



SAN FRANCISCO PLANNING DEPARTMENT

SUSTAINABLE COMMUNITIES INDEX AND THE CENTRAL CORRIDOR DRAFT PLAN

April 11, 2013

At the request of the Planning Department, the Department of Public Health conducted a Sustainable Communities Health Assessment of the Central Corridor Plan Area. Its objectives were to:

- Conduct an assessment of health-relevant social and environmental conditions in the area between 2nd, 6th, Market, and Townsend Streets using the Sustainable Communities Index Indicators
- Synthesize priorities for neighborhood health, which could be potentially addressed through the Plan, considering data and stakeholder input during the planning process

Based on its analysis of current conditions in the Plan Area, as well as public concerns, the Assessment yielded a series of potential opportunity areas for improving neighborhood health (attached). The below discussion describes how the Central Corridor Plan will assist in addressing these issues, and notes where the Planning Department and Department of Public Health will work together to further develop policies and implementation measures to meet these challenges.

Environmental Challenges

Few Trees

Challenge: Compared to the City average of 7 trees per acre, the Central Corridor only has 1.6.

Response: The Central Corridor Plan will enable substantial new development. Principle 4.1 is to "Provide a safe, convenient and attractive walking environment on all streets in the Plan Area." The affiliated Implementation Measure 4.1.5 to "add street trees and street furnishings to sidewalks wherever possible". In San Francisco, the Better Streets Plan requires that new development provide street trees. The City is also currently developing the Urban Forest Master Plan, which will inform strategies moving forward. This Master Plan is expected to be adopted before the implementation of the Central Corridor Plan.

Expected Result: New development and stringent requirements means that we can expect that the number of trees in the Plan Area will increase significantly.

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Few Parks & Open Spaces

Challenge: Currently in the Central Corridor Plan Area, only 5% of the land area is open space.

Response: Principle 5.1 of the Plan is to “create new publicly-owned open space and recreation amenities throughout the Central Corridor area.” Related implementation strategies include “Create new pedestrian plazas and public spaces on Annie Street”, “Expand the Alice Street Community Gardens into a larger park by closing an adjacent portion of Lapu Lapu Street”, “Continue studying the potential to convert the San Francisco Public Utilities Commission’s property at 639 Bryant Street into a new public open space” and “Repurpose the excess right-of-way on Bluxome Street between 4th and 5th Streets as a new linear open space.” To facilitate these improvements, impact fees will be levied on all new development in the Plan Area, and additional funding will be sought through bonds, grants, and other means. Additionally, the Plan encourages the creation of publically accessible privately-owned open space (“POPOS”) as part of new developments, including creation of mid-block passages that break up the area’s large blocks.

Expected Result: Implementation of the measures above is expected to substantially increase the amount of publicly accessible open space in the Plan Area.

Storm Water Runoff

Challenge: Currently in the Central Corridor, 90% of the land is impervious, leading to increased storm water runoff.

Response: As discussed under “open space” above, the Central Corridor Plan includes a number of strategies to increase open space, many of which will have pervious surfaces that will reduce stormwater runoff. Part of the Plan’s “District Sustainability” strategy will be to reduce stormwater runoff, including the potential for shared stormwater management. Additionally, all new development is required to abide by the City’s Stormwater Design Guidelines.

Expected Result: Between existing stormwater requirements, new open space, and innovative district approaches, implementation of the Plan should result in a decrease in stormwater runoff in the Plan Area.

Air Pollution

Challenge: Due to close proximity to freeways and high traffic roads, the area has some of the poorest air quality in the City, with 13% of households living in an area exposed to

greater than 10ug/m³ of fine particulate matter (PM 2.5) and 16% living in areas with ambient air pollution cancer risks greater than 100 in a million.

Response: Article 38 of the San Francisco Health Code provides air pollution mitigation measures and ventilation requirements for housing projects that, by virtue of their proximity to freeways and major roadways, may exhibit high PM 2.5 concentration attributable to Local Roadway Traffic Sources. This article will provide protection for new residential units in the area, but cannot address existing units without ventilation. The City of San Francisco is developing a Community Risk Reduction Plan (CRRP) to protect human health through the reduction of emissions and exposure to ambient air pollution in the City and County of San Francisco, and that Plan will include a set of local actions to reduce health impacts for disproportionately exposed communities in San Francisco such as SOMA.

Expected Result: Article 38 will ensure the number of housing units directly exposed to particulates does not increase. Any new housing developed through the Central Corridor Plan will be protected under these requirements.

Noise

Challenge: Traffic is the single greatest contributor to ambient noise levels in San Francisco. Streets with high volumes of trucks and busses are heavily impacted by elevated ambient noise. The presence of freeways and high traffic roads also contributes to high traffic noise levels and 98% of households in the Plan Area are presently exposed to an average day/night outdoor noise level of greater than 60 decibels, which is a standard set by the Health Department for potential concern and mitigation.

Response: Citywide, the California Building Code, Section 1208A, Sound Transmission, requires acoustical evaluation and insulated building design and construction when exterior noise levels exceed 60 Ldn. New residential construction must be acoustically designed and constructed to reduce the intrusion of transportation noise and local fixed noise sources. Within the Central Corridor area and broader SoMa, the Plan's streetscape improvements aim to slow vehicle speeds, reduce number of vehicles, reduce trucks, increase the use of overhead electric busses, and increase the use of public transit, bicycles, and walking – all measures that can significantly decrease traffic noise.

Expected Result: Existing Citywide requirements will reduce noise levels inside new development. Implementation of the Plan's streetscape improvements will improve the overall noise levels in the area.

Transportation Challenges

Pedestrian Safety

Challenge: According to the Pedestrian Environmental Quality Index (PEQI), only 12% of the assessed street segments and 30% of the intersections had reasonable or ideal conditions. The average annual number of pedestrian injuries and fatalities per 100 road miles is six times higher in the Plan Area compared to the City as a whole (48 vs. 8).

Response: Principle 4.1 says to “Provide a safe, convenient and attractive walking environment on all streets in the Plan Area”. Related Implementation Strategies include “Widen sidewalks on major streets to meet Better Streets Plan standards”, “Provide additional signalized crosswalks across major streets”, “Open currently closed crosswalks at signalized intersections”, “Provide corner sidewalk extensions to enhance pedestrian safety at crosswalks”, and “Expand the pedestrian network through large development lots, especially on long blocks, where possible per established City policy”. Some of these improvements will be provided as environmental mitigations by new development. Other improvements will be funded by impact fees levied on all new development in the Plan Area, as well as other available funding sources.

