy Number common to all three Area Plans, unless otherwise noted with plan abbreviations, see below:
E=East SoMa Plan Policy **M**=Mission Plan Policy **P**=Showplace Square/Potrero Hill Plan Policy

D. Further Recommendations

- (1) Consider defining cultural resource and/or including more implementing actions, which mostly focus on historic resources.

PI.5 Assure affordable and high quality public health facilities

A. Existing Conditions

The use of primary care and preventative health care services is dependent on a number of factors including physical access to health facilities, transportation, health insurance status, and availability of culturally and linguistically appropriate services. The timely use of primary care has a role in preventing morbidity and hospitalizations from a number of chronic diseases, including asthma and diabetes. Research has specifically found that Federally Qualified Health Centers in medically underserved areas can lower preventable hospitalization rates.

South of Market has some of the highest rates of hospitalizations for ambulatory care sensitive conditions in the City. For example, SoMa’s age-adjusted hospitalization rate for chronic obstructive pulmonary disease is 3.5 times the City average. The Mission ZIP code (which includes Bernal Heights) and the Potrero ZIP code (which includes part of SoMa) also have high hospitalization rates for preventable conditions like asthma, diabetes, bronchitis and congestive heart failure, compared to the rest of San Francisco. In July 2007, San Francisco launched a new program called Healthy San Francisco to make health care services accessible and affordable for uninsured residents. Although this program hopes to reduce financial and insurance barriers to accessing healthcare, other barriers may still exist. Many ACS hospitalizations conditions could be prevented or mitigated by improvements in social and environmental conditions including job and housing security, quality food resources, foods, quality schools, and preventative and primary care.

HDMT Indicator	SoMa	Mission	Potrero Hill
PI.5.a: Distribution of health care facilities relative to population density.	SoMa has four community health centers, two of which are in E. SoMa.	The Mission has four public health facilities including several clinics and San Francisco General Hospital.	Potrero Hill has one community health center. There are no public health facilities in Showplace Square.

All four SoMa community health centers, the three Mission health centers (but not San Francisco General Hospital) and the Potrero Hill health center are within ½ mile of a regional transit stop compared to 33% of public health facilities citywide. All of the facilities are within ½ mile of a local transit stop. Physical proximity to public transit is just one aspect of access to health care. Frequency of transit, safety around transit stops, cost of transit, length of commuting time, urgency of the health visit, types of insurance accepted at local health facilities, and other elements factor into the use of public transportation in accessing health facilities.

According to the CA Office of Statewide Health Planning and Development’s Healthcare Workforce and Community Development Division, certain census tracts in the south and southeast section of South of Market, the northern half of Potrero Hill, all of the Mission and Bernal Heights, parts of Noe Valley and the Outer Mission, and all of Bayview Hunters’ Point, Excelsior and Visitacion Valley have been identified as areas where the need exceeds the existing availability of health professionals (otherwise known as a Health Professional Shortage Area).

B. Area Plan Policies and Implementing Actions Recommended or Supported by SFDPH

Policy	Implementation
Policy 1.7.2 - Reduce potential land use conflicts by	Implementation 1.7.2.1 - As part of the environmental

Eastern Neighborhoods Area Plans Healthy Development Measurement Tool Evaluation
Chapter 4. Evaluation of Area Plans

carefully considering the location and design of noise generating uses and sensitive uses	review process for proposed new uses that are expected to generate noise levels that exceed ambient noise, work with the Department of Public Health to identify any existing sensitive uses near to the location of the proposed new noise generating use and analyze the potential impacts of the proposed noise generating use on those nearby sensitive uses.
Policy 1.8.1 - Minimize exposure to air pollutants from existing traffic sources for new residential developments, schools, daycare and medical facilities.	Implementation 1.8.1.1 - As part of the environmental review process for proposed new sensitive uses, including residential, childcare, and school facilities, work with the Department of Public Health to perform the appropriate exposure analysis.
Policy 2.3.6 - Establish an impact fee to be allocated towards an Eastern Neighborhoods Public Benefit Fund to subsidize transit, pedestrian, bicycle, and street improvements, park and recreational facilities, and community facilities such as libraries, child care and other neighborhood services in the area.	Implementation 2.3.6.1 - Amend the Planning Code to require impact fees on all new residential and nonresidential development to fund community improvements in the project area, as supported by the findings of the Eastern Neighborhoods nexus study (currently underway).
Policy 7.1.4 - Ensure adequate maintenance of existing public health and community facilities.	<p>Implementation 7.1.4.1 - The Planning Department will work in cooperation with implementing agencies such as the Department of Public Health, to ensure appropriate maintenance of publicly used facilities.</p> <p>Implementation 7.1.4.2 - The Planning Department will work in cooperation with the Board of Supervisors and other City agencies, to develop funding mechanisms to support facility operations, such as tax increment financing to support plan based improvements or a community facilities district where appropriate.</p>
Policy 7.2.1 - Promote the continued operation of existing human and health services that serve low-income and immigrant communities in the Eastern Neighborhoods.	Implementation 7.2.1.1 - Work with the Mayor’s Office of Community Development, local economic development organizations and other relevant organizations to explore providing financial incentive programs and other strategies to protect existing facilities from displacement.

C. Evaluation of Development Targets

Current development targets do not apply because the Eastern Neighborhood Area Plans do not include plans to build a new hospital or major clinical care facility. However, there are several other policies and implementing actions relevant to ensuring access to affordable and high quality health care facilities. First, health care facilities are acknowledged as sensitive uses that may need mitigations to address poor air quality and noise problems, particularly if located near high traffic areas. Second, health care and social assistance were identified as one of the seven major industries/employers in San Francisco (see Policy 6.2.1). San Francisco General Hospital and UCSF Mission Bay Campus both lie in the Eastern Neighborhoods and employ large numbers of employees. Investment in public transportation and workforce development at these sites offer opportunities to reduce car dependency and vehicle trips (thus meeting other plan goals) and help prepare local low-income and low-skilled residents to replace current staff as they retire or move on to other positions (thus meeting Policy 6.2.1 goals). Third, the Plans acknowledge the need for ongoing maintenance, funding, and if needed expansion of public and

**Eastern Neighborhoods Area Plans Healthy Development Measurement Tool Evaluation
Chapter 4. Evaluation of Area Plans**

community facilities that provide health and human services to low-income and immigrant communities in the Eastern Neighborhoods. Finally, public health facilities could fall in the category of community facilities and therefore could be considered for public benefits funding, although it is acknowledged that other funding streams do exist for city and state public health facilities.

HDMT Indicator	HDMT Development Target	East SoMa	Mission	S.Sq./Potrero Hill	Supporting Plan Policies^a
PI.5.c	<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?	NA	NA	NA	1.7.2 1.8.1 6.2.1

a Plan Policy Number common to all three Area Plans, unless otherwise noted with plan abbreviations, see below:
E=East SoMa Plan Policy **M**=Mission Plan Policy **P**=Showplace Square/Potrero Hill Plan Policy

D. Further Recommendations

None

PI.6 Assure access to daily goods and service needs, including financial services and healthy foods

A. Existing Conditions

Access to daily goods and services, including financial services and healthy foods, are essential components of healthy neighborhoods and healthy communities. Public health research has shown that people living next to a large grocery store have reduced rates of obesity and eat more nutritious foods. Neighborhoods with diverse and mixed land uses can create proximity between residences, employment, and goods and services, reducing vehicle trips and miles traveled and increasing walking and biking.

HDMT Indicator	SoMa	Mission	Potrero Hill
PI.6.a: Proportion of population within 1/2 mile from full-service grocery store/supermarket	79% of SoMa residents live w/in ½ mile of a full-service grocery store compared to 64% citywide.	Only 40% of Mission residents live w/in ½ mile of a full-service grocery store compared to 64% citywide.	Only 6% of Potrero Hill residents live w/in ½ mile of a full-service grocery store compared to 64% citywide. This figure does not reflect the opening of a Potrero Whole Foods store in September 2007, which significantly increased residents' proximity to a supermarket.
PI.6.b: Proportion of population within 1/2 mile from produce stores and small food markets	Data are currently unavailable.		
PI.6.c: Neighborhood completeness indicator for key public services	Data are currently unavailable.		
PI.6.d: Neighborhood completeness indicator for key retail services	Data are currently unavailable.		

In comparison to the citywide average, SoMa fares well with regard to geographic proximity to supermarkets and large grocery stores. As of 2005, 79% of SoMa residents are within ½ mile of a supermarket or full-service grocery store. By comparison, the Mission and Potrero Hill have historically had much lower access, with 40% of Mission residents and 6% of Potrero Hill residents within ½ mile of a supermarket or full-service grocery store. The recent opening of a Whole Foods Market in Potrero Hill significantly increased the proportion of residents living near a supermarket.

Price mix, quality of foods, availability of fresh produce, acceptance of food stamps, and cultural preferences are additional factors that contribute to qualitative differences between supermarkets and should be considered in terms of accessibility. For example, the recently opened Potrero Whole Foods grocery store may bring a needed supermarket to the neighborhood, but may be unaffordable to a number of the local residents. In a recent study comparing Oakland, Bayview and the Mission,

researchers found that while corner stores are not good food resources in every community, they do provide sufficient access to fresh produce and other food in the Mission. SFDPH is in the process of developing a neighborhood completeness indicator to explore proximity to daily goods and services including: auto and bike repair, bank/credit union, community center and garden, barber/beauty salon, convenience store, grocery store/supermarket, hardware store, laundry mat /dry cleaner, library, park/playground/open space, performance venue/cultural center, pharmacy/drug store, post office, child care center, gym/fitness center, public art, public clinics/hospital, public school, recreation center, restaurant/café, and video rental/movie theater. While data for this indicator are currently unavailable, in general, a large part of Mission residential zones are in close proximity to the commercial corridors of Mission, Valencia, 24th, and 16th which include retail and produce resources.

Geographic proximity does not equal access to services or facilities. Accessibility is defined by a number of quantitative and qualitative differences such as cost, hours of operation, access to transportation, availability of translation services if needed, cultural preferences, etc. For example, topographical and transportation features, such as steep grades of hills or major highways or roads, and socio-cultural issues, such as violence and gang lines, may inhibit pedestrian access to grocery stores. For example, the Trader Joe’s in Showplace Square is bordered by Highways 101 and 80 on and off ramps, as well busy, wide, one way streets, making it difficult for pedestrians to access the store on foot. Pedestrian safety measures such as traffic calming and pedestrian friendly walkways can help increase safety of physical access to and from food and retail locations.

B. Area Plan Policies and Implementing Actions Recommended or Supported by SFDPH

Policy	Implementation
<p>Policy 1.1.1 (Mission Plan only) - Revise land use controls in some portions of the Northeast Mission Industrial Zone to stabilize and promote PDR activities, as well as the arts, by prohibiting construction of new housing and limiting the amount of office and retail uses that can be introduced. Also place limitations on heavier industrial activities which may not be appropriate for the Mission</p>	<p>Implementation 1.1.1.1 - Amend the Planning Code to establish a new “PDR-1” district in this area.</p>
<p>Policy 1.4.2 (Mission Plan only) - Ensure that the Mission’s neighborhood commercial districts continue to serve the needs of residents, including immigrant and low income households.</p>	<p>Implementation 1.4.2.1 - Retain the existing use and size controls for the Mission, Valencia, and 24th Street Neighborhood Commercial districts to ensure they serve the needs of local residents that are unique to each of the Mission’s neighborhood commercial streets.</p> <p>Implementation 1.4.2.2 - Work with the Mayors Office of Economic and Workforce Development (MOEWD) to promote local businesses, including those that serve the immigrant community.</p>
<p>Policy 2.3.6 - Establish an impact fee to be allocated towards an Eastern Neighborhoods Public Benefit Fund to subsidize transit, pedestrian, bicycle, and street improvements, park and recreational facilities, and community facilities such as libraries, child care and other neighborhood services in the area.</p>	<p>Implementation 2.3.6.1 - Amend the Planning Code to require impact fees on all new residential and nonresidential development to fund community improvements in the project area, as supported by the findings of the Eastern Neighborhoods nexus study (currently underway).</p>

Eastern Neighborhoods Area Plans Healthy Development Measurement Tool Evaluation
Chapter 4. Evaluation of Area Plans

<p>Policy 7.1.4 - Ensure adequate maintenance of existing public health and community facilities.</p>	<p>Implementation 7.1.4.1 - The Planning Department will work in cooperation with implementing agencies such as the Department of Public Health, to ensure appropriate maintenance of publicly used facilities.</p> <p>Implementation 7.1.4.2 - The Planning Department will work in cooperation with the Board of Supervisors and other City agencies, to develop funding mechanisms to support facility operations, such as tax increment financing to support plan based improvements or a community facilities district where appropriate.</p>
<p>Policy 7.2.1 - Promote the continued operation of existing human and health services that serve low-income and immigrant communities in the Eastern Neighborhoods.</p>	<p>Implementation 7.2.1.1 - Work with the Mayor’s Office of Community Development, local economic development organizations and other relevant organizations to explore providing financial incentive programs and other strategies to protect existing facilities from displacement.</p>
<p>Policy 7.2.2 - Encourage new facilities and spaces for providers of services such as English as a Second Language, employment training services, art, education and youth programming.</p>	<p>Implementation 7.2.2.1 - The Mayors Office of Community Development will serve to connect interested project sponsors with neighborhoods to develop mutually supportive development plans in areas with identified service gaps.</p> <p>Implementation 7.2.2.2 - Encourage development agreements that provide favorable leases or purchase agreements to needed community facilities and non-profit providers.</p> <p>Implementation 7.2.2.3 - Amend the Planning Code to require impact fees on all new residential and nonresidential development to provide funding for new community facility space in the project area, as supported by the findings of the Eastern Neighborhoods nexus study (currently underway).</p>
<p>Policy 1.4.2 - Ensure that the Mission’s neighborhood commercial districts continue to serve the needs of residents, including immigrant and low income households.</p>	<p>Implementation 1.4.2.1 - Retain the existing use and size controls for the Mission, Valencia, and 24th Street Neighborhood Commercial districts to ensure they serve the needs of local residents that are unique to each of the Mission’s neighborhood commercial streets.</p> <p>Implementation 1.4.2.2 - Work with the Mayors Office of Economic and Workforce Development (MOEWD) to promote local businesses, including those that serve the immigrant community.</p>
<p>Policy 2.3.2 - Prioritize the development of affordable family housing, both rental and ownership, particularly along transit corridors and adjacent to community amenities.</p>	<p>Implementation 2.3.2.1 - Draft design guidelines for family friendly housing to guide development in these areas.</p> <p>Implementation 2.3.2.2 - Prioritize funding for family and rental units in distribution of affordable housing monies in transit and amenity-rich areas.</p>
<p>Policy 2.5.2 - Develop affordable family housing in areas</p>	<p>Implementation 2.5.2.1 - The Mayor’s Office of Housing</p>