Expected Result: The implementation of the measures described above is expected to substantially improve pedestrian safety in the Plan Area.

Bicycle Safety

Challenge: The incidence of severe injuries and deaths related to collisions between vehicles and cyclists is amongst the highest in the City.

Response: Principle 4.3 of the Plan says to “make cycling an attractive transportation option throughout the Plan Area for all ages and abilities”. Affiliated Implementation Strategies include “Enhance existing and planned bicycle lanes”, and “Provide bicycle routes on additional streets”. These improvements would be paid for by impact fees levied against new development, as well as other available funding sources.

Expected Result: The improvements described above are expected to improve bicycle safety in the Central Corridor. However, they are also designed to entice bicycle usage, which could increase the amount of incidents between vehicles and bicycles.

High Traffic Density

Challenge: The traffic density, a general proxy for adverse environmental exposures and health hazards from traffic, is among the highest in the City due to the large arterials that carry traffic to and from freeways.

Response: Safe and convenient pedestrian, transit and bicycle access to and within the Central Corridor area is necessary for the success and safety of existing and envisioned land uses, as well as to address other issues such as air quality, noise and traffic density. Proposed measures to improve pedestrian, transit and cycling conditions on major streets in the Plan Area will likely decrease the amount of traffic moving through the area. Additionally, the City is seeking to initiate a "Freeway Performance Initiative (FPI) Study," which will examine the interface between San Francisco's freeway facilities and the local surface street network, particularly in the SoMa area, to manage demand on I-101 and I-280 and improve impacts on local neighborhoods.

Expected Result: The Plan's streetscape improvements will reduce traffic density as it increases travel through other modes. Additionally, the "Freeway Performance Initiative (FPI) Study," may result in ramp redesigns and closures that reduce local traffic to and from freeways.

Social Challenges

Crime

Challenge: Based on data from 2005-2007, the Central Corridor Plan Area has amongst the highest violent and property crime rates in the City. During that time period, the number of assaults per 1,000 residents was 210 in the Plan Area and 44 for the City as a whole. Likewise, the property crime rate was 900 in the Plan Area and 177 for the whole City.

Response: The concept of "eyes on the street" or "eyes on the public space," emphasized decades ago by urbanist and author Jane Jacobs, bears a clear relationship to the Plan's public realm and streetscape improvements. Through the Plan's requirements & improvements, buildings will face the street; streets will encourage more regular use as they are made more pleasant for all activities, such as walking along the sidewalk or sitting in an outdoor café; and new shops and public places will create more places for people to stay and linger, while keeping an eye on the safety of an area.

Expected Result: The Plan's new development, streetscape improvements and new public places will expand the ability of residents and workers to take ownership of their neighborhood, in doing so increasing the surveillance that is key to deterring crime.

Residential Turnover

Challenge: Compared to other parts of the City, fewer residents in the Plan Area have lived in their home for more than a year and more than a third are at least somewhat likely to move away from San Francisco in the next three years. Neighborhoods that experience less resident turn-over are more likely to develop lasting, supportive social networks among residents.

Response: Recognizing the link between length of residential tenure and measures of social support, the Plan aims to enhance the ability of residents to want to, and be able to, remain in their neighborhood. Principle 1.4 is to “maintain and enhance existing housing, especially affordable housing”; and Implementation Measure 1.4.1 *continues implementing the laws* in place to protect tenants in existing housing. These include rent stabilization, eviction protections, and restrictions on unit demolition or merger.

Expected Result: The majority of factors that affect this are outside of the control of the Plan, and it is unlikely that the Plan will be able to affect residential turnover to any significant degree.

Public Realm Challenges

Lack of Health Facilities

Challenge: Currently 67% of residents live within 1/2 mile of a public recreational facility compared to 91% for the City as a whole. There are no public health facilities within the Plan Area.

Response: Principle 5.5 will “increase recreational and community facilities throughout the Central Corridor area, “ and its related implementation strategies will increase recreational and community facilities in by incentivizing them in new development and Including appropriate recreational amenities in new open spaces. Impact fees will help pay for these improvements.

Expected Result: Resources from impact fees on new development will support development of public recreational facilities.

Few/Under-Performing Schools

Challenge: The Elementary School Access Score, which considers the quality, proximity, and quantity of all elementary school slots per housing unit within one mile of any point in the City, is amongst the lowest in the City within the Plan Area. This is a function of

there being both few and poor performing elementary schools in the South of Market area.

Response: All new development in the City is subject to a School Development Impact Fee administered by the Unified School District. However, this revenue is spent Citywide, and thus it is difficult to determine how that revenue will affect performance of schools in the project area.

Expected Result: The majority of factors that affect this are outside of the control of the Plan, and it is unlikely that the Plan will be able to improve school quality to any significant degree.

Housing Challenges

Housing Affordability

Challenge: Within the Central Corridor Plan Area, 24% of the households currently pay 50% of their household income to gross rent, making the area among the most rent burdened in the City. This speaks to both housing affordability and the income of the people in the neighborhood.

Response: The need for jobs and housing affordability and are serious issues throughout the city. The Central Corridor Plan is expected to add a substantial amount of jobs, including well paying jobs for people of all education levels. The Plan is also expected to add a substantial amount of housing, including a higher portion of below-market-rate units than otherwise required by the City. The existing affordable housing stock is largely protected by City laws and policies, such as rent control, restrictions on removal of units, and limitations on condo conversions.

Expected Result: The increase in quality jobs should provide more opportunities for those within the Plan Area. The additional housing should help mitigate some amount of the city's imbalance of supply and demand. However, the housing and job markets are regional, and thus it is difficult for any Plan to fundamentally affect the affordability of housing and/or the income of residents in a given neighborhood. The concentration of mostly market rate housing is likely to increase the value of properties in the immediate area, meaning that housing affordability.

Housing Safety and Habitability

Challenge: Health and Building Code violations are amongst the highest in the Plan Area, at 19 per 1,000 residents, compared to 5 for the City as a whole.

Response: Without knowing the reason for these violations, it is difficult to have a response to address them. Planning staff will work with DPH and other agencies to determine the reasons for Health and Building Code violations to determine appropriate solutions.

Expected Result: Unknown.

Economic Challenges

Unemployment

Challenge: Potentially lower employment rates within the Plan Area.

Response: The Central Corridor Plan is expected to substantially increase the number of jobs within the Plan Area. The jobs would include new office work, as well as supportive retail and services and other commercial, institutional, and PDR uses drawn to the neighborhood.

Expected Result: This will provide more opportunities for local residents, especially those who would prefer not to or cannot travel further for work.