Eastern Neighborhoods Area Plans Healthy Development Measurement Tool Evaluation
Chapter 4. Evaluation of Area Plans

where families can safely walk to schools, parks, retail, and other services.	should emphasize seeking sites / provide family sized units with good access to community amenities like parks, social services, and schools.
Policy 4.8.2 - Require large retail establishments, particularly supermarkets, to provide shuttle and delivery services to customers.	Implementation 4.8.2.1 - Amend Planning Code Section 151.1 to require such services be provided by retail uses over 20,000 sf.
Policy 6.1.3 - Provide business assistance for new and existing small businesses in the Eastern Neighborhoods.	<p>Implementation 6.1.3.1 - Develop a strategic plan in collaboration with MOEWD, the Mayor’s Office of Community Development (MOCD), local Neighborhood Economic Development Organizations and the Small Business Commission. This strategic plan will focus on creating a system to manage small business interaction with the City, providing outreach to local businesses, exploring financial incentive programs, designating the roles and responsibilities of relevant city agencies and non-profit partners, and streamlining the permit and licensing process for new and existing small businesses.</p> <p>Implementation 6.1.3.2 - Create business assistance resources that includes: web, print, telephone and a “one-stop” small business technical assistance center.</p>

C. Evaluation of Development Targets

SFDPH is currently collecting data for three of the indicators for Objective PI.6, as there is limited quantitative data to compare neighborhoods, or to assess achievement of development targets. Although general cross-neighborhood comparisons will be possible with the future data, all PI.6 indicators and development targets are designed to be applied at the project level, with a particular address in mind to determine geographic proximity. Proximity to supermarkets and produce markets are discussed above in the existing conditions discussion. All Area Plans will require supermarkets and other retail uses over 20,000 square feet to provide shuttle and delivery services to customers to decrease private vehicle trips.

As discussed in other sections of this report, all Area Plans seek to provide funding for maintenance of existing community facilities and creation of new community facilities if needed. These community facilities include a number of the neighborhood public services, such as schools, parks, libraries, public health facilities, recreation centers, and public art. Public benefits funding could also be utilized to fund community gardens and community centers with youth and senior programming. According to the new proposed zoning guidelines, institutions such as religious facilities, schools, and child care will be permitted in almost all zoning categories, with some exceptions or conditional use restrictions in the Production, Distribution and Repair (PDR) and South Park District (SPD) categories. Hospitals and Medical Centers are limited to the Downtown Residential South Beach (DTR-S), Neighborhood Commercial Transit (NCT), and Residential Transit Oriented (RTO) zoning areas, all under conditional use.

At the same time, all Area Plans encourage neighborhoods to maintain or develop a mixed use character, as a neighborhood that is a place to live and work. General retail, bars, theaters, small movie theaters, home and business services, and motor vehicle repair are permitted in most zoning categories with some exceptions or conditional use restrictions in the PDR, SPD, NCT, and RTO zoning categories.

**Eastern Neighborhoods Area Plans Healthy Development Measurement Tool Evaluation
Chapter 4. Evaluation of Area Plans**

Conditional use permits are required for retail over 50,000 square feet in most mixed use categories, with much more restricted size limitations for SPD, NCT, RTO, and PDR categories to encourage development of small and moderate size retail. The Area Plans’ Land Use Element includes a number of policies to promote small and moderate size retail and mixed-use development in neighborhood commercial districts, while allowing large retail in former industrial sites. Policies 2.3.2 and 2.5.2 encourage the location of affordable family housing near community facilities, retail and transit corridors.

HDMT Indicator	HDMT Development Target	East SoMa	Mission	S.Sq./Potrero Hill	Supporting Plan Policies^a
PI.6.a	<i>Benchmark:</i> For residential uses, is the project within ½ mile of a full-service grocery store/supermarket?	Yes, Benchmark	Yes, Benchmark	Yes, Benchmark	1.4.2 4.8.2
PI.6.b	<i>Benchmark:</i> For residential uses, is the project within ½ mile of a produce market or small food market?	Insuff. Info.	Insuff. Info.	Insuff. Info.	1.1.2 1.1.4 1.1.6 6.1.3
PI.6.c	<i>Benchmark:</i> Is the project within ½ mile of an area that has 6 out of 10 common public services that contribute to neighborhood completeness? <i>Neighborhood public services includes: School, parks/playground/ plaza, post office, library, places of worship, public hospital or clinic, recreation center, community garden, public art, community center with youth and/or senior programming.</i>	Insuff. Info.	Insuff. Info.	Insuff. Info.	1.4.2 2.3.2 2.3.4 2.3.6 2.5.2 Element 7
	<i>Minimum:</i> Is the project within ½ mile of an area that has 4 out of 10 common public services that contribute to neighborhood completeness?				
PI.6.d	<i>Benchmark:</i> Is the project within ½ mile of an area that has 9 out of 15 common retail services that contribute to neighborhood completeness? <i>Neighborhood serving retail includes: Restaurant, coffee shop/cafe, gym/fitness center, drug store/pharmacy, hardware store, bank or credit union, laundromat/dry cleaner, hair salon/barber, auto repair/gas station, bike shop/repair, grocery store/supermarket, fruit/produce store, child care, entertainment (i.e. video store, movie theater, performance theater, music venue), nursing home.</i>	Insuff. Info.	Insuff. Info.	Insuff. Info.	1.1.2 1.1.3 1.1.4 1.1.6 1.2.2 1.4.2 2.5.2 4.8.2 6.1.3
	<i>Minimum:</i> Is the project within ½ mile of an area that has 6 out of 15 common retail services that contribute to neighborhood completeness?				

a Plan Policy Number common to all three Area Plans, unless otherwise noted with plan abbreviations, see below:
E=East SoMa Plan Policy **M**=Mission Plan Policy **P**=Showplace Square/Potrero Hill Plan Policy

D. Further Recommendations

None

4.6 SOCIAL COHESION (SC)

SC.1 Promote safer neighborhoods free of crime and violence

A. Existing Conditions

In addition to having direct, adverse health outcomes for victims, community violence causes long-term behavioral and emotional problems for youth who have witnessed or experienced violence and impacts the perceived safety of a neighborhood, inhibiting social interactions and adversely impacting social cohesion and economic investment. In 2003-2005, the South of Market had the highest rape/sexual assault rate and the second highest physical assault rate in the City, as well as a homicide rate that was 1.5 times greater than the City average. Potrero Hill has the second highest homicide rate (five times the City) and third highest assault rate (after the Financial District and SoMa) in the City, excluding Golden Gate Park. During this same time period, the homicide and physical assault rate in the Mission were roughly equivalent to the citywide average, but the Mission rape/sexual assault rate was 1.4 times greater than the City average.

Measuring the incidence of crime is subject to many limitations. In certain neighborhoods, particularly South of Market, Golden Gate Park, and the Financial District, the number of people in the neighborhood at any particular time of day may include visitors and commuters in addition to residents. Furthermore, much crime goes undetected and some crimes are not reported to police. Homicides are less likely to be underreported and undercounted than physical or sexual assaults.

While data and statistics profile the trends of violence, they do not explain the factors that influence its occurrence. According to public health literature, violence can often be attributed to the presence of risk factors (such as community deterioration; poverty and economic disparities; illiteracy and school failure; the presence of alcohol, drugs, and firearms; experiencing and witnessing violence; negative family dynamics; discrimination and oppression; and media violence) and the absence of resiliency factors (such as a healthy built environment; economic and social capital; opportunities for artistic and creative expression; meaningful opportunities for public participation in policymaking; the availability of neighborhood goods and services (such as healthy foods, recreational spaces, and after school programs); and positive police presence). Violence is rarely caused by a single risk factor but rather by the presence of multiple risk factors and the absence of resiliency factors.

HDMT Indicator	SoMa	Mission	Potrero Hill
SC.1.a: Density of take-out alcohol outlets	<p>SoMa fares well with a lower than citywide average of take-out alcohol outlets.</p> <p>SoMa = 13.7 per sq. mile Citywide = 18 per sq. mile</p> <p>E. SoMa is in close proximity to the Tenderloin neighborhood where the concentration of take-out alcohol outlets</p>	<p>The density of take-out alcohol outlets is nearly 3 times greater in the Mission than the City.</p> <p>Mission = 55.5 per sq. mile Citywide = 18 per sq. mile</p>	<p>Potrero Hill has a higher density of take-out alcohol outlets compared to the City average.</p> <p>Potrero Hill = 25 per sq. mile Citywide = 18 per sq. mile</p> <p>Showplace Square has few alcohol outlets</p>

**Eastern Neighborhoods Area Plans Healthy Development Measurement Tool Evaluation
Chapter 4. Evaluation of Area Plans**

	is the highest in the City.		
SC.1.b: Location of fire stations	The HDMT indicator map indicates no disparity.	The HDMT indicator map indicates no disparity.	The HDMT indicator map indicates no disparity.
SC.1.c: Number of violent crimes	Overall, the crime rate is much higher in SoMa than citywide. SoMa has the highest rape/sexual assault and second highest physical assault rate in the City. Rates per 1,000 population: SoMa = 0.3 homicides; 100.3 physical assaults; 11.5 rape/sexual assaults Citywide = 0.2 homicides; 26.3 physical assaults; 2.4 rape/sexual assaults	Rates of violence in the Mission are similar to the City as a whole. However, since the Mission has a large population, absolute numbers of assault and homicide are high. Rates per 1,000 population: Mission = 0.2 homicides; 24.7 physical assaults; 3.3 rape/sexual assaults Citywide = 0.2 homicides; 26.3 physical assaults; 2.4 rape/sexual assaults	Overall, the crime rate is much higher in Potrero Hill than citywide. Potrero Hill has the second highest homicide and third highest physical assault rate in the City. Rates per 1,000 population: Potrero Hill = 1.02 homicides; 66.9 physical assaults; 4.2 rape/sexual assaults Citywide = 0.20 homicides; 26.3 physical assaults; 2.4 rape/sexual physical assaults

Two additional aspects of safe neighborhoods are coverage by fire stations and density of alcohol outlets. As of 2007, all of the Mission, Potrero Hill and South of Market are within 5 minutes of a fire station, thus meeting national standards for fire response times. As discussed above, the presence of alcohol can serve as a risk factor for violence and crime. The Mission has the fourth highest density of take-out alcohol outlets per square mile (55.5 outlets/sq. mile) in San Francisco, the majority of which fall along the Mission’s commercial corridors of Mission Street, 24th Street, and Valencia Street. Potrero Hill has slightly more than the average City density with 25 alcohol outlets per square mile. South of Market has less than the City average with 15 per square mile, the majority of which border the Market Street area, which closely borders the Tenderloin which has the second highest density of alcohol outlets (128.8 per square mile) in the City after Chinatown. This indicator does not differentiate between liquor stores, bars or mini-marts that sell alcohol. Although all three outlets sell alcohol by the glass or bottle, they each are different in the potential noise and levels of neighborhood disturbance and/or injury they may create. The list of alcohol take-out outlets was generated in 2003. Since then, alcohol outlets may have opened/closed.

B. Area Plan Policies and Implementing Actions Recommended or Supported by SFDPH

Many of the policies and implementing actions recommended by the Department of Public Health to promote healthy neighborhoods also serve to promote violence prevention. Rather than duplicating policies and actions cited, SFDPH refers readers to the development target table below which details which HDMT objectives and indicators correspond to different aspects of violence prevention. For specific policies, actions, and discussion, please see the individual objective analyses in this report.

C. Evaluation of Development Targets

South of Market and the Potrero Hill areas have less than twice the citywide average density of alcohol outlets per square mile, and therefore SC.1.a development target is not applicable. As noted in the Mission Plan, the Mission currently has alcoholic beverage controls prohibiting the establishment of new

**Eastern Neighborhoods Area Plans Healthy Development Measurement Tool Evaluation
Chapter 4. Evaluation of Area Plans**

bars and off-sale liquor establishments (for consumption of liquor off-site) with the exceptions of restaurants and non-profit theaters. However, according to the December 1, 2007 Proposed Zoning Maps, there are no noted restrictions in the zoning categories for the Mission with the exceptions of Neighborhood Commercial Transit areas (primarily along Mission and Valencia) and in Residential Transit Oriented areas (primarily along Guerrero, South Van Ness and parts of Bryant). Restrictions should be noted in a footnote on the zoning maps to reinforce compliance with the Mission Alcoholic Beverage Special Use Subdistrict Requirements (Planning Code, Sec 781.8, App. 7/28/2000) Because Showplace Square is not its own Planning Neighborhood, density of alcohol outlets per square mile has not been calculated for this area. However, it based on the HDMT indicator map, it appears that there is a clustering of alcohol outlets in the area which may be higher than twice the citywide density.

All Area Plans establish that the Planning Department will work with DBI and the Department of Emergency Services to develop emergency preparedness and response plans for natural disasters including fires and ensure the future welfare of area’s historic and cultural resources.