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Sustainable Communities Health Assessment: **Central Corridor Plan**

Date: November 30, 2012

Project: The Central Corridor Plan

Background: The Planning Department will be developing an area plan for the area surrounding the southern portion of the Central Subway, known as the Central Corridor. The Planning Department has requested that the Department of Public Health review the plan area using its Sustainable Communities Index to support the inclusion of health protective language in the Plan document.

Requestor: Steve Wertheim, Planner, San Francisco Planning Department

Objectives:

- Conduct an assessment of health-relevant social and environmental conditions in the area between 2nd, 6th, Market, and Townsend Streets using the Sustainable Communities Index Indicators
- Synthesize priorities for neighborhood health, which could be potentially addressed through the Plan, considering data and stakeholder input during the planning process

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I. Introduction

Social and environmental conditions are principle determinants of health, well-being, and human development. The San Francisco Department of Public Health is committed to addressing these determinants and develops tools to assess our progress towards creating a healthy and sustainable city. One of those tools, the Sustainable Communities Index, is a system of over 100 performance indicators for livable, equitable and prosperous urban cities. First developed in San Francisco in 2007 by the Department of Public Health in partnership with diverse public and private organizations, the Index provides a model for local health, equity, and sustainability measurement in urban areas. In San Francisco, the SCI has been used to guide and shape land use plans, for the Eastern Neighborhoods, Treasure Island, Western SoMa, and Executive Park.

This assessment will provide a baseline conditions summary for the Central Corridor Plan area, between Market, Townsend, 2nd, and 6th Streets. We assessed conditions using data from the Department of Public Health's Sustainable Communities Index. The content is organized by the SCI's seven Elements: Environment, Transportation, Community, Public Realm, Education, Housing, and Economy. Within each section a brief summary of the Plan area's performance on the SCI's indicators is provided. The next section provides a brief summary of common community concerns expressed in public workshop questionnaires and the online survey. The analysis concludes with a list of the key challenges that were evident from this analysis, which could be addressed through the Central Corridor Plan. Maps, data, methods, and limitations for the indicators examined can be found at www.SustainableSF.org.

II. Highlights from Baseline Conditions Analysis of Central Corridor Plan Area

This section briefly summarizes current health related strengths and vulnerabilities in the Central Corridor Plan area.

ENVIRONMENT

Environmental pollution and access to natural areas have important impacts on human health. Motor vehicle traffic is the predominant source of both air and noise pollution in San Francisco, which can negatively affect respiratory health, sleep, and stress. Trees and green spaces have the potential to mitigate air pollution and noise and also have positive impacts on crime, mental health, and overall well-being.

Currently in the Central Corridor Plan area, only 5% of the land area is open space and 90% of the land is impervious, leading to increased storm water runoff. Compared to the City average of 7 trees per acre, the

Central Corridor only has 1.6. In general, air quality across San Francisco is much better than most major metropolitan areas in the State. However, due to close proximity to freeways and high traffic roads, the area has some of the poorest air quality in the City, with 13% of households living in an area exposed to greater than 10ug/m³ of fine particulate matter (PM 2.5) and 16% living in areas with ambient air pollution cancer risks greater than 100 in a million. The presence of freeways and high traffic roads also contributes to high traffic noise levels and 98% of households in the Plan area are presently exposed to an average day/night outdoor noise level of greater than 60 decibels, which is a standard set by the Health Department for potential concern and mitigation.

TRANSPORTATION

The transportation system impacts health via environmental quality, road traffic accidents, ability to access important goods and services and neighborhood livability and walkability.

Compared to other neighborhoods in the City, residents in the Plan area own fewer cars, drive less, and spend more time walking and cycling. However, the area also has among the highest densities of traffic in the city. Transit infrastructure and number of bike lanes are above average. However, pedestrian conditions are marginal. Of the street segments in the Plan area that were assessed with the Pedestrian Environmental Quality Index (PEQI), only 12% had reasonable or ideal conditions and only 30% of intersections had reasonable or ideal conditions. The incidence of severe injuries and deaths related to collisions between vehicles and pedestrians, cyclists, and other vehicles is amongst the highest in the City. The situation for pedestrians is especially troubling, as the average annual number of pedestrian injuries and fatalities per 100 road miles is six times higher in the Plan area compared to the City as a whole (48 vs. 8). Compared to other neighborhoods, the Plan area also has a higher proportion of drivers who are driving over the speed limit. While more residents who live in the Plan area may not be driving themselves, the traffic density, a general proxy for adverse environmental exposures and health hazards from traffic, is among the highest in the City due to the large arterials that carry traffic to and from freeways. Additionally, 100% of the current population in the plan area lives within 150 meters of a designated truck route (research suggests that the concentration of emitted motor vehicle pollutants may be highest within 150 meters of roadways).

COMMUNITY

Community organizations, support networks, and political engagement are all elements of community that have impacts on individual overall health, ranging from violence to chronic stress. Chronic stress in particular has been shown to be linked to a number of poor health outcomes like cardiovascular disease and low birth-weight.

The Plan area has above average rates for voting and access to community centers. In contrast, based on data from 2005-2007, the Central Corridor Plan area has amongst the highest violent and property crime rates in the City. During that time period, the number of assaults per 1,000 residents was 210 in the plan area and 44 for the City as a whole. Likewise, the property crime rate was 900 in the Plan area and 177 for the whole City. A high density of off sale alcohol outlets has been found to be associated with higher crime rates, and within the Plan area the density higher than most parts of the City. According to the Controller's Survey, 10% of residents feel unsafe in their neighborhood during the day and 34% feel so at night. Neighborhoods that experience less resident turn-over are more likely to develop lasting, supportive social networks among residents. Compared to other parts of the City, fewer residents in the plan area have lived in their home for more than a year and more than a third are at least somewhat likely to move away from San Francisco in the next three years.

PUBLIC REALM

Public realm includes all of the retail, public service, and aesthetic amenities necessary for individuals to thrive in their communities. Access to healthful resources, like parks, healthy food, and medical care, are important for individuals to be able to meet their basic needs. When important everyday resources are nearby, in walking friendly environments, individuals can increase their physical activity and improve the environment by using non-auto modes of transportation. Aesthetic elements of the public realm, such as art and the maintenance of public spaces, also have the ability to impact the amount of time people spend walking, as well as crime and overall human health.