The Area Plans perform fairly well with regard to healthy infrastructure and environmental design, but do not sufficiently address opportunities for youth/education. The Area Plans need more detail in order to assess their impact on Social Cohesion.

HDMT Indicator	HDMT Development Target	East SoMa	Mission	S.Sq./ Potrero Hill	Supporting Plan Policies			
SC.1.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?	NA	No	NA	Obj. 1.4			
SC.1.b	<i>Benchmark:</i> Is the project within a 5 minute response time by a nearby fire station?	Yes, Bench- mark	Yes, Bench- mark	Yes, Bench- mark	8.3.5			
SC.1.c	<i>Benchmark:</i> Does the project address at least two benchmarks/minimums in each of the four violence prevention related categories below:	No	No	No	<i>See referenced indicators’ dev. target assessment for plan policy references</i>			
	<i>Minimum:</i> Does the project address at least one benchmark/minimums in each of the four violence prevention related categories below:							
	1) Healthy Infrastructure and Environmental Design Related:							
	§ Improves the Pedestrian Environment (ST.3.b, ST.3.c, ST.3.e)					Yes	Yes	Yes
	§ Subsidize public transit passes for households earning <200% of the poverty line (ST.2.e)					No	No	No
	§ Improves the Bike Environment (ST.3.a,d)					Yes	Yes	Yes
	§ Includes Pedestrian Safety Analysis (ST.3.b,c,e)	Yes	Yes	Yes				

Eastern Neighborhoods Area Plans Healthy Development Measurement Tool Evaluation
Chapter 4. Evaluation of Area Plans

§ Use traffic calming devices to reduce speeds on interior streets to less than 20 MPH (ST.2.f)	NA	NA	NA
§ Contributes a minimum of one street tree per housing unit (SC.4.a)	Yes	Yes	Yes
§ Meets city standards for adequacy of sidewalk and street lighting (SC.4.b)	Insuff. Info.	Insuff. Info.	Insuff. Info.
§ Ensure access to neighborhood or regional parks (PI.3.a)	No	No	No
§ Ensure access to recreational facilities (PI.3.b)	No	No	No
§ Fund park maintenance and programming (PI.3.c and PI.3.d)	Yes	Yes	Yes
§ Zones to limit number of alcohol, tobacco and firearm outlets (SC.1.a)	No	Yes	No
§ Zones to promote beneficial services and institutions, like grocery stores, stores selling recreational and art supplies, medical clinics, community centers, etc. (PI.6)	Insuff. Info.	Insuff. Info.	Insuff. Info.
2) Education/Youth Opportunity Related			
§ Promote schools as multi-use community centers and facilities by funding school infrastructure development explicitly for use as multi-use facilities (PI.2.b, PI.2.c, PI.2.d)	No	No	No
§ Support arts and other activities in recreation centers, parks, schools, etc. (PI.4.a)	No	No	No
§ Fund cultural events using local parks, recreation and open spaces (PI.4.b)	No	No	No
3) Anti-Segregation/Social Cohesion Related			
§ Create a community/recreation center that can be used for support groups, community policing station, job skills development, tutoring/mentoring, and/or afterschool programming (PI.3.b)	Insuff. Info	Insuff. Info	Insuff. Info
§ Promote community engagement throughout planning process (SC.3)	Insuff. Info	Insuff. Info	Insuff. Info
§ Organize periodic town hall meetings between police, elected officials, and current residents to discuss the impact of new development and ways to improve neighborhood safety (SC.2)	Insuff. Info	Insuff. Info	Insuff. Info
§ Construct environments (e.g., public plazas and pocket parks) that facilitate social interactions	Yes	Yes	Yes
4) Economic Opportunity Related			
§ Promote reliable and affordable transportation to jobs (ST.2)	Yes	Yes	Yes

**Eastern Neighborhoods Area Plans Healthy Development Measurement Tool Evaluation
Chapter 4. Evaluation of Area Plans**

	§ Hire locally for construction, retail, maintenance, landscaping, etc. (HE.4.b)	No	No	No
	§ Provide self-sufficiency wage and benefits (HE.2)	Insuff. Info	Insuff. Info	Insuff. Info
	§ Preserve PDR jobs (HE.1.d)	Yes	Yes	Yes

D. Further Recommendations

- (1) Include footnote on Zoning Map tables for all applicable zoning categories that liquor stores and bars are prohibited in the Mission because of Special Use Subdistrict.

SC.2 Increase participation in social decision-making process

A. Existing Conditions

Community participation in social and political decision-making is associated with increased collective efficacy and social cohesion, improved safety/security, improved housing adequacy, secure livelihoods, access to health care, limited exposure to occupational hazards, and improved environmental quality. Participation in social and political decision-making can be measured in a number of ways including voter turnout, the percentage of eligible voters who cast a ballot in an election, rates of volunteerism, and quality of participation in the planning process (see Objective SC.3).

After increasing for many decades, there has been a trend of stagnant or decreasing voter turnout in many established democracies. Its cause has been attributed to a wide array of economic, demographic, cultural, technological, and institutional factors. The data below illustrate that voting registration differs significantly across neighborhoods, with fewer individuals registered to vote in immigrant communities (e.g., Chinatown) and in lower-income communities (e.g., Mission). Interestingly, while these communities may have fewer eligible voters registered, voter turnout for these communities is higher than elsewhere (e.g., SoMa, Bayview Hunters Point). Overall, turnout in San Francisco and across its neighborhoods’ (73% citywide) is significantly higher than the United States (about 50%).

HDMT Indicator	SoMa	Mission	Potrero Hill
SC.2.a: Voting rates	In the 2004 November election, 68% of residents in Supervisorial District 6 (which includes SoMa, Rincon Hill, Civic Center and Treasure Island) registered to vote, of whom 66% of those registered actually voted. This is lower than the City average where 73% of San Franciscans are registered to vote, of whom 74% actually voted in the November 2004 election.	In the 2004 November election, 66% of residents in Supervisorial District 9 (which includes Mission and Bernal Heights) registered to vote, of whom 74% of those registered actually voted. This is lower than the City average where 73% of San Franciscans are registered to vote, of whom 74% actually voted in the November 2004 election.	In the 2004 November election, 75% of residents in Supervisorial District 10 (which includes Bayview Hunters Point, Visitacion Valley and Potrero) registered to vote, of whom 61% of those registered actually voted. This is lower than the City average where 73% of San Franciscans are registered to vote, of whom 74% actually voted in the November 2004 election.
SC.2.b: Volunteerism	Data are currently unavailable.	Data are currently unavailable.	Data are currently unavailable.

Although no systematic data is currently available on volunteerism in San Francisco, volunteering has been associated with increased social capital, which has been associated with increased participation in social decision-making processes. For example, community organization and City agency coordination of volunteer opportunities such as “Neighborhood Parks Appreciation” days provide opportunities to discuss park conditions and clean-up park areas, which may increase engagement in social decision-making. Participation in volunteer events and political decision-making are impacted by numerous factors including economic security, schedule flexibility, access to transportation and child care, the provision of translators and cultural translation, location, and hours of operation.