Currently, the Central Corridor plan area performs well in provision of arts and cultural amenities, as well as libraries. The area also has among the best retail food access in the City. The area boasts 386 eating establishments per square mile compared to 74 for the City as a whole and has the equivalent of 5 supermarkets per square mile. However, there is room for improvement in the percent of food establishments that accept federal food assistance benefits. The area also has a high concentration of other retail establishments, which contribute to the walkability of the neighborhood.

Public infrastructure areas that the Plan area performs more poorly in include public health facilities and parks and open space. The Recreational Area Access Score assesses relative access to park acreage at any point in the City. Here again the Plan area was one of the lowest performers. Currently 67% of residents live within ½ mile of a public recreational facility compared to 91% for the City as a whole. Additionally, only 16% of residents are within ¼ mile of a community garden compared to 26% across the City. Lastly, there are no public health facilities within the Plan area.

EDUCATION

Education is one of the most consistently strong correlates of human health. Higher educational attainment is associated with higher lifetime earnings, positive health behaviors, and prolonged life expectancy.

The plan area performs poorly with regards to educational infrastructure. The Elementary School Access Score, which considers the quality, proximity, and quantity of all elementary school slots per housing unit within one mile of any point in the City, is amongst the lowest in the City within the Plan area. This is a function of there being both few and poor performing elementary schools in the South of Market area. Parental perceptions of the area's educational options are reflected by the low percent of parents choosing the area's attendance area elementary school, Webster, as their first choice. Webster however, is not actually in the plan area and is closer to the intersection of Potrero Hill/Mission/Bayview. Bessie Carmichael Elementary, a Citywide school that gives no priority based on living near the school, is the only school in the Plan area and, like Webster, performs below state standards (this excludes Five Key's, which is operated by the Sherriff's Department).

The plan area currently has a higher than average number of child care center spots per 0-14 year old living in the Plan area.

HOUSING

The cost and quality of housing have important impacts on human health. When housing costs are high relative to income, families and individuals may struggle to pay for other important expenses like food, transportation, or medical care. Families and individuals struggling to afford housing may also live in overcrowded conditions, which can lead to spread of infectious diseases and poor educational outcomes for children. Lastly low-income individuals may be forced to live in substandard housing that is poorly maintained, thereby being exposed to mold, lead, pests, and other hazards.

Housing affordability and safety are current challenges for the Central Corridor Plan area. Based on the Regional Housing Needs Determination published by ABAG, by 2010 San Francisco had only met 4% of the 2007-2014 housing production targets for individuals living between 50-80% of the Area Median Income (AMI) and 13% for individuals living between 80-120% of the AMI. This contrasts with 26% of targets being met for individuals living below 50% of the AMI and 64% for market rate housing. Within the Central Corridor Plan area, 24% of the households currently pay 50% of their household income to gross rent, making the area among the most rent burdened in the City. Fewer households own their homes and more households are living in overcrowded conditions. While 25% of the total units are inclusionary, public, redevelopment agency assisted, or part of a community land trust, only 24% of the rental housing is subject to rent control, compared to 86% for the City as

a whole. The area also has some of the highest poverty with 31% of the population living at or below 200% of the poverty threshold. Health and building code violations are also amongst the highest in the Plan area, at 19 per 1,000 residents, compared to 5 for the City as a whole. Three of the area's housing related strengths however, are a higher level of ethnic diversity, a lower rate of no-fault evictions, and high residential density to support a walkable neighborhood.

ECONOMY

Income is one of the strongest and most consistent predictors of health and disease in public health research literature. The strong relationship between income and health is not limited to a single illness or disease. When jobs are nearby housing, individuals' commute times may be shorter and use of active transportation may increase. Locally owned businesses generally benefit the local economy more than national chains and green businesses are good for the environment and worker health. Banks and credit unions are important community asset that can facilitate in building wealth and avoiding high interest loans from check cashers and payday lenders.

The Central Corridor Plan area has among the highest job densities in the City, yet also has among the lowest proportions of residents who actually work in the City. The plan area contains 15% of the City's minority and women owned local business enterprises and 8% of the City's green businesses, which is significant considering that the plan area only makes up roughly 1% of the City's land area. All residents within the plan area currently live within ½ mile of a savings bank or credit union. Current challenges include potentially lower employment rates within the plan area and a lower number of residents that are covered by health insurance.

HEALTH OUTCOMES

Many population health outcomes are relatively poorer in the zip codes that make up the Plan area (94105, 94103, 94158). Hospitalization rates for asthma, diabetes, chronic obstructive pulmonary disease, alcohol, and mental health are high. The only zip code for which we have premature mortality data is 94103, and within this zip code HIV/AIDS is the leading cause of premature mortality for males and unintentional drug overdose is the leading cause for females. Eleven percent of babies born to women residing in the plan area are born low birth weight and only 89% of mothers receive prenatal care during their first trimester. The health outcomes in this area could in part be influenced by the density of service providers and supportive housing which serve and attract vulnerable populations to the area.

III. Stakeholder Input Relevant to Health

Public comment gathered through the online survey and workshop questionnaires, while not necessarily representative of the area population, identified a number of health-relevant concerns. The following were the most common respondent concerns:

- Pedestrian and cyclist safety
- Crime
- Trash and grime
- Lack of trees and green space

Respondents generally want more housing and work space, but there are mixed opinions on how much of the housing should be affordable and to what income levels it should be affordable. There were frequent requests for wider sidewalks, protected bike lanes, better lighting, more retail and dining, more public seating, trees, and small parks. Similar numbers of respondents felt that there were enough schools (48%) or that there should be more (44%).

IV. Recommendations

Based on this analysis of current conditions in the Plan area, as well as public concerns, we identified several potential opportunity areas for improving neighborhood health. We recommend that Planning work in collaboration with DPH to select Plan policies and implementation actions to address the following challenges.

ENVIRONMENTAL CHALLENGES

- Few trees
- Few parks and open spaces
- Air pollution
- Noise

TRANSPORTATION CHALLENGES

- Pedestrian safety
- Bicycle safety
- High traffic density

SOCIAL CHALLENGES

- Crime
- Residential turnover

PUBLIC REALM NEEDS

- Lack of health facilities
- Sidewalk maintenance/cleanliness

EDUCATION CHALLENGES

- Few/under-performing schools

HOUSING CHALLENGES

- Housing affordability
- Housing safety and habitability

ECONOMIC CHALLENGES

- Unemployment

Health and Sustainability Indicator Performance for the Central Corridor

Background

The Sustainable Communities Index is a system of over 100 performance indicators for livable, equitable and prosperous urban cities. First developed in San Francisco in 2007 by the Department of Public Health in partnership with diverse public and private organizations, the Index provides a model for local health, equity, and sustainability measurement in urban areas. In San Francisco, the SCI has been used to guide and shape land use plans, for the Eastern Neighborhoods, Treasure Island, Western SoMa, and Executive Park.

Methods and Data Sources

For this study, we used SCI Indicators to assess current conditions in the Central Corridor Plan area (the area bounded by Market, 2nd, 6th, and Townsend Streets) with the goal of managing environmental and social challenges in the plan area. Indicator maps, methodologies, data sources, and limitations can be found on the SCI website at www.SustainableSF.org.

When possible, indicator data was analyzed specifically for the area within the Plan boundaries. In some cases however, data was not available for the specific area of interest. In cases where the Supervisorial District or PUMA (public use micro-data area) were the lowest geographic levels, the values for District 6 or PUMA 2203 were used. When census tracts, zip codes and, transportation districts were the lowest level of geography for an indicator, the proportion of the total Plan area residential square footage that fell within, each district, tract, zip code was calculated. Those proportions were then multiplied by the value for the respective tract, zip code, or district to calculate a “residential distribution” weighted average indicator value for the Plan area. In cases where census tracts, zip codes, or transportation districts are the lowest geographic value, this is noted within the table.

Interpretation

The table lists all of the indicators that are used to measure progress towards each objective. The table includes indicator values for the city as a whole and the Central Corridor Plan area. To determine relative performance, we divided the range of values at the lowest geographic level for each indicator into quintiles. The Plan area was then given a score based on where it fell between the worst and the best quintiles (scores: -2, -1, 0, 1, or 2). In the table, the score for each indicator is also expressed using plus, minus, and tilde signs, with pluses denoting good performance and minuses denoting poor performance.

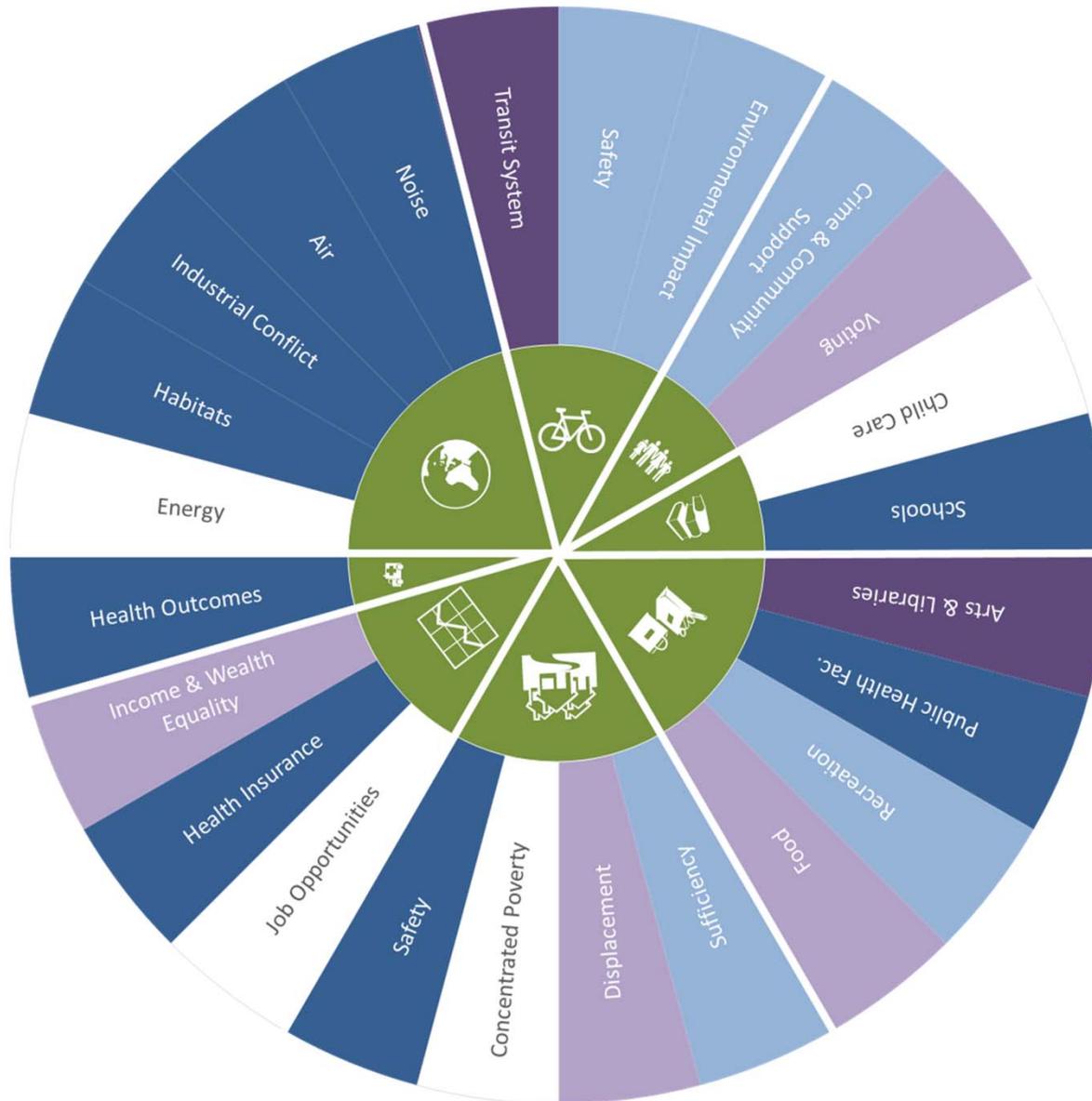
The radial summary chart illustrates how the Plan area currently performs in each Objective in the SCI. Collectively, the objectives achieve a vision of a healthy and sustainable city. In the summary chart, each objective is represented as a piece of the pie and is labeled according to its overall theme, e.g. the objective “Ensure the safety of the transportation system” is labeled as “Safety” and falls within the Transportation chunk of the pie that is represented with a bicycle icon. For the summary radial chart, we

derived the Central Corridor's performance for each SCI objective by calculating the average of the scores for all of the indicators that fell within each objective.

Objectives that perform below average are shaded red, while objectives that perform above average are shaded light blue.