B. Area Plan Policies and Implementing Actions Recommended or Supported by SFDPH

Policy	Implementation
<p>Policy 2.3.4 - Encourage the creation of family supportive services, such as childcare facilities, parks and recreation, or other facilities, in affordable housing or mixed use developments.</p>	<p>Implementation 2.3.4.3 - In locations where there is an identified park or recreational need, allow land dedicated to meet mixed income requirements to be dedicated as a park or recreation space.</p> <p>Implementation 2.3.4.4 - Apprise developers of available incentives, including grant funding, for licensed child care centers or providing and dedicating public open space.</p>
<p>Policy 2.3.6 - Establish an impact fee to be allocated towards an Eastern Neighborhoods Public Benefit Fund to subsidize transit, pedestrian, bicycle, and street improvements, park and recreational facilities, and community facilities such as libraries, child care and other neighborhood services in the area.</p>	<p>Implementation 2.3.6.1 - Amend the Planning Code to require impact fees on all new residential and nonresidential development to fund community improvements in the project area, as supported by the findings of the Eastern Neighborhoods nexus study (currently underway).</p>
<p>Policy 5.1.1 - Identify opportunities to create new public parks and open spaces and provide at least one new public park or open space serving the Mission.</p>	<p>Implementation 5.1.1.2 - Employ public, participatory process in design of and selection of facilities in new public open spaces.</p>
<p>Policy 5.5.2 - Renovate run-down or outmoded park facilities to provide high quality, safe and long-lasting facilities. Identify at least one existing park or recreation facility in the Mission for renovation.</p>	<p>Implementation 5.5.2.1 - The Planning Department will work with Recreation and Parks Department to identify necessary capital improvements at existing park sites.</p> <p>Implementation 5.5.2.2 - Prioritize use of impact fees and/or other new revenues generated by EN development for improvements to existing parks, as supported by the findings of the Eastern Neighborhoods nexus study (currently underway).</p>
<p>Policy 7.1.2 - Recognize the value of existing facilities and support their expansion and continued use.</p>	<p>Implementation 7.1.2.1 - Encourage adaptive reuse of existing public and community facilities that may be vacant or under-utilized rather than their sale or closure.</p> <p>Implementation 7.1.2.2 - The Planning Department will work with the San Francisco Unified School District, the Department of Children Youth and Families (DCYF), the San Francisco Redevelopment Agency and the Mayor’s Office of Community Development (MOCD) to explore revitalizing older schools as multi-use facilities, with joint use agreements that permit co-location of neighborhood services such as youth-serving community-based organizations, low-income clinics, recreation centers and job skills training sites.</p>
<p>Policy 8.6.1 (Mission Plan only) - Encourage public participation in the identification of historic and cultural resources within the Mission Plan area.</p>	<p>Implementation 8.6.1.1 - The Planning Department and the Landmarks Preservation Advisory Board will continue to seek public participation in the development of an annual work plan for future preservation planning efforts and Article 10 designation.</p>
<p>Policy 8.6.2 (Mission Plan only) - Foster education and</p>	<p>Implementation 8.6.2.1 - The Planning Department will</p>

**Eastern Neighborhoods Area Plans Healthy Development Measurement Tool Evaluation
Chapter 4. Evaluation of Area Plans**

appreciation of historic and cultural resources within the Mission Plan area among business leaders, neighborhood groups, and the general public through outreach efforts.	develop outreach programs, literature, and internet tools such as the development of a preservation website, the creation of maps of historic districts and landmarked building, and attend public meetings in order to foster better understanding of the historic and architectural importance of the Plan area.
--	--

C. Evaluation of Development Targets

Although acquisition, maintenance, and creation of community facilities are discussed in all Area Plans, there are no specific details about which type of facilities will be funded or how the facilities will be used. If recreational facilities or community centers are built using the various proposed funding schemes, they could in theory be utilized for activities such as voting station, after-school programming, tutoring/mentoring, senior activity programming, or community meetings to discuss neighborhood clean-up, crime prevention or other neighborhood oriented meetings.

HDMT Indicator	HDMT Development Target	East SoMa	Mission	S.Sq./Potrero Hill	Supporting Plan Policies^a
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?	Insuff. Info.	Insuff. Info.	Insuff. Info.	2.3.4 2.3.6 5.5.2 7.1.2
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?	Insuff. Info.	Insuff. Info.	Insuff. Info.	2.3.4 2.3.6 5.5.2 7.1.2

a Plan Policy Number common to all three Area Plans, unless otherwise noted with plan abbreviations, see below:
E=East SoMa Plan Policy **M**=Mission Plan Policy **P**=Showplace Square/Potrero Hill Plan Policy

D. Further Recommendations

- (1) Revise wording in Policy 5.5.1, Implementation 5.5.1.1, and Implementation 5.5.2.1 to include recreational facility. (see underlined additions below)
 - a. Policy 5.5.1: *Prioritize funds and staffing to better maintain existing parks and recreational facilities and obtain additional funding for a new park/open space and/or recreational facility.*
 - b. Implementation 5.5.1.1: The Planning Department will work with RPD to determine level of staffing resources required to adequately maintain existing and proposed park sites and recreational facilities.
 - c. Implementation 5.5.2.1: The Planning Department will work with Recreation and Parks Department to identify necessary capital improvements at existing park sites and recreation facilities.

- (2) Encourage new recreational facilities and community centers to accommodate a variety of uses that promote social engagement including voting station, afterschool programming, tutoring/mentoring, senior activity programming, or community meetings to discuss neighborhood clean-up, crime prevention or other neighborhood oriented meetings.

SC.3 Assure equitable and democratic participation throughout the planning process

As noted above, community participation in social and political decision-making is associated with increased collective efficacy and social cohesion, improved safety/security, improved housing adequacy, secure livelihoods, access to health care, limited exposure to occupational hazards, and improved environmental quality. This HDMT objective is unlike any other in that it does not include baseline data, but instead includes a number of participation methods to ensure appropriate levels of participation. The Eastern Neighborhood Planning Process included a series of community meetings conducted by the Planning Department throughout the planning process of the Area Plans and rezoning. These meetings have been provided in an effort to include opportunities for meaningful input in the decision-making process of planning communities. The Planning Department has also staffed community office hours. The effectiveness of these processes as a means to incorporate community needs and perspectives into the Area Plans has not been formally evaluated. For more information about methods to promote equitable and democratic participation throughout the planning process, please visit: http://thehdmt.org/objective.php?objective_id=27

SC.4 Improve accessibility, beauty and cleanliness of public spaces

A. Existing Conditions

Trees provide numerous environmental, social and health benefits in urban environments. Like parks and open space, street trees are not evenly distributed throughout San Francisco. In Supervisorial District 6, which includes SoMa, Rincon Hill, Treasure Island and Civic Center, there are 136.9 trees per square mile, 6.4 residents per tree, and 42% of available planting space has been used. Of the 10,980 trees in District 6, 86% are privately maintained by owners or Friends of the Urban Forest. In Supervisorial District 9, which includes the Mission and Bernal Heights, there are 184.1 trees per square mile, 5.7 residents per tree, and 62% of available planting space has been used. Of the 12,415 trees in District 9, 73% are privately maintained by owners or Friends of the Urban Forest. In Supervisorial District 10, which includes Potrero, Bayview Hunters Point, and Visitacion Valley, there are 110.8 trees per square mile, 5.2 residents per tree, and 34% of available planting space has been used. Of the 12,511 trees in District 10, 67% are privately maintained by owners or Friends of the Urban Forest.

HDMT Indicator	SoMa	Mission	Potrero Hill
SC.4.a: Street tree population	In Supervisory District 6, which includes SoMa, Rincon Hill, Treasure Island and Civic Center, there are 136.9 trees per square mile and 6.4 residents per tree. This is higher than the citywide average of 112.8 trees per square mile but lower than the citywide average of 7.0 residents per tree.	In Supervisorial District 9, which includes the Mission and Bernal Heights, there are 184.1 trees per square mile and 5.7 residents per tree. This is higher than the citywide average of 112.8 trees per square mile but lower than the citywide average of 7.0 residents per tree.	In Supervisorial District 10, which includes Potrero, Bayview Hunters Point, and Visitacion Valley, there are 110.8 trees per square mile and 5.2 residents per tree. This is lower than the citywide averages of 112.8 trees per square mile and 7.0 residents per tree.
SC.4.b: Proportion of sidewalk lengths with pedestrian scale lighting	Data are currently unavailable.	Data are currently unavailable.	Data are currently unavailable.

In 2004, Mayor Gavin Newsom launched a plan to plant 5,000 trees per year and as of March 2007 had planted over 16,000 new trees. Given that the data above is from 2006, these figures represent an under-representation of the total number of street trees in San Francisco. Data are currently unavailable on where new trees were located or how they are being maintained.

Public health and transportation research studies have found that pedestrian scale street lighting can help cultivate pedestrian friendly walking environments which can reduce pedestrian injuries and increase pedestrian activity. Well-lit areas with frequent pedestrian activity can serve to inhibit physical assault and other violent crimes. In addition to street lighting and street trees, the beauty, cleanliness and accessibility of public spaces can be influenced by the availability of public toilets in retail areas and exposure to wind and sunshine or shadows from buildings in public parks and plazas. At the time of publication, no data was available on these indicators, but it was acknowledged that building design, construction, and maintenance can influence the accessibility, beauty and cleanliness of public spaces, as well as real or perceived public safety.

B. Area Plan Policies and Implementing Actions Recommended or Supported by SFDPH

Policy	Implementation
Policy 3.1.6 (Mission and East SoMa Plans only) - Establish and require height limits and upper story setbacks to maintain adequate light and air to sidewalks and frontages along alleys.	
Policy 3.2.4 - Strengthen the relationship between a building and its fronting sidewalk.	F. Physically intimidating security measures such as window grills or spiked gates should be avoided; security concerns should be addressed by creating well-lit, well-used streets and active residential frontages that encourage “eyes on the street.”
Policy 3.2.6 - Sidewalks abutting new developments should be constructed in accordance with locally appropriate guidelines and street typologies as defined in the Better Streets Plan.	
Policy 5.2.5 - Ensure quality open space is provided in flexible and creative ways, adding a well-used, well-cared for amenity for residents of a highly urbanized neighborhood.	Implementation 5.2.5.1 - Private open space shall meet the following design guidelines: A. Shall be designed to allow for a diversity of uses, including elements for children, as appropriate. B. Shall maximize sunlight exposure and protection from wind. C. Shall adhere to the performance-based evaluation tool.
Policy 5.3.6 (Mission Plan) Policy 5.3.8 (East SoMa Plan) Policy 5.3.7 (Potrero Plan) Enhance the pedestrian environment by requiring new development to plant street trees along abutting sidewalks. When this is not feasible, plant trees on development sites or elsewhere in the Plan Area.	Implementation 5.3.8.1 (Mission Plan) Implementation 5.3.6.1 (East SoMa Plan) Implementation 5.3.7.1 (Potrero Plan) Amend Planning Code Section 143 to require that a project sponsor provide an in-lieu payment to DPW/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.

C. Evaluation of Development Targets

All Area Plans seek to create a network of green streets that connect open spaces and improve the walkability and aesthetics of the neighborhoods. The evaluation of pedestrian environmental quality is described elsewhere in this report (See discussion of Objective ST.3). The creation of clean, tree-lined walkable streets that maximize exposure to sun, minimize exposure to wind, and provide pedestrian scale lighting also serves to promote social cohesion by encouraging walking and social interactions. All Area Plans strive to enhance the pedestrian environment by requiring development to plant street trees along abutting sidewalks, if possible every 20 feet, or if not possible, to provide an in-lieu payment to DPW/Bureau of Urban Forests to plant and maintain street trees in other locations.

Guidelines are provided to maximize exposure to sun and minimize exposure to wind in private open spaces, and to establish and require height limits and upper story setbacks to maintain adequate light and air to sidewalks and frontages along alleys. However, there are no references to maximization of sunlight or minimization of wind in plazas. None of the Area Plans provide details on streetscape lighting but instead defer to the recommendations from the forthcoming Better Streets Plan. The Better Streets Plan will “provide guidance on how to improve the overall urban design quality, aesthetic

Eastern Neighborhoods Area Plans Healthy Development Measurement Tool Evaluation
Chapter 4. Evaluation of Area Plans

character, and ecological function of the City’s streets while maintaining the safe and efficient use for all modes of transportation.” Changes to sidewalks including placement of lighting, street furniture, and traffic calming, should adhere to those defined in the future Better Streets Plan. Although there are existing open space requirements for the provision of public toilets written into San Francisco’s city laws, there was no reference in the Area Plans to the provision of public toilets in commercial business districts by retail greater than 25,000 square feet. Public toilets may also be addressed in the Better Streets Plan.

HDMT Indicator	HDMT Development Target	East SoMa	Mission	S.Sq./Potrero Hill	Supporting Plan Policies^a
SC.4.a	<i>Benchmark:</i> Does the project provide a continuous row of appropriately spaced trees at all streets adjacent to the project?	Yes, Bench-mark	Yes, Bench-mark	Yes, Bench-mark	5.3.6 (M) 5.3.8 (E) 5.3.7 (P)
SC.4.b	<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?	Insuff. Info.	Insuff. Info.	Insuff. Info.	3.2.6
SC.4.c	<i>Benchmark:</i> If a commercial project over 25,000 sq ft in a commercial business district, does the project provide public toilets?	Insuff. Info.	Insuff. Info.	Insuff. Info.	None
SC.4.d	<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?	No	No	No	5.2.5 3.1.6 (E,M)
SC.4.e	<i>Benchmark:</i> Does building design for the project include all feasible measures to maximize sunshine on sidewalks and plazas?	No	No	No	3.1.6 (E,M)

a Plan Policy Number common to all three Area Plans, unless otherwise noted with plan abbreviations, see below:
E=East SoMa Plan Policy **M**=Mission Plan Policy **P**=Showplace Square/Potrero Hill Plan Policy

D. Further Recommendations

- (1) Add parks and plazas to Policy 3.1.6 “Establish and require height limits and upper story setbacks to maintain adequate light and air to sidewalks, [parks, plazas] and frontages along alleys.”
- (2) Add Policy 3.1.6 to Potrero Hill/Showplace Square Plan and include specific implementing actions for Policy 3.1.6.