Health and Sustainability Indicator Performance

Central Corridor



-  Environment
-  Transportation
-  Community
-  Public Realm
-  Education
-  Housing
-  Economy
-  Health Outcomes

Performance	Rating
Worst 20%	--
>20% - 40%	-
>40% - 60%	~
>60% - 80%	+
Best 20%	++

En. Environment			
<i>Objectives and Indicators</i>	San Francisco	CC	Performance
En.1 Decrease consumption of energy and natural resources			
<i>Primary Indicators</i>			
En.1.a Annual residential natural gas use per capita (therms)*	186	66	++
En.1.b Annual residential electricity use per capita (kilowatt hours)*	1,762	2,416	--
En.1.c Gross per capita water use (gallons per day)	91.5	NA	NA
En.1.d Annual solid waste disposal and waste diversion (tons per capita)	0.57	NA	NA
En.1.e Renewable energy installed capacity (MWh) in San Francisco and percent energy supplied from renewable sources	NA	NA	NA
En.2 Restore, preserve and protect healthy natural habitats			
<i>Primary Indicators</i>			
En.2.a Total miles of Bay and Coastal Trails completed in San Francisco County (% complete)	Costal Trail: 69% Bay Trail: 44%	NA	NA
En.2.b Distribution of open spaces and natural areas (% of land area that is open space)	22.8%	4.7%	-
En.2.c Number of trees four meters tall or higher	7.0	1.6	--
En.2.d Proportion of ground covered with impervious surfaces	63.5%	89.8%	--
En.3 Reduce residential and industrial conflicts			
<i>Primary Indicators</i>			
En.3.a Distribution of brownfields and leaking underground storage tanks (# per square mile)	BF: 2.6 LUST: 2.1	BF: 12.28 LUST: 4.94	--
En.4 Preserve clean air quality			
<i>Primary Indicators</i>			
En.4.a Proportion of population living in areas with a PM 2.5 concentration of 10 ug/m3 or more and proportion of population living in areas with a cancer risk of 100/1,000,000 or more.	PM2.5: 1.2% Cancer: 3.3%	PM2.5: 13.3% Cancer: 15.9%	--
En.4.b Proportion households living 300 meters of an air pollution point source	3%	12%	--
En.5 Maintain safe levels of community noise			
<i>Primary Indicators</i>			
En.5.a Proportion of population exposed to an average day/night outdoor noise level >60dB	70%	97.50%	--

* (Zips: 94105, 94103, 94158)

T. Transportation			
<i>Objectives and Indicators</i>	<i>San Francisco</i>	<i>CC</i>	<i>Performance</i>
T.1 Create a resource-efficient, equitable transportation system			
T.1.a Proportion of households without a motor vehicle§	29%	40%	+
T.1.b Proportion of trips made by walking, biking or transit (non-auto modes)‡	51%	82%	++
T.1.c Time spent walking or biking (for utilitarian/non-leisure trips) per capita‡	28 min/day	43 min/day	++
T.1.d Average commute travel time per transit trip‡	39 min	29 min	++
T.1.e Average transit cost for people living at or below the median household income	NA	NA	NA
T.1.f Proximity to frequent transit service (residents and workers)	Res: 21% Jobs: 89%	Res: 75% Jobs: 89%	++
T.2 Ensure the safety of the transportation system			
T.2.a Average annual severe/fatal traffic injuries per 100 roadway miles	Total: 21 Ped: 8 Bike: 2 Vehicle: 11	Total: 70 Ped: 48 Bike: 5 Vehicle: 16	-- -
T.2.b Pedestrian Environmental Quality Index (PEQI) Score: % with Reasonable or Ideal pedestrian conditions	NA	Street segments: 12% Intersections: 30%	●
T.2.c Ratio of Bicycle Path and Lane Miles to All Road Miles	0.1 (109.5 mi.)	0.37 (7.0 mi.)	++
T.2.d Percent of drivers exceeding the speed limit by 5 miles per hour or more	18%	22%	-
T.3 Reduce adverse environmental health impacts of the transportation system			
T.3.a Average daily distance travelled in private autos by residents (miles)‡	11.6	4.3	++
T.3.b Traffic density (% of households living in areas the top two traffic density quintiles)	13%	72%	--
T.3.c Proportion of households living within 150 meters of a designated truck route	44%	100%	--

§ (2000 Tracts: 176.01, 176.02, 178, 179.01, 180, 607)

‡ (TAZD: SOMA & Downtown)

C. Community			
<i>Objectives and Indicators</i>	<i>San Francisco</i>	<i>CC</i>	<i>Performance</i>
C.1 C.1 Promote socially cohesive neighborhoods, free of crime and violence			
<i>Primary Indicators</i>			
C.1.a Number of violent crimes (per 1,000 population)	Homicide: 0.3 Assault: 44 Sexual: 1.7	Homicide: 0.5 Assault: 210 Sexual: 6.2	--
C.1.b Number of property crimes (per 1,000 population)	177	900	--
C.1.c Proportion of the population, 1 year and older, living in the same house as one year ago§	84%	71%	--
C.1.d Proportion of population within 1/2 mile from community center	85%	100%	++
C.1.e Density of off-sale alcohol outlets (# per square mile)	17.4	57	--
<i>Secondary Indicators</i>			
C.1.f Proportion of households that are very or somewhat likely to move away from San Francisco in the next three years*	25%	36%	--
C.1.g Number of neighborhood block party permits	82	0	--
C.1.h Number of spiritual and religious centers (per 10,000 residents)	8.3	7.3	-
C.1.i Residents' perceived safety (% who feel unsafe or very unsafe)*	Day: 5% Night: 25%	Day: 10% Night: 34%	-- -
C.2 Increase civic, social, and community engagement			
<i>Primary Indicators</i>			
C.2.a Voting rates	61%	59%	+
<i>Secondary Indicators</i>			
C.2.b Volunteerism	22.6%	NA	NA
C.2.c Public meeting attendance	12.2%	NA	NA
C.3 Assure equitable and democratic participation throughout the planning process			
<i>No Indicators</i>			

§ (2000 Tracts: 176.01, 176.02, 178, 179.01, 180, 607)

* (Zips: 94105, 94103, 94158)