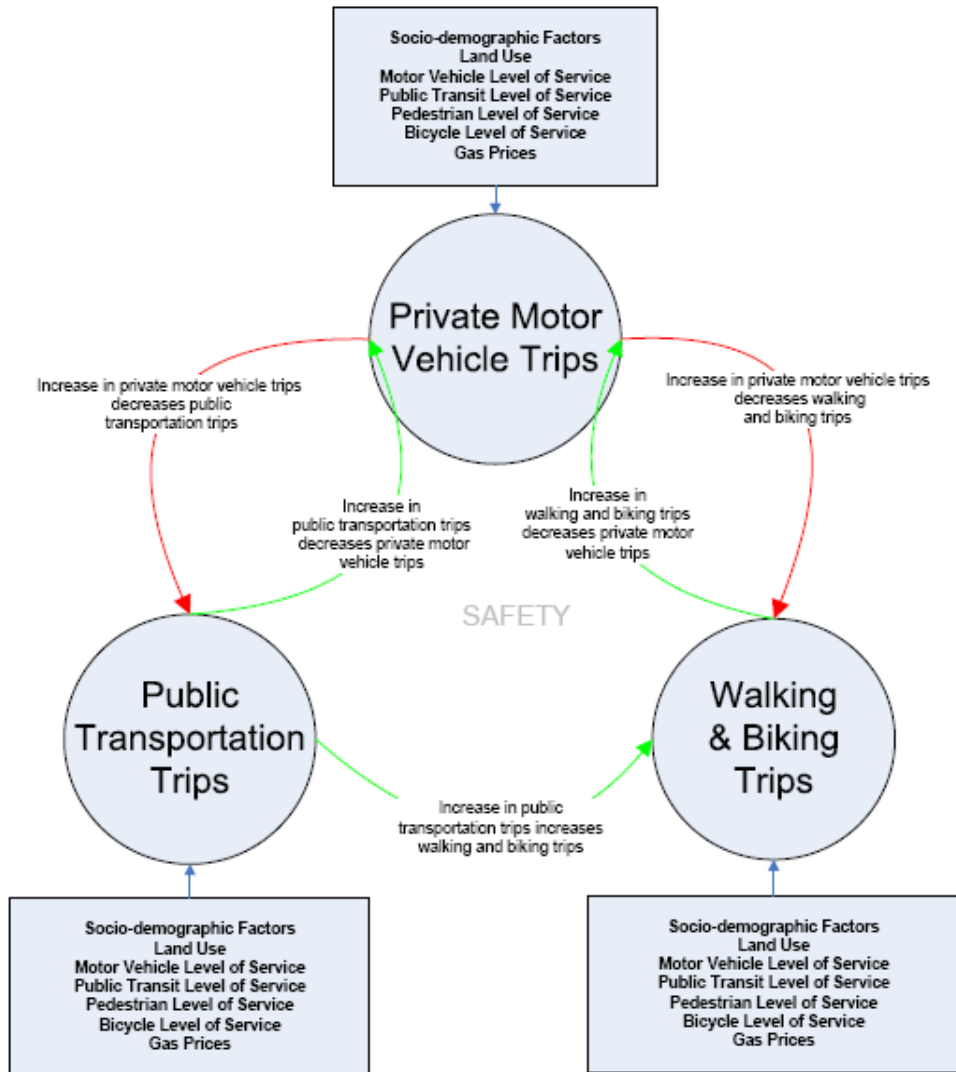
When possible, include more specific details from Better Streets Plan to inform Policy 3.2.6.

5.0 References and Resources

1. Bhatia R. Protecting health using an environmental impact assessment: A case study of San Francisco land use decision-making. *Am J Public Health*. 2007;97(3):406-13.
2. Corburn J. Confronting the challenges in reconnecting urban planning and public health. *Am J Public Health*. 2004;94:541-546.
3. Council on Environmental Quality. *Environmental Justice: Guidance under the National Environmental Health Policy Act*. Washington, DC.: Executive Office of the President; 1997.
4. Danneberg AL, Bhatia R, Cole BL, Dora C, Fielding JE, Kraft K, Mclymont-Peace D, Mindell J, Onyekere C, Roberts JA, Ross CL, Rutt CD, Scott-Samuel A, Tilson HH. Growing the field of health impact assessment in the United States: An agenda for research and practice. *Am J Public Health*. 2006;96:262-70.
5. Davies K, Sadler B. *Environmental Assessment and human health: perspectives, approaches, and future directions*. Ottawa: Health Canada; 1997.
6. Ewing R, Frank L, Kreutzer R. *Understanding the Relationship between Public Health and the Built Environment: A Report to the LEED-ND Core Committee*. 2006. Available at: <http://www.usgbc.org/ShowFile.aspx?DocumentID=1736>
7. Kemm J, Parry J, Palmer S. *Health impact assessment: Concepts, techniques and applications*. Oxford: Oxford University Press, 2004.
8. Quigley R. *Health Impact Assessment. International Best Practice Principles*. International Association of Impact Assessment 2006.
9. USEPA. *Our Built and Natural Environments*: Washington DC: USEPA, 2001.
10. Williams DR, Collins C. Racial residential segregation: a fundamental cause of racial disparities in health. *Public Health Reports*. 2001;116:404-416.
11. World Health Organization. 1986. *Ottawa Charter on Health Promotion*. Geneva, Switzerland: World Health Organization. Available at: http://www.euro.who.int/AboutWHO/Policy/20010827_2

Appendix A

Transportation Modes, Trip Predictors, and Inter-relationships 8/21/2007



Socio-demographic factors include: age, income, car ownership, family size, employment, mobility, resident and employee population size.
 Land use includes: residential and commercial density, employment center proximity, parking supply and availability, distance to key destinations.
 Motor Vehicle Level of Service includes: traffic speed, congestion, traffic volumes, road design and connectivity.
 Public Transit Level of Service includes: frequency, area coverage, reliability, price, presence of direct connections.
 Pedestrian and Bicycle Level of Service includes: posted speed limits, traffic volume, road, sidewalk and bike lane design and connectivity, streetscape aesthetics and furniture, pedestrian and bicyclist volumes, perceived and actual safety (including crime), traffic calming, pedestrian safety interventions (e.g., crosswalks), bicycle safety interventions (e.g., bike lanes), bike storage.

San Francisco Department of Public Health, Environmental Health Section, Program on Health, Equity and Sustainability.
 For more information on our work related to Sustainable and Safe Transportation, please visit our website at: <http://www.sfdph.org/phes/>