PR. Public Realm			
<i>Objectives and Indicators</i>	San Francisco	CC	Performance
PR.1 Assure spaces for libraries, performing arts, theatre, museums, concerts, and festivals for personal and educational fulfillment			
<i>Primary Indicators</i>			
PR.1.a Art and cultural facilities by admission fee (# of facilities)	131	11 (8 with general admission \$10 or less)	NA
PR.1.b Per capita public arts funding distributed by the San Francisco Arts Commission	\$40	\$162 (District 6)	++
PR.1.c Proportion of population within 1 mile of a public library	1/2 mile: 58% 1 mile: 97%	1/2 mile: 35.4% 1 mile: 100%	~
PR.1.d Locations of public art installations and murals (# public art works and murals per 10,000 residents)	7.5	11.8	++
PR.2 Assure affordable and high quality public health facilities			
<i>Primary Indicators</i>			
PR.2.a Public health facilities near major transit corridors (% of facilities by type)	DPH Clinic: 39% Community Clinic: 62% Hospital: 31%	No facilities	--
PR.2.b Number of hospital beds per 100,000 population and hospital bed occupancy rates	544 - 58.7%	NA	NA
PR.3 Increase park, open space and recreation facilities			
<i>Primary Indicators</i>			
PR.3.a Recreational area access score	56	16.3	--
PR.3.b Proportion of population within 1/4 mile of a recreation facility	1/4 mile: 47% 1/2 mile: 91%	1/4 mile: 29% 1/2 mile: 67%	-
<i>Secondary indicators</i>			
PR.3.c Proportion of households with 1/4 mile access to a community garden	26%	16%	~
PR.4 Increase accessibility, beauty, safety, and cleanliness of public spaces			
<i>Primary Indicators</i>			
PR.4.a San Francisco street tree distribution	NA	NA	NA
PR.4.b Streetscape improvements [in process]	NA	NA	NA
PR.4.c Street maintenance scores [in process]	NA	NA	NA
PR.5 Assure access to daily goods and service needs			
<i>Primary Indicators</i>			
PR.5.a Neighborhood completeness indicator for key public services (# of resources per square mile)			
Childcare Center Slots	275.3	260.3	NA
Community Center	4.1	15.5	NA
Community Garden	1.1	0.0	NA
Library	0.6	0.0	NA
Open Space & Park Less Than 1/2 Acre	4.8	10.3	NA
Parks 1/2 Acre or Larger	6.7	6.9	NA
Post Office	0.9	1.7	NA

<i>Public Art Installations</i>	12.8	1.7	NA
<i>Public Health Facility</i>	1.7	0.0	NA
<i>Public School</i>	2.4	1.7	NA
<i>Rec Facility</i>	2.4	1.7	NA
PR.5.b Neighborhood completeness indicator for key retail services (# of resources per square mile)			
<i>Auto Repair Shop</i>	6.5	50.0	NA
<i>Bank and Credit Union</i>	5.7	13.8	NA
<i>Beauty/Barber Shop</i>	23.5	46.6	NA
<i>Bike Shop</i>	1.0	5.2	NA
<i>Dry Cleaner</i>	4.6	6.9	NA
<i>Eating Establishments</i>	73.6	386.2	NA
<i>Gym</i>	4.6	24.1	NA
<i>Hardware Store</i>	1.3	5.2	NA
<i>Healthy Retail Food</i>	2.6	8.6	NA
<i>Laundromat</i>	3.3	1.7	NA
<i>Pharmacy</i>	3.5	3.6	NA
<i>Video Rental/Movie Theater</i>	2.5	8.6	NA

PR.6 Promote affordable and high-quality food access and sustainable agriculture			
<i>Primary Indicators</i>			
PR.6.a Retail Food Access Score	41	56	+ +
Distribution of retail food sources (# of resources per square mile)			
<i>Supermarket</i>	1.7	5.2	+ +
<i>Warehouse Club Stores</i>	0.1	1.7	+ +
<i>Grocery, Other</i>	2.0	3.4	+ +
<i>Fruit/Vegetable Market</i>	1.0	1.7	+
<i>Meat/Fish/Poultry</i>	1.2	0.0	-
<i>Farmers Market</i>	0.4	1.7	+ +
<i>Convenience</i>	9.3	39.7	+ +
PR.6.b Proportion of retail food establishments that accept state/federal food assistance programs	Healthy: 65% Unhealthy: 36%	Healthy: 60% Unhealthy: 15%	~ -
PR.6.c Proportion of households within 1/2 mile of a farmer's market	41%	52%	~
(Were going to include in food indicator but is it better to break it out because of the social/community cobenefits that farmers' markets have, plus there is notable inequity in their distribution accross the city)			

Ed. Education			
<i>Objectives and Indicators</i>	San Francisco	CC	Performance
Ed.1 Assure affordable and high quality child care for all neighborhoods			
<i>Primary Indicators</i>			
Ed.1.a Maximum capacity of licensed child care facilities and child care population (# slots in licensed child care centers and licensed child care family homes per child, 0-14 years old)	Centers: 0.14 (12,965 slots) Homes: 0.04 (4,035 slots)	Centers: 0.27 (151 slots) Homes: 0 (0 slots)	+ + - -
Ed.1.b Unmet need for child care subsidies	NA	NA	NA
Ed.1.c Average child care costs as a proportion of family budget§	12%	15%	- -
Ed.2 Assure accessible and high quality educational facilities			
<i>Primary Indicators</i>			
Ed.2.a Elementary school access indicator	30	7	- -
Ed.2.b Proportion of students selecting attendance area school as their first choice elementary school	23%	9%	- -
Ed.2.c Proportion of schools achieving an Academic Performance Index Base of 800 or more	49%	0%	- -
<i>Secondary Indicators</i>			- -
Ed.2.d Proportion of public schools with a school garden	52%	0%	- -
Ed.2.e Proportion of students graduating from high school by school	82%	NA	NA
Ed.2.f Ratio of public school population to citywide school-aged population	NA	NA	NA

§ (2000 Tracts: 176.01, 176.02, 178, 179.01, 180, 607)

H. Housing			
<i>Objectives and Indicators</i>	<i>San Francisco</i>	<i>CC</i>	<i>Performance</i>
H.1 Preserve and construct housing in proportion to demand with regards to size, affordability, and tenure			
<i>Primary Indicators</i>			
H.1.a Proportion of housing production to housing need by income category (difference between production targets for 2007-2014, and actual production during 2007-2010)			
<i>Very low (50% AMI)</i>	26%	NA	NA
<i>Low (80% AMI)</i>	4%	NA	NA
<i>Moderate (120% AMI)</i>	13%	NA	NA
<i>Above moderate (Market rate)</i>	64%	NA	NA
H.1.b Proportion of households whose gross rent is 50% or more of their household income§	20%	24%	--
H.1.c Housing purchasing capacity of the median income household	NA	NA	NA
H.1.d Proportion households that own their homes	36%	23%	-
<i>Secondary Indicators</i>			
H.1.e Proportion of households NOT living in overcrowded conditions§	95%	95%	-
H.1.f Housing wage as a percent of minimum wage	NA	NA	NA
H.1.g Residential density	12.5	20.3	+
H.2 Protect residents from involuntary displacement			
<i>Primary Indicators</i>			
H.2.a Bay Area regional trends in fair market rate rents for a two bedroom unit	NA	NA	NA
H.2.b Number and rate of no-fault evictions	11.2	1.2	++
H.2.c Proportion of SF housing that is for rent or purchase that is affordable (% that is public, inclusionary, redevelopment agency affordable, or community land trust; OR rent controlled (built 1979 or earlier)¥)	Affordable: 6% Rent Cont.: 86%	Affordable: 25% Rent Cont: 24%	++ --
H.3 Decrease concentrated poverty			
<i>Primary Indicators</i>			
H.3.a Ethnic diversity index (0-100)	63	64	+
H.3.d Proportion living at or below 200% of the Census poverty threshold§	26%	31%	-
H.4 Assure access to healthy quality housing			
<i>Primary Indicators</i>			
H.4.a Health and building code violations for housing and habitability per 1,000 population	4.7	18.8	--

¥ (2010 Tracts: 176.01, 178.01, 178.02, 180, 607, 615)

§ (2000 Tracts: 176.01, 176.02, 178, 179.01, 180, 607)

Ec. Economy			
<i>Objectives and Indicators</i>	<i>San Francisco</i>	<i>CC</i>	<i>Performance</i>
Ec.1 Increase high-quality employment opportunities for local residents			
<i>Primary Indicators</i>			
Ec.1.a Jobs paying wages greater than or equal to the self-sufficiency wage	NA	NA	NA
Ec.1.b Proportion of residents who both live and work in San Francisco§	76%	70%	--
Ec.1.c Jobs per square mile	11,519	67,385	++
<i>Secondary Indicators</i>			
Ec.1.d Proportion of job openings available to individuals without a college degree	NA	NA	NA
Ec.2 Increase jobs that provide healthy, safe and meaningful work			
<i>Primary Indicators</i>			
Ec.2.a Proportion of population covered by health insurance	88.3%	81.3% (PUMA 2203)	--
Ec.2.b Occupational non-fatal injury rate by industry	NA	NA	NA
<i>Secondary Indicators</i>			
Ec.2.c Proportion of population receiving paid sick days benefits	100%	100%	++
Ec.3 Increase equality in income and wealth			
<i>Primary Indicators</i>			
Ec.3.a Income inequality (Gini coefficient)	0.51 (highest in CA)	NA	NA
Ec.3.b Geographic, ethnic, and annual variations in employment rates (% employed)§	93%	95%	-
Ec.3.c Proportion of population within 1/2 mile of a savings bank or credit union	81%	100%	++
Ec.3.d Minority and women owned Local Business Enterprises	813 (100%)	125 (15%)	●
Ec.4 Protects and enhances natural resources and the environment			
<i>Primary Indicators</i>			
Ec.4.a Distribution of green businesses	168 (100%)	14 (8%)	●

§ (2000 Tracts: 176.01, 176.02, 178, 179.01, 180, 607)

D. Demographics		
<i>Indicators</i>	<i>San Francisco</i>	<i>CC</i>
D.1 Population density (population per square mile)	17,081	18,231
D.2 Population by ethnicity		
<i>African American/ Black</i>	6%	7%
<i>Asian / Pacific Islander</i>	33%	40%
<i>Latino/a</i>	15%	8%
<i>Native American/ (non-Latino/a)</i>	0.2%	0.4%
<i>White (non-Latino/a) (non-Latino/a)</i>	42%	41%
<i>Multi-ethnic (non-Latino/a)</i>	3%	3%
<i>Other ethnicity (non-Latino/a) Alaska Native (non-Latino/a)</i>	0.3%	0.3%
D.3 Per capita and household median income§	Per capita: \$44,373 Household: \$70,040	Per capita: \$72,865 Household: \$82,578
D.4 Proportion living at or below 200% of the Census poverty threshold§	26%	31%
D.5 Average household size	2.4	1.6
D.6 Employment rate§	93%	95%
D.7 Proportion of residents, 1 year and older, who are still living in the same house as one year ago§	84%	71%
D.8 Percent of adults, 25 years and older, with a high school education or more§	86%	88%
D.9 Proportion of population that is foreign-born§	34%	37%
D.10 Householder marital status (% of all householders by partnership status)		
<i>Husband-wife married</i>	32%	23%
<i>Partnered (same and opposite sex)</i>	9%	10%
<i>Unpartnered</i>	59%	68%
D.11 Proportion of youth and seniors	Youth: 13.4% Seniors: 13.6%	Youth: 4.9% Seniors: 22.6%
D.12 Proportion of households with children under 18 years old	22%	8%
D.13 San Francisco home sales (average cost per square foot)*	\$590	\$691
D.14 Proportion of households that are linguistically isolated (% households in which all members age 14 years and over speak a non-English language and also speak English less than "very well")§	13%	15%
D.15 Cost of living by family type over time (Annual income needed for 1 adult, 2011)	\$30,286	NA
HH.1.g Homeless population (# of street homeless per 1,000 residents)	4	11 (District 6)

¥ (2010 Tracts: 176.01, 178.01, 178.02, 180, 607, 615)

§ (2000 Tracts: 176.01, 176.02, 178, 179.01, 180, 607)

* (Zips: 94105, 94103, 94158)

HO. Health Outcomes			
<i>Indicators</i>	<i>San Francisco</i>	<i>CC</i>	<i>Performance</i>
HO.1 Asthma hospitalization rate per 10,000*	8.9	15.4	--
HO.2 Diabetes hospitalization rate per 10,000*	12.1	22.7	--
HO.3 Chronic obstructive pulmonary disease hospitalization rate per 10,000*	11.4	34.7	--
HO.4 Heart failure hospitalization rate per 10,000*	30.3	72	--
HO.5 Hospitalization rate for alcohol abuse per 10,000*	7.9	27.1	--
HO.6 Mental health hospitalization rate per 10,000*	NA	183.7	--
HO.7 Leading causes of death by age-adjusted death rates per 100,000 (#1 cause)	Ischemic heart disease	NA	NA
HO.8 Leading causes of death by years of life lost (#1 cause)	Ischemic heart disease	NA	NA
HO.9 Leading causes of death by years of life lost by zip code (#1 cause)*	Ischemic heart disease	HIV/AIDS (94103) Ischemic heart disease (94107)	NA
HO.10 Infant mortality rate	3.7	NA	NA
HO.11 Low birth weight births (% of live births that are low birth weight)*	7%	11%	--
HO.12 Percentage of mothers receiving prenatal care in first trimester*	87%	89%	-

* (Zips: 94105, 94103, 94158)